

# The County Connection

2477 Arnold Industrial Way Concord, CA 94520-5326 (925) 676-7500 www.cccta.org

## MEETING NOTICE & AGENDA ADMINISTRATION & FINANCE COMMITTEE

100 Gregory Lane  
Pleasant Hill, CA 94523  
Large Committee Room  
Friday, April 8, 2011  
9:30 a.m.

### The Committee may take action on any item on the agenda.

- |  |                 |
|--|-----------------|
| 1. Adoption of Agenda  | (Action)        |
| 2. Public Communication  |                 |
| 3. Summary Minutes of March 4, 2011 A&F Committee Meetings*              | (Review/Action) |
| 4. ITS-Project Budget-Capital and Operating*                             | (Review/Action) |
| 5. FY 2012 Draft Budget*   | (Review/Action) |
| 6. Investment Report-OPEB Trust*   | (Review/Action) |
| 7. Legal Services Statement, December 2010 Labor -- January 2011 General | (Review/Action) |
| 8. Review of Vendor Bills, March 2011**                                  | (Review)        |
| 9. Adjournment   |                 |

\*Enclosure

A&F Committee Members

\*\*Enclosure for Committee Members

Al Dessayer, Gregg Manning, Laura Hoffmeister and Jack Weir

### General Information

Public Comment: Each person wishing to address the A&F Committee is requested to advise the Chair before the meeting convenes or the applicable agenda item is discussed. Persons who address the Committee are also asked to furnish a copy of any written statement to the Chair. A period of thirty (30) minutes has been allocated for public comments concerning items of interest within the subject matter jurisdiction of the Committee. Each individual will be allotted three minutes, which may be extended at the discretion of the Committee Chair.

Availability of Public Records: All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body, will be available for public inspection at 2477 Arnold Industrial Way, Concord, California, at the same time that the public records are distributed or made available to the legislative body. The agenda and enclosures for this meeting are posted also on our website at [www.CCCTA.org](http://www.CCCTA.org).

Accessible Public Meetings: Upon request, CCCTA will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and preferred alternative format or auxiliary aid or service so that it is received by CCCTA at least 48 hours before the meeting convenes. Requests should be sent to Lathina Hill, Assistant to the General Manager, at 2477 Arnold Industrial Way, Concord, CA 94520 or [Hill@CCCTA.org](mailto:Hill@CCCTA.org).

The agenda is posted on CCCTA's Website ([www.CCCTA.org](http://www.CCCTA.org)) and at the following location:

CCCTA Administrative Offices, 2477 Arnold Industrial Way, Concord

Clayton • Concord • Contra Costa County • Danville • Lafayette • Martinez  
Moraga • Orinda • Pleasant Hill • San Ramon • Walnut Creek

**Administration and Finance Committee  
Summary Minutes  
March 4, 2011**

The meeting was called to order at 3:00 p.m. at the City of Pleasant Hill offices.

Those in attendance were:

Director Al Dessayer

Director Jack Weir

Staff: General Manager Rick Ramacier

Director of Finance Kathy Casenave

Legal Counsel Pat Glenn

1. Adoption of the Agenda- Approved.
2. Public Communication- None.
3. Summary Minutes of February 11, 2011- Approved.
4. Closed Session- The committee met in closed session with Pat Glenn pursuant to Government code section 54957.6 regarding negotiations with the Teamsters Union, Local 856. The committee reconvened in public session and reported that no decisions had been made.
5. Investment Policy-Quarterly Reporting Requirement- Director Casenave reported that the Authority's investments were in compliance with the investment policy. A listing of all investments as of December 31, 2010 was presented for the committee's review. Approved for Board consent calendar.
6. Financial Statement for the Six Months ended December 31, 2010 - Director Casenave reported that expenses for the Authority were 6.7% under the year to date budget. Wages, services, materials and special trip services were all under budget. Comparing with the prior year, fixed route expenses were .5% less and Paratransit expenses were .1% less. Information only.
7. Review of Vendor Bills, February 2011- The committee reviewed the vendor bills.
8. Adjournment- The meeting was adjourned. The next meeting will be Friday, April 8 at 9:30 a.m. at the City of Pleasant Hill offices.

  
Kathy Casenave, Director of Finance

# The County Connection

## Inter Office Memo

To: Administration and Finance Committee  
From: Anne Muzzini, Director of Planning and Marketing

Date: March 31, 2011

Reviewed By: *AM*

**SUBJECT: ITS Budget**

**SUMMARY OF ISSUES:** In February the Board took action to approve the purchase of an Intelligent Transit System (ITS) for an amount not to exceed \$900,000. The system is a capital project and includes three components; an upgraded radio/radio controller system, a CAD/AVL system for dispatch, and a real time passenger information system.

The ITS project has been included in the FY 2011-12 draft capital budget and the funds to pay for the project will come Prop. 1B and FTA 5307 grants originally for the DVC project and the 40bus replacement project. Both of these projects have come in under the original grant amounts.

The ongoing operating cost related to the ITS project will include cell service to 120 buses and eventually a software maintenance fee. The annual cell cost is estimated to be \$47,000. The annual maintenance fee, \$51,000, will not begin until two years after final acceptance of the installation which is estimated to be March of 2014.

To offset the additional \$47,000 in cellular service cost, the marketing and planning department can save \$25,000 a year in schedule printing if schedule changes are kept to three a year. This is the cost savings that has actually occurred as a result of limiting schedule changes in the summer, fall, and winter bids, and making no changes at the spring bid. The budget for schedules is \$75,000.

Use of the passenger information system combined with riders use of the web based trip planner will reduce the need for printed schedules and cost savings will result.

In addition to savings from printing fewer schedules another offset to ITS operating costs would be the \$140,000 marketing budget cut renewal. The financial forecast assumes that these funds will be returned in FY 2012-13 and beyond. These funds could be used instead to pay for the ITS. Real time bus information will be a marketing tool that benefits passengers and customer service so it is a logical use of the funds.

**FINANCIAL IMPACT:**

There are operating costs associated with the purchase of the ITS system equal to \$47,000 for cell service and after March of 2014 \$51,000 for maintenance fees. These costs can be offset in part from schedule printing savings and after 2012 from funds that are intended to be returned to the marketing budget.

**RECOMMENDATION:**

Include the capital cost and operations cost associated with the ITS project in the FY 2011-12 draft budget and forecast.

**OPTIONS:**

- 1) Accept staff recommendation
- 2) Other action determined by Committee

**ATTACHMENTS:**

Information on capital funding sources for the ITS and Van projects

## Capital Project Funding

<u>Grant</u>	<u>Purpose</u>	<u>Remaining</u>	<u>Use for Vans</u>	<u>Use for ITS</u>	<u>Remaining</u>
Federal Y723	40 Bus	\$617,900		\$320,671	\$297,229
Federal Y623	Vans	\$3,340,622	\$3,340,622		\$0
Prop 1B	40 Bus	\$39,800			
Prop 1B	DVC	\$840,000	\$263,007	\$576,994	\$0
	Anything in Y723 or				
Bridge Toll - 08-09	Y623	\$153,000	\$153,000		
	Anything in Y723 or				
Bridge Toll - 09/10	Y623	\$281,985	\$281,985		\$0
TDA	Match	\$137,164	\$137,164		\$0
		\$5,410,471	\$4,175,778	\$897,665	\$297,229

# The County Connection



March 31, 2011

TO: ADMINISTRATION AND FINANCE COMMITTEE  
 FROM: KATHY CASENAVE, DIRECTOR OF FINANCE

REVIEWED: *Platz*

**SUBJECT: FY 2012 DRAFT BUDGET AND FY 2011 ESTIMATED ACTUAL**

The attached draft of the FY 2012 budget is submitted for your review. This draft incorporates the following:

Conversion of \$5.5 million for the FY 2011 bus purchase to preventive maintenance. Some of it will be used in FY 2011, but most will be consumed in FY 2012.

- STA revenue per MTC's estimates based on the Governor's budget. Final figures are not yet available.
- Estimated TDA revenue for FY 2011 and FY 2012 based on the CC Auditor Controller's estimate as reported to MTC. A more detailed discussion is presented later in this memo.
- CCCTA staff estimates for Measure J and some federal operating revenue; final figures are not yet available.
- Removal of RM2 funding for Express bus route due to unmet MTC productivity requirements
- A further reduction in Administrative staff, from a high of 36.5 in FY 2007 to 30 in FY 2012
- FY 2012 capital program revenues (state bonds and bridge toll) final figures not yet available.
- No additional service reductions

## **FY 2012 Draft Budget-**

The draft operating budget totals \$32,406,792. Of this, fixed route is \$26,406,792 and Paratransit is \$5,594,399. The budget also includes a contingency line item of \$600,000.

- Fixed route expenses for FY 2012 are projected to be \$1,496,816 (6%) more than the estimated actual for FY 2011. Of this, \$840,000 is for projected increase in diesel fuel.
- Paratransit expenses are estimated to be \$1,911 more than the estimated actual for FY 2011.

## **FY 2011 Estimated Actual**

The Board authorized an operating budget of \$31,269,545 which included a contingency line item of \$313,000.

- Fixed route expenses for FY 2011 are estimated to be \$454,019 (1.8%) less than the budget.
- Paratransit expenses for FY 2011 are estimated to be on budget.
- The contingency will not be used.
- The total operating estimated actual is projected to be \$767,082 (2.4%) under budget.

## **List of Key Assumptions Used for Ten-Year Draft Financial Forecast and TDA Reserve-**

### **Operating Revenues-**

- Passenger fares are increased 2% annually for Fixed route and 3% for Paratransit. Fares increases are projected for FY 2013, 2016 and 2019.
- STA growth rate is 3%.
- TDA projected to grow 6.5% in FY 2013 & 6.2% in FY 2014 gradually reducing to 4.5% in the out years. By FY 2015 it is expected to be at the FY 2006 and 2007 amounts. (See below for CCCTA's historical revenue)

### **Operating Expenses-**

The forecast assumes no increase or decrease in fixed route hours.

- The growth rate for expenses 2.8% for most of the out years.
- Retiree medical expense of \$234,000 has been included in all years.
- PERS ER pension rate is estimated to be 5.9% in FY 2013 and 8.3% in FY 2014 (PERS estimate). The 8.3% rate is based on a 7.75% investment return for this fiscal year (Jul 2010-Jun 2011); if the return is more, the ER rate will be less. The rate in the forecast is gradually increased to 10.4% in the out years.

### **TDA Revenue-**

The latest FY 2011 TDA 4.0 revenue projection from the County Auditor's office has been increased by \$573,000. The new projection represents a 3.5% increase over the FY 2010 actual. The Auditor also projected a modest \$209,000 (1.7%) increase for FY 2012.

The question is when will the TDA revenue get back to "normal"- \$35 million for the County and around \$15 million for CCCTA? The accompanying forecast, (*Page 10, line 46*), projects that it will occur in FY 2015- a five year recovery period.

Contra Costa TDA

In Millions

Fiscal Year	% Inc (Dec)	CC County TDA	CCCTA share
2012 est	1.7%	\$30.4	\$12.8
2011 est	3.5%	\$29.9	\$12.6
2010	-21.5%	\$28.9	\$12.2
2009	0.3%	\$35.1	\$14.9
2008	-0.6%	\$35.0	\$14.9
2007	0.6%	\$35.2	\$15.1
2006	6.4%	\$35.0	\$15.0
2005	4.8%	\$32.9	\$14.3
2004	3.0%	\$31.4	\$13.8

**Capital Program-**

**Capital Revenue-**

No TDA revenue is shown as being used for capital projects after FY 2011. State Transportation bond money is shown as being used to supplement bus or van purchases and facility rehabilitation. If the bond money is not forthcoming in FY 2012, then the facility rehabilitation projects will not be started. The capital program shows a revenue line item listed as "To be determined" which basically represents a shortfall of capital revenues.

