

County Connection

2477 Arnold Industrial Way Concord, CA 94520-5326 (925) 676-7500 countyconnection.com

OPERATIONS & SCHEDULING COMMITTEE AGENDA

Friday, November 3, 2017

8:00 a.m.

Supervisor Andersen Office

3338 Mt. Diablo Blvd, Lafayette, CA

Agenda

1. Approval of Agenda
2. Public Communication
3. Approval of Minutes of October 5, 2017*
4. Maintenance Project*

Staff recommendation: O&S to request that the Board of Directors allow the General Manager to enter into a contract with Tri-Valley Excavating Co. for the Resurfacing and Restriping Parking Lots Project.

5. New Service Policy*

Staff recommendation: For information only.

6. Comprehensive Operational Analysis – Local Routes*

Staff recommendation: For information only.

7. Shared Autonomous Vehicle Project*

Staff recommendation: For information only.

8. Reports*

- a. Fixed Route Monthly Report
- b. LINK Monthly Report

*Enclosure

FY2017/2018 O&S Committee

Jim Diaz – Clayton, Sue Noack – Pleasant Hill, Dave Hudson – San Ramon, Robert Storer – Danville

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

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

9. Committee Comments
10. Future Agenda Items
11. Next Scheduled Meeting – December 1, 2017
12. Adjournment

General Information

Public Comment: Each person wishing to address the committee is requested to complete a Speakers Card for submittal to the Committee 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 Committee Chair. Persons who wish to speak on matters set for Public Hearings will be heard when the Chair calls for comments from the public. After individuals have spoken, the Public Hearing is closed and the matter is subject to discussion and action by the Committee.

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.

Consent Items: All matters listed under the Consent Calendar are considered by the committee to be routine and will be enacted by one motion. There will be no separate discussion of these items unless requested by a committee member or a member of the public prior to when the committee votes on the motion to adopt.

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.countyconnection.com.

Accessible Public Meetings: Upon request, County Connection 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 County Connection at least 48 hours before the meeting convenes. Requests should be sent to the Lathina Hill, at 2477 Arnold Industrial Way, Concord, CA 94520 or hill@cccta.org.

Shuttle Service: With 24-hour notice, a County Connection LINK shuttle can be available at the BART station nearest the meeting location for individuals who want to attend the meeting. To arrange for the shuttle service, please call Katrina Lewis – 925/680 2072, no later than 24 hours prior to the start of the meeting.

Currently Scheduled Board and Committee Meetings

Board of Directors:	Thursday, November 16, 9:00 a.m., County Connection Board Room
Administration & Finance:	Wednesday, November 1, 9:00 a.m., 3338 Mt. Diablo Blvd. Lafayette, CA
Advisory Committee:	Tuesday, November 14, 2:00 p.m., County Connection Board Room
Marketing, Planning & Legislative:	Monday, November 6, 9:30 a.m., 3338 Mt. Diablo Blvd, Lafayette
Operations & Scheduling:	Friday, November 3, 8:00 a.m., 3338 Mt. Diablo Blvd., Lafayette, CA

The above meeting schedules are subject to change. Please check the County Connection Website (www.countyconnection.com) or contact County Connection staff at 925/676-1976 to verify date, time and location prior to attending a meeting.

This agenda is posted on County Connection’s Website (www.countyconnection.com) and at the County Connection Administrative Offices, 2477 Arnold Industrial Way, Concord, California

**Summary Minutes
Operations & Scheduling Committee
Supervisor Andersen Office
3338 Mt. Diablo Blvd.
Lafayette, CA
Thursday, October 5, 2017, 8:00 a.m.**

Directors: Robert Storer, Jim Diaz, Sue Noach, Dave Hudson
Staff: Rick Ramacier, Bill Churchill, Ruby Horta, Scott Mitchell
Public: None

Call to Order: Meeting called to order at 8:00 a.m. by Director Storer.

- 1. Approval of Agenda Items:** Agenda was approved.
- 2. Public Comment and/or Communication:** None.
- 3. Approval of O&S Summary Minutes for September 1, 2017:** Minutes were approved.
- 4. Committee Chair Selection**

The Committee voted unanimously to appoint Robert Storer as Chair.

5. Slab Replacement Project

Mr. Mitchell explained that the concrete slab on the north side of the maintenance building needs to be repaired in order to avoid damage to the vehicles. Staff went through the bidding process and has identified the lowest bidder to be GEMS environmental Management Services, Inc. The project budget has been set at \$168,000 and will be funded by a federal grant (\$135,000) and a local match using Prop. 1B (\$33,000). The project is expected to be completed by February 2017.

The O&S committee requests that the Board of Directors allow the General Manager to enter into a contract with GEMS Environmental Management Services Inc. for the Slab Replacement Project.

6. Fixed Route Service Near Schools

In response to the discussion at the previous Board meeting, Mr. Churchill provided a comprehensive review of how service near schools has developed over the years, to the best of staff's knowledge. Mr. Churchill reviewed the attachments included and explained the impact of State initiatives as well as budget cuts to the service provided by and for schools. As a public transit agency, County Connection is required to make all routes available to the public, publish routes and timetables, and make have consistency on bus stop signage. As the needs of school district's change over time, County Connection's ability to provide

increasing demands has been diminished. Mr. Churchill explained the difficulty of meeting the demand of changing bell times in addition to the needs of commuters, seniors and college students in the same community.

Mr. Ramacier provided additional details on Attachment B. He indicated that areas currently served couple of school trips a days used to have all-day service, prior to the service cuts in 2008/2009. Rather than completely eliminate service in those areas, County Connection maintained trips to serve the student population.

Director Noack described the challenges Pleasant Hill faces as it attempts to accommodate an influx of students outside the district boundaries.

Director Storer inquired about fixed route options available for families along Camino Tassajara. All of the fixed route service in the Danville area is concentrated along I-680.

Director Hudson suggested staff follow up with the Traffix program and inquire about their potential to provide additional service to Monte Vista High School.

The O&S Committee directed staff to include the policy for adding new service and present this item to the Board as information only.

7. New School Bus Service Requests

Ms. Horta summarized the two petitions staff has received for additional bus service to schools. The first petition requests two morning trips in the reverse direction of existing Route 623 to provide service to Monte Vista High School. The second petition requests two morning trips and two afternoon trips to imitate existing Route 626 with service to Stanley Middle School. Meeting these service requests will cost approximately \$204,000 per year.

The O&S Committee directed staff to work with the petitioners and the local student transportation providers to identify potential funding sources. County Connection is currently not in a position to incur additional operating expenses.

8. Walnut Creek Transit Village (WCTV) Update

Ms. Horta provided an update on the WCTV. Construction has begun and certain County Connection routes were re-routed due to road closure. All routes are accessing the Walnut Creek BART station from Ygnacio Valley Road. This detour has not caused any service delays.

9. Reports

Staff reported on the fixed route statistics.

10. Committee Comments

Director Hudson informed the Committee that Bishop Ranch's Easy Mile autonomous vehicles have received approval from the National Highway Traffic Safety Administration (NHTSA) and are awaiting approval from the Department of Motor Vehicles (DMV).

Director Storer informed the Committee that the Town of Danville will consider WAVE inductive chargers in an effort to increase the viability of electric buses along the I-680.

11. Future Agenda Items

- Bus on Shoulder (BOS) update

12. Next Scheduled Meeting – November 3rd, at 3338 Mt. Diablo Blvd., Lafayette CA.

13. Adjournment – The meeting was adjourned at 9:30 a.m.

Minutes prepared and submitted by: Ruby Horta Director of Planning & Marketing

To: O&S Committee

Date: October 18, 2017

From: J. Scott Mitchell
Chief Operating Officer

Reviewed by:

SUBJECT: Resurfacing and Restriping Parking Lots

BACKGROUND: The asphalt at County Connection on the upper and lower parking lots is in need of repair. The upper lot is 25 years old, and to extend the life of the asphalt, it needs to have some cracks repaired and then will be resealed and restriped. The lower parking lot by the maintenance building is 30 years old. It has tree root damage, as well as, residual damage due to a construction project. The lower lot will need to be resurfaced and restriped.

SUMMARY OF ISSUES: County Connection issued an Invitation For Bids (IFB) for the "Resurfacing and Restriping Parking Lots" project. The Bid was advertised on County Connection's website and in the Contra Costa Times. At the Bid opening on October 13, 2017, at 2:00 p.m., one (1) bid was received from an interested contractor. The bid received was from Tri-Valley Excavating Co., Inc. for \$63,075.00. Staff has determined the bid of \$63,075.00 is fair and reasonable.

OPTION 1: The O&S Committee recommend that the Board of Directors authorize the General Manager to enter into a contract with Tri-Valley Excavating Co., Inc. for the Resurfacing and Restriping Parking Lots project. Cost not to exceed \$63,075.00.

OPTION 2: The O&S Committee rejects the bid and direct staff to re-advertise the Bid.

OPTION 3: The O&S Committee recommend to not award a contract.

FINANCIAL IMPLICATIONS: This project has been funded through a Prop 1B Grant.

Facilities 1B:	<u>\$63,075</u>
TOTAL FUNDS AVAILABLE FOR PROJECT:	\$63,075

RECOMMENDATIONS: Staff recommends that the O&S Committee recommend that the Board of Directors authorize the General Manager to enter into a contract with Tri-Valley Excavating, Co., Inc. for the Resurfacing and Restriping project.

ACTION REQUESTED: Staff requests and recommends that the O&S Committee recommend that the Board of Directors adopt a Resolution authorizing the General Manager to enter into a Contract with Tri-Valley Excavating Co., Inc. for the Resurfacing and Restriping Parking Lots project.

To: O&S Committee

Date: October 27, 2017

From: Bill Churchill, Assistant General Manager of Administration Reviewed by:

SUBJECT: Review of Service Expansion Policy

Summary of Issues:

At the September board meeting staff was directed to bring the current service expansion policy to the O&S committee for review. It was noted the policy has not been updated since August 2000 and the relevancy of the policy or components of the policy should be evaluated in the context of the current financial, operational and political environment.

Staff would like to begin discussions with the committee regarding potential modifications to the policy. Upon further direction staff will provide more targeted analysis of the policy and potential ramifications to the committee at a future date.

Recommendation:

None

Financial Implications:

None at this time

Attachments:

- 1) Attachment I, Service Expansion Policy

Attachment I

SUBJECT: Service Expansion

POLICY: In April of 1991, CCCTA adopted a Policy on Service Expansions/Demonstration Projects which was general in nature, and which contained four elements addressing maximization of the existing system, financial planning and contributions by member jurisdictions, performance measures for new services, and demonstration project definitions.

In FY 2000, the Operations and Scheduling (O&S) Committee requested that staff take another look at this area and develop a more comprehensive set of guidelines for service expansion that would set priorities and include definitions for service development.

Assumptions

1. The recommendations herein are consistent with CCCTA's Mission Statement.
2. All new service shall be subject to the productivity standards contained in CCCTA's Productivity Standards Policy for new service.
3. All new or improved service requested by private entities shall be fully subsidized by the private entity. This subsidy should include full subsidy of all operating cost, and any "lost opportunity cost" and capital cost (if possible). The costs shall be adjusted at least biannually to reflect the actual cost of providing the service.
4. All new service shall maximize opportunities for interlining and minimize deadhead and non-productive time and/or miles.
5. All new service assumes the availability of operating funds, whether public or private, and the availability of vehicles and human resources (drivers) to operate the service without negatively impacting existing service. No new service in any category shall be undertaken without adequate funds to continue the service for at least one full year, or, in the case of limited-time circulators, for the time period requested.
6. The priorities and assumptions herein apply only to general public services, and not to specialized service for ADA eligible riders as provided by LINK.
7. The priorities listed below recognize that improvements made in one priority area may also benefit users in another priority area (i.e., improvements for routes serving commuters may also benefit the transit dependent.)

8. The priorities below can include creative approaches to service provision, including the use of vans, flex routing, subscription services, substitution of one type of service for another, and other approaches meant to maximize opportunities for productivity and to reduce operating costs.
9. All service improvements are subject to a public hearing process and Board approval, except for minor adjustments as listed in Priority A. All service improvements must demonstrate that they do not have opposition from a majority of the community they are intended to serve, including neighborhoods in which vehicles are proposed to operate.
10. Special event services are not included in this list of priorities, as they are not considered a type of service that competes for or strains the capital, human and financial resources of CCCTA. These services are not operated regularly and are not operated during peak times. In all cases, they are also heavily subsidized by the venue for which the service is being provided.

Definitions

Circulator Service: Service which serves a single community, operates all day, and circulates between at least two major origins and destinations, one of which is a Central Business District or major shopping area. Circulators may also serve collector points, such as park and ride lots. Circulators may be short term (holiday periods, for example) or ongoing. The overall goal of circulator service is to encourage the use of alternative transportation to reduce congestion and the demand for parking in the downtown business district.

Commute Service: Service scheduled to connect with BART during the morning (6 am to 8:30 or 9:00 am) and afternoon (4:00 to 6:30 or 7:00 pm) commute peaks which serve major employment centers or transit hubs, and which operates with limited stops, and headways no greater than 20 minutes. The overall goal of commute service is to reduce congestion and offer transit alternatives to Single Occupant Vehicle (SOV) drivers.

Expanded Service: Changes to an existing route which involve the addition of more than one hour of new service, additional days of service, additional origins and/or destinations not covered by the existing route, and which may or may not require additional equipment and drivers to deliver. Those expansions, which do not require additional vehicles or drivers, would take precedence over those that do. Expanded service is often passenger driven, and a higher priority will be given to expanded service, which responds to the needs of transit dependent users. Priority will also be given to service expansions included in one or more adopted planning documents (SRTP, Contra Costa County Welfare to Work Transportation Plan, CCTA Transportation Plan, etc.)

Fully Subsidized: Service for which at least operating costs, based on the actual cost per hour and cost per mile from the prior year of the system as a whole, is

paid by a third party. Based upon availability of vehicles, the subsidy may also include a capital cost for vehicles.

High Demand: Average ridership of at least 28 passengers per hour or at least 2.5 passengers per revenue mile, or an average load factor which exceeds 70%. These averages exceed the system standard by at least 50%.

Minor Service Change: An adjustment to an existing route or routes which provides new or relocated stops, new or adjusted time points, small amounts of new service (less than one hour per day), reconfigurations which do not affect running time, and other small adjustments which do not require the addition of drivers or equipment to the route. Minor service changes are most often passenger and/or operator driven.

New Service: Service which does not take the place of a discontinued service and which does not duplicate existing service, or which serves a new area or new origins/destinations not currently served, or which is subsidized by the requesting sponsor and/or new funds available to CCCTA.

Private Entity: Any business, agency, government body, organization, company, or corporation which is not a member of the CCCTA Joint Powers Agency.

Productivity Standards Policy: The Productivity Standards Policy adopted by the CCCTA Board of Directors on December 21, 1995.

School Service: Added buses at school start and dismissal times which operates on school days only. Schedules are developed to coordinate with school bell times. Service is open to the general public, but tends to carry heavy loads of middle school and high school students for one or two AM and PM peak trips. The overall goal of school service is to offer student transportation for schools, which do not have “yellow school bus” service.

Transit Dependent: Adult riders paying cash fare to ride, or using a regular 20- or 40-ride punch pass, and seniors and disabled riders as defined on operator trip cards. Through periodic onboard surveys (every three years), transit dependency will be further defined by income, availability of a vehicle to make the trip, and availability of a valid driver’s license.

Priorities

A. Minor Service Changes to Existing Routes that do any of the following without adding more vehicles or drivers.

- Improves on time performance.
- Adjusts time points within the schedule.
- Adds time (not more than one hour) at the beginning or end of the day, or midday by extending a run, which would otherwise go out of service.

- Adds new stops along an existing route.
- Adjusts routing to better serve new or relocated trip generators without jeopardizing existing productive portions of the route or reducing headways.
- Splits a route into two pieces to make it more direct without increasing total revenue hours.
- Adjusts BART meet times to reduce wait times for BART/bus transfers.
- Adjusts running time by utilizing existing layover or recovery time.
- Improves safety (pedestrian access, vehicle access).

These service changes will be done at the discretion of staff, within existing budgeted resources, and consistent with bid change dates if the change affects a run cut.

B. Improvements to Existing Routes Which Show High Demand by (in priority order)

- Increasing frequency (reduced headways).
- Extending hours of operation (beyond one hour) earlier or later based on demand.
- “Layering” express service over high demand routes which have an end to end running time of more than 45 minutes.
- Adding Sunday service.
- Restructuring a route to make it more productive by (any one of the following)
 - Serving new trip generators/eliminate non-productive route segments
 - Using fewer vehicles to deliver same level of service
 - Improving on time performance.

These improvements generally require additional resources in the form of vehicles, drivers and funding. Those improvements, which can be accomplished without additional drivers or vehicles, will take priority over those that do.

Improvements listed in planning documents will receive priority.

Improvements, which use other than CCCTA funds, will receive priority (for example, welfare to work funds to add Sunday service or extended hours).

C. Improvements to Commute Service including but not limited to:

- Service requested by private entities, which pay the cost for providing such service. Priority will be given to fully paid costs including capital. Second priority to fully paid operating and lost opportunity cost, third priority to fully paid operating cost, and fourth priority to partially paid operating cost only if it is determined by the Board that the overall

community benefit justifies an investment of CCCTA funds. These services could include any of the following:

- Development of direct express service in cooperation with other regional providers to work sites, which are now poorly served, and for which at least partial funding is available. This includes commute service for persons transitioning from welfare to work.
- Shuttles to/from BART or other rail to key trip generators/collectors (employment sites, park and ride lots, etc) where demand is fully documented.
- Late evening shuttles from BART to neighborhoods or key collector points using smaller vehicles.

D. New Circulator Service

- As requested by member jurisdictions where operating costs are at least 80% subsidized by the member jurisdiction or other third party if fares are to be charged, and 100% subsidized if circulator is free.

E. New School Service

- Where service can be interlined with an existing route
- Where access/egress and boarding locations are not a safety issue
- Where no new drivers or vehicles are needed to do so OR
- Where the School District (or other third party) pays for additional drivers and/or vehicles needed to provide the service

DATE OF ADOPTION: August 17, 2000

To: Operations and Scheduling

Date: 10/26/2017

From: Sean Hedgpeth, Manager of Planning

Reviewed by:

SUBJECT: Comprehensive Operations Analysis for Weekday Local Routes

Background:

In September, County Connection staff presented the Operations and Scheduling Committee (O&S) with sample of our Comprehensive Operations Analysis (COA) of Route 16. For this committee meeting, all weekday local routes have been completed and attached. The 90 series express routes, 600 series school routes, and the 300 series weekend routes are not included but will be released in the coming months.

This document intends to be reference material to inform possible service changes in the future with data driven planning. Ridership, route alignments, and service distribution are all covered in the COA.

The next phase of the COA is to look at the express routes, which will be referred to the O&S committee in December. The weekday local and express network are the bulk of our operated service and costs. This network is expected contain most of the anticipated proposed service changes in light of possible funding shortages and efficiency goals.

Recommendation:

For information only.

Financial Implications:

To be determined.



*County
Connection*

Central Contra Costa County Transit Authority Comprehensive Operations Analysis

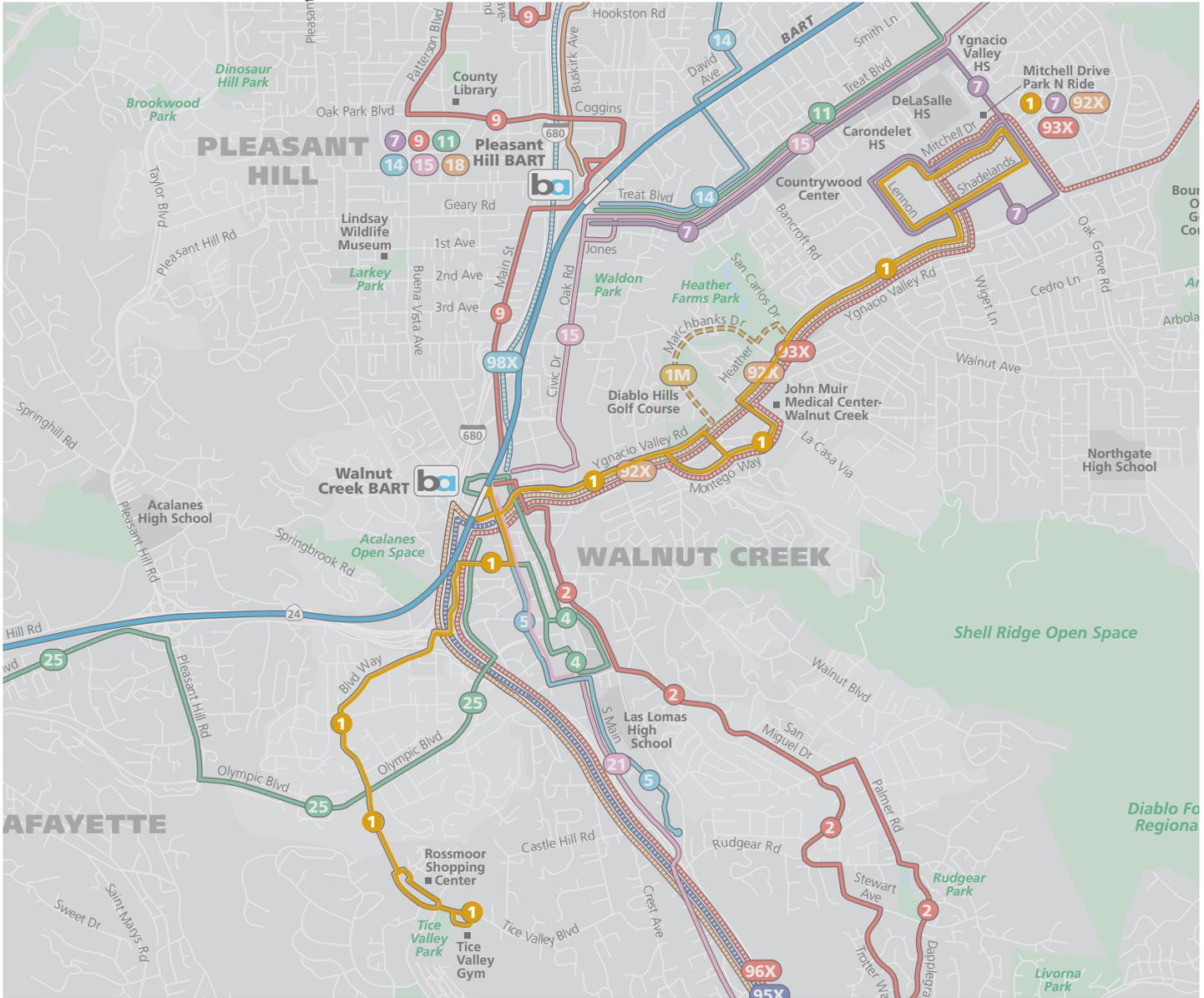
Local Weekday Routes, FY 2016/17

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Route 1: Rossmoor to Shadelands via Walnut Creek BART

Every 60 Minutes, 6:00am to 8:47pm



Origin and Recent Service Changes

Route 1 was created in 2009 as part of a large service restructuring. Route 1 was born out of Route 101, in a similar alignment except for select trips along Marchbanks (currently served by 1M, and more service to Downtown Walnut Creek. Additionally, select 101 trips used to serve further into Rossmoor in the Castle Hill/Danville Blvd Area, whereas the current Route 1 does not. Recently, Route 1M was launched to cover the old 101 Marchbanks area in FY16. No major changes since 2009.

Alignment Statistics and Connections

Route 1's southern terminus is at the Rossmoor Shopping Center, with connections to CCCTA route 601. Private shuttle connections to the Rossmoor Red, White, Blue, Yellow Lines. The route travels on Tice Valley Blvd, Boulevard Way, Oakland Ave, Trinity Ave, California, Walnut Creek BART Station, with Regional connections to the Pittsburg Bay Point BART line, SolTrans (78), Solano (40), Wheels (70X) as well as CCCTA routes (1M, 2, 4, 5, 9, 15, 21, 25, 93X, 95X, 96X, 98X, 601, 602). Private shuttle connections to the Rossmoor Green Line. The route continues on Ygnacio Valley Rd, Montego, John Muir Medical Center, La Casa Via, Ygnacio Valley Rd, N Wiget Ln, Shadelands Dr, Lennon Ln, Mitchell Dr to Park & Ride Lot with connections to CCCTA routes (7, 92X and 93X). This route provides service to residential areas, senior housing, medical facilities, shopping areas, Shadelands Business Park.