**TDA Reserve-**

**The TDA reserve is estimated to be very low by the end of FY 2014- \$312,000. If no additional revenue is forthcoming before that time, a further reduction in service would be needed by the beginning of FY 2014.**

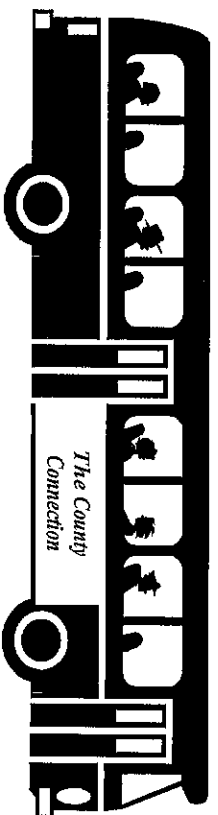
**ACTION REQUESTED:**

Staff requests that the A&F Committee bring this draft to the Board for discussion and approval for purposes of filing the TDA claim. Staff will continue refining the draft for the committee's review in May and present a final budget in June.



***DRAFT***  
**Operating and Capital Budget**

**Fiscal Year 2012**



**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**

**Concord, California**

**March 29, 2011**

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**FY 2012 Budget**  
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**CENTRAL CONTRA COSTA TRANSIT AUTHORITY  
FY 2012 BUDGET SUMMARY**

Operations

	EST/ACTUAL	APPROVED BUDGET	% VARIANCE	PROPOSED BUDGET	FY 2012 BUD OVER/(UNDER) EST ACT
	FY 2011	FY 2011		FY 2012	
Fixed Route	\$ 24,909,974	\$ 25,677,205	-3.0%	\$ 27,006,792	8.4%
Paratransit	\$ 5,592,488	\$ 5,592,340	0.0%	\$ 5,594,399	0.0%
Subtotal	\$ 30,502,463	\$ 31,269,545	-2.5%	\$ 32,601,190	6.9%

Capital

Fixed Route	\$ 303,919	\$ 303,919	0.0%	\$ 11,791,167	3779.7%
Paratransit				\$ 712,000	100.0%
Subtotal	\$ 303,919	\$ 303,919	0.0%	\$ 12,503,167	4014.0%
<b>Grand Total</b>	<b>\$ 30,806,382</b>	<b>\$ 31,573,464</b>	<b>-2.4%</b>	<b>\$ 45,104,357</b>	<b>46.4%</b>

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY  
FY 2012 BUDGET - OPERATING EXPENDITURES**

Category	ACTUAL	EST/ACT	APPROVED	EST/ACT	BUDGET	EST/ACT	BUDGET	EST/ACT	PROPOSED	Variances over(under)	
	FY2010	FY 2011	BUDGET FY 2011	Amount	FY 2011	Amount	FY 2011	Amount	FY2012	FY2011 Estimated	Actual
				Amount +/-(-)	% +/-(-)		% +/-(-)		Amount +/-(-)	% +/-(-)	% +/-(-)
<b>Fixed Route</b>											
Wages	12,130,675	11,989,277	12,080,042	(90,765)	-0.8%	12,027,944	38,667	0.3%			
Fringe benefits	6,731,068	7,128,765	7,134,289	(5,524)	-0.1%	7,433,451	304,686	4.3%			
Total Wages and benefits	18,861,743	19,118,042	19,214,331	(96,289)	-0.5%	19,461,395	343,353	1.8%			
Services	1,480,720	1,749,195	1,913,140	(163,945)	-8.6%	1,969,200	220,005	12.6%			
Materials and supplies	2,558,586	2,912,616	3,041,100	(128,484)	-4.2%	3,864,480	951,864	32.7%			
Utilities	246,446	261,935	255,000	6,935	2.7%	273,000	11,065	4.2%			
Casualty and liability	402,634	393,385	423,523	(30,138)	-7.1%	379,366	(14,019)	-3.6%			
Taxes	276,051	286,066	317,700	(31,634)	-10.0%	264,000	(22,066)	-7.7%			
Leases and rentals	33,200	38,677	38,000	677	1.8%	38,000	(677)	-1.8%			
Miscellaneous	64,825	105,059	101,200	3,859	3.8%	110,100	5,041	4.8%			
Purchased transportation	247,329	45,000	60,000	(15,000)	-25.0%	47,250	2,250	5.0%			
Total Other Expenses	5,309,791	5,791,933	6,149,663	(357,730)	-5.8%	6,945,396	1,153,463	19.9%			
Subtotal	24,171,534	24,909,974	25,363,993	(454,019)	-1.8%	26,406,792	1,496,816	6.0%			
Contingency			313,212	(313,212)	-100.0%	600,000	600,000				
Subtotal	24,171,534	24,909,974	25,677,205	(767,231)	-3.0%	27,006,792	2,096,816	8.4%			
<b>Paratransit</b>											
Wages	102,876	89,006	84,863	4,143	4.9%	85,518	(3,487)	-3.9%			
Fringe benefits	51,234	38,410	42,698	(4,288)	-10.0%	42,749	4,340	11.3%			
Total Wages and benefits	154,110	127,415	127,561	(146)	-0.1%	128,268	853	0.7%			
Services	36,434	26,500	26,500	0	0.0%	27,030	530	2.0%			
Materials and supplies	4,417	2,794	2,500	294	11.8%	2,850	56	2.0%			
Utilities	20,360	22,000	22,000	0	0.0%	22,440	440	2.0%			
Taxes	414	500	500	0	0.0%	510	10	2.0%			
Miscellaneous	1,517	1,100	1,100	0	0.0%	1,122	22	2.0%			
Purchased transportation	4,932,025	5,412,179	5,412,179	0	0.0%	5,412,179	0	0.0%			
Total Other Expenses	4,995,167	5,465,073	5,464,779	294	0.0%	5,466,131	1,058	0.0%			
Subtotal	5,149,277	5,592,488	5,592,340	148	0.0%	5,594,399	1,911	0.0%			
<b>Total</b>	<b>\$ 29,320,811</b>	<b>\$ 30,502,463</b>	<b>\$ 31,269,545</b>	<b>\$ (767,082)</b>	<b>-2.4%</b>	<b>\$ 32,601,190</b>	<b>\$ 2,098,728</b>	<b>6.9%</b>			

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY  
FY 2012 BUDGET- OPERATING REVENUES**

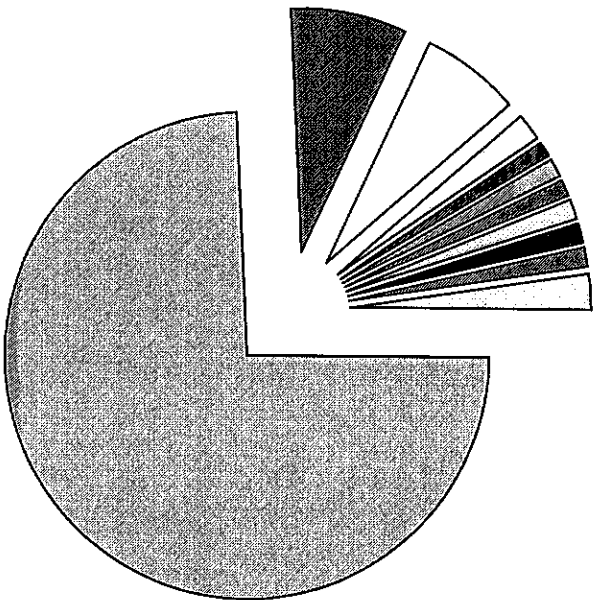
Category	ACTUAL FY2010	EST/ACT FY 2011	APPROVED BUDGET FY 2011	EST/ACT over(under) Budget		PROPOSED BUDGET FY 2012	Variances over(under) FY 2011 Estimated Actual	
				Amount Amount +/-(-)	% Var % +/-(-)		Amount +/-(-)	% +/-(-)
<b>Fixed Route</b>								
Fare revenue	3,310,669	3,291,154	3,399,503	(108,349)	-3.2%	3,366,829	75,676	2.3%
Special service revenue	865,163	770,372	749,620	20,752	2.8%	791,063	20,691	2.7%
Advertising revenue	512,096	482,500	482,500	-	0.0%	530,000	47,500	9.8%
Non-Operating rev	198,369	148,500	148,500	-	0.0%	148,500	-	0.0%
FTA Section 5303	60,000	-	30,000	(30,000)	-100.0%	-	-	-
FTA Preventive Maintenance		1,935,317	1,935,317	-	0.0%	4,632,202	2,696,885	139.4%
Federal Stimulus		807,311	1,107,398	(300,087)	-27.1%		(807,311)	-100.0%
MTC Preventive Maintenance		827,797	827,797	-	0.0%		(827,797)	-100.0%
STA Augmentation Fund		770,457	770,457	-	0.0%		(770,457)	-100.0%
STA Pop		2,218,251	2,218,251	-	0.0%	1,852,940	(365,311)	-16.5%
TDA 4.0	10,124,143	8,780,107	9,495,765	(715,658)	-7.5%	10,992,585	2,212,478	25.2%
Measure C/J	3,277,336	3,245,322	2,994,109	251,213	8.4%	3,384,871	139,549	4.3%
BART Express Funds	514,243	616,358	616,358	-	0.0%	556,311	(60,047)	-9.7%
Dougherty Valley revenue	228,589	183,000	68,100	114,900	168.7%	225,000	42,000	23.0%
Other Local Grants	80,451	20,000	20,000	-	0.0%	20,000	-	0.0%
RM 2/Other- Express	559,429	559,429	559,429	-	0.0%	145,339	(414,090)	-74.0%
Lifeline-CCTA (STA/JARC)	814,460	254,101	254,101	-	0.0%	361,152	107,051	42.1%
<b>Subtotal</b>	<b>24,407,233</b>	<b>24,909,975</b>	<b>25,677,205</b>	<b>(767,230)</b>	<b>-3.0%</b>	<b>27,006,792</b>	<b>2,096,816</b>	<b>8.4%</b>
<b>Paratransit</b>								
Fare revenue	579,981	573,594	590,802	(17,208)	-2.9%	573,594	-	0.0%
Advertising revenue	3,372	1,000	-	1,000	0.0%	0	(1,000)	-100.0%
Non-Operating revenue	143	300	300	-	0.0%	300	-	0.0%
FTA Section 5307	997,258	732,526	732,526	-	0.0%	761,827	29,301	4.0%
TDA 4.5	615,595	464,173	464,173	-	0.0%	655,865	191,692	41.3%
TDA 4.0	1,847,543	1,846,692	1,922,586	(75,894)	-3.9%	1,770,250	(76,442)	-4.1%
Measure C/J	904,450	922,475	830,224	92,251	11.1%	959,374	36,899	4.0%
STA Paratransit & Rev based		881,728	881,728	-	0.0%	703,189	(178,539)	-20.2%
Other Grants								
BART ADA Service/Other	200,935	170,000	170,000	-	0.0%	170,000	-	0.0%
<b>Subtotal</b>	<b>5,149,277</b>	<b>5,592,488</b>	<b>5,592,340</b>	<b>149</b>	<b>0.0%</b>	<b>5,594,399</b>	<b>1,911</b>	<b>0.0%</b>
<b>Total</b>	<b>\$ 29,556,510</b>	<b>\$ 30,502,463</b>	<b>\$ 31,269,545</b>	<b>\$ (767,082)</b>	<b>-2.5%</b>	<b>\$ 32,601,190</b>	<b>\$ 2,098,727</b>	<b>6.9%</b>