Route 1: Key Performance Indicators

Route Alignment, Speed, and Labor Statistics

Route 1: Rossmoor to Shadelands

FY17 On Time	Length (mi)	Scheduled Speed	Actual Speed
89%	16.0	9.4	6.2
3%	0%	-27%	-57%

# Stops	Stop Spacing	# of Rights	# of Lefts
52	0.31	26	26
84%	-52%	85%	83%

In-Service Time	Layover	Deadhead	Total Hours
79%	16%	6%	27.9
15%	-26%	-45%	-11%

Census Population, Jobs, and Demographics by Route

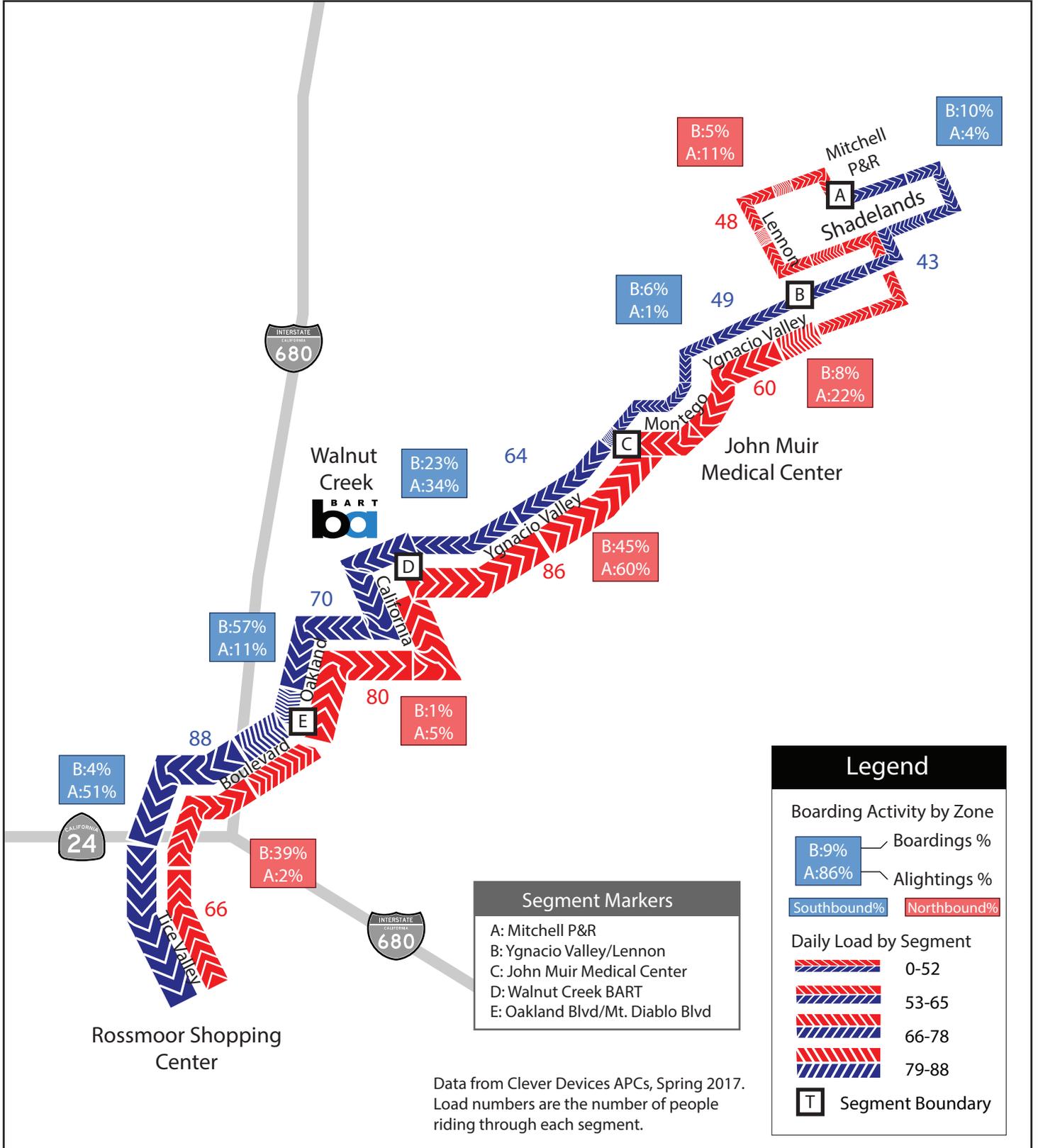
Jobs	Population	Jobs+Pop	J+P/mile
30,248	30,348	60,596	3,850
51%	75%	62%	29%

Poverty	Limited English	Minority	Senior
6%	7%	30%	20%
-35%	-9%	-27%	56%

Disabled	No Car	Youth	(Legend)
10%	7%	19%	(route value)
0%	-12%	-5%	(% diff from AVG)

Route 1 Segment Map

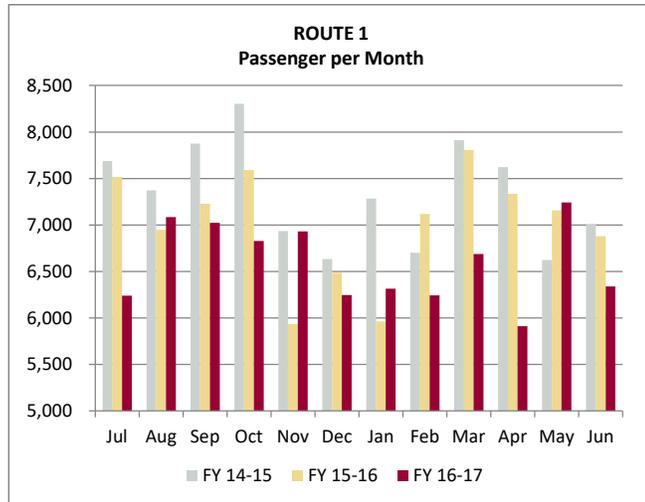
Average Ridership % and Load by Segment and Direction



ROUTE 1

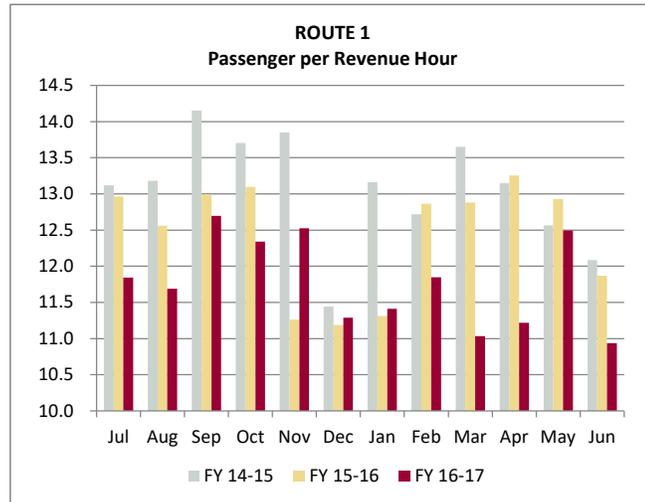
Passenger per Month

	FY 14-15	FY 15-16	FY 16-17
Jul	7,687	7,515	6,240
Aug	7,371	6,949	7,085
Sep	7,874	7,230	7,025
Oct	8,304	7,591	6,828
Nov	6,934	5,935	6,930
Dec	6,633	6,486	6,245
Jan	7,284	5,961	6,315
Feb	6,701	7,118	6,243
Mar	7,913	7,806	6,686
Apr	7,622	7,334	5,912
May	6,622	7,155	7,244
Jun	7,006	6,881	6,340
FY TOTAL	87,952	83,961	79,094



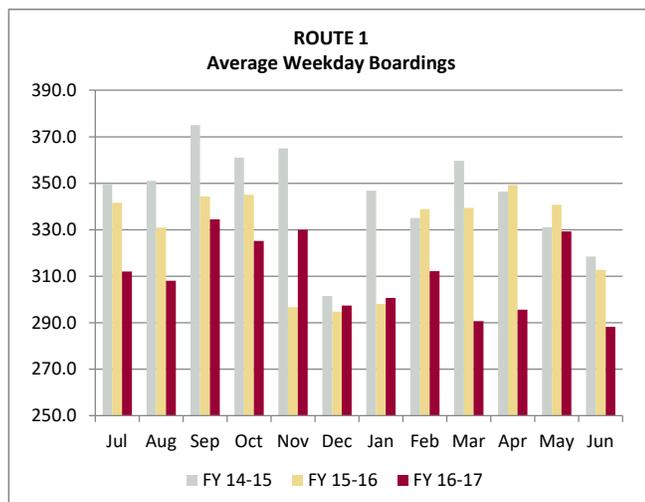
Passenger per Revenue Hour

	FY 14-15	FY 15-16	FY 16-17
Jul	13.1	13.0	11.8
Aug	13.2	12.6	11.7
Sep	14.2	13.0	12.7
Oct	13.7	13.1	12.3
Nov	13.9	11.3	12.5
Dec	11.4	11.2	11.3
Jan	13.2	11.3	11.4
Feb	12.7	12.9	11.8
Mar	13.7	12.9	11.0
Apr	13.1	13.3	11.2
May	12.6	12.9	12.5
Jun	12.1	11.9	10.9
FY AVG	13.1	12.4	11.8



Avg Wkdy Boardings

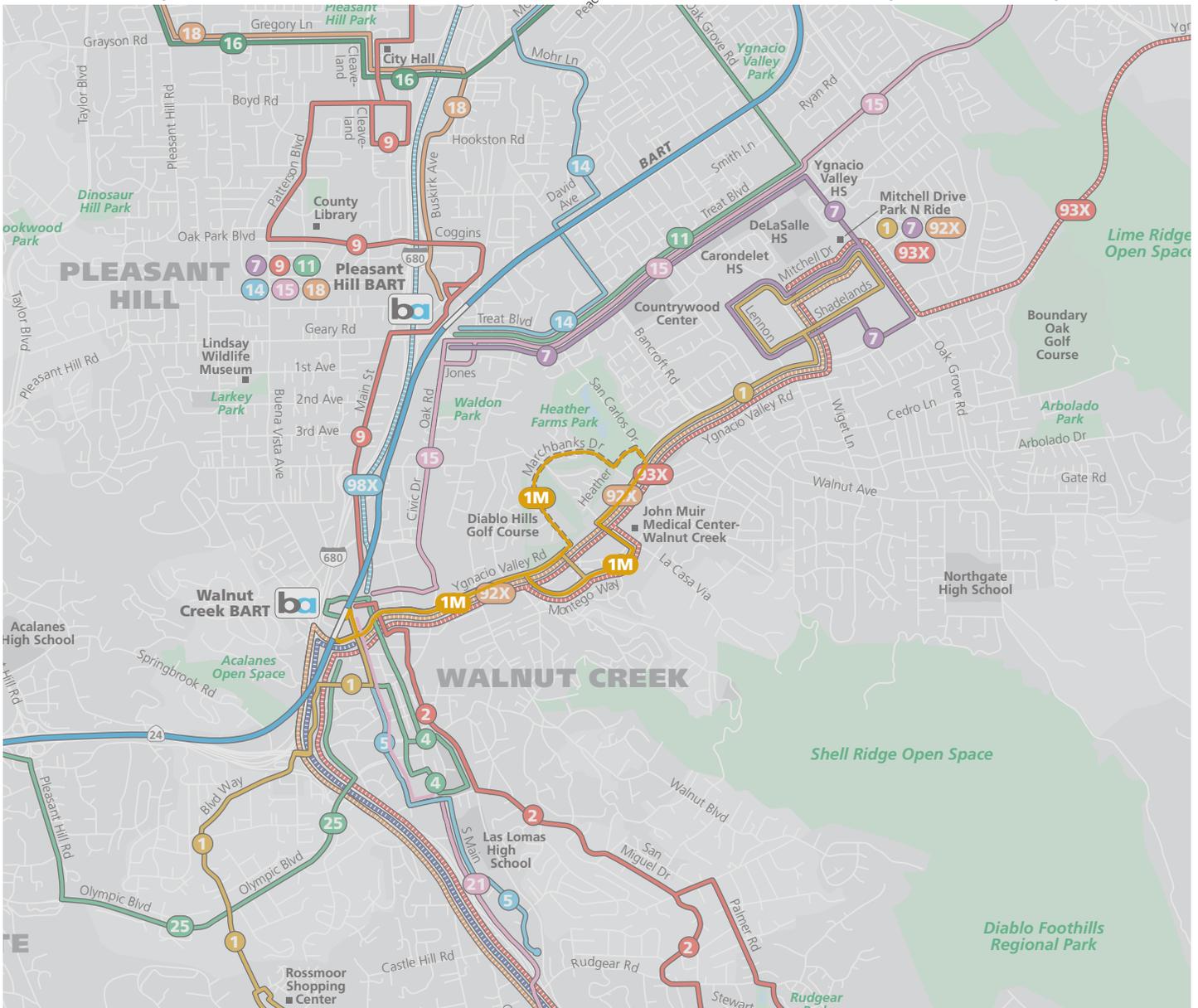
	FY 14-15	FY 15-16	FY 16-17
Jul	349.4	341.6	312.0
Aug	351.0	330.9	308.0
Sep	375.0	344.3	334.5
Oct	361.0	345.1	325.1
Nov	365.0	296.7	330.0
Dec	301.5	294.8	297.4
Jan	346.8	298.1	300.7
Feb	335.1	338.9	312.2
Mar	359.7	339.4	290.7
Apr	346.4	349.3	295.6
May	331.1	340.7	329.3
Jun	318.4	312.8	288.2
FY AVG	344.9	328.0	310.2



Fare Demographics Pie Chart Coming Soon

Route 1M: Walnut Creek BART to John Muir Medical Center

Every 40 Minutes from 6:30am to 9:02am, then 4:00pm to 7:53pm



Origin and Recent Service Changes

As mentioned previously in the Route 1 history, Route 1M was created to cover portions of the original Route 101 pre-2009. The route launched in August 2015 as 4 round trip, peak-only trips. No service changes have happened since launch.

Alignment Statistics and Connections

Route 1M's western terminus is at the Walnut Creek BART Station, with regional connections to the Pittsburg Bay Point BART line, SolTrans (78), Solano (40), Wheels (70X) as well as CCCTA routes (1, 2, 4, 5, 9, 15, 21, 25, 93X, 95X, 96X, 98X, 601, 602). Private shuttle connections to the Rossmoor Green Line. The route travels Ygnacio Valley Rd, Montego, John Muir Medical Center. The route then travels La Casa Via, Ygnacio Valley Rd, San Carlos Dr, Heather Dr, Marchbanks Dr, Ygnacio Valley Rd to the Walnut Creek BART Station. This route provides service to residential areas, senior housing, and medical facilities.

Route 1M: Key Performance Indicators

Route Alignment, Speed, and Labor Statistics

Route 1M: Walnut Creek BART to John Muir Medical Center

FY17 On Time	Length (mi)	Scheduled Speed	Actual Speed
87%	5.2	11.6	14.9
-1%	-67%	-10%	4%

# Stops	Stop Spacing	# of Rights	# of Lefts
17	0.31	10	7
-40%	-52%	-29%	-51%

In-Service Time	Layover	Deadhead	Total Hours
57%	23%	20%	6.8
-16%	9%	90%	-78%

Census Population, Jobs, and Demographics by Route

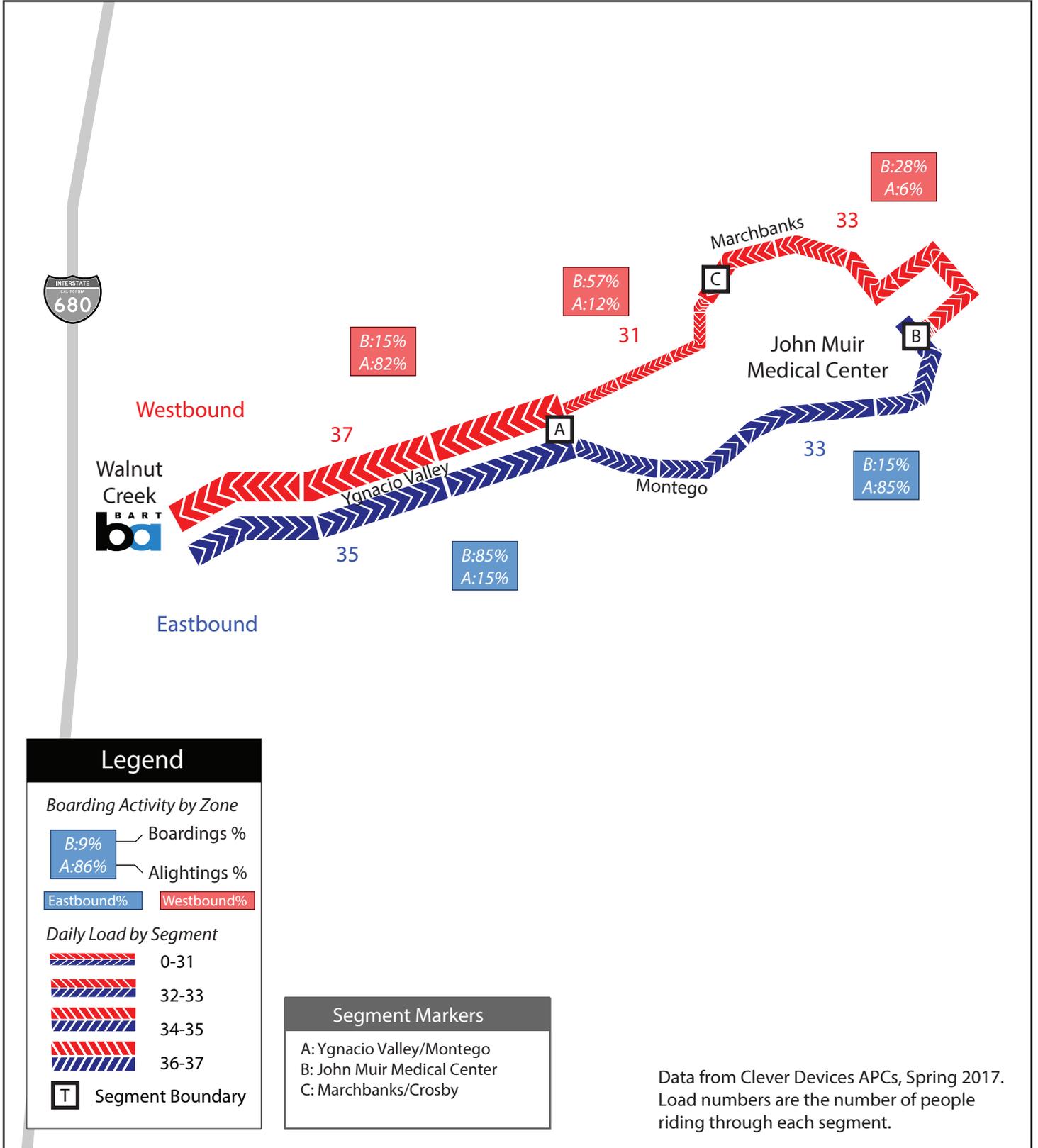
Jobs	Population	Jobs+Pop	J+P/mile
15,286	7,143	22,429	4,441
-24%	-59%	-40%	48%

Poverty	Limited English	Minority	Senior
7%	7%	30%	16%
-32%	-4%	-28%	25%

Disabled	No Car	Youth	(Legend)
9%	6%	18%	(route value)
-10%	-27%	-12%	(% diff from AVG)

Route 1M Segment Map

Average Ridership % and Load by Segment and Direction

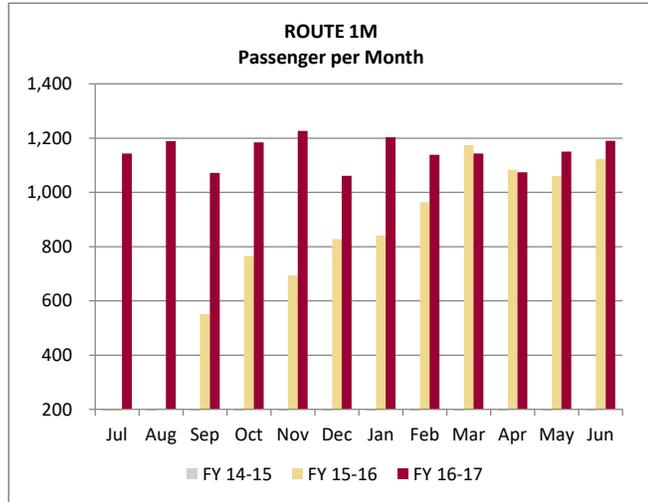


Data from Clever Devices APCs, Spring 2017. Load numbers are the number of people riding through each segment.

ROUTE 1M

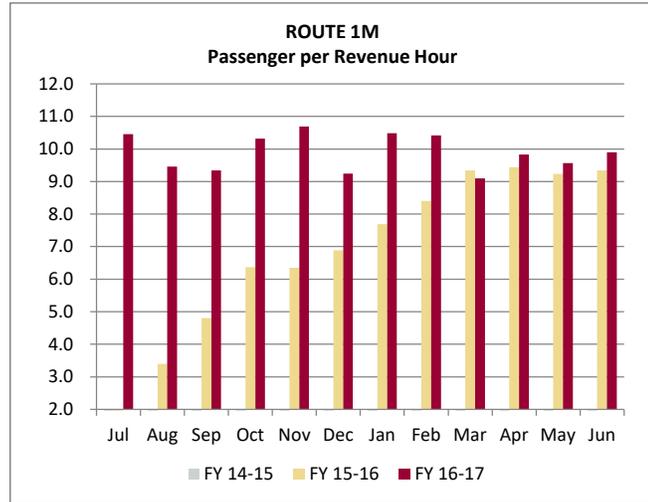
Passenger per Month

	FY 14-15	FY 15-16	FY 16-17
Jul	NIS	NIS	1,143
Aug	NIS	204	1,189
Sep	NIS	552	1,072
Oct	NIS	765	1,185
Nov	NIS	694	1,227
Dec	NIS	828	1,061
Jan	NIS	841	1,203
Feb	NIS	965	1,139
Mar	NIS	1,174	1,144
Apr	NIS	1,084	1,075
May	NIS	1,060	1,150
Jun	NIS	1,123	1,191
FY TOTAL	0	9,291	13,778



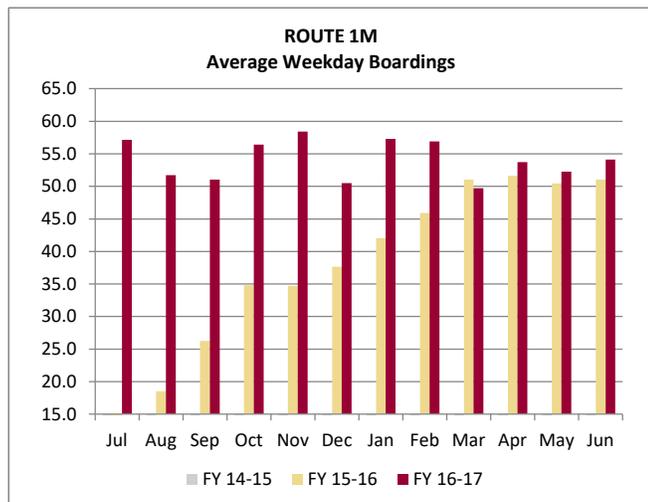
Passenger per Revenue Hour

	FY 14-15	FY 15-16	FY 16-17
Jul	NIS	NIS	10.5
Aug	NIS	3.4	9.5
Sep	NIS	4.8	9.3
Oct	NIS	6.4	10.3
Nov	NIS	6.4	10.7
Dec	NIS	6.9	9.2
Jan	NIS	7.7	10.5
Feb	NIS	8.4	10.4
Mar	NIS	9.3	9.1
Apr	NIS	9.4	9.8
May	NIS	9.2	9.6
Jun	NIS	9.3	9.9
FY AVG	0.0	7.6	9.9



Avg Wkdy Boardings

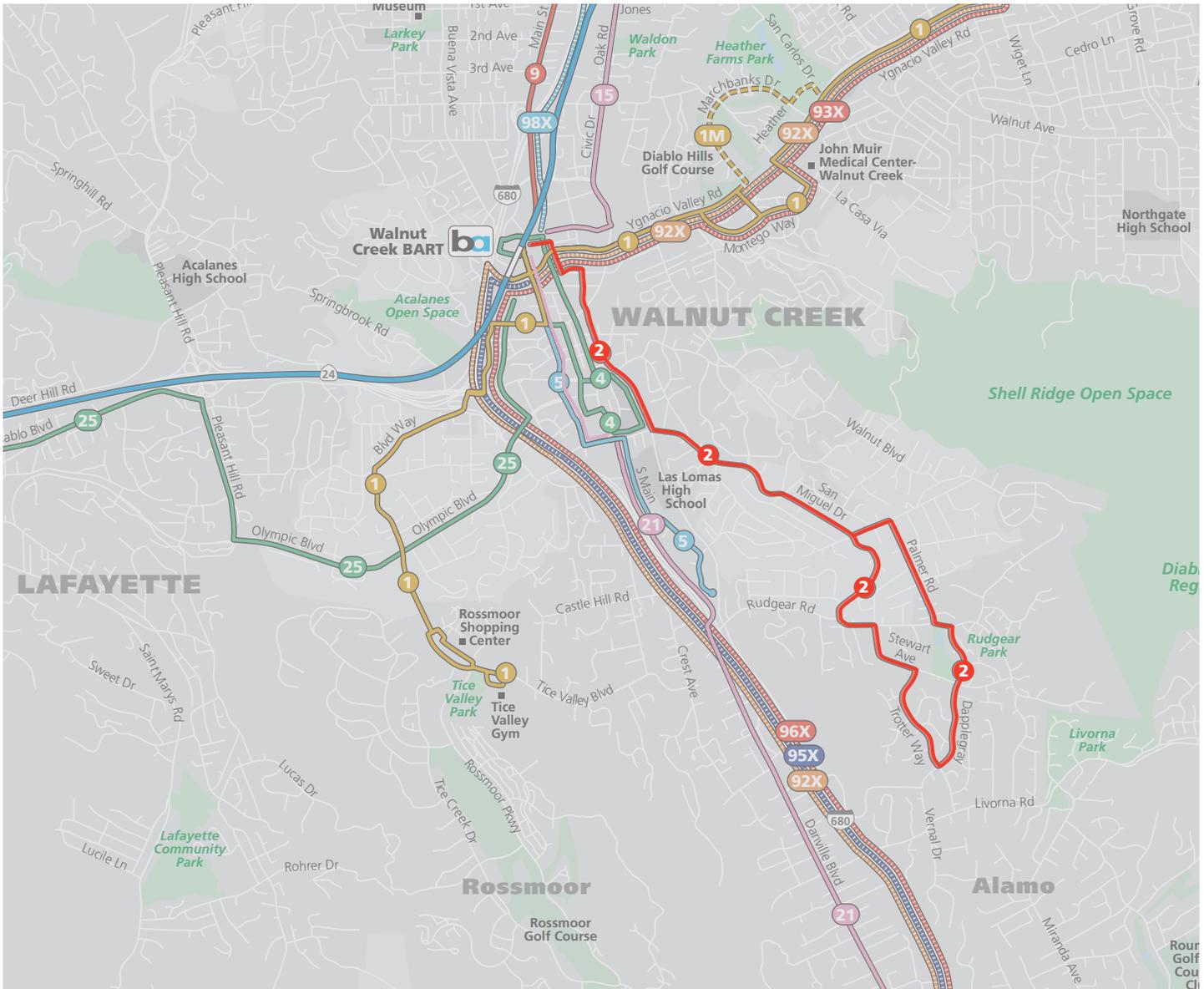
	FY 14-15	FY 15-16	FY 16-17
Jul	NIS	NIS	57.2
Aug	NIS	18.5	51.7
Sep	NIS	26.3	51.0
Oct	NIS	34.8	56.4
Nov	NIS	34.7	58.4
Dec	NIS	37.6	50.5
Jan	NIS	42.1	57.3
Feb	NIS	45.9	56.9
Mar	NIS	51.0	49.7
Apr	NIS	51.6	53.7
May	NIS	50.5	52.3
Jun	NIS	51.1	54.1
FY AVG	0.0	41.5	54.0



Fare Demographics Pie Chart Coming Soon

Route 2: Walnut Creek BART to Rudgear/Trotter

Every 50-60 Minutes 6:15am to 8:41pm, then 5:30pm to 7:21pm



Origin and Recent Service Changes

Route 2 was created out of Route 102 in the 2009 service changes. The much of 102's alignment was removed, including service to DVC via West Pleasant Hill. Route 2 also differed from 102 in its southern alignment, with the 602 covering a deviated 102 near Walnut Blvd. Route 2 was also rerouted to Broadway in Downtown Walnut Creek instead California Blvd. Although the route has been proposed for elimination, no changes have occurred since 2009.

Alignment Statistics and Connections

Route 2's northern terminus at the Walnut Creek BART Station, with regional connections to the Pittsburg Bay Point BART line, SolTrans (78), Solano (40), Wheels (70X) as well as CCCTA routes (1, 1M, 4, 5, 9, 15, 21, 25, 93X, 95X, 96X, 98X, 601, 602). Private shuttle connections to the Rossmoor Green Line. The route travels on California, Newell Ave, San Miguel Dr, Rudgear Rd, Stewart Ave, Trotter Way. The route then travels Dapplegray Ln, Rudgear Rd, Palmer Ave, Mt View, and San Miguel Dr, Newell Ave, California to the Walnut Creek BART station. This route provides service to residential areas, medical facilities, and shopping areas.