## FY 2012 Fixed Route Budget

*Rounded to the nearest \$10,000*

Wages and Benefits	\$ 19,460,000	73.7%
Diesel Fuel	2,640,000	10.0%
Bus repairs/maintenance	1,630,000	6.2%
Insurance	380,000	1.4%
Utilities	270,000	1.0%
Building repairs/maintenance	76,000	0.3%
Purch transp (reimbursed)	50,000	0.2%
Taxes (sales, prop, fuel)	260,000	1.0%
Legal/audit/payroll service/armored	380,000	1.4%
Schedules/promotion	190,000	0.7%
Other	1,070,000	4.1%
	<b>\$ 26,406,000</b>	<b>100.0%</b>

**Fixed Route Budget**



- Wages and Benefits
- Diesel Fuel
- Bus repairs/maintenance
- Insurance
- Utilities
- Building repairs/maintenance
- Purch transp (reimbursed)
- Taxes (sales, prop, fuel)
- Legal/audit/payroll service/armored
- Schedules/promotion
- Other

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**FY2012 Revenue Source Utilization**

Fixed Route	Anticipated Revenue	Anticipated Utilization	Difference
Fare revenue	\$ 3,366,829	\$ 3,366,829	0
Special service revenue	791,063	791,063	0
Advertising Revenue	530,000	530,000	0
Non-Operating revenue	148,500	148,500	0
FTA Section 5303	0	0	0
FTA Preventive Maintenance	4,632,202	4,632,202	0
Fed Stimulus/Preventive Maintenance	0	0	0
MTC Preventive Maintenance	0	-	0
STA Augmentation Fund	0	-	0
STA Pop	1,852,940	1,852,940	0
TDA 4.0	12,826,590	10,992,585	1,834,005
Measure J	3,384,871	3,384,871	0
BART Express Funds	556,311	556,311	0
Dougherty Valley grants	225,000	225,000	0
Other Local Grants	20,000	20,000	0
RM2- Express	145,339	145,339	0
Lifeline-CCTA	361,152	361,152	0
<b>Total Fixed Route Operating Revenue</b>	<b>\$ 28,840,797</b>	<b>\$ 27,006,792</b>	<b>\$ 1,834,005</b>
<b>Paratransit</b>			
Fare revenue	\$ 573,594	\$ 573,594	0
Advertising Revenue	-	-	0
Non-operating revenue	300	300	0
FTA Section 5307	761,827	761,827	0
TDA 4.5	655,865	655,865	0
TDA 4.0	-	1,770,250	(1,770,250)
Measure J	959,374	959,374	0
STA Paratransit	703,189	703,189	0
Other Grants	-	-	0
BART ADA Service/other	170,000	170,000	0
<b>Total Paratransit Operating Revenue</b>	<b>\$ 3,824,149</b>	<b>\$ 5,594,399</b>	<b>\$ (1,770,250)</b>
<b>Capital Program</b>			
TDA 4.0	0	0	0
<b>Increase (Decrease) to TDA reserve</b>		<b>\$ 63,755</b>	

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY  
STAFFING**

Position Type	FY 06	FY 07	FY 08	FY 09	FY 2010	FY 2011	FY 2012
	ACTUAL	ACTUAL	ACTUAL	ACTUAL	ACTUAL	ACTUAL	BUDGET
Transportation							
Transportation administration	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Training	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Transit Supervisor/Dispatcher	12.0	12.0	12.0	10.0	10.0	10.0	10.0
Full-time runs	17.0	17.0	17.0	15.0	15.0	15.0	15.0
Part-time runs	140.0	143.0	152.0	128.0	128.0	125.0	125.0
Full-time stand-by (Protection)	18.0	19.0	16.0	12.0	12.0	12.0	12.0
Total Transportation	39.0	39.0	42.0	38.0	38.0	35.0	35.0
Total Transportation	197.0	201.0	210.0	178.0	178.0	172.0	172.0
<b>Total Transportation</b>	<b>214.0</b>	<b>218.0</b>	<b>227.0</b>	<b>193.0</b>	<b>193.0</b>	<b>187.0</b>	<b>187.0</b>
Maintenance							
Maintenance administration	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Facilities	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Mechanic, Level V	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Mechanic, Level IV	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Mechanic, Level III	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Mechanic, Level II	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Mechanic, Level I	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Bus service workers	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Total Maintenance	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Maintenance	29.0	29.0	29.0	29.0	29.0	29.0	29.0
<b>Total Maintenance</b>	<b>39.0</b>	<b>39.0</b>	<b>39.0</b>	<b>39.0</b>	<b>39.0</b>	<b>39.0</b>	<b>39.0</b>
General Administration							
General Administration	4.5	4.5	5.5	5.5	5.5	4.5	4.0
Stores & Procurement	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Stores workers	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Finance	6.0	6.0	5.0	6.0	6.0	5.0	5.0
Human Resources	3.0	3.0	3.0	3.0	2.0	2.0	2.0
Marketing	3.0	3.0	3.0	3.0	3.0	3.0	2.0
Customer service	10.0	10.0	8.5	6.5	6.5	6.5	6.0
Planning/Scheduling/MIS	7.0	7.0	8.0	7.0	6.0	7.0	8.0
Subtotal in full time equivalents	36.5	36.5	36.0	34.0	32.0	31.0	30.0
<b>Fixed Route Ope Total</b>	<b>289.5</b>	<b>293.5</b>	<b>302.0</b>	<b>266.0</b>	<b>264.0</b>	<b>257.0</b>	<b>256.0</b>
Paratransit	3.0	3.0	3.0	2.0	2.0	2.0	2.0
<b>Total Operations</b>	<b>292.5</b>	<b>296.5</b>	<b>305.0</b>	<b>268.0</b>	<b>266.0</b>	<b>259.0</b>	<b>258.0</b>



**CENTRAL CONTRA COSTA TRANSIT AUTHORITY  
FY2012 CAPITAL PROGRAM**

	Funding Source				Total
	Fed	State Bridge Tolls	State Bonds	Local	
Revenue Fleet	\$ 6,172,816	\$ 56,000	\$ 1,463,184		\$ 7,692,000
Facility Maintenance and Modernization		209,135	3,508,367		\$ 3,717,502
Information Technology	617,900	54,000	279,765		\$ 951,665
Maintenance Equipment & Tools		112,000			\$ 112,000
Office Furniture and Equipment		30,000			\$ 30,000
<b>Total</b>	<b>6,790,716</b>	<b>461,135</b>	<b>5,251,316</b>	<b>-</b>	<b>\$ 12,503,167</b>

Note: \$897,665 of Information Technology funding is a reallocation of left over funding from prior years' projects.

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**TEN YEAR FORECAST** *In \$ Thousands*

	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY 2018	FY 2019	FY 2020	FY 2021
<b>Revenue Hours</b>	<b>216,000</b>	<b>216,000</b>	<b>216,000</b>	<b>216,000</b>	<b>216,000</b>	<b>216,000</b>	<b>216,000</b>	<b>216,000</b>	<b>216,000</b>	<b>216,000</b>	<b>216,000</b>
1 Passenger Fares	3,291	3,367	3,838	3,915	3,993	4,552	4,643	4,736	5,399	5,507	5,617
2 Special Fares	770	791	811	831	852	873	895	917	940	964	988
3 Advertising	483	530	550	570	584	599	614	629	645	661	678
4 Investment & Other	149	149	153	153	153	153	153	153	153	153	153
5 FTA Sec 8 Planning	-	-	-	-	-	-	-	-	-	-	-
6 FTA Preventive Maintenance	1,935	4,632	382	390	397	405	413	422	430	439	447
7 Federal Stimulus- Preventive Maintenance	807	-	-	-	-	-	-	-	-	-	-
8 MTC Preventive Maintenance Reserve	828	-	-	-	-	-	-	-	-	-	-
9 MTC STA Augmentation fund	770	-	-	-	-	-	-	-	-	-	-
10 STA Population	2,218	1,853	1,909	1,966	2,025	2,086	2,148	2,213	2,279	2,347	2,418
11 TDA 4.0	8,780	10,993	14,333	14,754	15,653	15,609	16,047	16,496	16,389	16,851	17,325
12 Measure J	3,245	3,385	3,527	3,675	3,830	3,983	4,142	4,308	4,480	4,659	4,846
13 BART Express Funds	616	556	573	590	608	626	645	664	684	705	726
14 Dougherty Valley dev fees/other	183	225	325	506	25	25	25	25	25	25	25
15 Other Local Grants	20	20	20	20	20	20	20	20	20	20	20
16 RM2/Meas J- Express	559	145	145	145	145	145	145	145	145	145	145
17 Lifeline-CC County	254	361	410	423	435	448	462	476	490	505	520
<b>18 Total Fixed Route Operating Revenue</b>	<b>24,910</b>	<b>27,007</b>	<b>26,976</b>	<b>27,937</b>	<b>28,720</b>	<b>29,525</b>	<b>30,353</b>	<b>31,204</b>	<b>32,080</b>	<b>32,981</b>	<b>33,907</b>
19 Operating Expenses w/o contingency	24,910	26,407	26,976	27,937	28,720	29,525	30,353	31,204	32,080	32,981	33,907
% increase in expenses	3.1%	6.0%	2.2%	3.6%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%
20 Operating expense contingency	\$ -	\$ 600									
<b>21 Total Fixed Route Operating Expenses</b>	<b>24,910</b>	<b>27,007</b>	<b>26,976</b>	<b>27,937</b>	<b>28,720</b>	<b>29,525</b>	<b>30,353</b>	<b>31,204</b>	<b>32,080</b>	<b>32,981</b>	<b>33,907</b>
<b>Revenue Hours</b>	<b>84,000</b>	<b>84,000</b>	<b>84,000</b>	<b>84,000</b>	<b>84,000</b>	<b>84,000</b>	<b>84,000</b>	<b>84,000</b>	<b>84,000</b>	<b>84,000</b>	<b>84,000</b>
22 Passenger Fares	574	574	631	650	669	736	758	781	859	885	912
23 Advertising revenue	1	-	-	-	-	-	-	-	-	-	-
24 FTA Section 5307	733	762	781	800	820	841	862	883	906	928	951
25 TDA 4.5	464	656	698	742	779	818	855	893	933	975	1,019
26 TDA 4.0	1,847	1,770	1,976	2,006	2,044	2,035	2,076	2,117	2,104	2,144	2,184
27 Measure J	922	959	998	1,038	1,079	1,122	1,167	1,214	1,262	1,313	1,365
28 STA Paratransit & Rev based	882	703	724	746	768	791	815	840	865	891	918
29 Bart ADA service	170	170	175	180	186	191	197	203	209	215	222
<b>30 Total Paratransit Operating Revenue</b>	<b>5,592</b>	<b>5,594</b>	<b>5,984</b>	<b>6,162</b>	<b>6,346</b>	<b>6,536</b>	<b>6,731</b>	<b>6,932</b>	<b>7,139</b>	<b>7,352</b>	<b>7,571</b>
<b>31 Total Paratransit Operating Expenses</b>	<b>5,592</b>	<b>5,594</b>	<b>5,984</b>	<b>6,162</b>	<b>6,346</b>	<b>6,536</b>	<b>6,731</b>	<b>6,932</b>	<b>7,139</b>	<b>7,352</b>	<b>7,571</b>
% increase in expenses	8.6%	0.0%	7.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
<b>32 Total CCCTA Operating Budget</b>	<b>\$ 30,502</b>	<b>\$ 32,601</b>	<b>\$ 32,960</b>	<b>\$ 34,100</b>	<b>\$ 35,066</b>	<b>\$ 36,060</b>	<b>\$ 37,083</b>	<b>\$ 38,136</b>	<b>\$ 39,218</b>	<b>\$ 40,332</b>	<b>\$ 41,478</b>