Route 2: Key Performance Indicators

Route Alignment, Speed, and Labor Statistics

Route 2: Walnut Creek BART to Rudgear/Trotter

FY17 On Time	Length (mi)	Scheduled Speed	Actual Speed
87%	8.9	12.9	15.1
0%	-44%	1%	6%

# Stops	Stop Spacing	# of Rights	# of Lefts
19	0.47	10	9
-33%	-27%	-29%	-37%

In-Service Time	Layover	Deadhead	Total Hours
57%	17%	26%	4.8
-17%	-20%	153%	-85%

Census Population, Jobs, and Demographics by Route

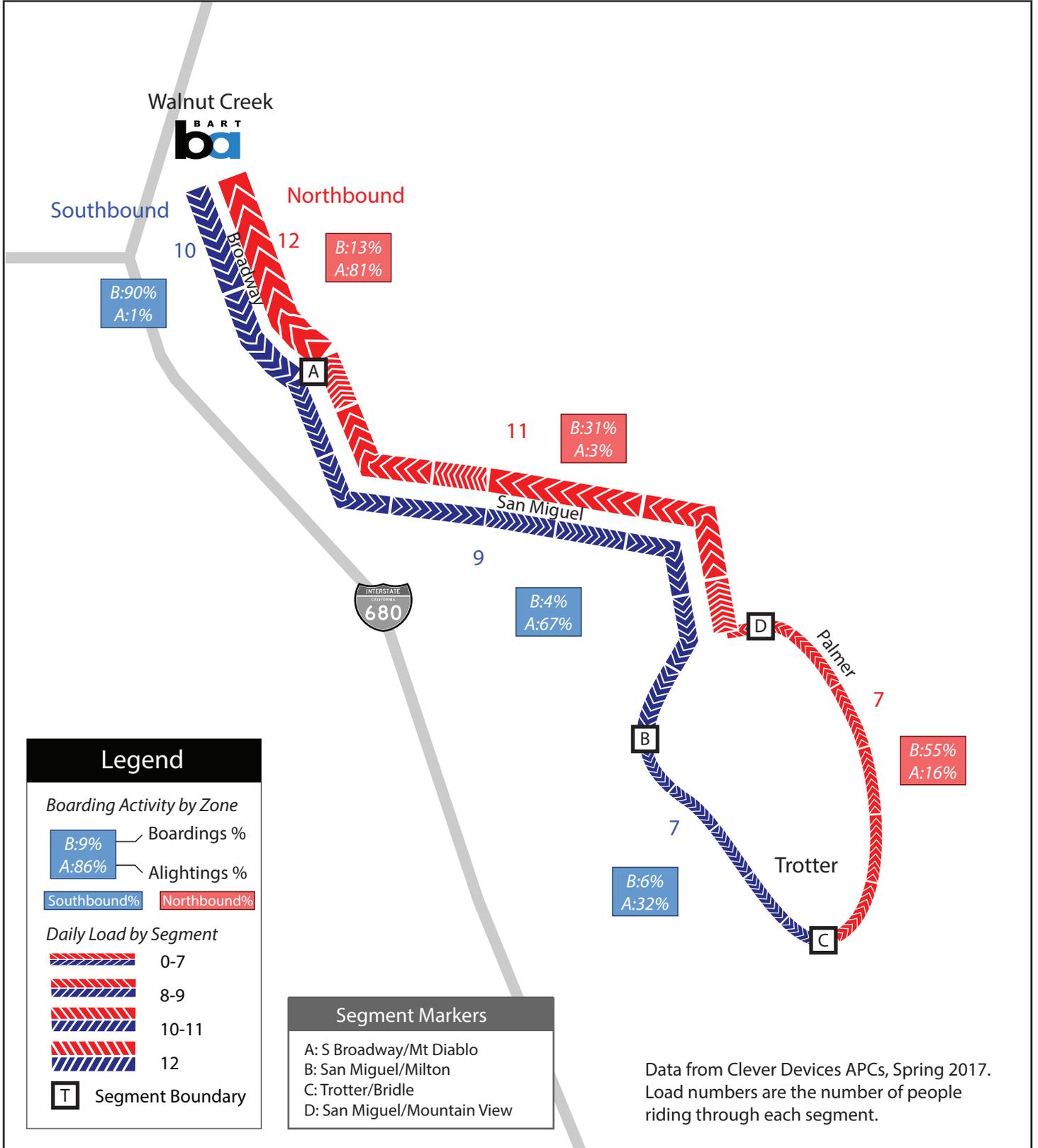
Jobs	Population	Jobs+Pop	J+P/mile
21,088	8,937	30,025	3,400
5%	-48%	-20%	14%

Poverty	Limited English	Minority	Senior
4%	6%	25%	14%
-56%	-22%	-40%	12%

Disabled	No Car	Youth	(Legend)
9%	9%	17%	(route value)
-9%	12%	-13%	(% diff from AVG)

Route 2 Segment Map

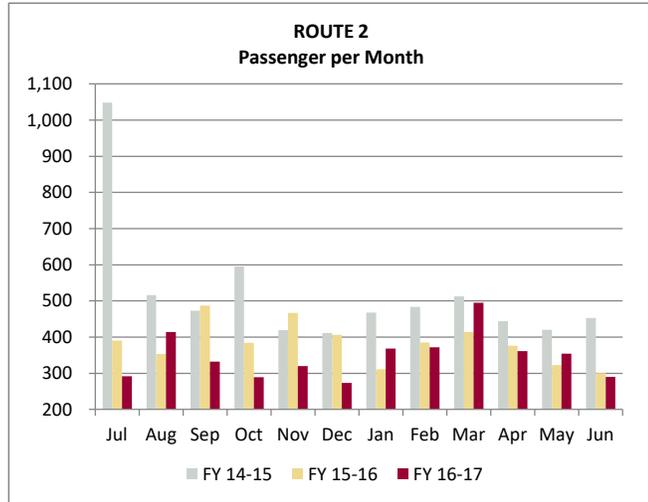
Average Ridership % and Load by Segment and Direction



ROUTE 2

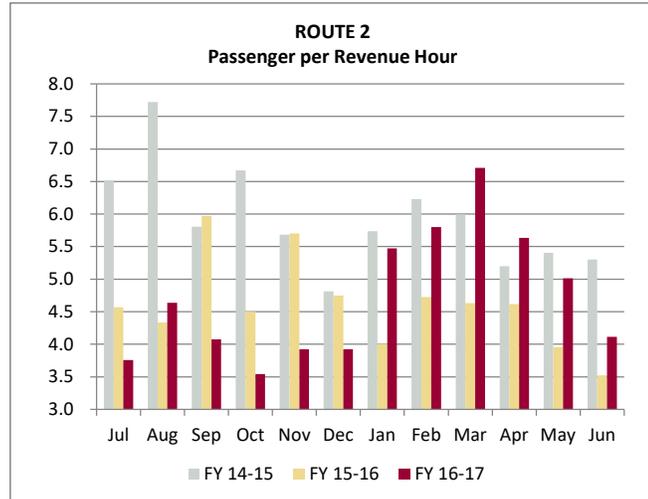
Passenger per Month

	FY 14-15	FY 15-16	FY 16-17
Jul	1,049	390	292
Aug	516	354	414
Sep	473	487	332
Oct	596	385	289
Nov	419	467	320
Dec	411	406	274
Jan	468	311	369
Feb	484	385	372
Mar	512	414	495
Apr	444	376	362
May	420	323	354
Jun	453	301	290
FY TOTAL	6,245	4,598	4,162



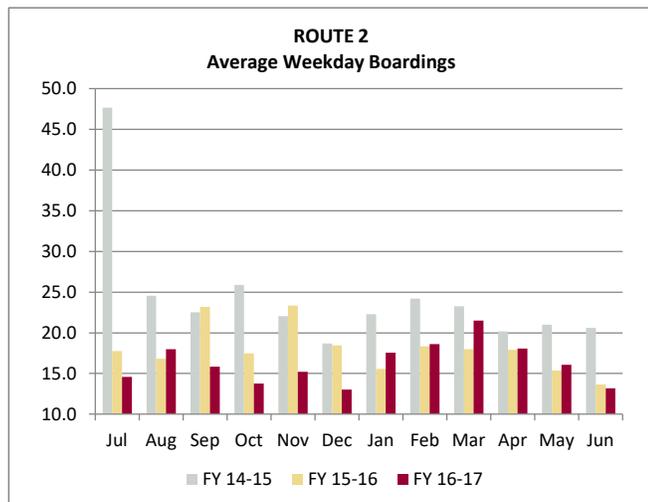
Passenger per Revenue Hour

	FY 14-15	FY 15-16	FY 16-17
Jul	6.5	4.6	3.8
Aug	7.7	4.3	4.6
Sep	5.8	6.0	4.1
Oct	6.7	4.5	3.5
Nov	5.7	5.7	3.9
Dec	4.8	4.8	3.9
Jan	5.7	4.0	5.5
Feb	6.2	4.7	5.8
Mar	6.0	4.6	6.7
Apr	5.2	4.6	5.6
May	5.4	4.0	5.0
Jun	5.3	3.5	4.1
FY AVG	5.9	4.6	4.7



Avg Wkdy Boardings

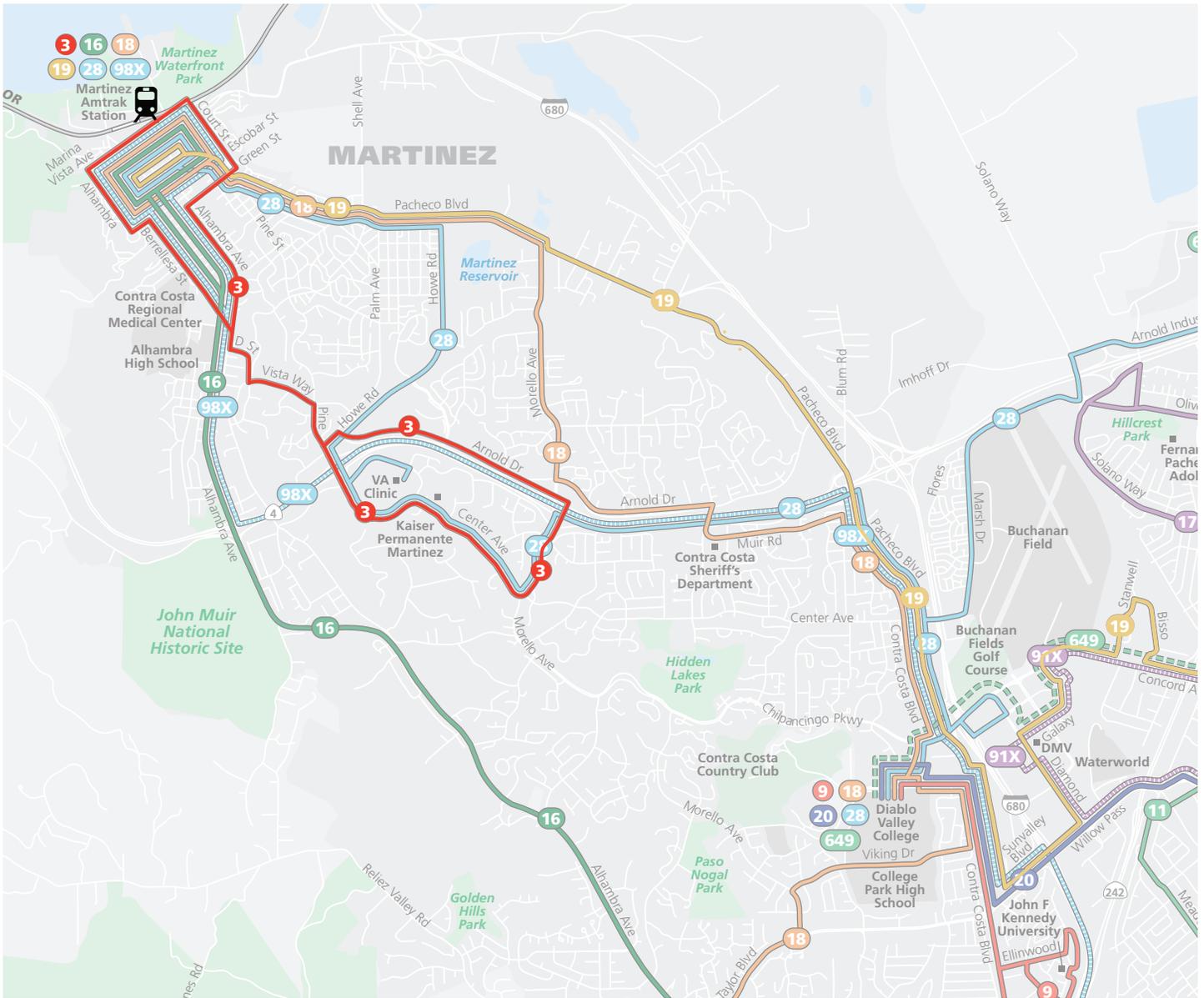
	FY 14-15	FY 15-16	FY 16-17
Jul	47.7	17.7	14.6
Aug	24.6	16.8	18.0
Sep	22.5	23.2	15.8
Oct	25.9	17.5	13.8
Nov	22.1	23.3	15.2
Dec	18.7	18.5	13.0
Jan	22.3	15.6	17.6
Feb	24.2	18.3	18.6
Mar	23.3	18.0	21.5
Apr	20.2	17.9	18.1
May	21.0	15.4	16.1
Jun	20.6	13.7	13.2
FY AVG	24.5	18.0	16.3



Fare Demographics Pie Chart Coming Soon

Route 3: Martinez Community Loop

Every 60 Minutes from 7:00am to 9:45pm



Origin and Recent Service Changes

Route 3 is a recently added route that has a completely new alignment that has not been served going as far back as at least 2007. The alignment was chosen as part of the Adaptive Service Plan and was implemented in August 2015. The alignment serves a local DAC or disadvantaged area. The route is funded through Cap and Trade grants, in which require the route to pass near the DAC area.

Alignment Statistics and Connections

Route 3's terminus is at the Martinez Amtrak Station. Regional connections to Delta Breeze (200), WestCat (30Z), Amtrak (commuter trains: Capital Corridor and San Joaquin, and once daily Coast Starlight and California Zephyr), as well as other CCTA routes (16, 18, 19, 28, 98X). The route travels Alhambra through town sharing the same corridor as Route 3, 98X, 30Z, and 200. It then turns onto D Street, Estudillo St, Vista Way to Pine St and Center Ave, Morello Ave, Arnold Dr, along previous routing and Green St and Court St back to Martinez Amtrak. This route provides service to residential areas, medical facilities, and shopping areas, senior centers and city and county Facilities.

Route 3: Key Performance Indicators

Route Alignment, Speed, and Labor Statistics

Route 3: Martinez Community Loop

FY17 On Time	Length (mi)	Scheduled Speed	Actual Speed
87%	8.1	10.8	14.1
0%	-49%	-16%	-1%

# Stops	Stop Spacing	# of Rights	# of Lefts
22	0.37	10	12
-22%	-42%	-29%	-16%

In-Service Time	Layover	Deadhead	Total Hours
71%	21%	8%	15.8
4%	-3%	-18%	-49%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
12,821	9,372	22,193	2,639
-36%	-46%	-41%	-12%

Poverty	Limited English	Minority	Senior
8%	2%	35%	11%
-18%	-73%	-16%	-11%

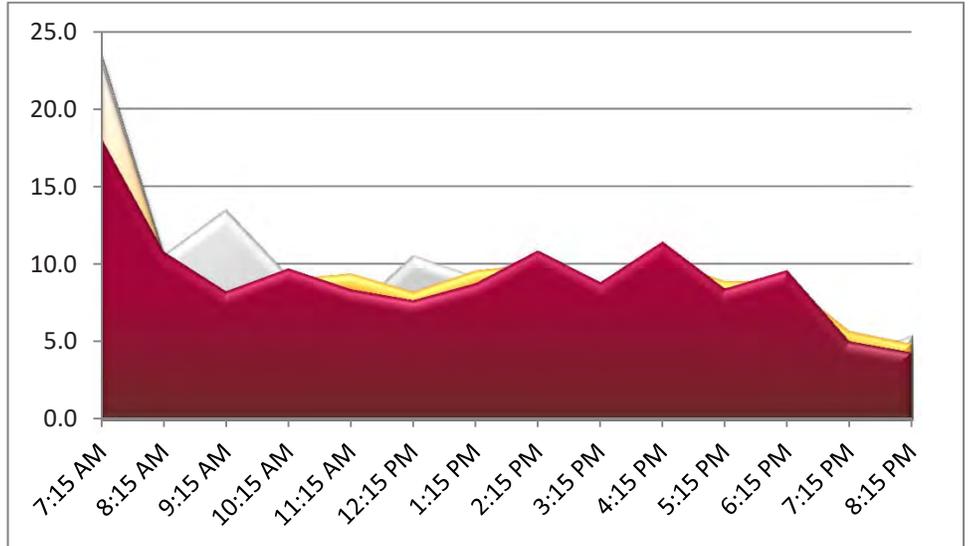
Disabled	No Car	Youth	(Legend)
13%	4%	20%	(route value)
24%	-53%	0%	(% diff from AVG)

ROUTE 3 TRIP LEVEL RIDERSHIP FY2015-2017

Trip Start '15 '16 '17

Route #3	'15	'16	'17
7:00 AM	6.0	4.9	
8:00 AM	5.2	4.2	
9:00 AM	5.8	6.4	
10:00 AM	7.3	6.7	
11:00 AM	9.2	9.0	
12:00 PM	7.0	7.6	
1:00 PM	11.1	11.3	
2:00 PM	7.3	10.1	
3:00 PM	7.8	8.8	
4:00 PM	6.1	6.0	
5:00 PM	6.0	5.9	
6:00 PM	3.9	4.2	
7:00 PM	2.5	3.0	
8:00 PM	2.6	2.1	
9:00 PM	2.3	1.8	

Martinez Community Loop from AMTRAK to Kaiser

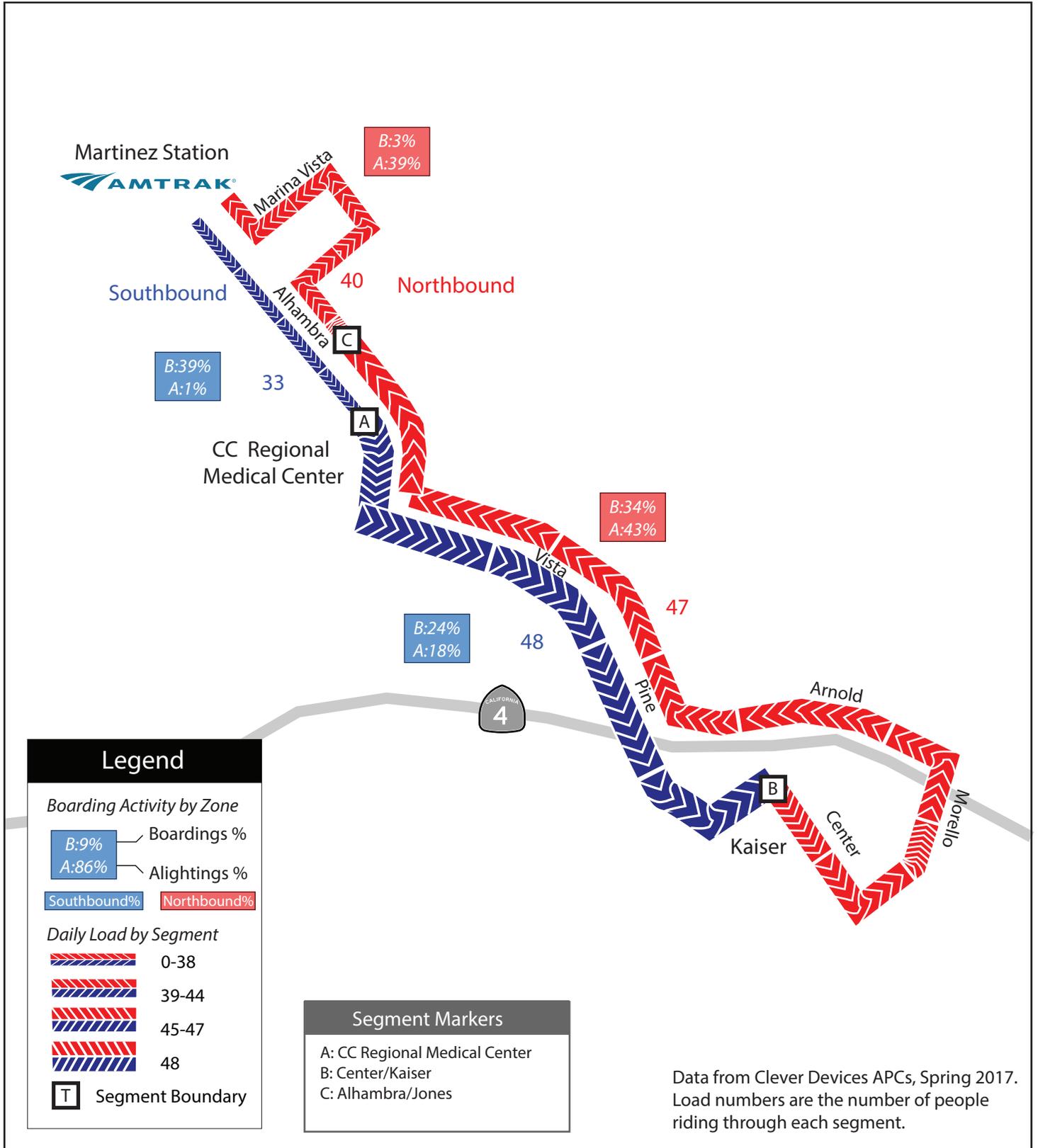


'14/15
 '15/16
 '16/17

Data derived from Clever Devices APCs. Trip totals may not add up to monthly ridership due to sampling methodology.

Route 3 Segment Map

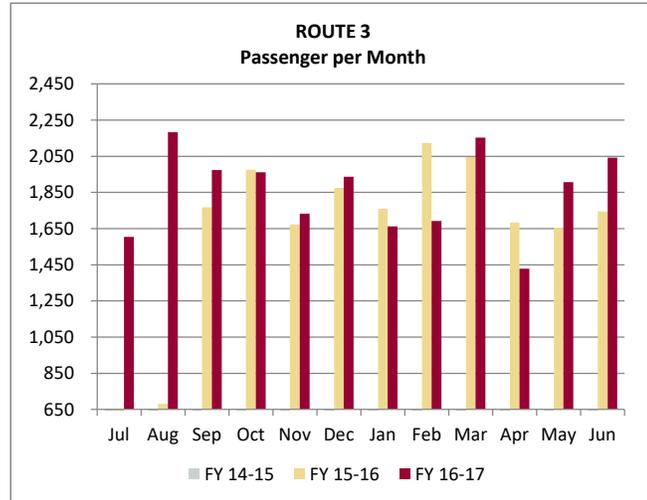
Average Ridership % and Load by Segment and Direction



ROUTE 3

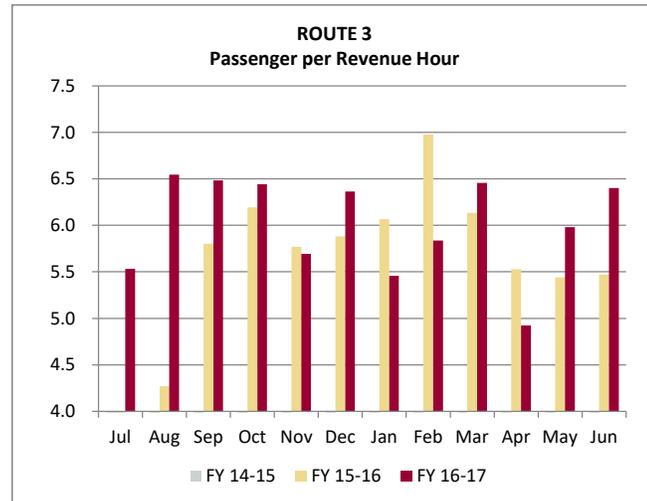
Passenger per Month

	FY 14-15	FY 15-16	FY 16-17
Jul	NIS	NIS	1,604
Aug	NIS	681	2,183
Sep	NIS	1,767	1,975
Oct	NIS	1,975	1,962
Nov	NIS	1,673	1,734
Dec	NIS	1,876	1,938
Jan	NIS	1,759	1,662
Feb	NIS	2,124	1,692
Mar	NIS	2,046	2,154
Apr	NIS	1,684	1,428
May	NIS	1,656	1,907
Jun	NIS	1,746	2,042
FY TOTAL	0	18,987	22,281



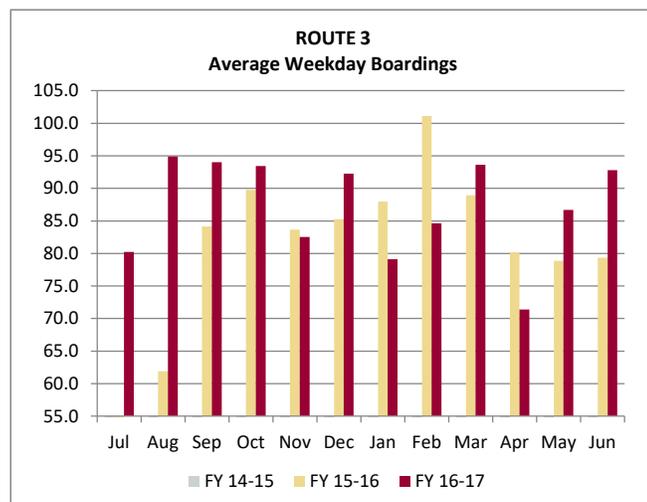
Passenger per Revenue Hour

	FY 14-15	FY 15-16	FY 16-17
Jul	NIS	NIS	5.5
Aug	NIS	4.3	6.5
Sep	NIS	5.8	6.5
Oct	NIS	6.2	6.4
Nov	NIS	5.8	5.7
Dec	NIS	5.9	6.4
Jan	NIS	6.1	5.5
Feb	NIS	7.0	5.8
Mar	NIS	6.1	6.5
Apr	NIS	5.5	4.9
May	NIS	5.4	6.0
Jun	NIS	5.5	6.4
FY AVG	0.0	5.8	6.0



Avg Wkdy Boardings

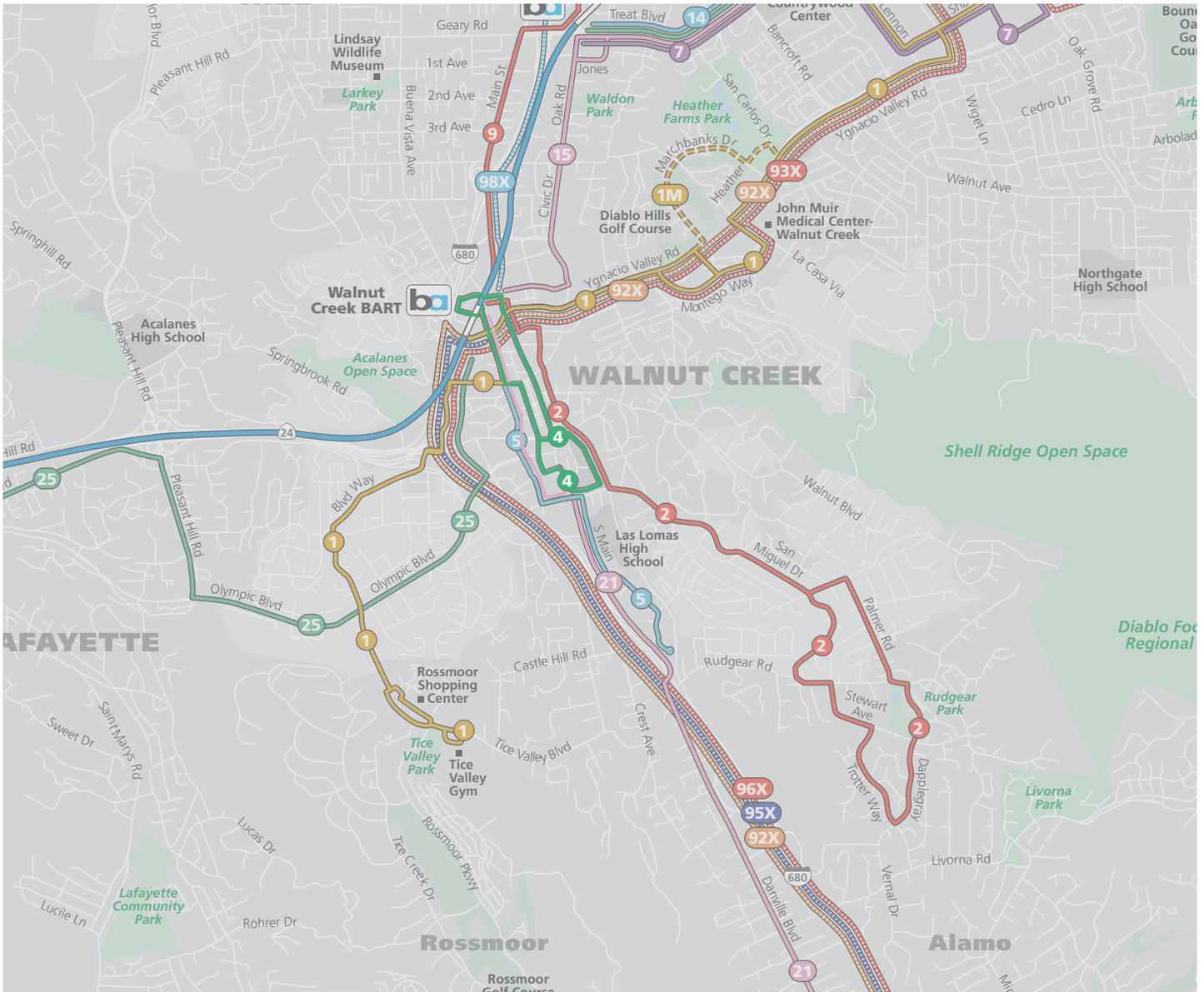
	FY 14-15	FY 15-16	FY 16-17
Jul	NIS	NIS	80.2
Aug	NIS	61.9	94.9
Sep	NIS	84.2	94.0
Oct	NIS	89.8	93.4
Nov	NIS	83.7	82.6
Dec	NIS	85.3	92.3
Jan	NIS	88.0	79.1
Feb	NIS	101.1	84.6
Mar	NIS	89.0	93.6
Apr	NIS	80.2	71.4
May	NIS	78.9	86.7
Jun	NIS	79.4	92.8
FY AVG	0.0	84.8	87.4



Fare Demographics Pie Chart Coming Soon

Route 4: Walnut Creek BART to Broadway Plaza

Every 15 Minutes Midday, 30-45 minutes off-peak, 7:15am to 10:03pm



Origin and Recent Service Changes

Route 4 was created in 2009 from Route 104, which had exactly the same alignment. This route has been the free Downtown Trolley for Walnut Creek for decades. Most recently the route was electrified with new battery electric buses

Alignment Statistics and Connections

Route 4's northern terminus is at the Walnut Creek BART Station, with regional connections to the Pittsburg Bay Point BART line, SolTrans (78), Solano (40), Wheels (70X) as well as CCCTA routes (1, 1M, 2, 5, 9, 15, 21, 25, 93X, 95X, 96X, 98X, 601, 602). Private shuttle connections to the Rossmore Green Line. The route travels on California, Civic Dr, Locust St, Mt Diablo, Broadway Plaza. The route then travels S Main St, Mt Diablo, Main St, Pringle Ave to the Walnut Creek BART Station. This route provides service to residential areas, shopping areas and city facilities.