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**TEN YEAR FORECAST** In \$ Thousands  
*In \$Thousands*

	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
<b>33 Capital Revenue</b>											
34 Federal	-	\$ 6,173	\$ 4,585	\$ 37,504	\$ 305	\$ 3,139	-	\$ 206	\$ 670	\$ 707	-
35 Prop 1B STA rev based	-	2,132	-	1,619	-	-	-	-	-	-	-
36 Prop 1B STA pop based	-	2,723	799	1,331	-	-	-	-	-	-	-
37 Lifeline- 1B pop based bonds	-	-	-	900	-	-	-	-	-	-	-
38 State Transportation- 1B security	117	117	117	117	117	117	117	117	117	117	117
39 Bridge Toll revenues	-	461	344	2,790	23	245	-	17	52	54	-
40 Prior yr leftover funding	-	898	1,982	-	-	-	-	-	-	-	-
41 TDA 4.0	187	-	-	-	-	-	-	-	-	-	-
42 To be Determined	-	-	2,780	3,097	1,409	1,785	986	1,176	1,572	807	322
<b>43 Total Capital Revenue</b>	<b>304</b>	<b>12,504</b>	<b>10,607</b>	<b>47,358</b>	<b>1,854</b>	<b>5,285</b>	<b>1,103</b>	<b>1,516</b>	<b>2,411</b>	<b>1,684</b>	<b>439</b>
<b>44 Capital</b>	<b>\$ 304</b>	<b>\$ 12,504</b>	<b>\$ 10,607</b>	<b>\$ 47,358</b>	<b>\$ 1,854</b>	<b>\$ 5,285</b>	<b>\$ 1,103</b>	<b>\$ 1,516</b>	<b>\$ 2,411</b>	<b>\$ 1,684</b>	<b>\$ 439</b>

*This forecast includes:  
Removal of FY 2011 fixed route bus purchase and convert the \$5,468,748 fed to preventive maint for 2011 and 2012  
Unfunded capital projects from FY 2013-2021*

CENTRAL CONTRA COSTA TRANSIT AUTHORITY  
TDA RESERVE

	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY 2018	FY 2019	FY 2020	FY 2021
<b>TDA RESERVE</b>											
45 Beginning Balance	\$ 3,267	\$ 5,071	\$ 5,136	\$ 2,486	\$ 233	\$ (2,228)	\$ (3,876)	\$ (5,283)	\$ (6,428)	\$ (6,667)	\$ (6,585)
46 Estimated TDA 4.0 Allocation	\$ 12,618	\$ 12,827	\$ 13,660	\$ 14,507	\$ 15,236	\$ 15,996	\$ 16,716	\$ 17,468	\$ 18,254	\$ 19,076	\$ 19,934
	3.6%	1.7%	6.5%	6.2%	5.0%	5.0%	4.5%	4.5%	4.5%	4.5%	4.5%
<b>TDA 4.0 Needed for Operations and Capital:</b>											
47 Used for Fixed route operations	(8,780)	(10,993)	(14,333)	(14,754)	(15,653)	(15,609)	(16,047)	(16,496)	(16,389)	(16,850)	(17,324)
48 Used for Paratransit operations	(1,847)	(1,770)	(1,976)	(2,006)	(2,044)	(2,035)	(2,076)	(2,117)	(2,104)	(2,144)	(2,184)
49 TDA used for Operations	(10,627)	(12,763)	(16,310)	(16,760)	(17,697)	(17,645)	(18,123)	(18,614)	(18,493)	(18,994)	(19,508)
50 Used for capital program	(187)	-	-	-	-	-	-	-	-	-	-
51 <b>Ending TDA Reserve</b>	<b>\$ 5,071</b>	<b>\$ 5,136</b>	<b>\$ 2,486</b>	<b>\$ 233</b>	<b>\$ (2,228)</b>	<b>\$ (3,876)</b>	<b>\$ (5,283)</b>	<b>\$ (6,428)</b>	<b>\$ (6,667)</b>	<b>\$ (6,585)</b>	<b>\$ (6,160)</b>

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY  
TEN YEAR CAPITAL PROGRAM**  
*In \$Thousands*

	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	Total
Programs												
Non Revenue Fleet	\$ 57	\$ -	\$ 206	\$ 111	\$ -	\$ 104	\$ 182	\$ 70	\$ -	\$ 294	\$ -	1,025
Revenue Fleet	-	7,692	5,728	46,496	388	4,076	-	276	863	893	-	66,412
Facility Maintenance & Modernization	117	3,718	503	286	1,191	696	726	744	1,263	242	254	9,738
Pacheco Transit Hub			3,500									3,500
Information Technology	100	952	155	121	70	209	80	202	85	85	55	2,114
Maintenance Equipment & Tools	30	112	425	235	155	85	65	100	150	100	50	1,507
Office Furniture and Equipment	-	30	90	109	50	116	50	123	50	70	80	768
<b>Total Capital Program</b>	<b>304</b>	<b>12,504</b>	<b>10,607</b>	<b>47,358</b>	<b>1,854</b>	<b>5,285</b>	<b>1,103</b>	<b>1,516</b>	<b>2,411</b>	<b>1,684</b>	<b>439</b>	<b>85,064</b>
Total Fixed-Route	304	11,792	9,630	47,358	1,466	1,209	1,103	1,239	1,548	791	439	76,879
Total Paratransit	\$ 304	\$ 712	\$ 976	\$ -	\$ 388	\$ 4,076	\$ -	\$ 276	\$ 863	\$ 893	\$ -	\$ 8,185
	\$ 304	\$ 12,504	\$ 10,607	\$ 47,358	\$ 1,854	\$ 5,285	\$ 1,103	\$ 1,516	\$ 2,411	\$ 1,684	\$ 439	\$ 85,064

Funding Source	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	Total
Fed 5307	-	6,173	4,585	37,504	305	3,139	-	206	670	707	-	53,287
Fed CMAQ	-	-	-	-	-	-	-	-	-	-	-	-
Other Fed	-	-	-	-	-	-	-	-	-	-	-	-
Transportation Development Act	187	-	-	-	-	-	-	-	-	-	-	187
State Transportation- 1B rev based	-	2,132	-	1,619	-	-	-	-	-	-	-	3,751
State Transportation- 1B pop based	-	2,723	799	1,331	-	-	-	-	-	-	-	4,853
Lifeline- 1B pop based bonds	-	-	-	900	-	-	-	-	-	-	-	900
State Transportation- 1B security	117	117	117	117	117	117	117	117	117	117	117	1,286
Bridge Toll Revenue	-	461	344	2,790	23	245	-	17	52	54	-	3,984
Prior Yr Pacheco funding	-	-	1,982	-	-	-	-	-	-	-	-	1,982
Left over funds- fed/state bond	-	898	-	-	-	-	-	-	-	-	-	898
To be Determined	-	-	2,780	3,097	1,409	1,785	986	1,176	1,572	807	322	13,935
<b>Total Capital Revenue</b>	<b>\$ 304</b>	<b>\$ 12,504</b>	<b>\$ 10,607</b>	<b>\$ 47,358</b>	<b>\$ 1,854</b>	<b>\$ 5,285</b>	<b>\$ 1,103</b>	<b>\$ 1,516</b>	<b>\$ 2,411</b>	<b>\$ 1,684</b>	<b>\$ 439</b>	<b>\$ 85,064</b>

	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	Total
Revenue Fleet replacements												
# Fixed Route vehicles	10	8	7	64	3	42	4	8	6	81		81
# Paratransit vehicles												

# CENTRAL CONTRA COSTA TRANSIT AUTHORITY

## DETAILED BUDGET

	FY 2010 ACT	Est/Act FY 2011	FY 2011 Budget	Over (Under)	FY 2012 Budget	Over (Under) FY 2011 Est/Actual
<b>FIXED ROUTE</b>						
Wages, Operators	7,179,059	7,174,446	7,218,334	(43,888)	7,174,446	-
Wages, Operator/trainer	13,978	25,000	25,000	-	25,000	-
Wages, Trans Admin	887,738	874,331	842,013	32,318	875,687	1,356
Wages, Scheduling	106,129	106,000	104,238	1,762	107,504	1,504
Wages, Maint Admin	377,261	369,000	368,088	912	374,203	5,203
Wages, Building Maint.	244,756	250,000	239,529	10,471	250,195	195
Wages, Customer Service	332,951	330,000	323,777	6,223	313,896	(16,104)
Wages, Promotion	184,741	165,000	183,796	(18,796)	125,790	(39,210)
Wages, EE Services	128,592	128,000	128,241	(241)	128,038	38
Wages, Finance	341,663	315,000	311,660	3,340	318,291	3,291
Wages, Safety & Trng	129,029	130,000	130,211	(211)	128,913	(1,087)
Wages, General Admin	552,614	465,000	465,412	(412)	440,095	(24,905)
Wages, Admin Bonus	1,250	1,250		1,250	-	(1,250)
Wages, Board	22,600	23,600	26,400	(2,800)	26,400	2,800
Wages, Planning	355,814	326,000	299,940	26,060	389,855	63,855
Wages, Service Workers	339,815	370,000	400,407	(30,407)	381,665	11,665
Wages, Serv Wrkr Bonus	800	4,000	-	4,000	4,000	-
Wages, Mechanics	927,235	928,000	1,012,996	(84,996)	959,316	31,316
Wages, Mechanic Bonus	4,650	4,650	-	4,650	4,650	-
<b>Total Wages</b>	<b>12,130,675</b>	<b>11,989,277</b>	<b>12,080,042</b>	<b>(90,765)</b>	<b>12,027,944</b>	<b>38,667</b>
						<b>0%</b>
Sick, Operators	270,355	276,080	263,794	12,286	273,038	(3,042)
Sick, Trans Admin	38,725	33,500	26,845	6,655	35,590	2,090
Sick, Scheduling	2,718	2,000	3,708	(1,708)	2,515	515
Sick, Maint Admin	5,513	5,000	8,593	(3,593)	5,622	622
Sick, Building Maint.	5,040	5,000	7,201	(2,201)	5,495	495
Sick, Customer Svc	9,454	9,200	18,538	(9,338)	8,655	(545)
Sick, Promotion	5,644	4,500	6,441	(1,941)	5,946	1,446
Sick, EE Services	8,043	3,000	4,500	(1,500)	6,077	3,077
Sick, Finance	8,990	9,500	10,956	(1,456)	9,269	(231)
Sick, Safety & Trng	4,809	4,600	4,632	(32)	6,176	1,576
Sick, General Admin	16,556	13,000	10,846	2,154	14,998	1,998
Sick, Planning	8,347	12,000	10,408	1,592	11,065	(935)