Route 4: Key Performance Indicators

Route Alignment, Speed, and Labor Statistics

Route 4: Walnut Creek BART to Broadway Plaza

FY17 On Time	Length (mi)	Scheduled Speed	Actual Speed
99%	3.0	5.9	8.1
13%	-81%	-54%	-43%

# Stops	Stop Spacing	# of Rights	# of Lefts
16	0.19	8	8
-43%	-71%	-43%	-44%

In-Service Time	Layover	Deadhead	Total Hours
61%	29%	10%	39.9
-11%	35%	-1%	27%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
22,796	4,496	27,292	9,444
14%	-74%	-27%	216%

Poverty	Limited English	Minority	Senior
5%	9%	35%	13%
-50%	22%	-16%	-3%

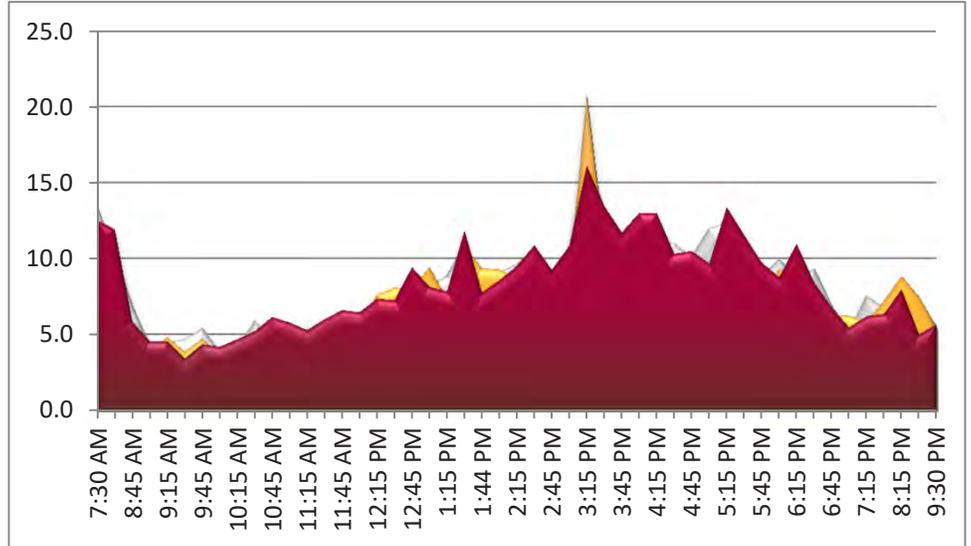
Disabled	No Car	Youth	(Legend)
11%	11%	12%	(route value)
3%	37%	-38%	(% diff from AVG)

ROUTE 4 TRIP LEVEL RIDERSHIP FY2015-2017

Trip Start '15 '16 '17

Route #4	397	386	412
7:30 AM	13.3	12.4	12.6
8:15 AM	10.1	9.9	12.0
8:45 AM	6.8	4.5	5.9
9:00 AM	4.2	3.8	4.6
9:15 AM	4.4	4.9	4.6
9:30 AM	4.6	3.9	3.4
9:45 AM	5.4	4.7	4.4
10:00 AM	3.8	3.6	4.2
10:15 AM	4.0	4.1	4.7
10:30 AM	5.8	5.2	5.2
10:45 AM	4.7	5.3	6.2
11:00 AM	4.1	4.5	5.8
11:15 AM	5.3	4.9	5.3
11:30 AM	5.1	5.7	6.0
11:45 AM	5.4	5.3	6.6
12:00 PM	6.1	5.6	6.5
12:15 PM	6.8	7.7	7.4
12:30 PM	7.3	8.1	7.3
12:45 PM	7.7	8.1	9.5
1:00 PM	8.2	9.5	8.2
1:15 PM	8.8	7.4	7.9
1:30 PM	10.8	10.8	11.9
1:44 PM	8.8	9.4	7.8
2:00 PM	9.0	9.3	8.6
2:15 PM	9.6	8.7	9.6
2:30 PM	10.4	10.2	10.9
2:45 PM	8.9	7.7	9.3
3:00 PM	10.1	8.8	10.9
3:15 PM	16.1	20.9	16.2
3:30 PM	12.4	11.3	13.5
3:45 PM	10.7	11.8	11.7
4:00 PM	12.1	10.8	13.0
4:15 PM	11.1	10.5	13.0
4:30 PM	10.9	10.0	10.3
4:45 PM	10.0	9.0	10.5
5:00 PM	11.9	8.9	9.7
5:15 PM	12.3	11.0	13.4
5:30 PM	8.6	7.7	11.6
5:45 PM	8.7	7.6	9.8
6:00 PM	9.9	9.4	8.8
6:15 PM	8.6	8.8	11.0
6:30 PM	9.3	6.4	8.5
6:45 PM	6.8	6.3	6.8
7:00 PM	5.1	6.3	5.5
7:15 PM	7.5	5.9	6.2
7:40 PM	6.7	7.3	6.4
8:15 PM	8.1	8.9	8.0
8:55 PM	6.1	7.5	5.0
9:30 PM	5.4	5.5	5.7

Northbound to Walnut Creek BART via Main St



Data shown on previous or proceeding page due to space limitations.

'14/15
 '15/16
 '16/17

Data derived from Clever Devices APCs. Trip totals may not add up to monthly ridership due to sampling methodology.

ROUTE 4 TRIP LEVEL RIDERSHIP FY2015-2017

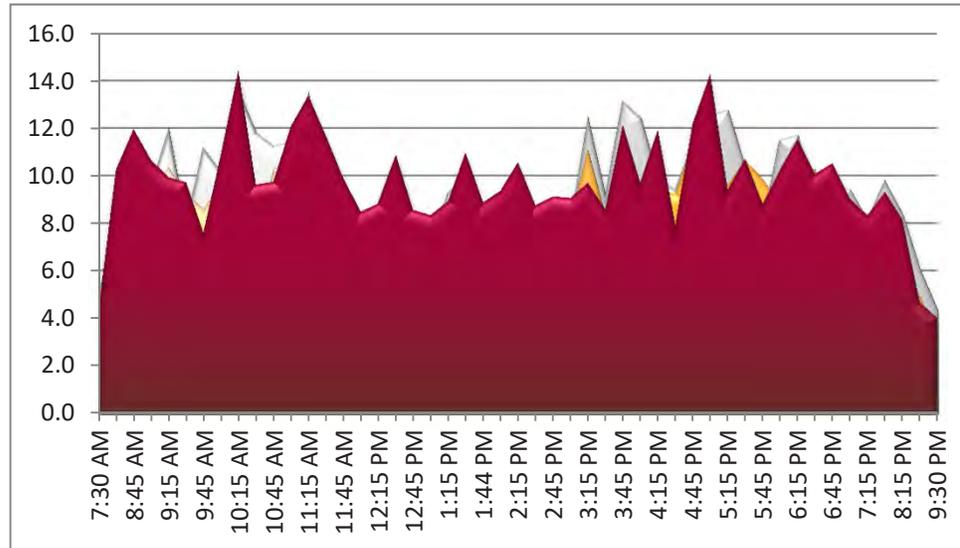
Trip Start '15 '16 '17

Route #4	470	433	478
7:10 AM	4.8	5.2	4.4
7:55 AM	8.0	5.5	10.3
8:25 AM	9.2	8.0	12.0
8:40 AM	9.4	9.3	10.7
8:55 AM	11.8	10.4	9.9
9:10 AM	7.8	9.3	9.7
9:25 AM	11.1	8.6	7.6
9:40 AM	10.1	9.7	10.9
9:55 AM	13.5	12.7	14.4
10:10 AM	11.8	7.4	9.6
10:25 AM	11.2	10.3	9.7
10:40 AM	11.4	10.6	12.1
10:55 AM	13.3	12.4	13.4
11:10 AM	9.9	11.4	11.7
11:25 AM	8.5	9.2	9.9
11:40 AM	8.0	7.3	8.5
11:55 AM	8.8	8.6	8.8
12:10 PM	10.7	9.6	10.9
12:25 PM	7.9	7.1	8.6
12:40 PM	7.0	7.7	8.3
12:55 PM	9.2	8.1	8.9
1:10 PM	9.9	9.2	11.0
1:25 PM	8.4	8.5	8.9
1:40 PM	9.1	8.8	9.4
1:55 PM	8.6	9.7	10.6
2:10 PM	8.1	7.6	8.8
2:25 PM	8.2	7.5	9.1
2:40 PM	7.9	8.2	9.1
2:55 PM	12.3	11.1	9.7
3:10 PM	9.0	8.4	8.6
3:25 PM	13.1	11.5	12.1
3:40 PM	12.4	8.9	9.7
3:55 PM	9.8	9.2	11.9
4:10 PM	9.4	9.3	7.9
4:25 PM	11.2	11.3	12.2
4:40 PM	12.5	11.7	14.3
4:55 PM	12.7	9.6	9.4
5:10 PM	10.3	10.7	10.7
5:25 PM	7.7	9.9	8.8
5:40 PM	11.5	8.8	10.3
5:55 PM	11.7	9.6	11.5
6:10 PM	7.8	10.3	10.1
6:25 PM	9.5	8.5	10.5
6:40 PM	9.4	8.7	9.0
6:55 PM	8.1	6.6	8.3
7:25 PM	9.7	7.8	9.3
8:00 PM	8.3	5.6	8.2
8:40 PM	6.0	4.9	4.7
9:15 PM	4.3	3.4	4.0

Data shown on previous or proceeding page due to space limitations.



Southbound to Broadway Plaza via Locust

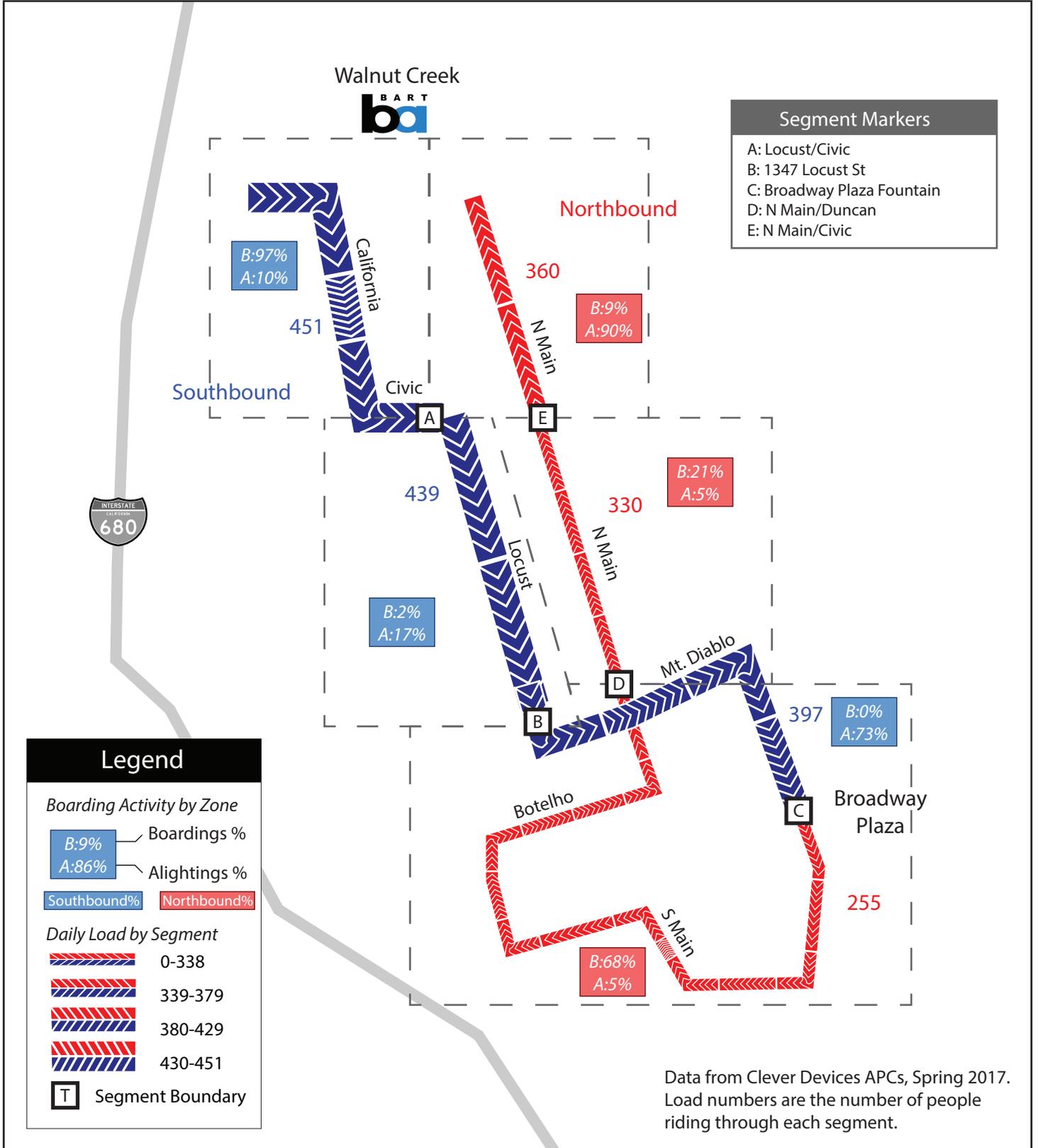


'14/15 '15/16 '16/17

Data derived from Clever Devices APCs. Trip totals may not add up to monthly ridership due to sampling methodology.

Route 4 Segment Map

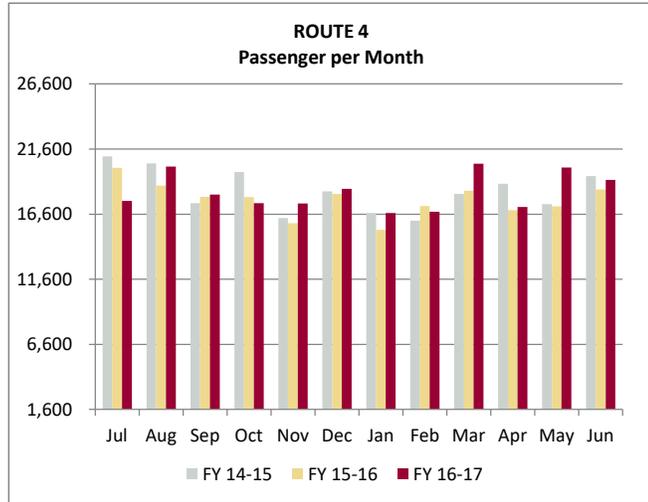
Average Ridership % and Load by Segment and Direction



ROUTE 4

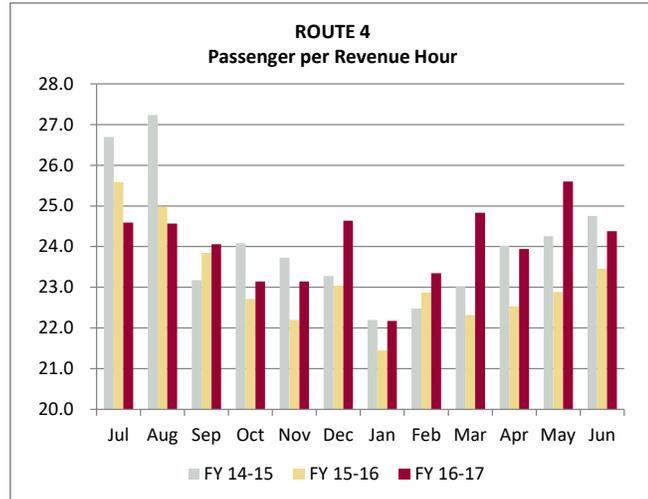
Passenger per Month

	FY 14-15	FY 15-16	FY 16-17
Jul	21,043	20,171	17,625
Aug	20,494	18,801	20,246
Sep	17,453	17,947	18,101
Oct	19,850	17,903	17,448
Nov	16,300	15,906	17,412
Dec	18,347	18,165	18,541
Jan	16,700	15,384	16,686
Feb	16,112	17,226	16,778
Mar	18,150	18,393	20,467
Apr	18,934	16,905	17,159
May	17,384	17,195	20,179
Jun	19,511	18,488	19,221
FY TOTAL	220,277	212,485	219,862



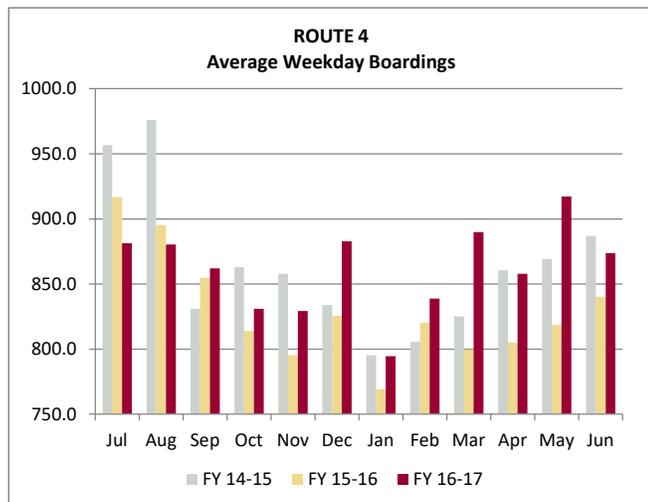
Passenger per Revenue Hour

	FY 14-15	FY 15-16	FY 16-17
Jul	26.7	25.6	24.6
Aug	27.2	25.0	24.6
Sep	23.2	23.8	24.1
Oct	24.1	22.7	23.1
Nov	23.7	22.2	23.1
Dec	23.3	23.0	24.6
Jan	22.2	21.4	22.2
Feb	22.5	22.9	23.3
Mar	23.0	22.3	24.8
Apr	24.0	22.5	23.9
May	24.3	22.9	25.6
Jun	24.8	23.5	24.4
FY AVG	24.1	23.2	24.1



Avg Wkdy Boardings

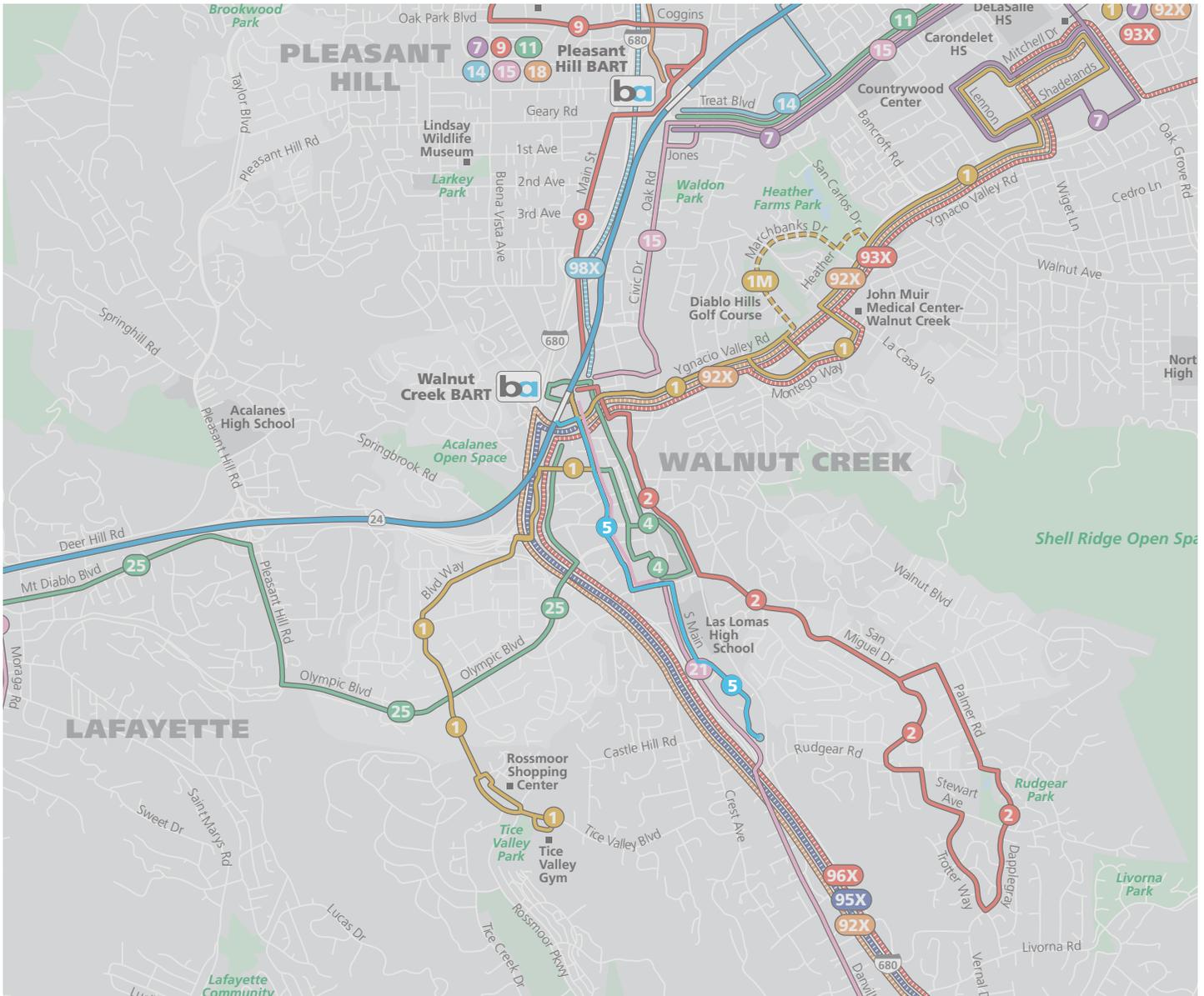
	FY 14-15	FY 15-16	FY 16-17
Jul	956.5	916.9	881.2
Aug	975.9	895.3	880.3
Sep	831.1	854.6	861.9
Oct	863.0	813.8	830.9
Nov	857.9	795.3	829.2
Dec	833.9	825.7	882.9
Jan	795.2	769.2	794.6
Feb	805.6	820.3	838.9
Mar	825.0	799.7	889.9
Apr	860.6	805.0	858.0
May	869.2	818.8	917.2
Jun	886.9	840.4	873.7
FY AVG	863.8	830.0	862.2



Fare Demographics Pie Chart Coming Soon

Route 5: Walnut Creek BART to Creekside

Every 20 Minutes Peak, Every 45 Minutes Off-Peak, 5:45am to 7:35pm



Origin and Recent Service Changes

Route 5 was created in 2009 out of Route 105. Route 5 ran on the same route minus a few deviations from 105 until August 2014, when the route was made more direct by using California Blvd. Service to the Broadway Plaza fountain was truncated. The route was also made fare free at this time.

Alignment Statistics and Connections

Route 5's northern terminus is at the Walnut Creek BART Station, with regional connections to the Pittsburg Bay Point BART line, SolTrans (78), Solano (40), Wheels (70X) as well as CCCTA routes (1, 1M, 2, 4, 9, 15, 21, 25, 93X, 95X, 96X, 98X, 601, 602). Private shuttle connections to the Rossmoor Green Line. The route travels on California, Newell Ave, S Main St, Creekside Dr to the cul de sac. This route provides service to residential areas, medical facilities, and shopping areas.

Route 5: Key Performance Indicators

Route Alignment, Speed, and Labor Statistics

Route 5: Walnut Creek BART to Creekside

FY17 On Time	Length (mi)	Scheduled Speed	Actual Speed
96%	4.9	9.4	10.9
-10%	-70%	-27%	-24%

# Stops	Stop Spacing	# of Rights	# of Lefts
13	0.37	7	6
-54%	-41%	-50%	-58%

In-Service Time	Layover	Deadhead	Total Hours
65%	22%	13%	21.5
-5%	2%	28%	-31%

Census Population, Jobs, and Demographics by Route

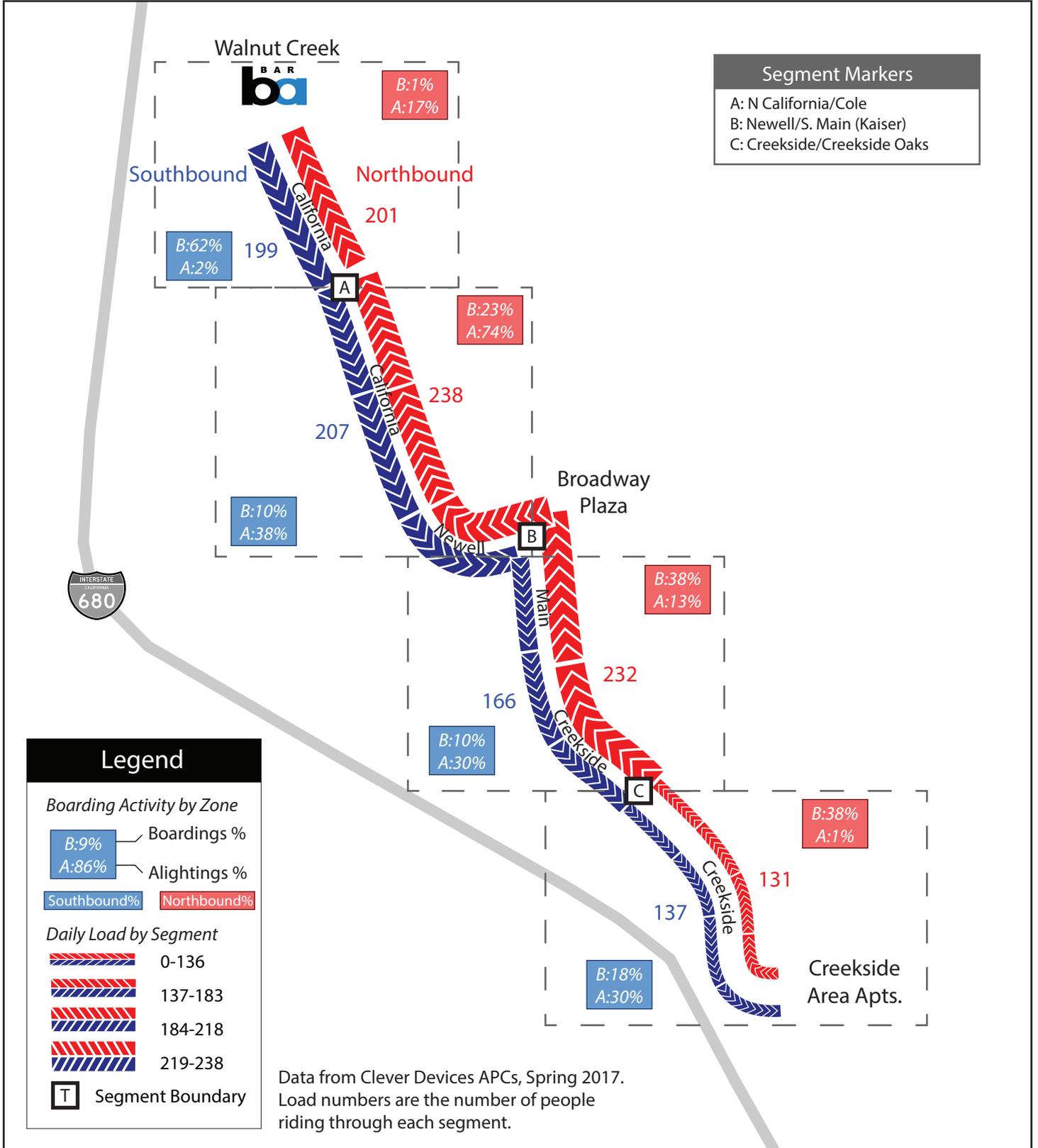
Jobs	Population	Jobs+Pop	J+P/mile
25,240	7,144	32,384	6,847
26%	-59%	-13%	129%

Poverty	Limited English	Minority	Senior
7%	8%	40%	11%
-30%	2%	-3%	-16%

Disabled	No Car	Youth	(Legend)
10%	12%	16%	(route value)
-3%	51%	-18%	(% diff from AVG)

Route 5 Segment Map

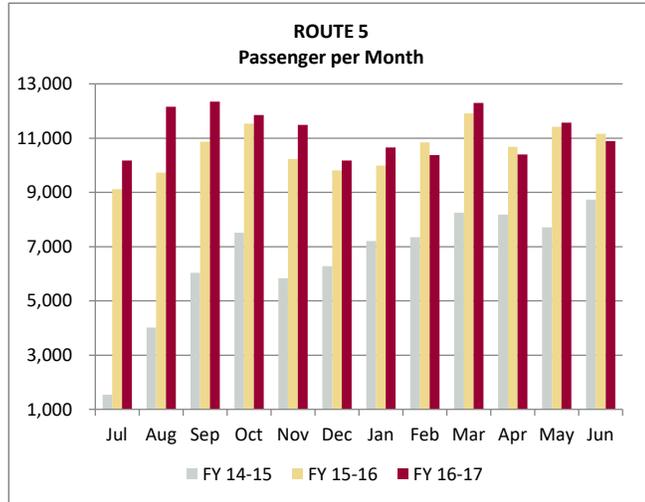
Average Ridership % and Load by Segment and Direction



ROUTE 5

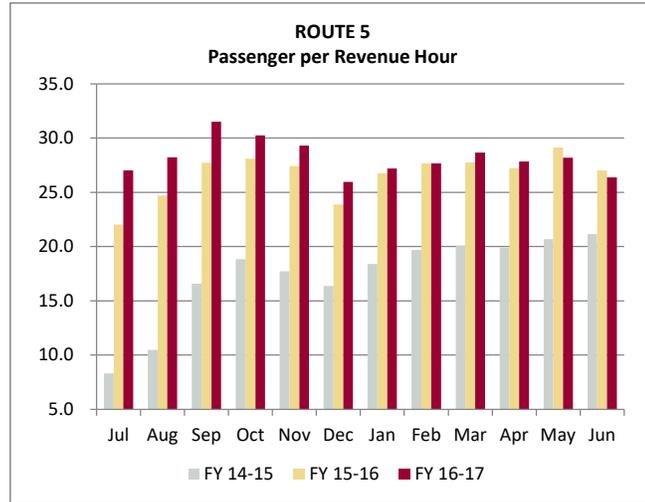
Passenger per Month

	FY 14-15	FY 15-16	FY 16-17
Jul	1,544	9,126	10,173
Aug	4,018	9,729	12,166
Sep	6,039	10,867	12,353
Oct	7,515	11,544	11,861
Nov	5,838	10,241	11,491
Dec	6,285	9,812	10,173
Jan	7,207	9,990	10,656
Feb	7,356	10,842	10,377
Mar	8,259	11,920	12,305
Apr	8,181	10,677	10,398
May	7,719	11,426	11,574
Jun	8,732	11,162	10,892
FY TOTAL	78,694	127,336	134,418



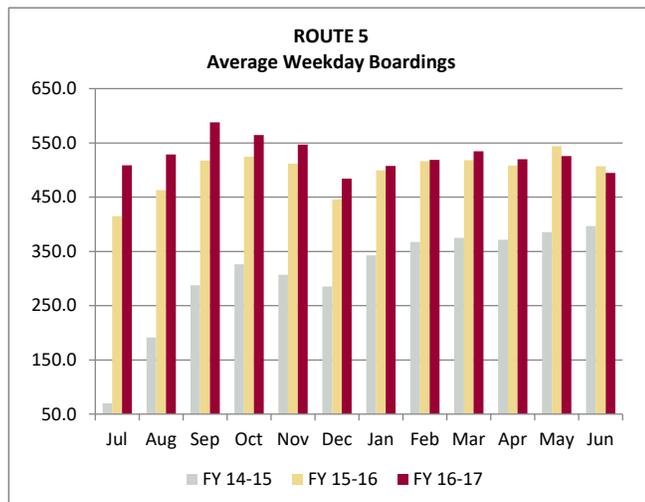
Passenger per Revenue Hour

	FY 14-15	FY 15-16	FY 16-17
Jul	8.3	22.0	27.0
Aug	10.5	24.7	28.2
Sep	16.6	27.7	31.5
Oct	18.9	28.1	30.3
Nov	17.7	27.4	29.3
Dec	16.4	23.9	26.0
Jan	18.4	26.8	27.2
Feb	19.7	27.7	27.7
Mar	20.1	27.8	28.7
Apr	19.9	27.2	27.9
May	20.7	29.1	28.2
Jun	21.2	27.0	26.4
FY AVG	17.8	26.6	28.2



Avg Wkdy Boardings

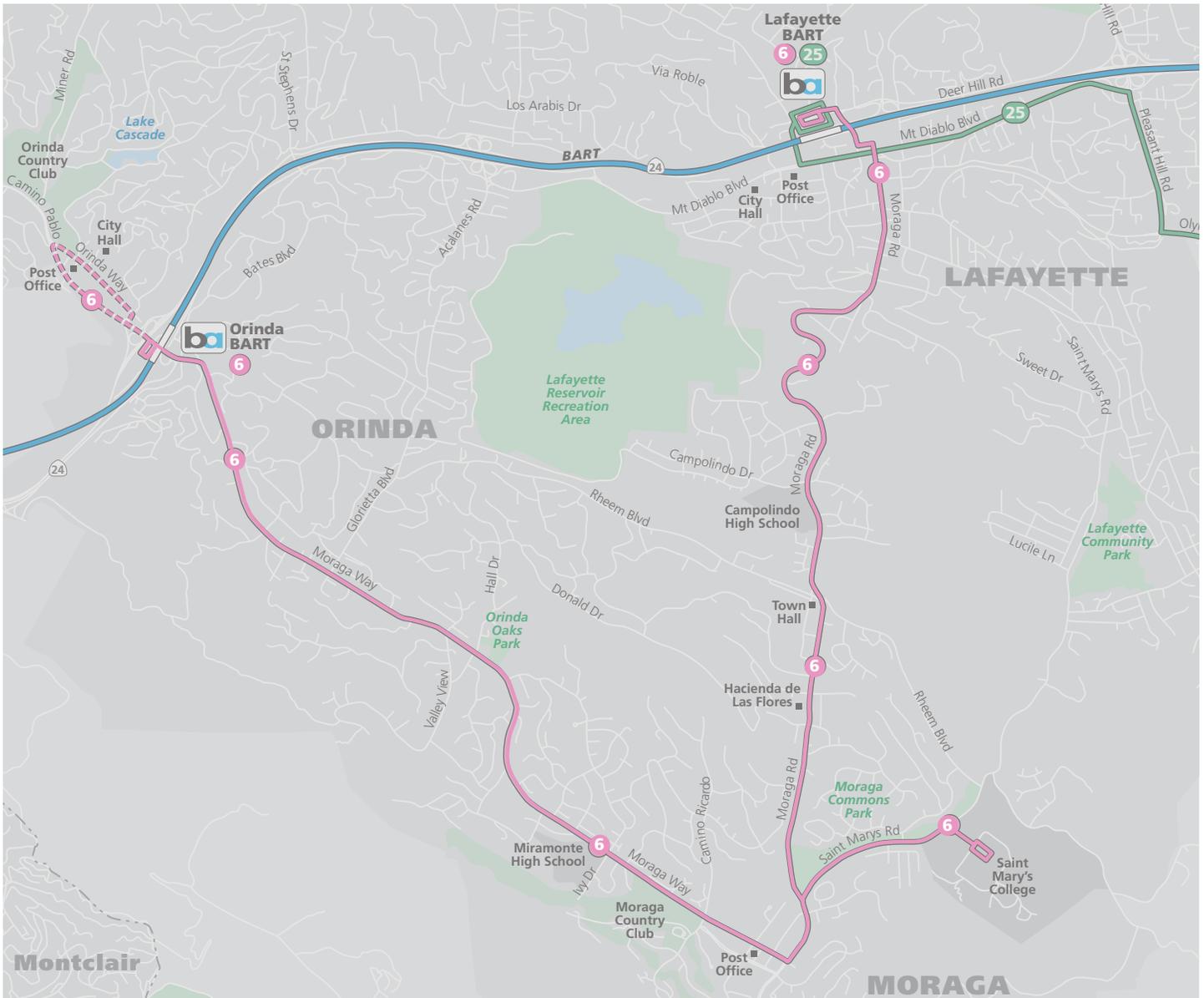
	FY 14-15	FY 15-16	FY 16-17
Jul	70.2	414.8	508.6
Aug	191.3	463.3	528.9
Sep	287.6	517.5	588.2
Oct	326.8	524.7	564.8
Nov	307.3	512.1	547.2
Dec	285.7	446.0	484.4
Jan	343.2	499.5	507.4
Feb	367.8	516.3	518.9
Mar	375.4	518.3	535.0
Apr	371.9	508.4	519.9
May	386.0	544.1	526.1
Jun	396.9	507.4	495.1
FY AVG	308.6	497.4	527.1



Fare Demographics Pie Chart Coming Soon

Route 6: Orinda BART to Lafayette BART via St Mary's

Every 40 Minutes Peak, Every 120 Minutes Off-Peak, 5:45am to 10:10pm



Origin and Recent Service Changes

Route 6 was created in 2009 from Route 106, following the same core alignment. Route 6 did eliminate a few 106 deviations and also added a short North Orinda 'community loop' to the library north of the BART station. This loop serves the Orinda Library, and covered a small portion of the old 126 route. Some portions of the old 106 deviations and the 126 are covered in CCCTA's 600 series routes. Only minor changes to the loop have occurred since 2009 on Route 6.

Alignment Statistics and Connections

Route 6's southern terminus at the Orinda BART Station with regional connections to the Pittsburg Bay Point BART line, as well as CCCTA Route 606. Select service provided to the Orinda Community Center loop. The route travels on Moraga Way, Moraga Rd, St Mary's Rd, St Mary's College, Moraga Rd, Mt Diablo Blvd to Lafayette BART, with regional connections to the Pittsburg Bay Point BART line, as well as CCCTA routes (603, 606, 625, 626). This route provides service to residential areas, shopping areas, and city and county facilities.

Route 6: Key Performance Indicators

Route Alignment, Speed, and Labor Statistics

Route 6: Orinda BART to Lafayette BART via St Mary's

FY17 On Time	Length (mi)	Scheduled Speed	Actual Speed
91%	24.7	16.5	20.4
5%	54%	29%	43%

# Stops	Stop Spacing	# of Rights	# of Lefts
25	0.99	13	12
-12%	54%	-7%	-16%

In-Service Time	Layover	Deadhead	Total Hours
63%	23%	13%	39.2
-7%	9%	30%	25%

Census Population, Jobs, and Demographics by Route

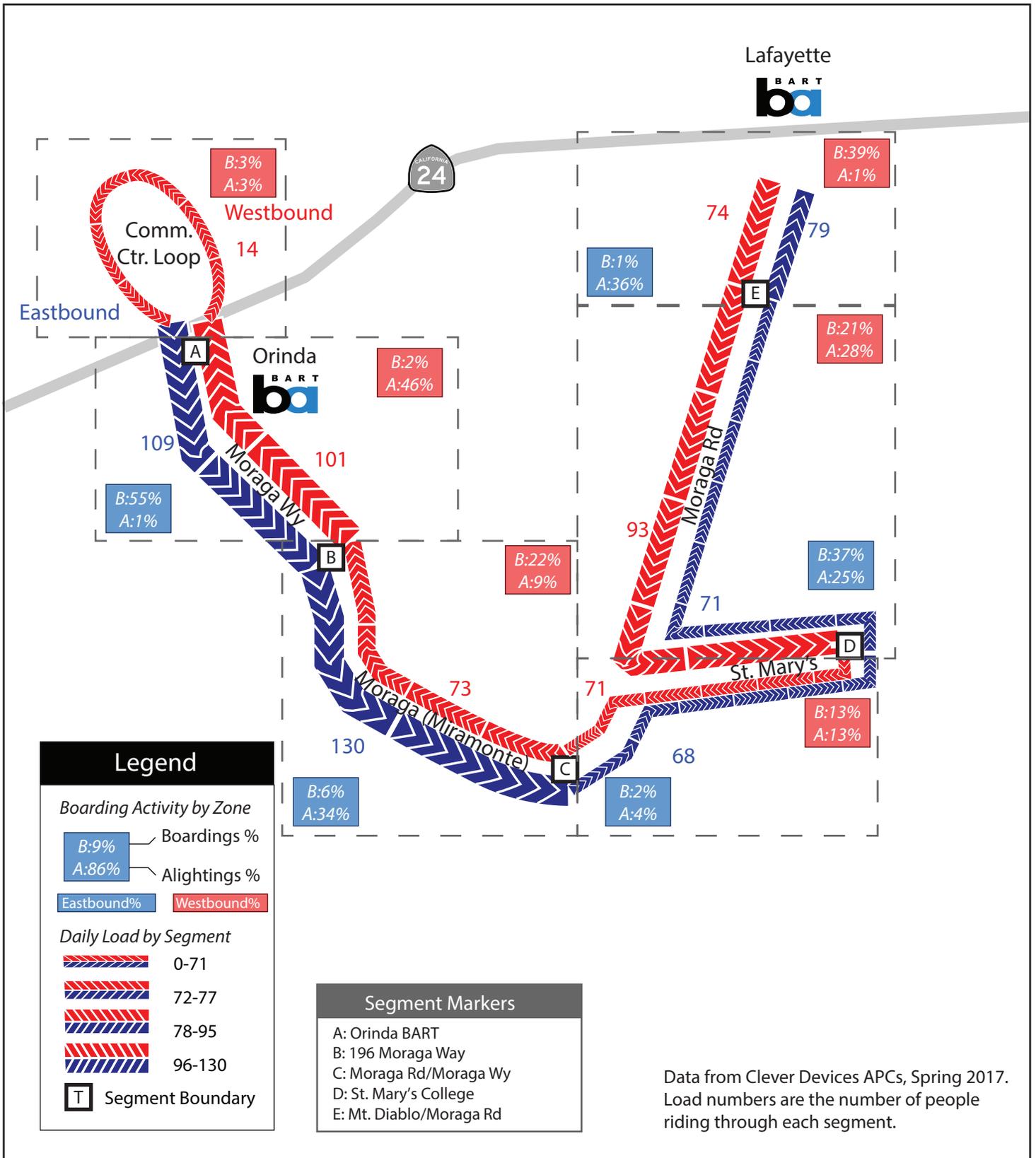
Jobs	Population	Jobs+Pop	J+P/mile
7,405	8,842	16,247	614
-63%	-49%	-56%	-79%

Poverty	Limited English	Minority	Senior
3%	2%	28%	17%
-66%	-72%	-33%	35%

Disabled	No Car	Youth	(Legend)
7%	3%	24%	(route value)
-36%	-63%	18%	(% diff from AVG)

Route 6 Segment Map

Average Ridership % and Load by Segment and Direction

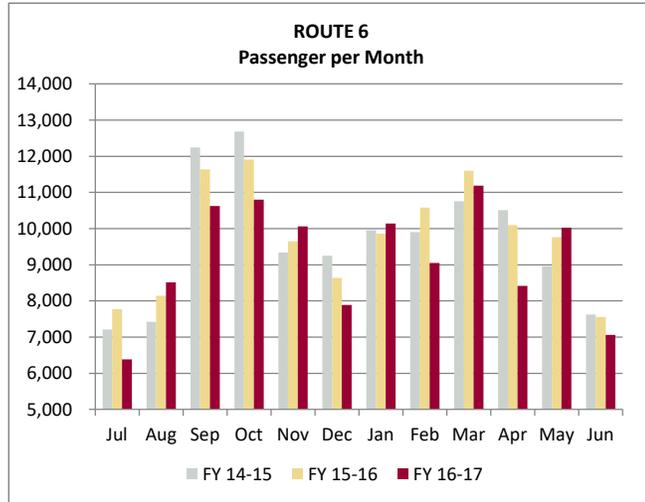


Data from Clever Devices APCs, Spring 2017. Load numbers are the number of people riding through each segment.

ROUTE 6

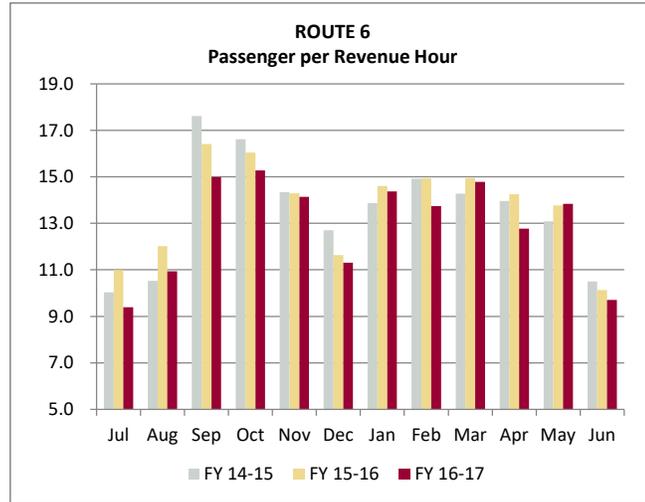
Passenger per Month

	FY 14-15	FY 15-16	FY 16-17
Jul	7,211	7,778	6,382
Aug	7,421	8,146	8,517
Sep	12,245	11,637	10,622
Oct	12,680	11,910	10,802
Nov	9,339	9,646	10,061
Dec	9,250	8,640	7,891
Jan	9,958	9,860	10,138
Feb	9,900	10,583	9,049
Mar	10,755	11,599	11,191
Apr	10,507	10,100	8,414
May	8,961	9,764	10,024
Jun	7,627	7,552	7,063
FY TOTAL	115,853	117,214	110,156



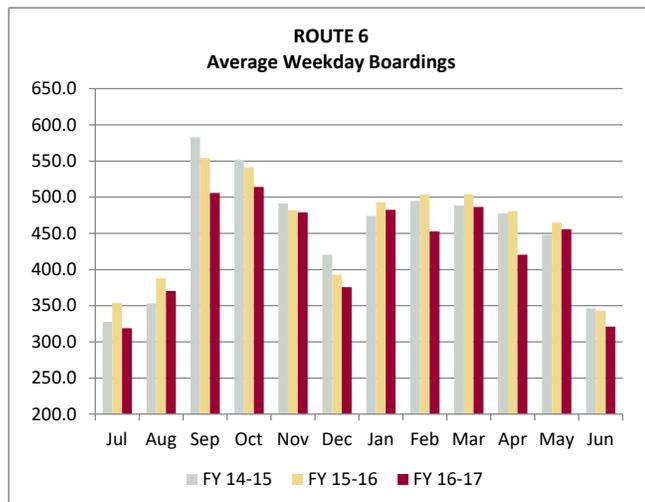
Passenger per Revenue Hour

	FY 14-15	FY 15-16	FY 16-17
Jul	10.0	11.0	9.4
Aug	10.5	12.0	10.9
Sep	17.6	16.4	15.0
Oct	16.6	16.0	15.3
Nov	14.4	14.3	14.1
Dec	12.7	11.6	11.3
Jan	13.9	14.6	14.4
Feb	14.9	14.9	13.7
Mar	14.3	14.9	14.8
Apr	14.0	14.3	12.8
May	13.1	13.8	13.8
Jun	10.5	10.1	9.7
FY AVG	13.5	13.7	12.9



Avg Wkdy Boardings

	FY 14-15	FY 15-16	FY 16-17
Jul	327.8	353.6	319.1
Aug	353.4	387.9	370.3
Sep	583.1	554.1	505.8
Oct	551.3	541.4	514.4
Nov	491.5	482.3	479.1
Dec	420.5	392.7	375.8
Jan	474.2	493.0	482.8
Feb	495.0	504.0	452.5
Mar	488.9	504.3	486.6
Apr	477.6	481.0	420.7
May	448.0	464.9	455.6
Jun	346.7	343.3	321.1
FY AVG	454.3	457.9	432.0



Fare Demographics Pie Chart Coming Soon

Route 7: Pleasant Hill BART to Shadelands

Every 15 Minutes from 6:15am to 8:25pm



Origin and Recent Service Changes

Route 7 was created in 2009, but it is almost completely different than its predecessor, Route 107. Whereas 107 was a rather circuitous route that served both Walnut Creek and Pleasant Hill BART stations as well as John Muir Medical Center, Route 7 is more direct service from Pleasant Hill BART to Shadelands via Treat and Oak Grove. Route 7 was also made free in March 2015.

Alignment Statistics and Connections

Route 7's western terminus at the Pleasant Hill BART Station, with regional connections to the Pittsburg Bay Point BART line, SolTrans (78), Solano (40), Wheels (70X) as well as CCCTA routes (9, 11, 14, 15, 18, 619). Private shuttle connections to Genentech, Visa Metrodome, JFK University shuttles. The route travels on Treat Blvd, Oak Grove Rd, Ygnacio Valley Rd, N Via Monte, Shadelands Dr, Lennon Ln, Mitchell Dr to Park & Ride Lot with connections to CCCTA routes (1, 92X and 93X). This route provides service to residential areas, medical facilities, and shopping areas, and Shadelands Business Park.

Route 7: Key Performance Indicators

Route Alignment, Speed, and Labor Statistics

Route 7: Pleasant Hill BART to Shadelands

FY17 On Time	Length (mi)	Scheduled Speed	Actual Speed
87%	7.8	14.0	17.4
0%	-52%	9%	22%

# Stops	Stop Spacing	# of Rights	# of Lefts
13	0.60	8	5
-54%	-7%	-43%	-65%

In-Service Time	Layover	Deadhead	Total Hours
67%	18%	15%	25.1
-2%	-15%	45%	-20%

Census Population, Jobs, and Demographics by Route

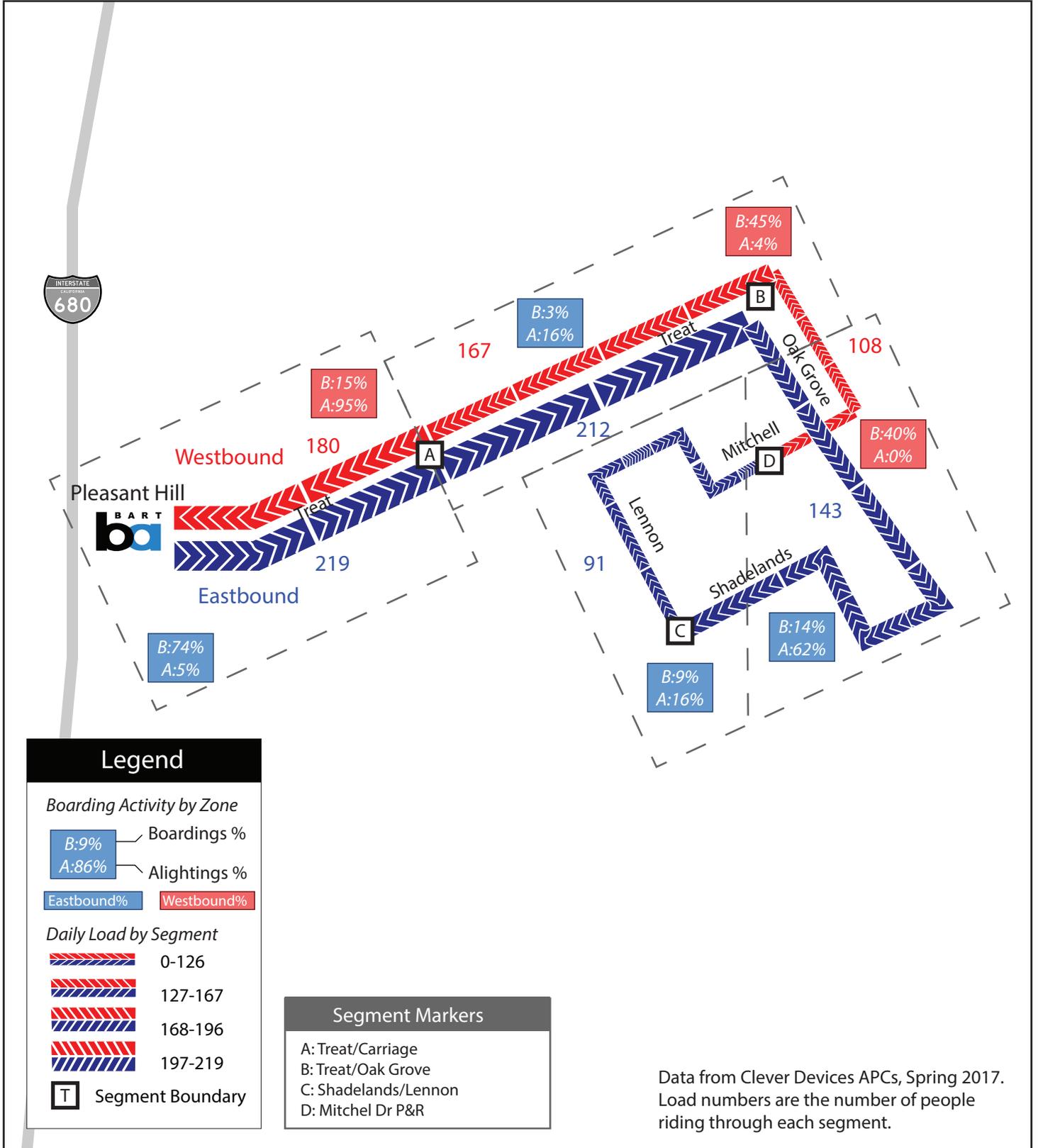
Jobs	Population	Jobs+Pop	J+P/mile
13,328	8,867	22,195	2,846
-33%	-49%	-41%	-5%

Poverty	Limited English	Minority	Senior
6%	8%	34%	17%
-43%	1%	-18%	36%

Disabled	No Car	Youth	(Legend)
10%	6%	17%	(route value)
-1%	-22%	-15%	(% diff from AVG)

Route 7 Segment Map

Average Ridership % and Load by Segment and Direction

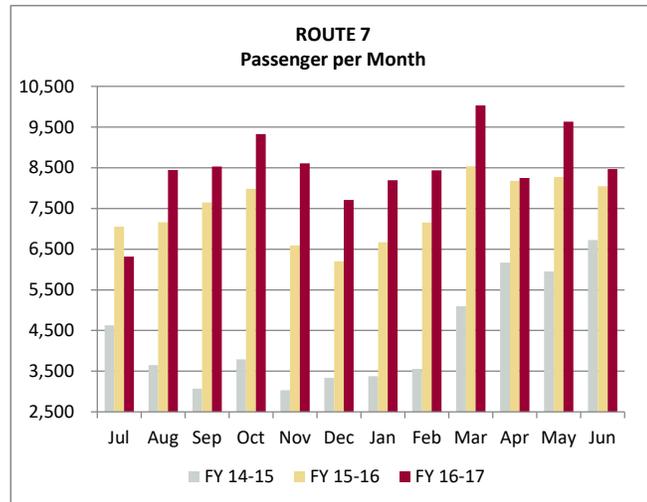


Data from Clever Devices APCs, Spring 2017. Load numbers are the number of people riding through each segment.