# CENTRAL CONTRA COSTA TRANSIT AUTHORITY

## DETAILED BUDGET

	FY 2010 ACT	Est/Act FY 2011	FY 2011 Budget	Over (Under)	FY 2012 Budget	Over (Under) FY 2011 Est/Actual
Sick, Service Workers	13,766	3,000	5,418	(2,418)	5,253	2,253
Sick, Mechanics	19,630	20,000	23,336	(3,336)	23,372	3,372
<b>Total Sick Pay</b>	<b>417,590</b>	<b>400,380</b>	<b>405,216</b>	<b>(4,836)</b>	<b>413,071</b>	<b>12,691</b>
						<b>3%</b>
Holiday, Operators	353,996	319,250	345,600	(26,350)	319,250	-
Holiday, Trans Admin	41,480	42,000	41,117	883	40,873	(1,127)
Holiday, Scheduling	5,713	6,000	5,705	295	5,804	(196)
Holiday, Maint Admin	17,170	21,000	19,831	1,169	19,960	(1,040)
Holiday, Building Maint.	10,146	12,000	12,309	(309)	12,681	681
Holiday, Customer Svc	10,242	11,070	12,155	(1,085)	11,781	711
Holiday, Promotion	10,675	8,600	8,686	(86)	5,587	(3,013)
Holiday, EE Services	5,728	6,000	6,908	(908)	6,997	997
Holiday, Finance	20,739	15,000	16,680	(1,680)	16,934	1,934
Holiday, Safety & Trng	9,444	7,000	7,126	(126)	7,126	126
Holiday, General Admin	30,235	25,000	23,562	1,438	23,562	(1,438)
Holiday, Planning	16,450	17,000	15,966	1,034	20,371	3,371
Holiday, Service Workers	16,532	17,000	19,236	(2,236)	18,649	1,649
Holiday, Mechanics	47,746	50,000	51,287	(1,287)	51,368	1,368
<b>Total Holiday Pay</b>	<b>596,296</b>	<b>556,920</b>	<b>586,168</b>	<b>(29,248)</b>	<b>560,943</b>	<b>4,023</b>
						<b>1%</b>
Vacation, Operators	447,533	510,000	526,006	(16,006)	508,638	(1,362)
Vacation, Trans Admin	58,359	65,000	65,638	(638)	65,809	809
Vacation, Scheduling	8,559	10,000	9,508	492	9,673	(327)
Vacation, Maint Admin	28,287	31,824	31,604	220	31,820	(4)
Vacation, Building Maint.	16,250	18,824	19,689	(865)	18,827	3
Vacation, Customer Svc	16,856	20,000	22,739	(2,739)	20,145	145
Vacation, Promotion	13,414	15,000	15,009	(9)	11,026	(3,974)
Vacation, EE Services	8,816	10,000	9,814	186	10,519	519
Vacation, Finance	23,064	24,700	24,603	97	25,526	826
Vacation, Safety & Trng	10,667	11,856	11,877	(21)	11,877	21
Vacation, General Admin	33,047	35,005	38,586	(3,581)	36,992	1,987
Vacation, Planning	17,804	23,000	19,379	3,621	28,770	5,770
Vacation, Service Wrks	21,775	21,681	23,476	(1,795)	24,043	2,362
Vacation, Mechanics	65,881	66,188	75,198	(9,010)	78,466	12,278
<b>Total Accrued Vacation</b>	<b>770,312</b>	<b>863,078</b>	<b>893,126</b>	<b>(30,048)</b>	<b>882,131</b>	<b>19,053</b>
						<b>2%</b>

# CENTRAL CONTRA COSTA TRANSIT AUTHORITY

## DETAILED BUDGET

	FY 2010 ACT	Est/Act FY 2011	FY 2011 Budget	Over (Under)	FY 2012 Budget	Over (Under) FY 2011 Est/Actual
Abs Pay, Operators	54,773	57,000	50,064	6,936	55,761	(1,239)
Abs Pay, Trans Admin	1,944	500	3,218	(2,718)	1,781	1,281
Abs Pay, Scheduling	649	-	445	(445)	251	251
Abs Pay, Maint Admin	1,011	1,100	1,546	(446)	864	(236)
Abs Pay, Building Maint.	3,887	4,000	960	3,040	549	(3,451)
Abs Pay, Customer Svc	1,748	1,000	953	47	494	(506)
Abs Pay, Promotion	1,877	1,000	773	227	297	(703)
Abs Pay, EE Services	1,227	500	540	(40)	304	(196)
Abs Pay, Finance	1,373	1,300	1,315	(15)	741	(559)
Abs Pay, Safety & Trng	-	500	555	(55)	309	(191)
Abs Pay, General Admin	781	800	1,861	(1,061)	1,033	233
Abs Pay, Planning	-	832	1,249	(417)	885	53
Separation Pay/Benefits	13,823	19,419	-	19,419	-	(19,419)
Abs Pay, Service Wrkrs	-	500	1,250	(750)	364	(136)
Abs Pay, Mechanics	-	500	1,445	(945)	445	(55)
<b>Total Absence Pay</b>	<b>83,093</b>	<b>88,951</b>	<b>66,174</b>	<b>22,777</b>	<b>64,078</b>	<b>(24,873)</b>
FICA, Operators	99,199	101,331	100,866	465	101,400	69
FICA, Trans Admin	12,189	12,116	13,036	(920)	13,629	1,513
FICA, Scheduling	1,711	1,792	1,792	0	1,823	31
FICA, Maint Admin	1,968	1,996	1,906	90	1,906	(90)
FICA, Building Maint.	3,775	3,991	3,867	124	3,984	(7)
FICA, Customer Service	5,556	5,347	5,483	(137)	5,147	(200)
FICA, Promotion	3,030	3,222	3,113	109	2,155	(1,067)
FICA, EE Services	2,225	2,624	2,175	449	2,203	(421)
FICA, Finance	4,825	4,374	4,442	(69)	4,523	149
FICA, General Admin	8,740	6,000	6,522	(521)	6,522	521
FICA, Board Members	1,729	3,031	4,518	(1,487)	2,020	(1,011)
FICA, Planning	5,358	3,713	2,020	1,693	6,418	2,705
FICA, Service Workers	5,026	4,833	5,325	(492)	5,679	846
FICA, Mechanics	10,448	10,352	12,493	(2,141)	11,817	1,465
<b>Total FICA/Medicare</b>	<b>165,780</b>	<b>164,722</b>	<b>167,558</b>	<b>(2,836)</b>	<b>169,225</b>	<b>4,503</b>
PERS-RET, Operators	608,040	598,792	621,867	(23,075)	630,700	31,908
PERS-RET, Trans Admin	80,765	81,550	82,183	(633)	84,911	3,361



# CENTRAL CONTRA COSTA TRANSIT AUTHORITY

## DETAILED BUDGET

	FY 2010 ACT	Est/Act FY 2011	FY 2011 Budget	Over (Under)	FY 2012 Budget	Over (Under) FY 2011 Est/Actual
PERS-RET, Scheduling	7,305	9,050	10,351	(1,301)	10,963	1,913
PERS-RET, Maint Admin	50,565	56,260	49,050	7,210	50,871	(5,389)
PERS-RET, Bldg Maint.	21,837	24,700	24,744	(44)	26,577	1,877
PERS-RET, Cstmr Svc	42,548	35,350	31,667	3,683	30,946	(4,404)
PERS-RET, Promotion	20,853	18,100	21,322	(3,222)	16,302	(1,798)
PERS-RET, EE Services	16,085	17,500	16,079	1,421	16,763	(737)
PERS-RET, Finance	37,573	37,500	37,548	(48)	39,401	1,901
PERS-RET, Sfty & Trng	17,888	19,000	18,334	666	18,865	(135)
PERS-RET, Gen Admin	58,050	42,600	53,179	(10,579)	54,935	12,335
PERS-RET, Planning	29,017	31,650	36,101	(4,451)	48,428	16,778
GM-457 Retirement	7,212	7,500	7,500	-	7,500	-
PERS-RET, Service Wrkr	27,268	26,700	36,173	(9,473)	36,551	9,851
PERS-RET, Mechanics	87,717	86,500	94,862	(8,362)	97,028	10,528
<b>Total Retirement</b>	<b>1,112,723</b>	<b>1,092,752</b>	<b>1,140,960</b>	<b>(48,208)</b>	<b>1,170,741</b>	<b>77,989</b>
Medical, Operators	698,135	676,247	700,920	(24,673)	668,300	(7,947)
Medical, Trans Admin	67,331	73,512	74,948	(1,436)	77,156	3,644
Medical, Scheduling	11,513	9,471	9,471	-	9,471	-
Medical, Maint Admin	15,128	14,877	14,877	-	14,877	-
Medical, Building Maint.	31,788	36,929	28,860	8,069	36,801	(128)
Medical, Customer Svc	15,684	17,002	14,571	2,431	18,520	1,518
Medical, Promotion	22,653	22,114	17,932	4,182	22,114	-
Medical, EE Services	4,036	1,645	3,949	(2,304)	-	(1,645)
Medical, Finance	33,232	30,622	30,979	(357)	30,367	(255)
Medical, Safety & Trng	8,367	7,592	7,592	-	7,592	-
Medical, General Admin	53,407	57,493	46,016	11,477	63,969	6,476
Medical, Retirees	(157,748)	98,658	110,250	(11,592)	111,984	13,326
Medical, Planning	36,762	33,882	30,759	3,123	33,882	-
Medical, Service Workers	108,444	112,232	123,140	(10,908)	145,024	32,792
Medical, Mechanics	212,838	226,966	233,966	(7,000)	275,546	48,580
Medical Admin Charge	9,700	11,155	13,000	(1,845)	11,602	446
Vision Plan, Admin	(32)	-	-	-	-	-
OP&E benefits	-	136,342	113,750	22,592	123,016	(13,326)
<b>Total Medical</b>	<b>1,171,236</b>	<b>1,566,739</b>	<b>1,574,980</b>	<b>(8,241)</b>	<b>1,650,221</b>	<b>83,481</b>
						<b>5%</b>

# CENTRAL CONTRA COSTA TRANSIT AUTHORITY

## DETAILED BUDGET

	FY 2010 ACT	Est/Act FY 2011	FY 2011 Budget	Over (Under)	FY 2012 Budget	Over (Under) FY 2011 Est/Actual
Dental, Operators	198,890	196,188	202,458	(6,270)	199,100	2,912
Dental, Trans Admin	20,719	21,691	21,287	404	22,353	662
Dental, Scheduling	2,883	2,989	2,956	33	3,089	100
Dental, Maint Admin	5,281	5,475	5,412	63	5,658	183
Dental, Building Maint.	5,736	6,818	6,048	770	7,045	227
Dental, Customer Svc	8,355	8,663	8,565	98	8,952	289
Dental, Promotion	3,839	3,631	3,590	41	3,751	120
Dental, EE Services	3,501	3,127	3,590	(463)	3,231	104
Dental, Finance	5,282	5,217	5,791	(574)	5,391	174
Dental, Safety & Trng	1,236	1,281	1,267	14	1,324	43
Dental, General Admin	7,288	6,887	7,870	(983)	7,045	158
Dental, Planning	5,446	6,117	6,066	51	6,320	203
<b>Total Dental</b>	<b>268,457</b>	<b>268,084</b>	<b>274,900</b>	<b>(6,816)</b>	<b>273,260</b>	<b>5,176</b>
						<b>2%</b>
WC, Operators	683,427	610,817	593,026	17,791	635,200	24,383
WC, Trans Admin	73,970	66,345	64,413	1,932	69,000	2,655
WC, Scheduling	5,517	5,749	5,582	167	6,000	251
WC, Maint Admin	32,396	28,886	28,045	841	30,000	1,114
WC, Building Maint.	13,217	14,446	14,026	421	15,000	554
WC, Customer Svc	39,009	34,640	33,631	1,009	36,000	1,360
WC, Promotion	16,713	17,737	17,220	517	18,400	663
WC, EE Services	15,975	17,321	16,817	505	18,000	679
WC, Finance	32,396	28,887	28,045	841	30,000	1,113
WC, Safety & Trng	15,975	17,321	16,817	505	18,000	679
WC, General Admin	35,705	31,768	30,842	925	33,000	1,232
WC, Planning	24,294	26,078	25,318	760	27,100	1,022
WC, Service Workers	56,896	50,613	49,139	1,474	52,600	1,987
WC, Mechanics	169,992	151,891	147,467	4,424	158,000	6,109
<b>Total Workers Comp</b>	<b>1,215,482</b>	<b>1,102,500</b>	<b>1,070,388</b>	<b>32,112</b>	<b>1,146,300</b>	<b>43,800</b>
						<b>4%</b>
Life, Operators	58,316	62,116	61,310	806	62,000	(116)
Life, Trans Admin	6,680	6,447	6,974	(527)	6,549	102
Life, Scheduling	981	1,071	1,007	64	1,098	27
Life, Maint Admin	3,378	3,592	3,462	130	3,685	93