ROUTE 7

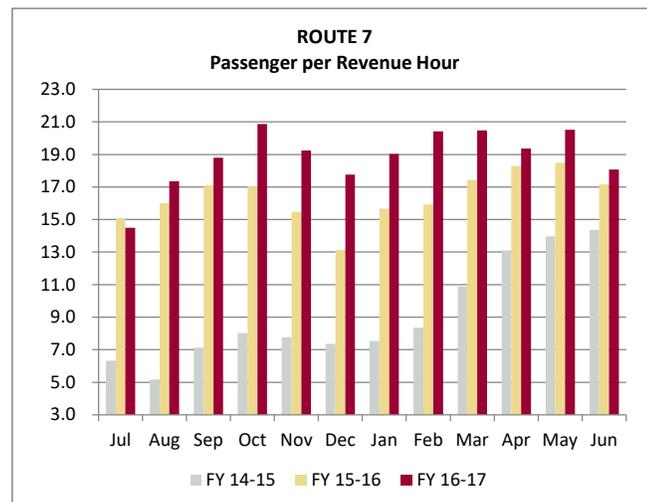
Passenger per Month

	FY 14-15	FY 15-16	FY 16-17
Jul	4,629	7,050	6,318
Aug	3,651	7,160	8,443
Sep	3,073	7,644	8,534
Oct	3,788	7,984	9,332
Nov	3,032	6,591	8,611
Dec	3,335	6,204	7,706
Jan	3,374	6,670	8,192
Feb	3,556	7,153	8,435
Mar	5,099	8,540	10,032
Apr	6,168	8,180	8,250
May	5,953	8,270	9,633
Jun	6,723	8,042	8,472
FY TOTAL	52,380	89,487	101,957



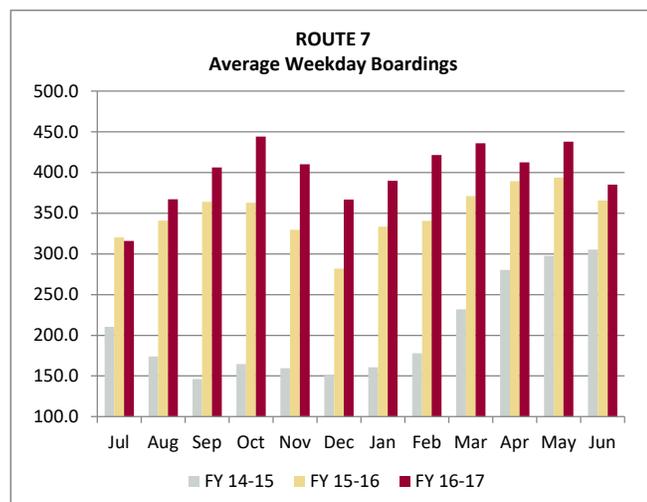
Passenger per Revenue Hour

	FY 14-15	FY 15-16	FY 16-17
Jul	6.3	15.0	14.5
Aug	5.2	16.0	17.3
Sep	7.1	17.1	18.8
Oct	8.0	17.0	20.9
Nov	7.8	15.5	19.3
Dec	7.4	13.1	17.8
Jan	7.5	15.7	19.0
Feb	8.3	15.9	20.4
Mar	10.9	17.4	20.5
Apr	13.1	18.3	19.4
May	14.0	18.5	20.5
Jun	14.3	17.2	18.1
FY AVG	8.9	16.4	18.9



Avg Wkdy Boardings

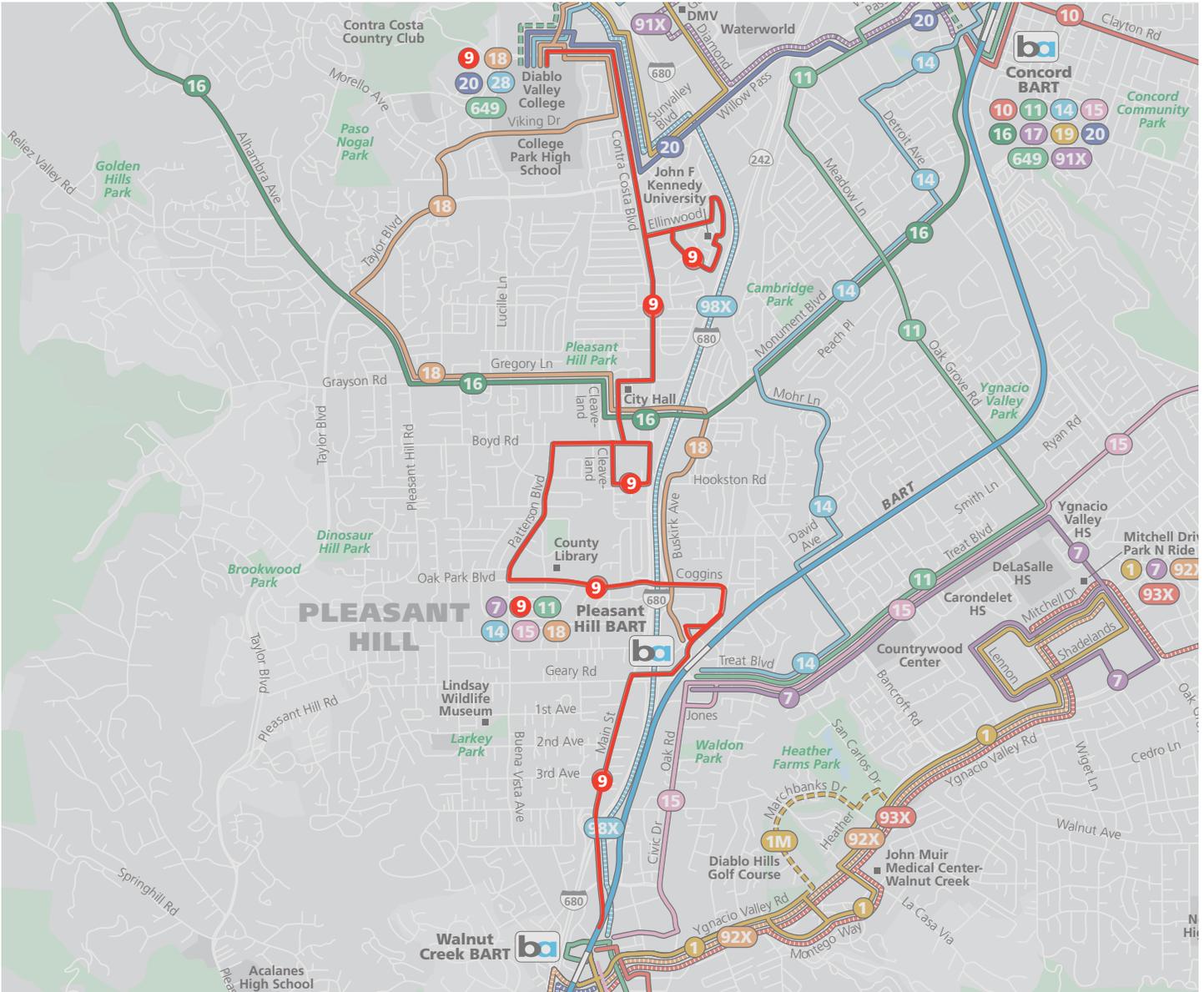
	FY 14-15	FY 15-16	FY 16-17
Jul	210.4	320.5	315.9
Aug	173.8	340.9	367.1
Sep	146.3	364.0	406.4
Oct	164.7	362.9	444.4
Nov	159.6	329.5	410.1
Dec	151.6	282.0	367.0
Jan	160.7	333.5	390.1
Feb	177.8	340.6	421.7
Mar	231.8	371.3	436.2
Apr	280.3	389.5	412.5
May	297.6	393.8	437.9
Jun	305.6	365.6	385.1
FY AVG	205.4	349.6	399.8



Fare Demographics Pie Chart Coming Soon

Route 9: Pleasant Hill BART to Diablo Valley College

Every 40-80 Minutes from 5:45am to 8:13pm



Origin and Recent Service Changes

Route 9 was created in 2009 from Route 109. Route 9 serves mostly the same alignment except the one-way loop at DVC that 109 used to do. Route 9 also has every trip using Paterson and every trip pulls into Ellinwood, whereas those were only served by select trips before 2009. No other changes have occurred since 2009.

Alignment Statistics and Connections

Route 9's northern terminus is in Pleasant Hill, at DVC. Regional connections with SolTrans (78) and CCCTA routes (18, 20, 28, 608). The route travels via Golf Club and Contra Costa Blvd, Ellinwood, JFK University, Contra Costa Blvd, Gregory Lane, Downtown Pleasant Hill, and Pleasant Hill BART, with connections to the Pittsburg Bay Point BART line, SolTrans (78), Solano (40), Wheels (70X) as well as CCCTA routes (7, 11, 14, 15, 18, 619) and Private shuttles to Genentech, Visa Metrodome, JFK University shuttles. Route 9 continues on Oak Rd, Treat Blvd, N Main St, California to Walnut Creek BART, connecting with SolTrans (78), Solano (40), Wheels (70X) and CCCTA routes (1, 1M, 2, 4, 5, 15, 21, 25, 93X, 95X, 96X, 98X, 601,602) and the Rossmore Green Line. This route provides service to residential areas, senior housing, shopping areas, and city and county facilities.

Route 9: Key Performance Indicators

Route Alignment, Speed, and Labor Statistics

Route 9: Pleasant Hill BART to Diablo Valley College

FY17 On Time	Length (mi)	Scheduled Speed	Actual Speed
91%	19.5	10.8	8.5
4%	22%	-16%	-41%

# Stops	Stop Spacing	# of Rights	# of Lefts
52	0.37	24	28
84%	-41%	71%	97%

In-Service Time	Layover	Deadhead	Total Hours
75%	18%	6%	44.5
10%	-13%	-40%	42%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
28,952	21,738	50,690	2,608
45%	26%	36%	-13%

Poverty	Limited English	Minority	Senior
11%	9%	37%	14%
12%	22%	-10%	9%

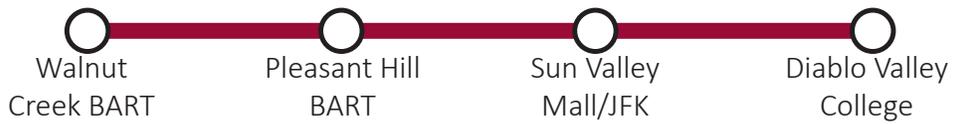
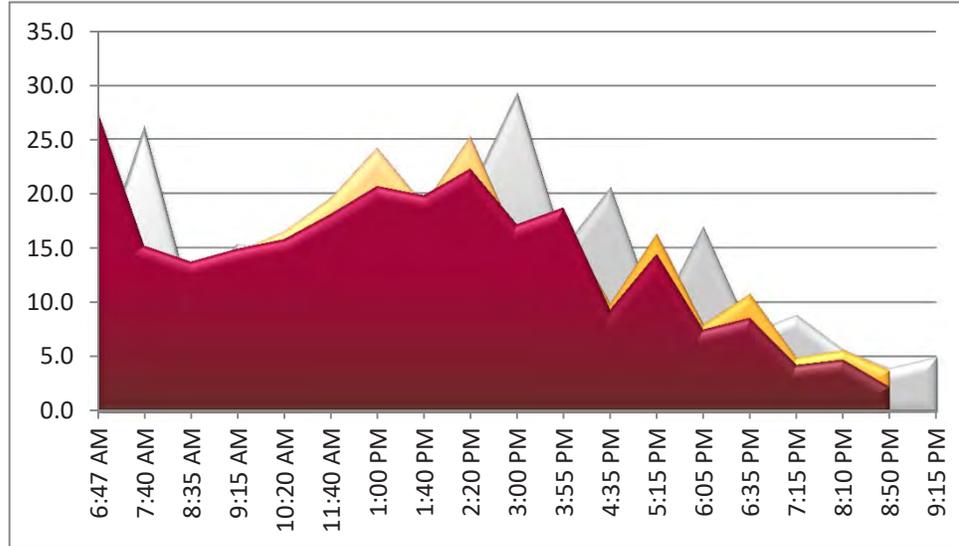
Disabled	No Car	Youth	(Legend)
12%	10%	14%	(route value)
19%	21%	-31%	(% diff from AVG)

ROUTE 9 TRIP LEVEL RIDERSHIP FY2015-2017

Trip Start '15 '16 '17

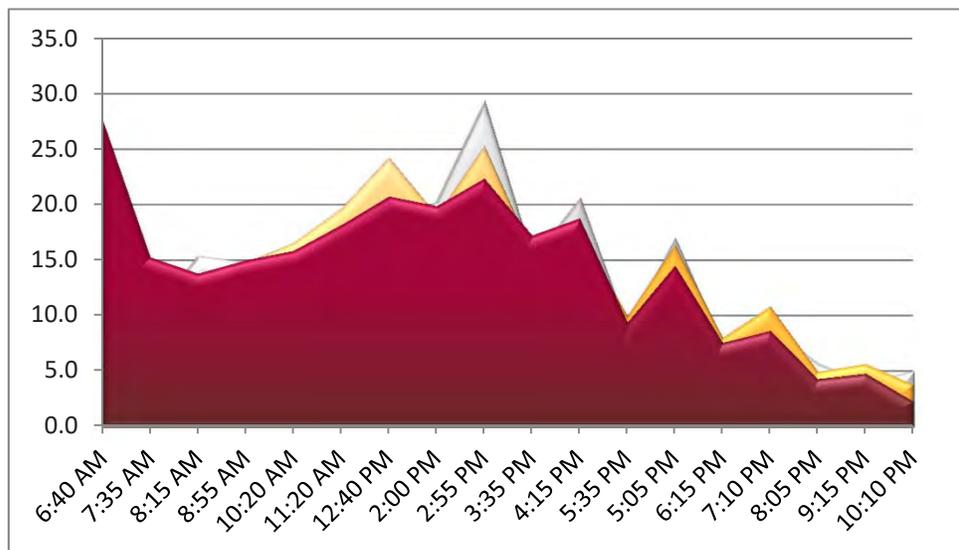
Route #9	295	309	291
6:47 AM	19.4	22.6	21.1
7:40 AM	16.0	15.7	18.9
8:35 AM	11.7	15.4	11.4
9:15 AM	15.5	14.4	15.0
10:20 AM	22.0	21.7	21.1
11:40 AM	23.4	19.7	18.3
1:00 PM	21.8	25.7	24.1
1:40 PM	16.0	15.5	17.2
2:20 PM	21.9	17.6	16.0
3:00 PM	18.6	18.3	19.5
3:55 PM	17.1	23.9	20.7
4:35 PM	18.6	19.1	17.9
5:15 PM	20.6	20.5	17.2
6:05 PM	15.5	20.6	17.2
6:35 PM	12.1	11.0	12.1
7:15 PM	10.1	10.6	8.2
8:10 PM	4.8	7.1	6.4
8:50 PM	6.0	5.3	4.9
9:15 PM	4.4	4.3	4.4

Northbound to Diablo Valley College via Pleasant Hill



Route #9	269	280	266
5:50 AM	12.9	14.0	9.9
6:40 AM	25.9	27.3	27.6
7:35 AM	9.7	14.7	15.3
8:15 AM	15.3	12.3	13.8
8:55 AM	14.7	14.7	15.0
10:20 AM	16.4	16.5	15.9
11:20 AM	16.1	19.6	18.2
12:40 PM	17.7	24.3	20.7
2:00 PM	20.1	19.0	19.9
2:55 PM	29.1	25.3	22.4
3:35 PM	14.9	15.7	17.2
4:15 PM	20.4	17.5	18.8
5:35 PM	8.5	9.9	9.4
5:05 PM	16.8	16.4	14.5
6:15 PM	7.1	8.0	7.5
7:10 PM	8.7	10.8	8.6
8:05 PM	5.6	4.9	4.3
9:15 PM	3.9	5.6	4.8
10:10 PM	4.9	3.8	2.2

Southbound to Walnut Creek BART via Pleasant Hill

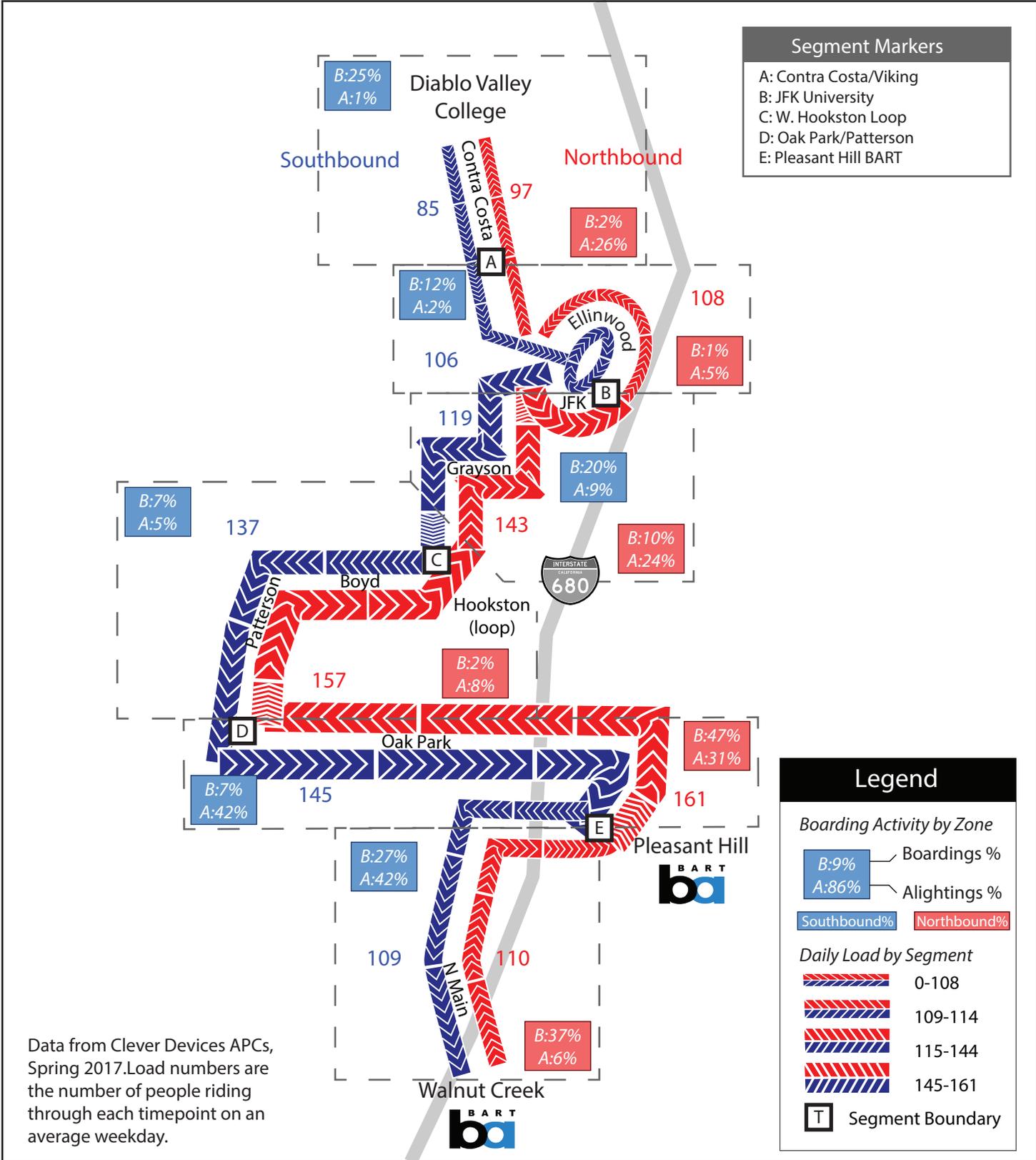


'14/15
 '15/16
 '16/17

Data derived from Clever Devices APCs. Trip totals may not add up to monthly ridership due to sampling methodology.

Route 9 Segment Map

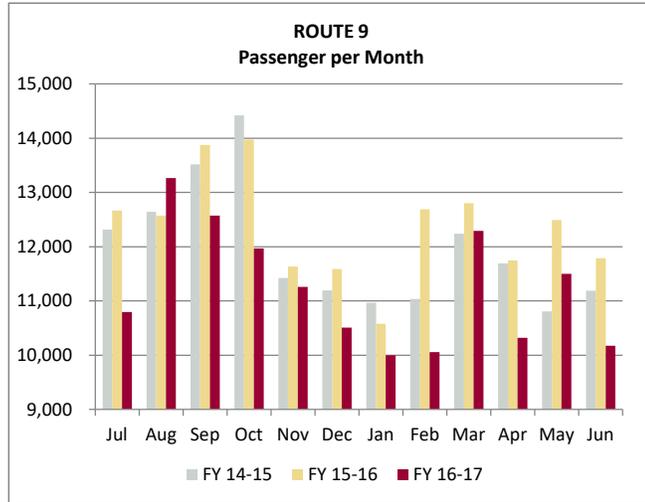
Average Ridership % and Load by Segment and Direction



ROUTE 9

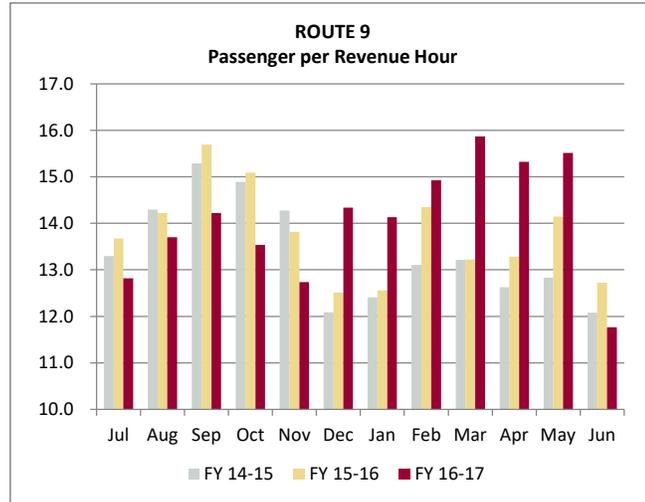
Passenger per Month

	FY 14-15	FY 15-16	FY 16-17
Jul	12,313	12,667	10,794
Aug	12,642	12,575	13,264
Sep	13,517	13,875	12,570
Oct	14,422	13,976	11,967
Nov	11,421	11,636	11,259
Dec	11,194	11,584	10,507
Jan	10,968	10,576	9,997
Feb	11,033	12,688	10,056
Mar	12,238	12,800	12,294
Apr	11,693	11,745	10,321
May	10,806	12,488	11,499
Jun	11,188	11,787	10,176
FY TOTAL	143,436	148,397	134,705



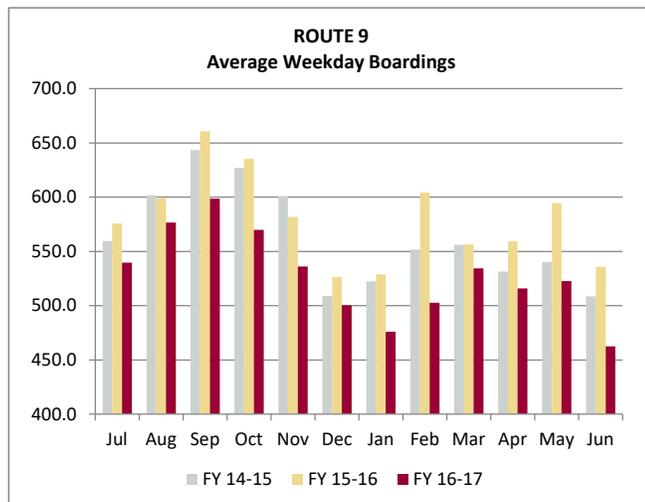
Passenger per Revenue Hour

	FY 14-15	FY 15-16	FY 16-17
Jul	13.3	13.7	12.8
Aug	14.3	14.2	13.7
Sep	15.3	15.7	14.2
Oct	14.9	15.1	13.5
Nov	14.3	13.8	12.7
Dec	12.1	12.5	14.3
Jan	12.4	12.6	14.1
Feb	13.1	14.4	14.9
Mar	13.2	13.2	15.9
Apr	12.6	13.3	15.3
May	12.8	14.1	15.5
Jun	12.1	12.7	11.8
FY AVG	13.4	13.8	14.0



Avg Wkdy Boardings

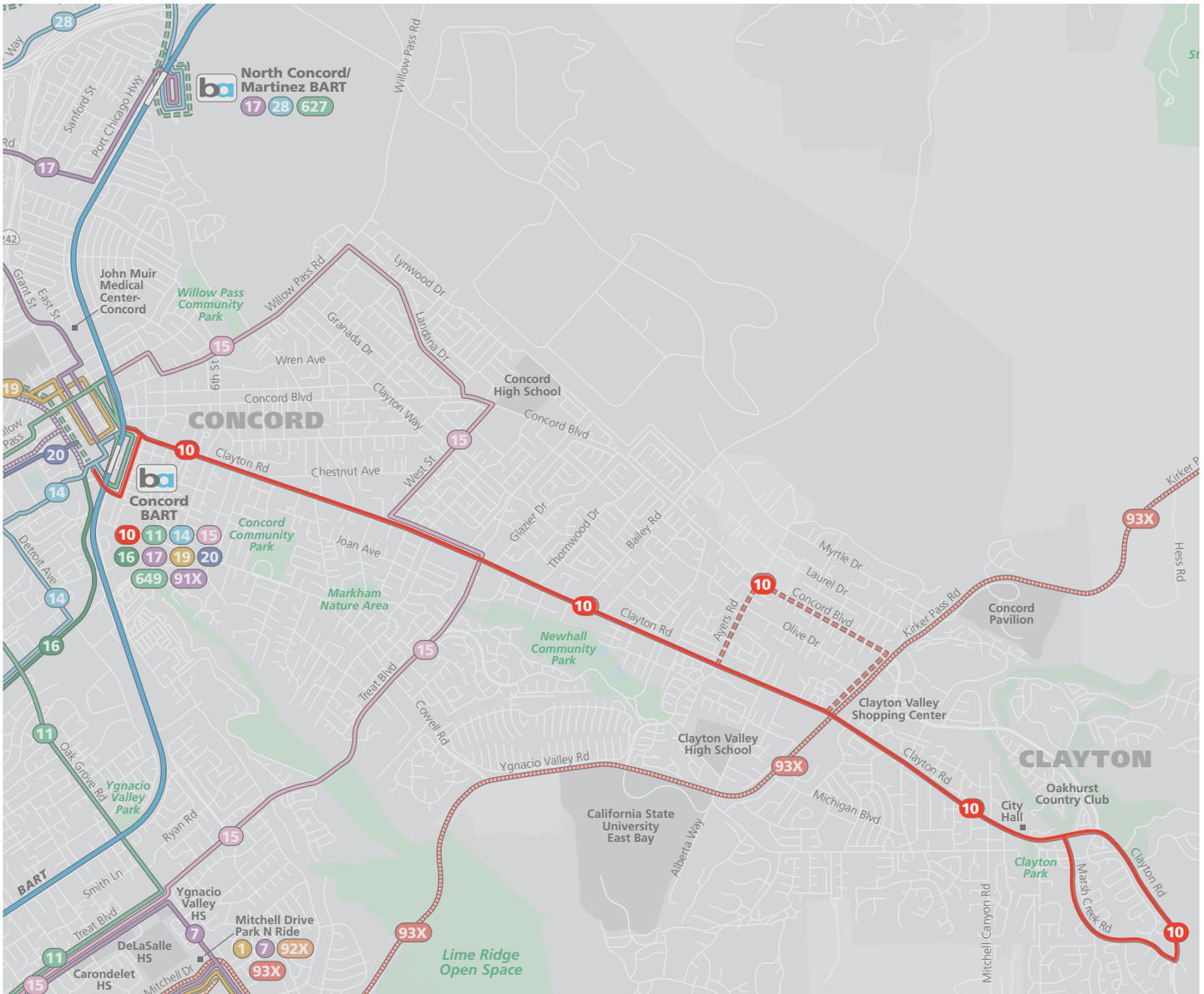
	FY 14-15	FY 15-16	FY 16-17
Jul	559.7	575.8	539.7
Aug	602.0	598.8	576.7
Sep	643.7	660.7	598.6
Oct	627.0	635.3	569.8
Nov	601.1	581.8	536.2
Dec	508.8	526.6	500.4
Jan	522.3	528.8	476.1
Feb	551.7	604.2	502.8
Mar	556.3	556.5	534.5
Apr	531.5	559.3	516.1
May	540.3	594.7	522.7
Jun	508.6	535.8	462.6
FY AVG	562.5	579.7	528.3



Fare Demographics Pie Chart Coming Soon

Route 10: Concord BART to Clayton

Every 15 Minutes Peak, 30-60 Minutes Off-Peak, 5:00am to 11:23pm



Origin and Recent Service Changes

Route 10 was created in 2009, originating from Route 110. The alignment along Clayton Rd is still served but several deviations in Clayton were eliminated from 110. The western portion from Concord BART to DVC was converted into Route 20. All trips before 8pm now serve the same route all the way to Clayton, and after 8pm the route turns around at Kirker Pass Rd.

Alignment Statistics and Connections

Route 10's western terminus is at the Concord BART Station, with regional connections to the Pittsburg Bay Point BART line, Delta Breeze (201), as well as CCCTA routes (11, 14, 15, 16, 17, 19, 20 (interlined), 91X, 260, 611, 612, 613, 614, 615, 616). The route travels Clayton Rd, Center St, Marsh Creek Rd, and Clayton Library. This route provides service to residential areas, shopping areas, and city and county facilities.

Route 10: Key Performance Indicators

Route Alignment, Speed, and Labor Statistics

Route 10: Concord BART to Clayton

FY17 On Time	Length (mi)	Scheduled Speed	Actual Speed
88%	14.3	13.8	17.4
0%	-11%	8%	22%

# Stops	Stop Spacing	# of Rights	# of Lefts
8	1.78	5	3
-72%	179%	-64%	-79%

In-Service Time	Layover	Deadhead	Total Hours
84%	13%	4%	49.8
22%	-40%	-64%	59%

Census Population, Jobs, and Demographics by Route

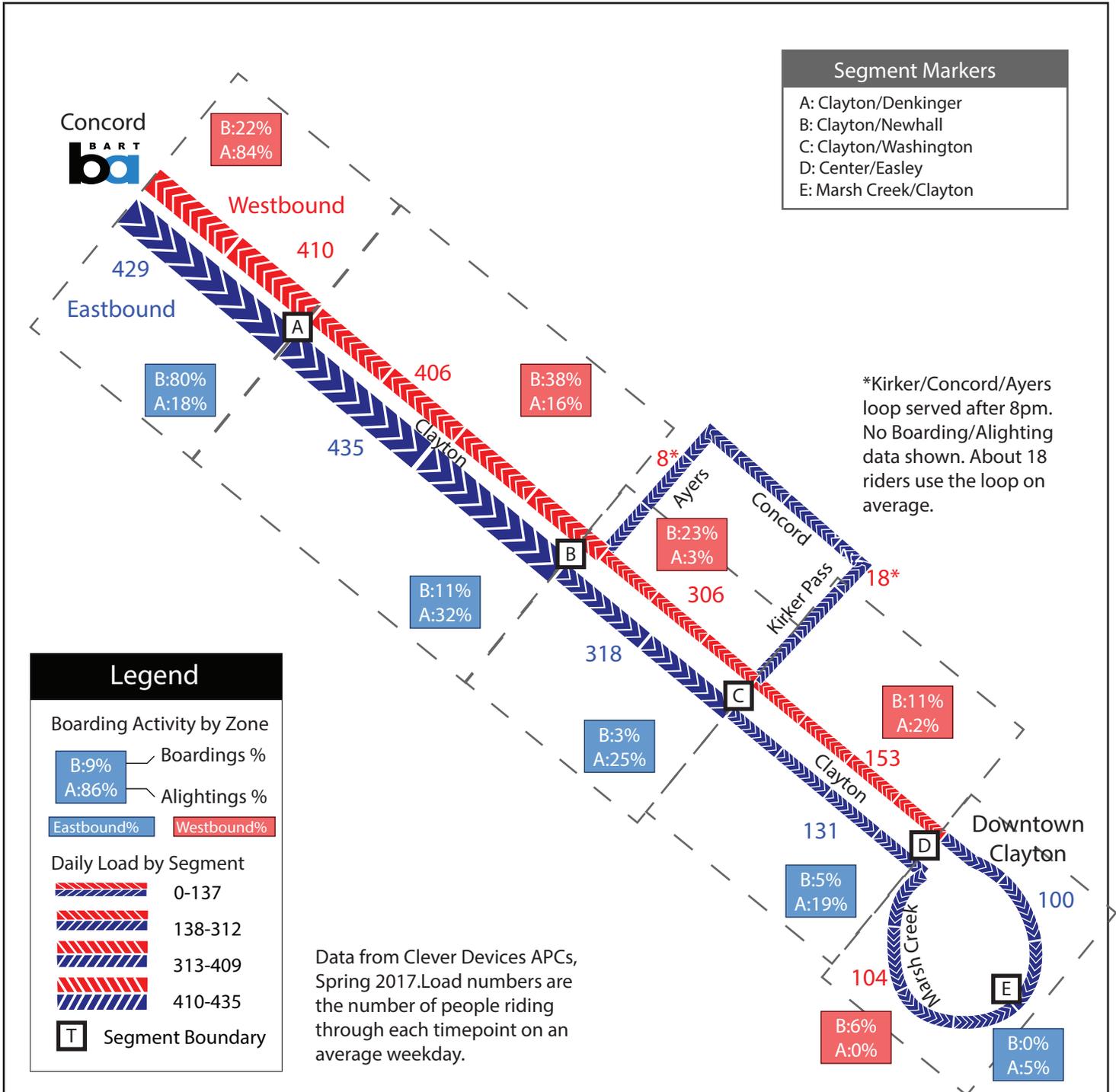
Jobs	Population	Jobs+Pop	J+P/mile
7,637	21,743	29,380	2,053
-62%	26%	-21%	-31%

Poverty	Limited English	Minority	Senior
8%	7%	41%	14%
-16%	-4%	0%	11%

Disabled	No Car	Youth	(Legend)
11%	8%	22%	(route value)
6%	-5%	9%	(% diff from AVG)

Route 10 Segment Map

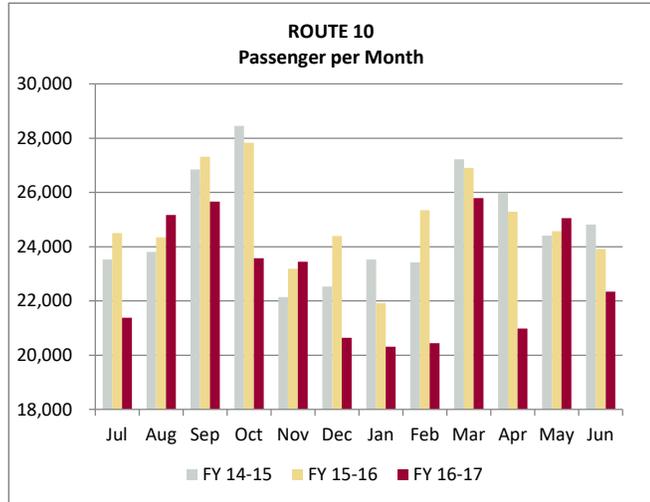
Average Ridership % and Load by Segment and Direction



ROUTE 10

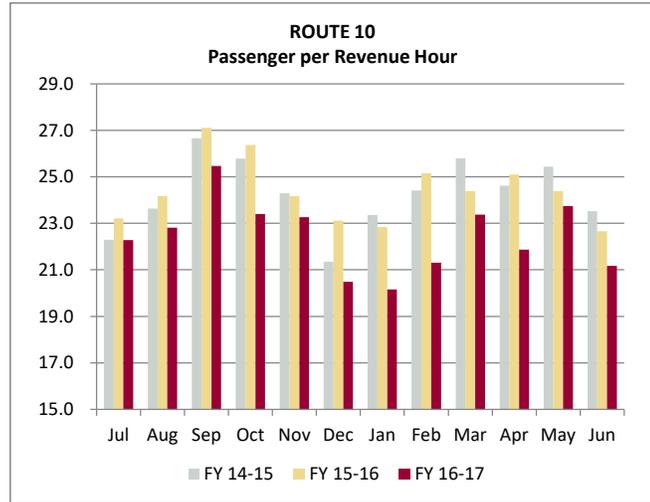
Passenger per Month

	FY 14-15	FY 15-16	FY 16-17
Jul	23,528	24,495	21,375
Aug	23,805	24,343	25,174
Sep	26,848	27,311	25,656
Oct	28,449	27,834	23,574
Nov	22,143	23,189	23,441
Dec	22,529	24,395	20,637
Jan	23,530	21,917	20,307
Feb	23,418	25,343	20,439
Mar	27,228	26,909	25,794
Apr	25,986	25,284	20,980
May	24,401	24,567	25,057
Jun	24,820	23,908	22,347
FY TOTAL	296,686	299,493	274,780



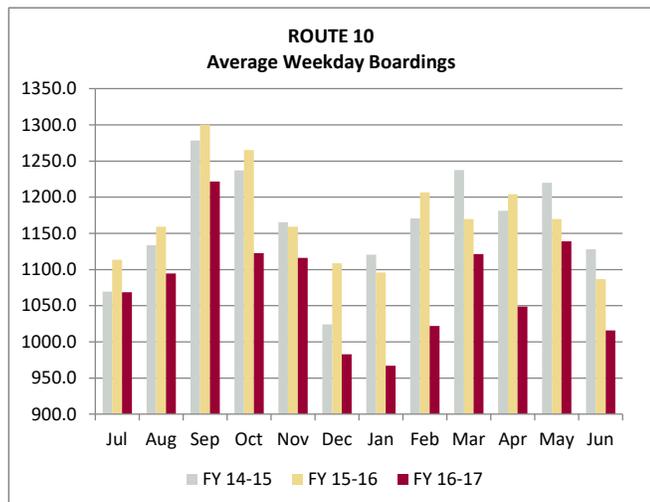
Passenger per Revenue Hour

	FY 14-15	FY 15-16	FY 16-17
Jul	22.3	23.2	22.3
Aug	23.6	24.2	22.8
Sep	26.7	27.1	25.5
Oct	25.8	26.4	23.4
Nov	24.3	24.2	23.3
Dec	21.3	23.1	20.5
Jan	23.4	22.8	20.2
Feb	24.4	25.2	21.3
Mar	25.8	24.4	23.4
Apr	24.6	25.1	21.9
May	25.4	24.4	23.7
Jun	23.5	22.7	21.2
FY AVG	24.3	24.4	22.5



Avg Wkdy Boardings

	FY 14-15	FY 15-16	FY 16-17
Jul	1069.5	1113.4	1068.7
Aug	1133.6	1159.2	1094.5
Sep	1278.5	1300.5	1221.7
Oct	1236.9	1265.2	1122.6
Nov	1165.4	1159.5	1116.2
Dec	1024.1	1108.9	982.7
Jan	1120.5	1095.8	967.0
Feb	1170.9	1206.8	1022.0
Mar	1237.6	1169.9	1121.5
Apr	1181.2	1204.0	1049.0
May	1220.0	1169.8	1138.9
Jun	1128.2	1086.7	1015.8
FY AVG	1163.5	1169.9	1077.6



Fare Demographics Pie Chart Coming Soon

Route 11: Key Performance Indicators

Route Alignment, Speed, and Labor Statistics

Route 11: Pleasant Hill BART to Concord BART via Treat/Oak Grove

FY17 On Time	Length (mi)	Scheduled Speed	Actual Speed
84%	13.2	11.7	12.6
-4%	-18%	-9%	-12%

# Stops	Stop Spacing	# of Rights	# of Lefts
25	0.53	11	14
-12%	-18%	-22%	-2%

In-Service Time	Layover	Deadhead	Total Hours
69%	24%	7%	20.4
1%	11%	-33%	-35%

Census Population, Jobs, and Demographics by Route

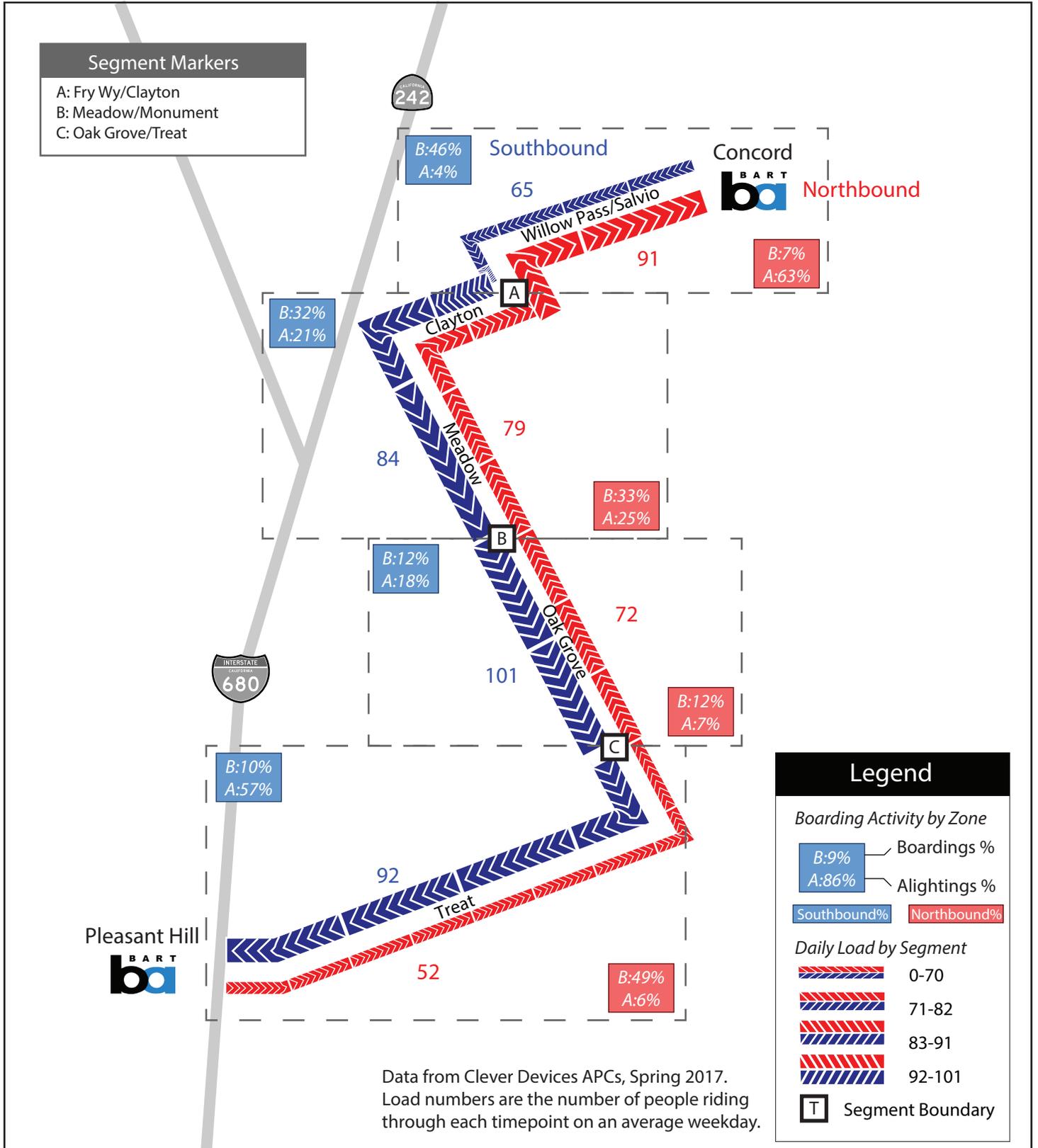
Jobs	Population	Jobs+Pop	J+P/mile
16,863	25,153	42,016	3,154
-16%	45%	13%	5%

Poverty	Limited English	Minority	Senior
16%	14%	59%	11%
68%	82%	43%	-11%

Disabled	No Car	Youth	(Legend)
12%	12%	21%	(route value)
14%	48%	4%	(% diff from AVG)

Route 11 Segment Map

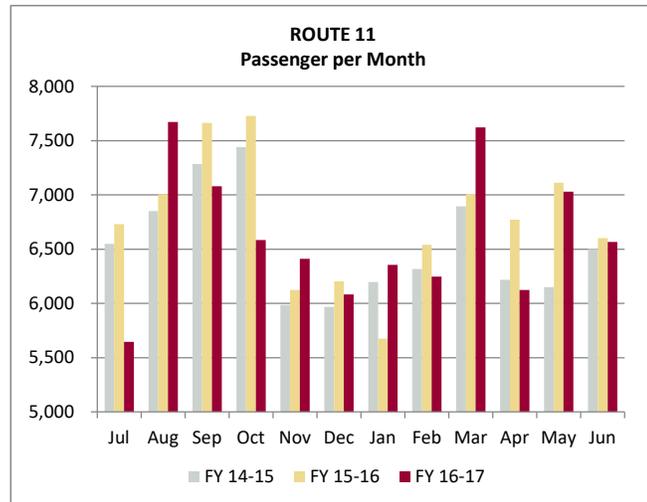
Average Ridership % and Load by Segment and Direction



ROUTE 11

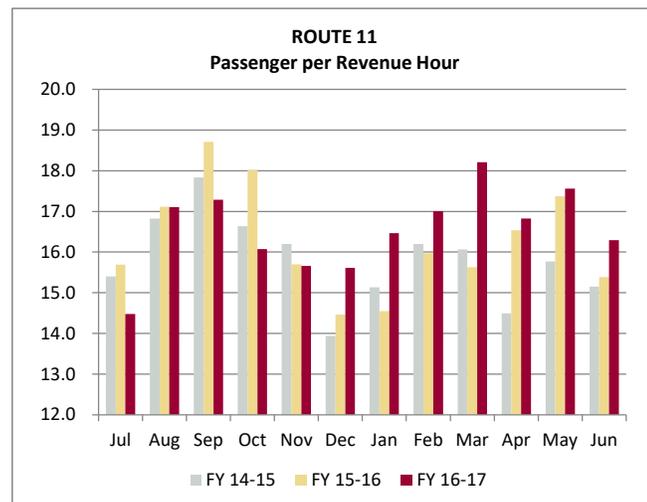
Passenger per Month

	FY 14-15	FY 15-16	FY 16-17
Jul	6,550	6,730	5,647
Aug	6,850	7,007	7,672
Sep	7,285	7,662	7,079
Oct	7,442	7,728	6,583
Nov	5,987	6,122	6,412
Dec	5,968	6,204	6,083
Jan	6,198	5,675	6,355
Feb	6,318	6,539	6,247
Mar	6,894	7,008	7,623
Apr	6,217	6,770	6,123
May	6,149	7,113	7,031
Jun	6,501	6,602	6,568
FY TOTAL	78,358	81,162	79,423



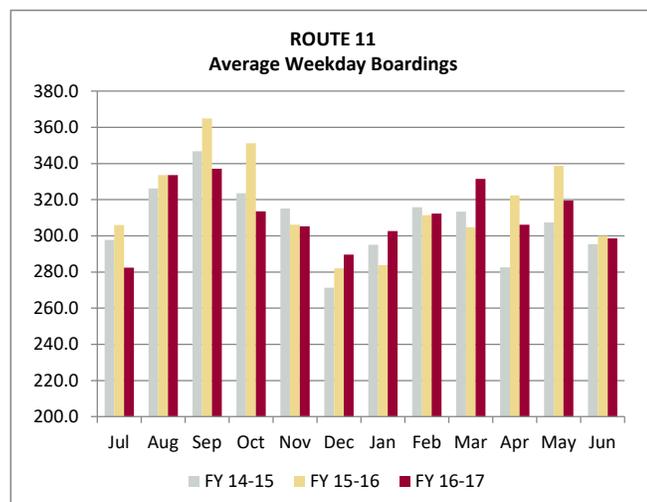
Passenger per Revenue Hour

	FY 14-15	FY 15-16	FY 16-17
Jul	15.4	15.7	14.5
Aug	16.8	17.1	17.1
Sep	17.8	18.7	17.3
Oct	16.6	18.0	16.1
Nov	16.2	15.7	15.7
Dec	13.9	14.5	15.6
Jan	15.1	14.6	16.5
Feb	16.2	16.0	17.0
Mar	16.1	15.6	18.2
Apr	14.5	16.5	16.8
May	15.8	17.4	17.6
Jun	15.2	15.4	16.3
FY AVG	15.8	16.3	16.6



Avg Wkdy Boardings

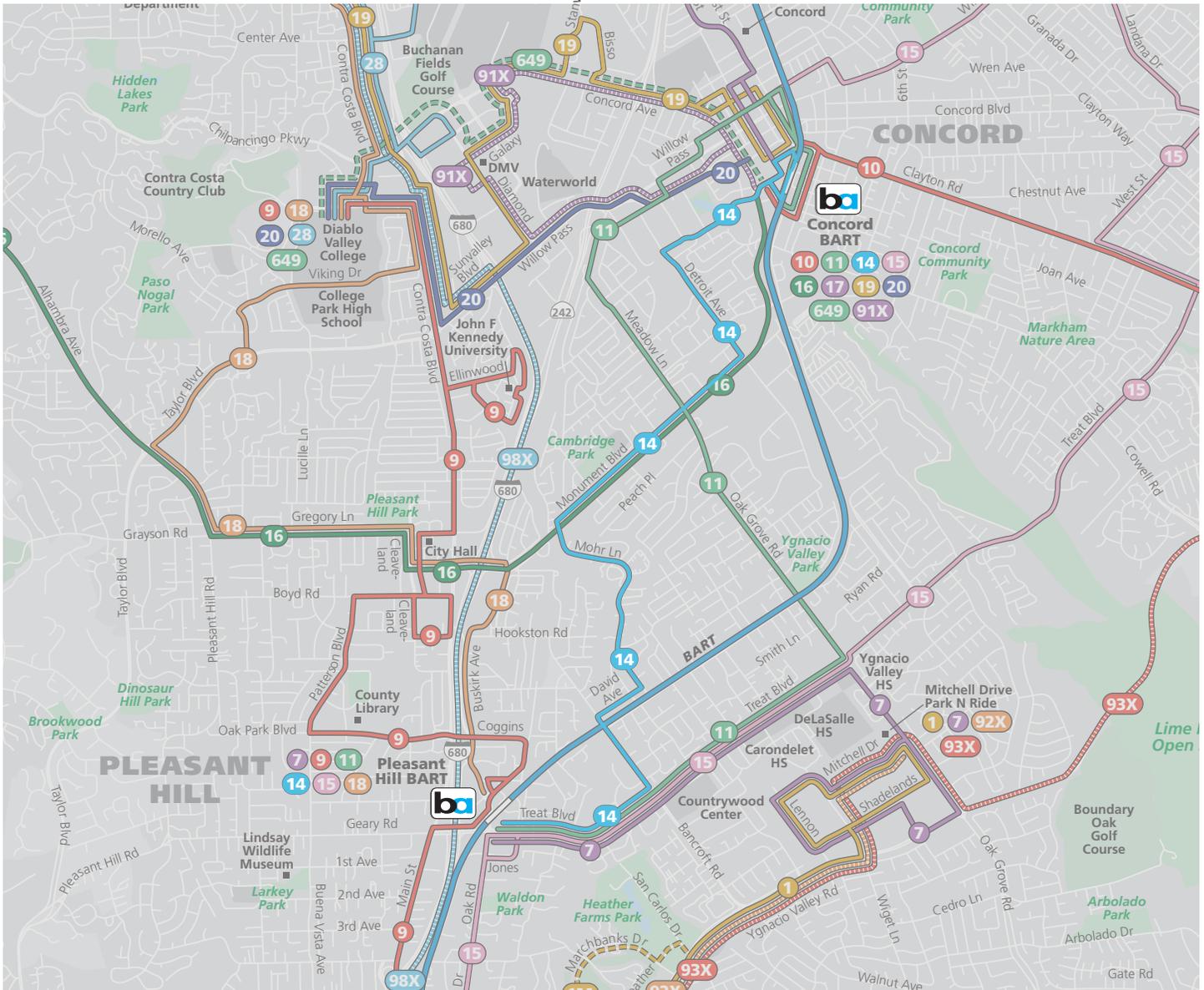
	FY 14-15	FY 15-16	FY 16-17
Jul	297.7	305.9	282.3
Aug	326.2	333.7	333.6
Sep	346.9	364.9	337.1
Oct	323.6	351.3	313.5
Nov	315.1	306.1	305.3
Dec	271.3	282.0	289.7
Jan	295.2	283.8	302.6
Feb	315.9	311.4	312.3
Mar	313.3	304.7	331.4
Apr	282.6	322.4	306.1
May	307.4	338.7	319.6
Jun	295.5	300.1	298.5
FY AVG	307.3	317.0	311.5



Fare Demographics Pie Chart Coming Soon

Route 14: Pleasant Hill BART to Concord BART via Monument

Every 40 Minutes, 5:45am to 10:18pm



Origin and Recent Service Changes

Route 14 was created in 2009, originating from the 114. The route has mostly the same alignment except for a bell time deviation via Coggins and Mayhew on the old 114 that was eliminated in the new Route 14. No other changes have occurred since 2009.

Alignment Statistics and Connections

Route 14's northern terminus is at the Concord BART Station, with regional connections to the Pittsburg Bay Point BART line, Delta Breeze (201), as well as CCCTA routes (10, 11, 15, 16, 17, 19, 20, 91X, 260, 611, 612, 613, 614, 615, 616). On the Monument Corridor it shares the segment from Detroit to Mohr where it creates a combined frequency of 20 minutes from Concord BART with Route 16 for the Four Corners area. It then travels on Mohr Ln, David Ave, Bancroft, and Treat Blvd to Pleasant Hill BART, with Regional connections to the Pittsburg Bay Point BART line, SolTrans (78), Solano (40), Wheels (70X) as well as CCCTA routes (7, 9, 11, 15, 18, 619). Private shuttle connections to Genentech, Visa Metrodome, JFK University shuttles. This route provides service to Residential areas, Shopping areas and City Facilities.

Route 14: Key Performance Indicators

Route Alignment, Speed, and Labor Statistics

Route 14: Pleasant Hill BART to Concord BART via Monument

FY17 On Time	Length (mi)	Scheduled Speed	Actual Speed
94%	11.4	10.7	8.3
7%	-29%	-17%	-42%

# Stops	Stop Spacing	# of Rights	# of Lefts
22	0.52	9	13
-22%	-19%	-36%	-9%

In-Service Time	Layover	Deadhead	Total Hours
61%	36%	3%	40.8
-10%	69%	-72%	30%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
9,692	31,122	40,814	3,571
-52%	80%	9%	19%

Poverty	Limited English	Minority	Senior
23%	18%	66%	8%
133%	128%	59%	-41%

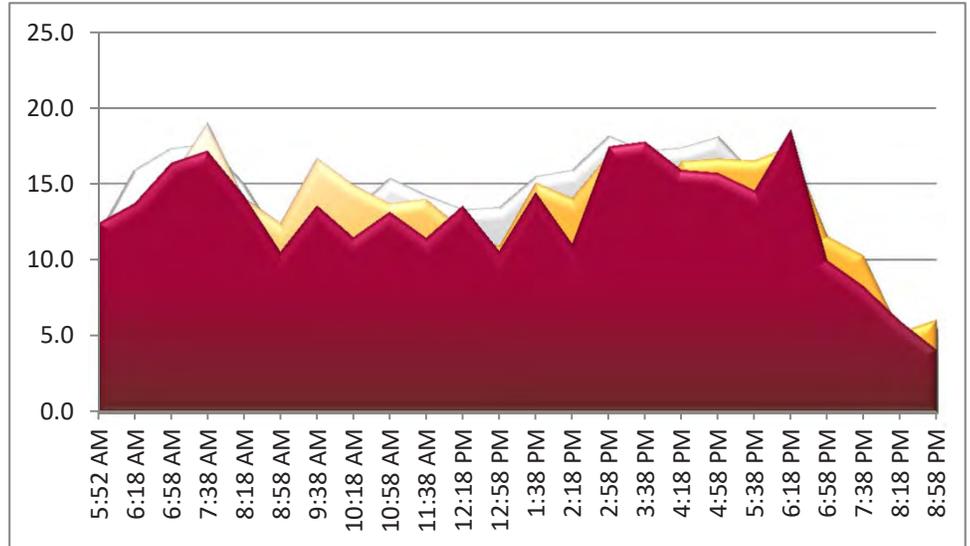
Disabled	No Car	Youth	(Legend)
10%	11%	25%	(route value)
-7%	39%	27%	(% diff from AVG)

ROUTE 14 TRIP LEVEL RIDERSHIP FY2015-2017

Trip Start '15 '16 '17

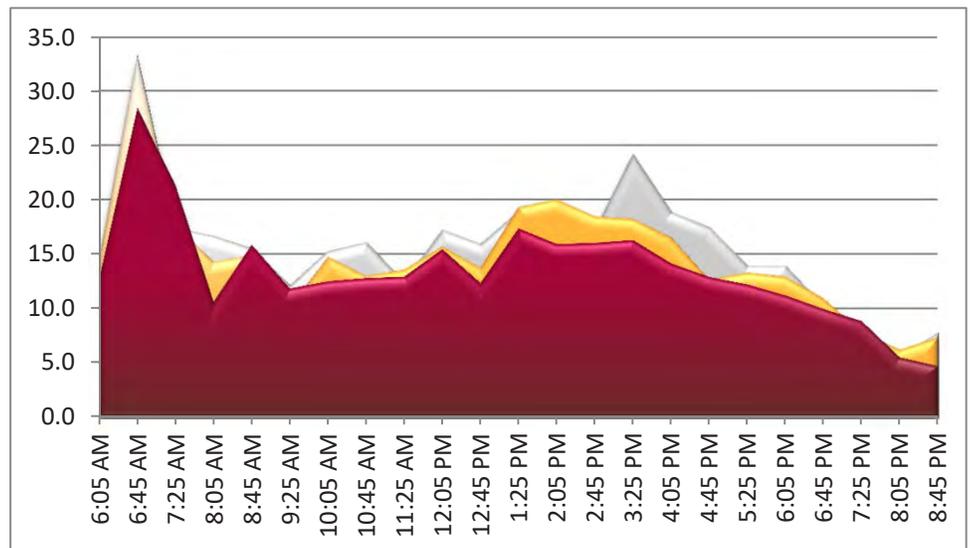
Route #14	334	327	313
5:52 AM	11.6	12.0	12.5
6:18 AM	15.9	12.2	13.8
6:58 AM	17.3	15.4	16.4
7:38 AM	17.6	19.1	17.2
8:18 AM	14.9	14.2	14.3
8:58 AM	11.1	12.5	10.6
9:38 AM	13.7	16.7	13.6
10:18 AM	13.2	15.0	11.5
10:58 AM	15.4	13.8	13.2
11:38 AM	14.2	14.0	11.5
12:18 PM	13.3	12.0	13.6
12:58 PM	13.4	11.0	10.6
1:38 PM	15.5	15.1	14.5
2:18 PM	15.9	14.1	11.1
2:58 PM	18.1	17.0	17.5
3:38 PM	17.1	13.0	17.8
4:18 PM	17.3	16.5	16.0
4:58 PM	18.1	16.7	15.8
5:38 PM	15.6	16.6	14.6
6:18 PM	15.1	17.5	18.7
6:58 PM	11.5	11.6	10.0
7:38 PM	8.5	10.3	8.3
8:18 PM	4.2	5.3	6.0
8:58 PM	5.5	6.1	4.1