# CENTRAL CONTRA COSTA TRANSIT AUTHORITY

## DETAILED BUDGET

	FY 2010 ACT	Est/Act FY 2011	FY 2011 Budget	Over (Under)	FY 2012 Budget	Over (Under) FY 2011 Est/Actual
Life, Building Maint.	1,884	1,753	2,226	(473)	1,786	33
Life, Customer Svc	2,420	2,893	2,481	412	2,966	73
Life, Promotion	1,697	1,827	1,747	80	1,873	46
Life, EE Services	1,607	1,783	1,648	135	1,827	44
Life, Finance	2,922	3,091	3,081	10	3,168	77
Life, Safety & Trng	1,030	1,073	1,056	17	1,100	27
Life, General Admin	1,870	2,721	5,072	(2,351)	2,808	87
Life, Planning	2,524	2,280	2,979	(699)	3,153	873
<b>Total Life Insurance</b>	<b>85,309</b>	<b>90,646</b>	<b>93,043</b>	<b>(2,397)</b>	<b>92,013</b>	<b>1,367</b>
						<b>2%</b>
SUI, Operators	53,566	72,216	54,096	18,120	72,900	684
SUI, Trans Admin	3,929	5,640	4,186	1,454	5,642	2
SUI, Scheduling	644	868	644	224	868	-
SUI, Maint Admin	1,610	2,170	1,610	560	2,170	-
SUI, Building Maint.	1,610	2,170	966	1,204	2,170	-
SUI, Customer Svc	2,576	3,400	644	2,756	3,472	72
SUI, Promotion	966	1,050	1,610	(560)	868	(182)
SUI, Safety & Trng	644	868	644	224	868	-
SUI, General Admin	2,898	3,038	2,576	462	3,038	-
SUI, EE Services	644	1,302	1,288	14	868	(434)
SUI, Finance	1,932	2,170	3,220	(1,050)	2,170	-
SUI, Planning	1,241	2,468	6,118	(3,650)	2,604	136
SUI, Service Workers	2,898	3,200	1,610	1,590	4,340	1,140
SUI, Mechanics	5,796	7,500	2,576	4,924	8,246	746
<b>Total SUI</b>	<b>80,955</b>	<b>108,060</b>	<b>81,788</b>	<b>26,272</b>	<b>110,224</b>	<b>2,164</b>
						<b>2%</b>
Operator Uniforms	41,857	48,000	50,000	(2,000)	48,000	-
Uniforms - Maint. Pers.	11,526	11,451	12,000	(549)	12,000	549
<b>Total Uniforms</b>	<b>53,383</b>	<b>59,451</b>	<b>62,000</b>	<b>(2,549)</b>	<b>60,000</b>	<b>549</b>
						<b>1%</b>
Operator Medical Exams	9,450	12,885	15,000	(2,115)	15,000	2,115
Emp Assistance Prog.	14,171	10,792	15,000	(4,208)	15,000	4,208
TC - Parking	-	-	-	-	-	-
Cafeteria Plan- Admin	149,017	153,058	152,008	1,050	170,745	17,687
Cafeteria Plan-ATU	498,390	549,549	497,280	52,269	593,500	43,951

# CENTRAL CONTRA COSTA TRANSIT AUTHORITY

## DETAILED BUDGET

	FY 2010 ACT	Est/Act FY 2011	FY 2011 Budget	Over (Under)	FY 2012 Budget	Over (Under) FY 2011 Est/Actual
Mechanic Tool Allowance	12,864	14,000	14,000	-	14,000	-
Wellness Program	20,312	16,132	14,000	2,132	23,000	6,868
Substance Abuse Prog.	5,599	10,066	10,000	66	10,000	(66)
Ergonomics/W/C Prog	650	-	700	(700)	-	-
<b>Total Other Benefits</b>	<b>710,453</b>	<b>766,482</b>	<b>717,988</b>	<b>48,494</b>	<b>841,245</b>	<b>74,763</b>
<b>Total Benefits</b>	<b>6,731,068</b>	<b>7,128,765</b>	<b>7,134,289</b>	<b>(5,524)</b>	<b>7,433,451</b>	<b>304,686</b>
<b>Total Wages and Benefits</b>	<b>18,861,743</b>	<b>19,118,042</b>	<b>19,214,331</b>	<b>(96,289)</b>	<b>19,461,395</b>	<b>343,353</b>
						<b>2%</b>
Management Services	821	20,000	25,000	(5,000)	25,000	5,000
Agency Fees	66	-	300	(300)	300	300
In-Service Monitoring	1,264	6,000	6,000	-	6,000	-
Mobility Services	13,796	25,000	30,000	(5,000)	26,000	1,000
Trans. Printing/Reproduc.	5,045	5,000	13,390	(8,390)	5,000	-
Recruitment	4,108	6,015	7,500	(1,485)	8,000	1,985
Schedules/Graphics	73,989	61,030	95,000	(33,970)	85,000	23,970
Promotions	81,685	93,844	94,000	(156)	104,000	10,156
Legal Fees	236,102	280,000	280,000	-	280,000	-
Auditor Fees	38,000	39,000	39,000	-	39,000	-
Freight In and Out	5,647	6,500	8,000	(1,500)	7,500	1,000
Bid and Hearing Notices	1,351	1,200	1,200	-	1,300	100
Service Development	10,627	10,000	10,000	-	40,000	30,000
Section 8 Planning	-	10,000	10,000	-	-	(10,000)
Bank service charge	42	50	-	50	-	(50)
Financial services	6,360	-	350	(350)	10,000	10,000
Retail service charge	98	7	6,000	(5,993)	-	(7)
Temporary Help-All depts	-	-	10,000	(10,000)	-	-
Temp Help-Tran Admin	1,188	-	2,400	(2,400)	-	-
Temporary Help-HR	676	-	-	-	12,000	12,000
Payroll Services	42,524	46,000	49,000	(3,000)	49,000	3,000
SVR-Differential/Radiator	31,873	32,117	32,000	117	33,000	883
SVR-Transmission	58,408	92,500	90,000	2,500	80,000	(12,500)
SVR-Upholstery/Glass	2,122	10,775	34,100	(23,325)	30,000	19,225
SVR-Towing	11,571	9,062	10,000	(938)	10,000	938

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**DETAILED BUDGET**

	FY 2010 ACT	Est/Act FY 2011	FY 2011 Budget	Over (Under)	FY 2012 Budget	Over (Under) FY 2011 Est/Actual
SVR-Engine Repair	188,967	189,000	190,000	(1,000)	190,000	1,000
SVR-Body Repair	97,547	99,197	100,000	(803)	100,000	803
Emission controls	44,885	71,425	91,000	(19,575)	84,700	13,275
Phone Maint. Services	8,289	8,413	10,000	(1,587)	10,000	1,587
Support Vehicle maint	9,272	13,281	14,000	(719)	14,000	719
Cleaver Devices/rideck maint	78,126	148,455	141,000	7,455	150,000	1,545
Real Time Bus exp					50,000	50,000
IT Supplies/replacements	18,145	23,503	25,000	(1,497)	25,000	1,497
Office Equipment Maint.	7,970	20,000	20,000	-	20,000	-
Building Maint. Service	61,588	85,404	93,000	(7,596)	93,000	7,596
Trapeze maintenance	-	-	7,000	(7,000)	18,000	18,000
Landscape Service	38,624	42,766	48,000	(5,234)	48,000	5,234
IT Contracts	82,289	59,402	70,000	(10,598)	70,000	10,598
Radio Maint. Service	41,408	44,423	45,600	(1,177)	45,600	1,177
Facility Maint.	1,053	-	-	-	-	-
IT Consulting	-	8,425	10,000	(1,575)	10,000	1,575
RED Support Expense	10,330	7,955	15,000	(7,045)	10,000	2,045
Contract Cleaning Service	2,900	2,950	3,000	(50)	3,000	50
Waste Removal	11,285	11,718	13,000	(1,282)	13,000	1,282
Hazardous Waste	53,880	56,464	59,000	(2,536)	59,000	2,536
Armored Transport	15,329	16,752	16,800	(48)	16,800	48
Fire Monitoring	3,086	4,110	5,000	(890)	5,000	890
Security Services	74,550	78,854	82,000	(3,146)	80,000	1,146
Other Services	3,836	2,598	1,500	1,098	3,000	402
<b>Total Services</b>	<b>1,480,720</b>	<b>1,749,195</b>	<b>1,913,140</b>	<b>(163,945)</b>	<b>1,969,200</b>	<b>220,005</b>
						<b>13%</b>
Diesel Fuel	1,394,891	1,797,574	1,880,000	(82,426)	2,638,000	840,426
Oils and Lubricants	66,721	58,376	60,000	(1,624)	60,000	1,624
Gasoline	27,517	30,469	33,500	(3,031)	40,000	9,531
Tires and Tubes	212,124	206,452	214,252	(7,800)	200,400	(6,052)
Safety Supply	6,056	4,439	1,500	2,939	4,400	(39)
Transportation Supplies	10,872	12,000	12,548	(548)	12,000	-
BART Relief Tickets	58,345	60,000	61,000	(1,000)	60,000	-
CSS-Soaps	7,640	12,534	14,000	(1,466)	14,000	1,466

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**DETAILED BUDGET**

	FY 2010 ACT	Est/Act FY 2011	FY 2011 Budget	Over (Under)	FY 2012 Budget	Over (Under) FY 2011 Est/Actual	
CSS-Solvents	2,352	4,000	8,800	(4,800)	7,500	3,500	
CSS-Cleaning	3,385	4,467	6,500	(2,033)	6,000	1,533	
CSS-Safety	5,902	6,379	7,000	(621)	7,000	621	
CSS-Antifreeze	3,217	5,839	6,000	(161)	6,000	161	
CSS-Gases	4,945	6,940	8,000	(1,060)	8,000	1,060	
Oil Analysis	9,500	17,500	17,500	-	17,500	-	
Equipment/Garage Exp.	18,916	22,070	25,000	(2,930)	25,000	2,930	
Coach Repair Parts	604,968	527,760	525,000	2,760	597,000	69,240	
Shelter/Bus Stop Supply	2,055	10,773	15,000	(4,227)	15,000	4,227	
Janitorial Supplies	18,961	14,374	18,000	(3,626)	17,500	3,126	
Lighting Supply	3,008	4,451	4,000	451	10,000	5,549	
Building Repair Supply	28,332	29,587	30,000	(413)	30,000	413	
Landscape Supply	1,675	2,821	3,500	(679)	3,500	679	
Office Supplies-Maint.	2,887	4,158	5,000	(842)	4,500	342	
Obsolete Parts Write-Off	556	502	-	502	-	(502)	
Tickets, Passes, Xfrs	22,869	16,293	27,000	(10,707)	20,000	3,707	
Supplies - Offsites	2,343	2,328	2,500	(172)	2,500	172	
Personnel Office Supply	191	1,000	2,000	(1,000)	1,000	-	
Computer Supplies	1,770	1,925	-	1,925	2,000	75	
Office Supplies-Administration	15,549	17,000	18,500	(1,500)	17,680	680	
Postage	11,970	12,000	16,000	(4,000)	13,000	1,000	
Safety Contingency Plans	1,159	1,445	5,000	(3,555)	5,000	3,555	
Training Supply	2,418	3,941	6,000	(2,059)	6,000	2,059	
Contracts & Grants Supply	-	6,000	-	6,000	6,000	-	
Supplies- IC	5,494	7,219	8,000	(781)	8,000	781	
<b>Total Materials &amp; Supplies</b>	<b>2,558,585</b>	<b>2,912,616</b>	<b>3,041,100</b>	<b>(128,484)</b>	<b>3,864,480</b>	<b>951,864</b>	<b>33%</b>
Pacific Gas and Electric	194,574	197,000	190,000	7,000	198,000	1,000	
Contra Costa Water Dist.	19,486	20,957	24,000	(3,043)	22,000	1,043	
Telephone Svc - Concord	15,259	23,502	20,000	3,502	25,000	1,498	
Telephone-Cellular	17,128	20,476	21,000	(524)	28,000	7,524	
<b>Total Utilities</b>	<b>246,446</b>	<b>261,935</b>	<b>255,000</b>	<b>6,935</b>	<b>273,000</b>	<b>11,065</b>	<b>4%</b>
Physical Damage	14,487	34,795	32,887	1,908	90,802	56,007	

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**DETAILED BUDGET**

	FY 2010 ACT	Est/Act FY 2011	FY 2011 Budget	Over (Under)	FY 2012 Budget	Over (Under) FY 2011 Est/Actual
Property Premiums	27,822	32,703	33,207	(504)	33,684	981
Other Premiums	10,325	10,325	11,330	(1,005)	10,635	310
UST Insurance	6,469	9,053	6,406	2,647	9,506	453
Liability Premiums	269,594	226,509	257,293	(30,784)	152,340	(74,169)
Liability Losses	73,233	80,000	82,400	(2,400)	82,400	2,400
Other Losses	703	-	-	-	-	-
<b>Total Insurance</b>	<b>402,634</b>	<b>393,385</b>	<b>423,523</b>	<b>(30,138)</b>	<b>379,366</b>	<b>(14,019)</b>
Property Tax	9,620	10,992	11,000	(8)	11,000	8
Licenses / Registrations	1,687	1,000	2,700	(1,700)	1,000	-
Fuel Storage Tank Fees	12,570	13,745	14,000	(255)	14,000	255
Use and Other Taxes	7,846	7,288	10,000	(2,712)	8,000	712
Sales Tax	244,327	253,041	280,000	(26,959)	230,000	(23,041)
<b>Total Taxes</b>	<b>276,051</b>	<b>286,066</b>	<b>317,700</b>	<b>(31,634)</b>	<b>264,000</b>	<b>(22,066)</b>
Equipment Leases	4,670	7,000	7,000	-	7,000	-
Radio Site Lease-Diablo	28,529	31,677	31,000	677	31,000	(677)
<b>Total Leases</b>	<b>33,200</b>	<b>38,677</b>	<b>38,000</b>	<b>677</b>	<b>38,000</b>	<b>(677)</b>
Business Expense- Tran	68	-	-	-	-	-
Business Expense-admin	249	400	400	-	400	-
Board Travel	1,730	2,000	2,000	-	2,000	-
Staff Travel	10,560	15,000	18,000	(3,000)	18,000	3,000
Business Expense-Fin	194	500	500	-	500	-
CTA Dues	14,522	12,325	15,000	(2,675)	13,000	675
Other Memberships	645	-	-	-	-	-
Business Expense	835	1,000	500	500	1,000	-
Training / Subs-Gm	934	4,000	4,000	-	4,000	-
Misc exp	6,268	5,500	5,600	(100)	5,600	100
Employee Functions	25,786	25,000	25,000	-	25,000	-
APTA Dues	(3,000)	33,000	26,000	7,000	33,000	-
Employee Awards	3,390	3,500	-	3,500	3,500	-
Departing Emp gifts	404	708	-	708	1,200	492
Paypal fees	1,123	2,037	3,000	(963)	2,500	463

**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**DETAILED BUDGET**

	FY 2010 ACT	Est/Act FY 2011	FY 2011 Budget	Over (Under)	FY 2012 Budget	Over (Under) FY 2011 Est/Actual
Newsletter Expense	1,118	89	1,200	(1,111)	400	311
<b>Total Miscellaneous</b>	<b>64,825</b>	<b>105,059</b>	<b>101,200</b>	<b>3,859</b>	<b>110,100</b>	<b>5,041</b>
St Marys shuttle	41,089	45,000	60,000	(15,000)	47,250	2,250
DVC transit Ctr	906	-	-	-	-	-
Monument shuttle	205,334	-	-	-	-	-
<b>Total Purchased Transportation</b>	<b>247,329</b>	<b>45,000</b>	<b>60,000</b>	<b>(15,000)</b>	<b>47,250</b>	<b>2,250</b>
<b>Total Other Operating Expense</b>	<b>5,309,790</b>	<b>5,791,933</b>	<b>6,149,663</b>	<b>(357,730)</b>	<b>6,945,396</b>	<b>1,153,463</b>
Contingency			313,212	(313,212)	600,000	600,000
<b>TOTAL FIXED ROUTE EXPENSES</b>	<b>24,171,534</b>	<b>24,909,975</b>	<b>25,677,206</b>	<b>(767,231)</b>	<b>27,006,792</b>	<b>2,096,816</b>
						<b>8%</b>
<b>Paratransit</b>						
Wages	102,876	89,006	84,863	4,143	85,518	(3,487)
Sick Wages	5,316	437	2,982	(2,545)	2,485	2,048
Holiday Pay	6,538	3,288	4,540	(1,252)	4,540	1,252
Vacation Pay	6,846	6,665	6,643	22	6,643	(22)
Absence pay	-	-	358	(358)	199	199
Cafeteria Plan	4,577	4,800	4,800	-	4,800	-
FICA	1,735	1,685	1,441	244	1,441	(244)
PERS	13,458	7,031	8,322	(1,291)	8,664	1,633
Medical	8,264	11,676	10,932	744	10,932	(744)
Vision Plan- Admin	32	-	-	-	-	-
Dental	2,080	1,305	1,248	57	1,324	19
Life Insurance	1,375	859	787	72	853	(6)
SUI	1,013	664	644	20	868	204
Agency Fees/Public Info	6,898	2,000	2,000	-	2,040	40
Promotions	6,898	500	500	-	510	10
Legal Fees	218	5,000	5,000	-	5,100	100
Bid/Hearing Notices	416	-	-	-	-	-
Temporary Help	2,138	-	-	-	-	-



**CENTRAL CONTRA COSTA TRANSIT AUTHORITY**  
**DETAILED BUDGET**

	FY 2010 ACT	Est/Act FY 2011	FY 2011 Budget	Over (Under)	FY 2012 Budget	Over (Under) FY 2011 Est/Actual
Building Maint Services	4,224	5,000	5,000	-	5,100	100
Software Maint Services	2,546	-	-	-	-	-
Radio Maint Services	13,096	14,000	14,000	-	14,280	280
Office Supply, PTF	4,417	2,794	2,500	294	2,850	56
Gas and Electric	18,131	20,000	20,000	-	20,400	400
Cell Phone	2,229	2,000	2,000	-	2,040	40
Sales Tax	414	500	500	-	510	10
Purchased Trans-LINK	4,707,580	5,201,029	5,201,029	-	5,201,029	-
Purchased Trans-BART	224,445	211,150	211,150	-	211,150	-
Training / Subscriptions	395	600	600	-	612	12
Other Misc Expenses	774	500	500	-	510	10
Employee Functions	348	-	-	-	-	-
<b>Total Paratransit</b>	<b>5,149,277</b>	<b>5,592,488</b>	<b>5,592,339</b>	<b>149</b>	<b>5,594,399</b>	<b>1,911</b>
						<b>0%</b>
<b>TOTAL CCCTA</b>	<b>29,320,811</b>	<b>30,502,464</b>	<b>31,269,545</b>	<b>(767,082)</b>	<b>32,601,190</b>	<b>2,098,727</b>
						<b>7%</b>

# The County Connection



To: A&F Committee

Date: March 31, 2011

From: Kathy Casenave *KC*  
Director of Finance

Reviewed By: *AKB*

**SUBJECT: PARS OPEB Trust Update**

On June 24, 2010 CCCTA deposited \$450,000 in the newly created Post-retirement Health Care Plan Trust. This represented two years of required contributions, FY 2009 & 2010.

Public Agency Retirement Services (PARS) is the trust administrator; Union Bank, through its subsidiary, HighMark Capital Management, is the investment manager.

The A&F Committee selected the Moderately Conservative Index PLUS investment option. The allocation for this option is 20-40% equity, 50-80% fixed income and 0-20% cash.

As of March 29, 2011 the trust assets were \$475,045.72- a 5.57% increase for the nine months. The accompanying report shows the current holdings.

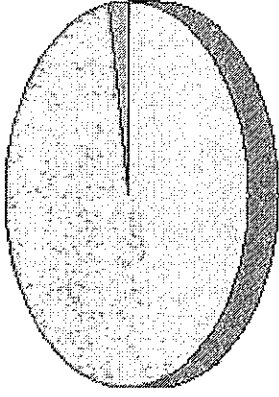
Also accompanying this memo is an analysis of the effects and consequences of Japan's earthquake, tsunami, and nuclear power plant, which our investment manager, Andrew Brown, requested that I forward to the committee.



Asset Allocation - Reporting as of Trade Date  
Account: 6746035400 - PARS/CCCTA PRHCP

As of: 29-Mar-2011

Asset Type	Market Value	% of Assets
Cash & Cash Equivalents	\$12,167.95 USD	2.561%
Mutual Funds/ Commingled Funds	\$462,877.77 USD	97.439%
<b>Total Market Value</b>	<b>\$475,045.72 USD</b>	<b>100.000%</b>





Holdings - Reporting as of Trade Date  
 Account: 6746035400 - PARS/CCCTA PRHCP

As of: 29-Mar-2011

Pending Transactions Included

Asset Type	Asset Name	CUSIP	ISIN	Owning Account Number	Owning Account Name	Shares / Units	Price	Date Priced	Cost Basis	Market Value	Net Unrealized Gain/Loss
Mutual Funds/ Commingled Funds	ISHARES BARCLAYS AGGREGATE	464287226	US4642872265	6746035400	PARS/CCCTA PRHCP	2,179,0000	\$105.0700 USD	29-Mar-2011	\$234,056.76 USD	\$228,947.53 USD	(\$5,109.23) USD
Mutual Funds/ Commingled Funds	ISHARES COHEN & STEERS REALTY FD	464287564	US4642875649	6746035400	PARS/CCCTA PRHCP	85,0000	\$68.5700 USD	29-Mar-2011	\$5,110.29 USD	\$5,828.45 USD	\$718.16 USD
Mutual Funds/ Commingled Funds	ISHARES MSCI EAFE INDEX	464287465	US4642874659	6746035400	PARS/CCCTA PRHCP	367,0000	\$59.6600 USD	29-Mar-2011	\$19,447.95 USD	\$21,895.22 USD	\$2,447.27 USD
Mutual Funds/ Commingled Funds	ISHARES RUSSELL MIDCAP GRWTH	464287481	US4642874816	6746035400	PARS/CCCTA PRHCP	99,0000	\$60.2500 USD	29-Mar-2011	\$4,562.14 USD	\$5,984.75 USD	\$1,402.61 USD
Mutual Funds/ Commingled Funds	ISHARES RUSSELL MIDCAP VALUE	464287473	US4642874733	6746035400	PARS/CCCTA PRHCP	250,0000	\$47.6300 USD	29-Mar-2011	\$9,794.23 USD	\$11,907.50 USD	\$2,113.27 USD
Mutual Funds/ Commingled Funds	ISHARES S&P 500 GROWTH INDEX	464287309	US4642873099	6746035400	PARS/CCCTA PRHCP	345,0000	\$68.2800 USD	29-Mar-2011	\$20,972.47 USD	\$23,556.60 USD	\$2,584.13 USD
Mutual Funds/ Commingled Funds	ISHARES S&P 500 INDEX FND	464287200	US4642872000	6746035400	PARS/CCCTA PRHCP	169,0000	\$132.3300 USD	29-Mar-2011	\$18,516.56 USD	\$22,363.77 USD	\$3,847.21 USD
Mutual Funds/ Commingled Funds	ISHARES S&P 500 VALUE INDEX	464287408	US4642874089	6746035400	PARS/CCCTA PRHCP	524,0000	\$62.9800 USD	29-Mar-2011	\$329,442.71 USD	\$33,001.52 USD	\$3,558.81 USD
Mutual Funds/ Commingled Funds	ISHARES S&P SMALLCAP 600 GROWTH FD	464287987	US4642879874	6746035400	PARS/CCCTA PRHCP	124,0000	\$77.5280 USD	29-Mar-2011	\$7,391.52 USD	\$9,613.47 USD	\$2,221.95 USD
Mutual Funds/ Commingled Funds	ISHARES S&P SMALLCAP 600 VAL FD	464287879	US4642878791	6746035400	PARS/CCCTA PRHCP	205,0000	\$74.8600 USD	29-Mar-2011	\$12,504.45 USD	\$15,346.30 USD	\$2,841.85 USD
Mutual Funds/ Commingled Funds	VANGUARD MSCI EMERGING MARKETS EIT	922042858	US9220428586	6746035400	PARS/CCCTA PRHCP	277,0000	\$47.9800 USD	29-Mar-2011	\$13,110.16 USD	\$13,290.46 USD	\$180.30 USD
Mutual Funds/ Commingled Funds	VNGRD ST TERM INVTM GRADE ADM #539	922031836		6746035400	PARS/CCCTA PRHCP	6,638,2650	\$10,7200 USD	29-Mar-2011	\$71,866.61 USD	\$71,162.20 USD	(\$704.41) USD
Subtotals											
Mutual Funds/ Commingled Funds									\$446,775.85 USD	\$462,877.77 USD	\$16,101.92 USD
Totals											
									\$446,775.85 USD	\$462,877.77 USD	\$16,101.92 USD

**EFFECTS AND CONSEQUENCES OF JAPAN'S TOHOKU EARTHQUAKE AND TSUNAMI**

The 9.0 Tohoku Earthquake on March 11, 2011 triggered a massive tsunami reaching as high as 10 meters or 33 feet, tragically affecting the northeastern coast of Honshu, Japan. It is impossible to put in words how significant this geologic event was, between the devastation of the earthquake on land and the coastal flooding from the tsunami, but it is the combined effect that was so devastating to the region. To compound the tragedy, the tsunami slammed into the Fukushima Nuclear Power Plant, located on the coast, knocking out back-up generators and causing temperatures within the reactors to rise significantly, as water circulation was crippled. However, as compared to the highly populated region affected by the 1995 Kobe Earthquake, this region is more remote. It is too early to forecast losses and rebuilding costs, or the full extent of damage, but estimates range from 1.5-2.0 times the \$120 billion loss experienced from the Kobe earthquake.

Uncertainty about the ability to completely shut-down and stabilize fuel storage pools at the Fukushima Nuclear Facility has been in question for several days. Increased radioactivity from the site has hampered efforts to cool the reactors. The uncertainty has unnerved equity investors, who had already discounted an increased probability of Japan tipping into recession again. We expect the concern about rising radioactivity levels, periodic fires and explosions at the site, and uncertainty about whether the emergency shut-down will be successful will moderate over the next week. Attempts to relieve increasing pressure within containment vessels have released radioactive gases that are being detected in the region, but Fukushima is more than 250 miles from Tokyo. It is not unusual in such circumstances for capital markets to overreact, discounting the worst-case scenario. Investors seeking to take advantage of a much cheaper Japanese equity market will have to be patient and should expect significant volatility for awhile longer.

Japan will experience various residual short-term and longer-term effects on its economy and capital markets. The impact of this event is significant in the near-term, but we believe will lift the global economy modestly in the longer-run, including Japan. We should expect to see evidence of a slowdown in the near-term during March-June, but a subsequent pick-up in activity should be expected in the second half that could offset or even exceed the transitional shortfall. A broader impact will be felt worldwide through currency and trade. Secondary effects on growth and inflation are transmitting more quickly now than ever before around the world. History would suggest that Japan could actually recover more quickly than expected from the earthquake, given the acceleration in global activity and much improved financial strength of Japanese banks. However, rapid recovery will come at a cost of a substantially increased debt burden, expected to exceed 226% Debt/GDP this year and more than double America's uncomfortable ratio, making likely even higher tax rates. The following are four likely local and global financial and economic effects we expect to be observed.

**Weakening Japanese economic growth near-term, but stronger growth longer-term:**

1. Expect a transitory slowdown in industrial production over the short-term with rolling production stoppages, due to electricity outages, supply chain disruptions, and fuel shortages.
2. In a country known for efficient supply chains and lean inventories, material shortages and transportation bottlenecks will likely develop in unexpected places that slow manufacturing over the next couple of months. Conditions will improve with time--production outages from semiconductor and memory manufacturing to food production, mining and refining, for example, will be transitory.

concern, but a catastrophic event on the order of Chernobyl is unlikely, given the design of these reactors and their containment structures. Extremely dire scenarios are conceivable, but not probable.

Fukushima is comprised of six containment units with a combined output of 4,700 MW. Units 1, 2 & 3, totaling 2,000 MW of capacity, have been damaged, including collapse of the external structures. These units became operational between March 1971 and March 1976. Given the damage and the fact that Units 1-3 were operating at or near the end of their initial life expectancy, these units are unlikely to return to service. Construction was expected to begin in April 2011 on two additional units at Fukushima, adding 2,700 MW. Japan's 54 reactors provide 46,102 MW of capacity or 30% of the country's electricity. Thus, the loss of the three troubled reactors represents about 1.3% of Japan's total electricity production capacity. Any shortfall in capacity will need to be made up by increasing demand for coal and, to a greater extent, LNG.

Japan is unlikely to abandon plans for new construction of additional power plants, we believe, given the long-term strategic importance of nuclear power. However, existing nuclear plant designs may be reviewed, locations re-evaluated, and start dates pushed back. Other countries have already taken action to review or delay their programs for new construction of nuclear facilities, including Switzerland, Germany, and even China, who has the most aggressive construction plan globally.

#### **Asset Allocation Recommendations**

Given our view of the effects of this earthquake and tsunami, we believe investors should hold any existing Japanese equity positions, but avoid Japanese bonds and consider hedging yen exposure. In fact, we slightly increased our international developed market exposure today in some portfolios, which includes Japanese equity exposure, and will consider further narrowing the current HighMark recommended underweight exposure over the next week. Overall, we remain overweight equities, tilted in favor of the U.S., while still favoring small-cap stocks, in particular. We expect global economic conditions to be slightly more volatile, but growth may be even a little stronger than we had otherwise expected due to increased spending on clean-up and rebuilding in Japan. We believe there will be a boost to imports from North America, China, Australia, Philippines and Indonesia, while increased demand for raw materials and energy needs could bolster global inflation concerns.

The effects of this tragedy have been felt personally by many employees throughout the BTMU and MUFG family, given the widespread effects throughout Japan and number of people it touched, particularly for those working and living in or near the affected areas. Our sympathies and prayers are for those family members, friends and colleagues injured or lost in this terrible natural disaster.

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3. We expect clean-up and rebuilding will more than offset any production shortfall observed, boosting growth and employment. Government financing for rebuilding is expected, as well as direct investment in damaged infrastructure.
4. Industries most adversely affected include insurance (losses, but also rising premiums) and utilities, while benefitting construction, durable goods (i.e., cars, appliances, etc.), and finance.
5. Imports should be expected to increase faster than exports, reducing Japan's trade surplus.
6. Japan will not likely slip back into recession. History suggests that after most natural disasters, confidence returns with exceptional government spending. Our initial estimates suggest 0.0-0.3% reduction to 2011 real GDP to 1%, but reconstruction will be additive in 2012 by 0.5% or more.

**Higher inflation risk and greater debt burden for Japan:**

1. Electricity, gasoline, and other commodities are being rationed, but prices are certain to rise with increased demand from reconstruction. Electric capacity loss was modest (1.3%), but should increase Liquefied Natural Gas (LNG) demand.
2. Monetary stimulus expected to be significant and persist to ensure sufficient liquidity.
3. Increased spending boosts debt issuance for the second largest bond market in the world.
4. Japan still enjoys very low borrowing costs, so financing reconstruction should be manageable, but investors will likely seek a higher risk premium reflected in Japanese bond yields.

**Rebound in stock prices, higher bond yields and weaker yen in Japan:**

1. History suggests the stock market also will recover relatively quickly from this event, particularly given such favorable Japanese equity valuations and low interest rates.
2. Profit margins will likely be squeezed by higher energy and commodity costs, as well as rising wages, higher transportation costs, and interest expense. Growth in earnings for Japan could slow more than in other regions given input cost pressures.
3. Bank of Japan injected Y20 Trillion (\$250B) in monetary liquidity, while the current asset purchase program of buying government bonds, ETFs and REITs was doubled to Y10 Trillion.
4. Outlook for capital markets and declining trade surplus, as well as other factors, will drive yen toward 90 Y/\$ by 2012. The Bank of Japan will likely intervene if yen moves much below 80.
5. Japan's nominal holdings in U.S. Treasuries probably will decline, but this will have minimal currency effect versus trade, inflation risk, and international diversification trends. Effect of yen repatriation will be more modest than investors seem to be anticipating.
6. Comparing conditions during the aftermath of the Kobe earthquake in 1995, the current economy is much stronger, banks are better capitalized, and equity valuations are more compelling. Investor confidence in the Nikkei's recovery was undermined further by the downfall of Barings, after rogue trader Nick Leeson revealed losses in the selloff triggered by the Kobe earthquake.
7. Greatest investor uncertainties seem to be related to cooling off and stabilizing the damaged nuclear reactors and mitigating the loss of electricity generation capacity. Breaching reactor containment at Fukushima is unlikely, but plant access is difficult given widespread damage to roads and rail, lack of reliable power and water supply, and increasing radiation levels.

**Stronger global growth, greater inflation risk, higher interest rates/bond yields expected:**

1. Increasing exports to Japan from North America, China, Australia, and others will bolster their respective growth. We are maintaining our forecast of approximately 4.5% global real GDP.
2. Increased Japanese debt issuance has the potential to crowd out issuance in other countries, reinforcing higher global bond yields.
3. Demand for resources facilitating rebuilding increase upward pressure on prices and wages.

**Impact on Electricity Generation/Nuclear Power**

Japan imports 80% of its energy needs and relies on nuclear power for a significant share of its electricity generation. The epicenter of the earthquake was just 110 miles from the severely damaged Fukushima Nuclear Power Facility. Back-up generators used to circulate water failed when the tsunami swept across the facility. Fuel rods were exposed and water levels for cooling were difficult to maintain without sufficient electric power and use of the primary pumps. The next few days are critical in completing the shut-down of the units that were on-line when the earthquake struck, as well as cooling the fuel storage facilities. Radiation releases to relieve pressure and intermittent fires are a