Northbound to Concord BART via Monument



Route #14	353	340	312
6:05 AM	11.9	14.7	12.8
6:45 AM	31.2	33.3	28.4
7:25 AM	17.3	17.7	21.3
8:05 AM	16.6	14.3	10.6
8:45 AM	15.4	14.9	15.9
9:25 AM	12.0	10.1	11.8
10:05 AM	15.2	14.8	12.5
10:45 AM	16.0	13.0	12.8
11:25 AM	12.3	13.6	12.9
12:05 PM	17.1	15.7	15.5
12:45 PM	15.8	13.7	12.3
1:25 PM	18.8	19.3	17.4
2:05 PM	18.4	20.0	15.9
2:45 PM	17.1	18.5	16.0
3:25 PM	24.0	18.2	16.3
4:05 PM	18.8	16.6	14.2
4:45 PM	17.4	12.7	12.9
5:25 PM	13.8	13.3	12.2
6:05 PM	13.8	12.9	11.2
6:45 PM	10.1	10.9	10.0
7:25 PM	7.0	7.8	8.8
8:05 PM	5.5	6.2	5.5
8:45 PM	7.6	7.4	4.7

Southbound to Pleasant Hill BART via Monument

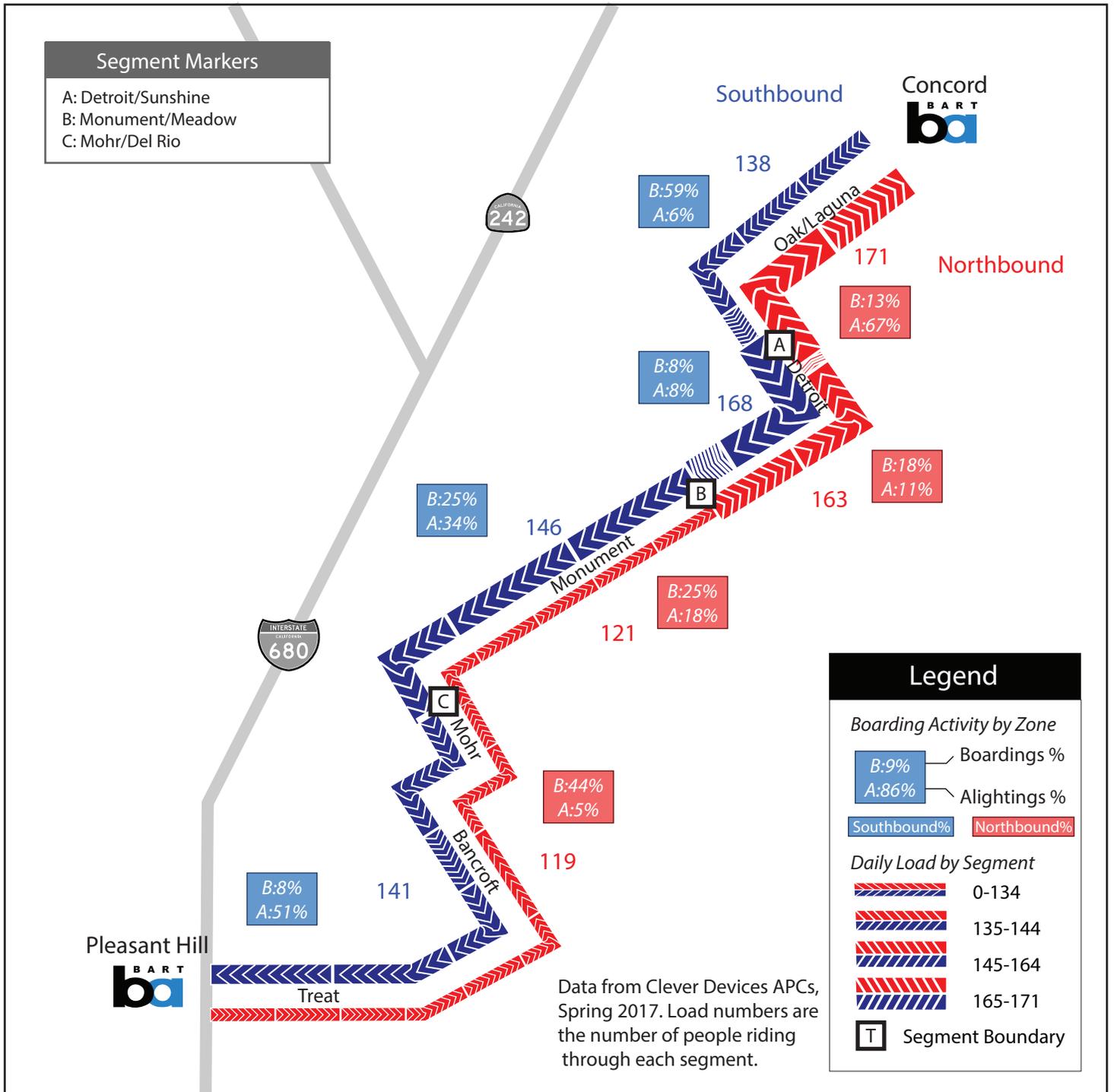


'14/15
 '15/16
 '16/17

Data derived from Clever Devices APCs. Trip totals may not add up to monthly ridership due to sampling methodology.

Route 14 Segment Map

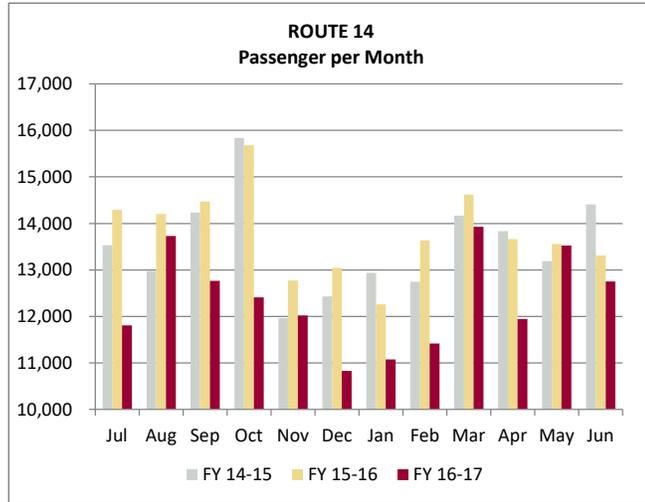
Average Ridership % and Load by Segment and Direction



ROUTE 14

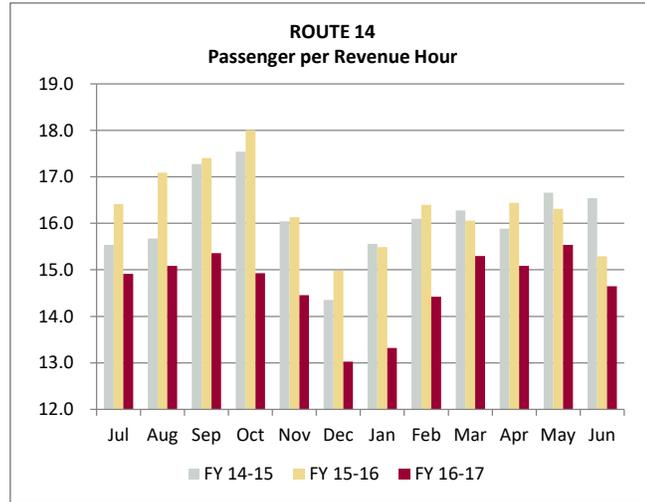
Passenger per Month

	FY 14-15	FY 15-16	FY 16-17
Jul	13,530	14,290	11,809
Aug	12,977	14,205	13,731
Sep	14,239	14,470	12,768
Oct	15,835	15,681	12,411
Nov	11,962	12,774	12,016
Dec	12,431	13,048	10,826
Jan	12,933	12,261	11,074
Feb	12,746	13,633	11,414
Mar	14,171	14,620	13,927
Apr	13,832	13,664	11,943
May	13,187	13,556	13,527
Jun	14,406	13,314	12,755
FY TOTAL	162,248	165,516	148,203



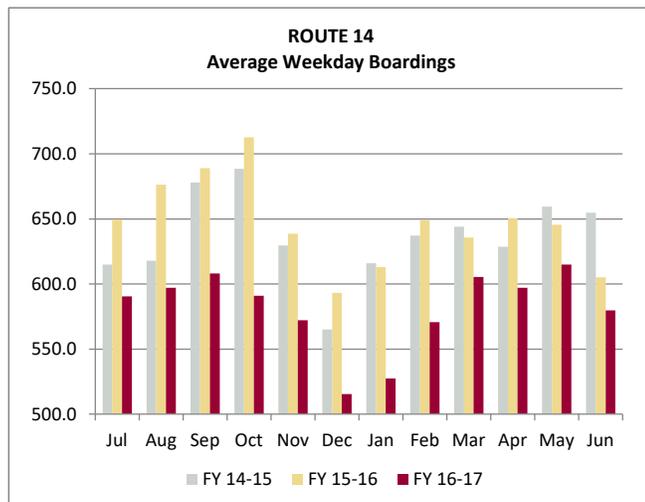
Passenger per Revenue Hour

	FY 14-15	FY 15-16	FY 16-17
Jul	15.5	16.4	14.9
Aug	15.7	17.1	15.1
Sep	17.3	17.4	15.4
Oct	17.5	18.0	14.9
Nov	16.0	16.1	14.5
Dec	14.4	15.0	13.0
Jan	15.6	15.5	13.3
Feb	16.1	16.4	14.4
Mar	16.3	16.1	15.3
Apr	15.9	16.4	15.1
May	16.7	16.3	15.5
Jun	16.5	15.3	14.6
FY AVG	16.1	16.3	14.7



Avg Wkdy Boardings

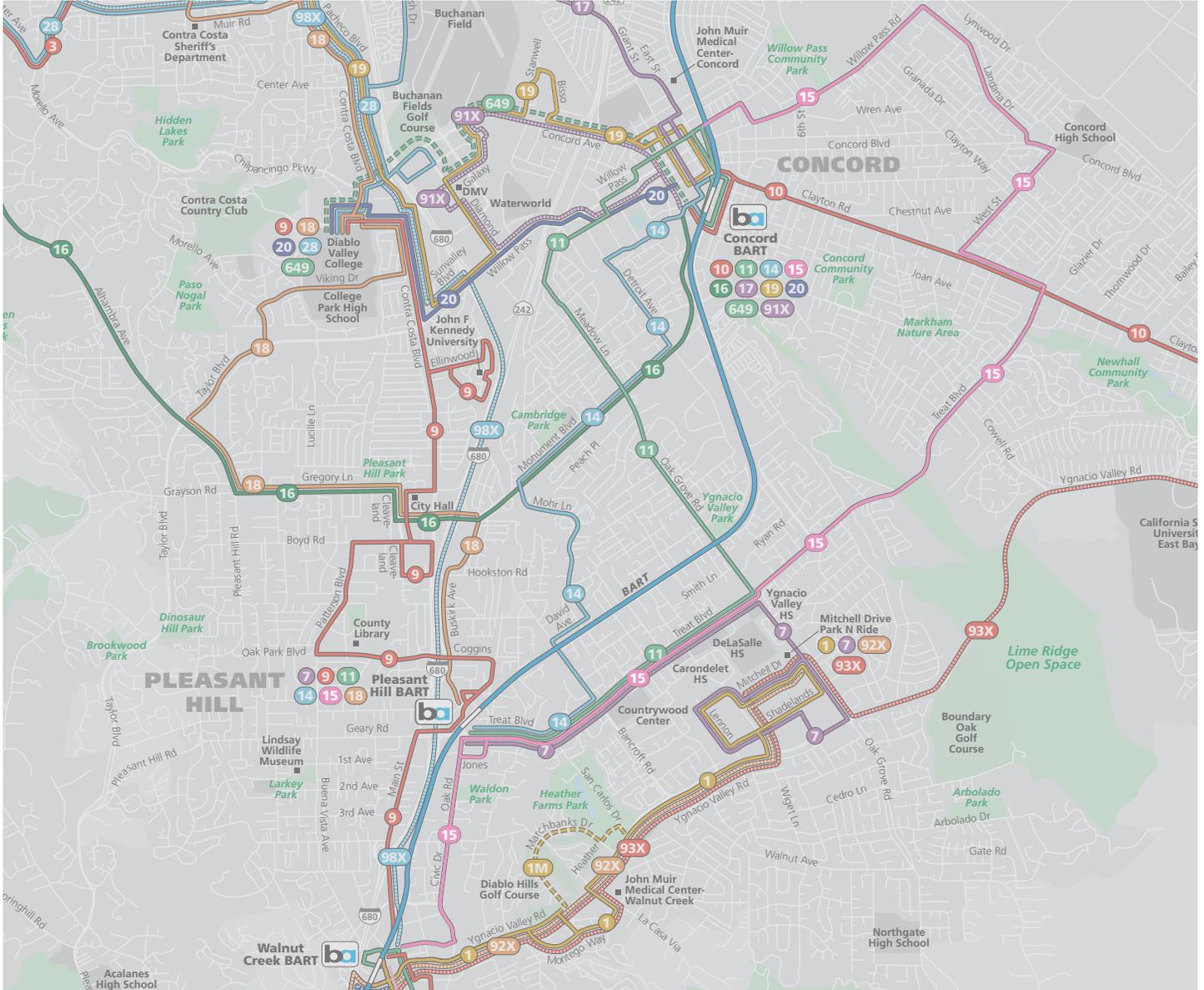
	FY 14-15	FY 15-16	FY 16-17
Jul	615.0	649.6	590.5
Aug	617.9	676.4	597.0
Sep	678.0	689.0	608.0
Oct	688.5	712.8	591.0
Nov	629.6	638.7	572.2
Dec	565.0	593.1	515.5
Jan	615.9	613.1	527.3
Feb	637.3	649.2	570.7
Mar	644.1	635.7	605.5
Apr	628.7	650.7	597.2
May	659.4	645.5	614.9
Jun	654.8	605.2	579.8
FY AVG	636.3	646.5	581.2



Fare Demographics Pie Chart Coming Soon

Route 15: Walnut Creek BART to Concord BART via Treat/Landana

Every 65 Minutes, 5:30am to 9:57pm



Origin and Recent Service Changes

Route 15 was created in 2009, originating from Route 115. The route is essentially the same except a deviation was removed at Denkinger Rd near Concord High School when Route 15 was launched. No other changes have occurred since 2009.

Alignment Statistics and Connections

Route 15's eastern terminus is at the Concord BART Station, with Regional connections to the Pittsburg Bay Point BART line, Delta Breeze (201), CCCTA routes (10, 14, 16, 17, 19, 20, 91X, 260, 611, 612, 613, 614, 615, 616). Then Port Chicago Highway, Salvio St, Willow Pass Rd, Landana Dr, West St, Clayton Rd, Treat Blvd, Pleasant Hill BART, with connections to BART, SolTrans (78), Solano (40), Wheels (70X) as well as CCCTA routes (7, 9, 11, 14, 18, 619) and private shuttles to Genentech, Visa Metrodome, and JFK. Route 15 continues on Oak Rd, N Civic Dr, Ygnacio Valley Rd to Walnut Creek BART, connecting to BART, SolTrans (78), Solano (40), Wheels (70X) as well as CCCTA routes (1, 1M, 2, 4, 5, 9, 21, 25, 93X, 95X, 96X, 98X, 601, 602). Private shuttle connections to the Rossmoor Green Line. This route provides service to residential areas, shopping areas, and city and county facilities.

Route 15: Key Performance Indicators

Route Alignment, Speed, and Labor Statistics

Route 15: Walnut Creek BART to Concord BART via Treat/Landana

FY17 On Time	Length (mi)	Scheduled Speed	Actual Speed
77%	24.2	13.4	14.7
-12%	51%	5%	3%

# Stops	Stop Spacing	# of Rights	# of Lefts
38	0.64	19	19
34%	0%	35%	34%

In-Service Time	Layover	Deadhead	Total Hours
76%	14%	10%	34.4
11%	-35%	-1%	10%

Census Population, Jobs, and Demographics by Route

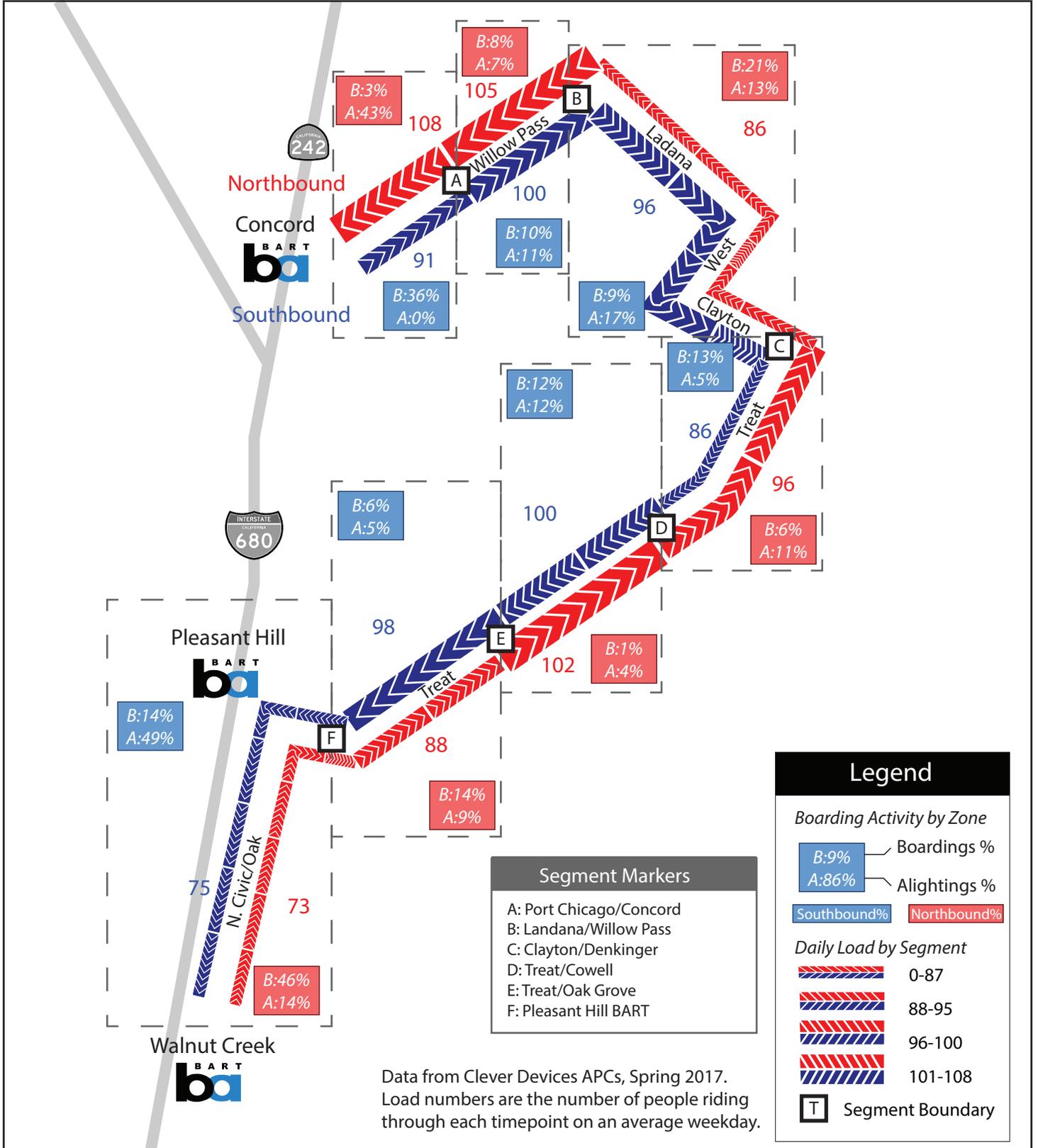
Jobs	Population	Jobs+Pop	J+P/mile
21,938	32,521	54,459	2,224
10%	88%	46%	-26%

Poverty	Limited English	Minority	Senior
7%	7%	40%	16%
-28%	-9%	-4%	21%

Disabled	No Car	Youth	(Legend)
12%	7%	19%	(route value)
12%	-17%	-4%	(% diff from AVG)

Route 15 Segment Map

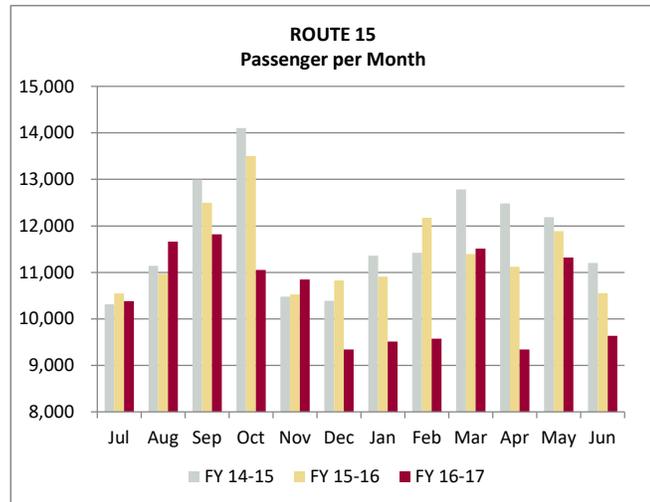
Average Ridership % and Load by Segment and Direction



ROUTE 15

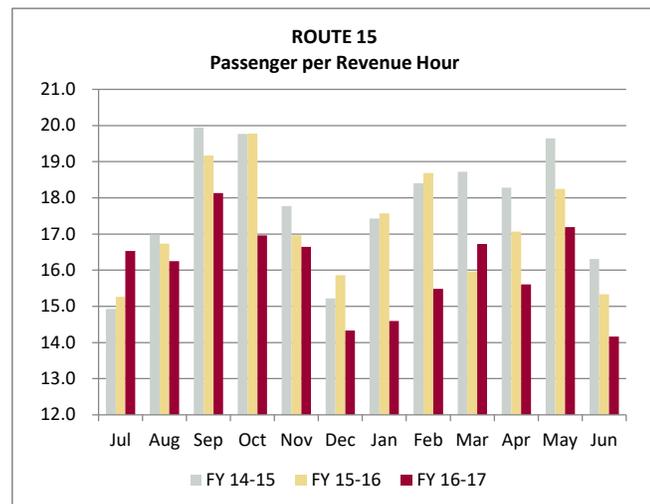
Passenger per Month

	FY 14-15	FY 15-16	FY 16-17
Jul	10,312	10,544	10,379
Aug	11,141	10,969	11,659
Sep	12,997	12,495	11,817
Oct	14,107	13,501	11,056
Nov	10,477	10,527	10,848
Dec	10,392	10,828	9,339
Jan	11,358	10,906	9,511
Feb	11,421	12,176	9,572
Mar	12,784	11,397	11,514
Apr	12,480	11,121	9,343
May	12,192	11,890	11,321
Jun	11,204	10,551	9,637
FY TOTAL	140,864	136,904	125,996



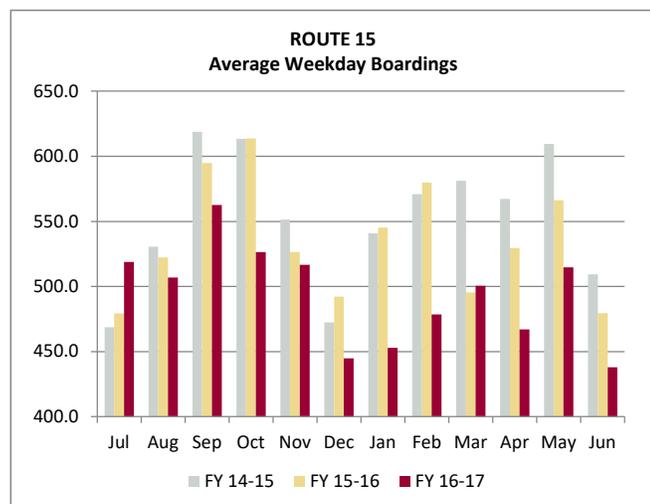
Passenger per Revenue Hour

	FY 14-15	FY 15-16	FY 16-17
Jul	14.9	15.3	16.5
Aug	17.0	16.7	16.3
Sep	19.9	19.2	18.1
Oct	19.8	19.8	17.0
Nov	17.8	17.0	16.6
Dec	15.2	15.9	14.3
Jan	17.4	17.6	14.6
Feb	18.4	18.7	15.5
Mar	18.7	16.0	16.7
Apr	18.3	17.1	15.6
May	19.6	18.2	17.2
Jun	16.3	15.3	14.2
FY AVG	17.8	17.2	16.1



Avg Wkdy Boardings

	FY 14-15	FY 15-16	FY 16-17
Jul	468.7	479.3	518.9
Aug	530.5	522.4	506.9
Sep	618.9	595.0	562.7
Oct	613.3	613.7	526.5
Nov	551.4	526.4	516.6
Dec	472.4	492.2	444.7
Jan	540.9	545.3	452.9
Feb	571.0	579.8	478.6
Mar	581.1	495.5	500.6
Apr	567.3	529.6	467.1
May	609.6	566.2	514.6
Jun	509.3	479.6	438.1
FY AVG	552.4	534.8	494.1



Fare Demographics Pie Chart Coming Soon

Route 16: Key Performance Indicators

Route Alignment, Speed, and Labor Statistics

Route 16: Martinez AMTRAK to Concord BART via Alhambra

FY17 On Time	Length (mi)	Scheduled Speed	Actual Speed
89%	22.1	14.1	15.8
2%	38%	10%	11%

# Stops	Stop Spacing	# of Rights	# of Lefts
19	1.16	9	10
-33%	82%	-36%	-30%

In-Service Time	Layover	Deadhead	Total Hours
67%	29%	4%	54.3
-2%	35%	-57%	73%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
20,084	30,493	50,577	2,292
0%	76%	35%	-23%

Poverty	Limited English	Minority	Senior
19%	12%	53%	10%
99%	49%	29%	-20%

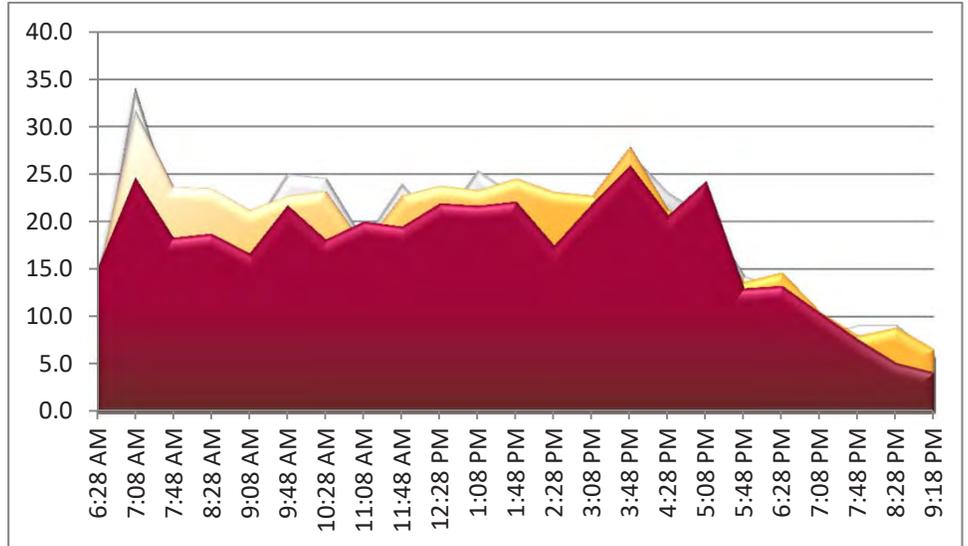
Disabled	No Car	Youth	(Legend)
11%	10%	25%	(route value)
2%	22%	24%	(% diff from AVG)

ROUTE 16 TRIP LEVEL RIDERSHIP FY2015-2017

Trip Start '15 '16 '17

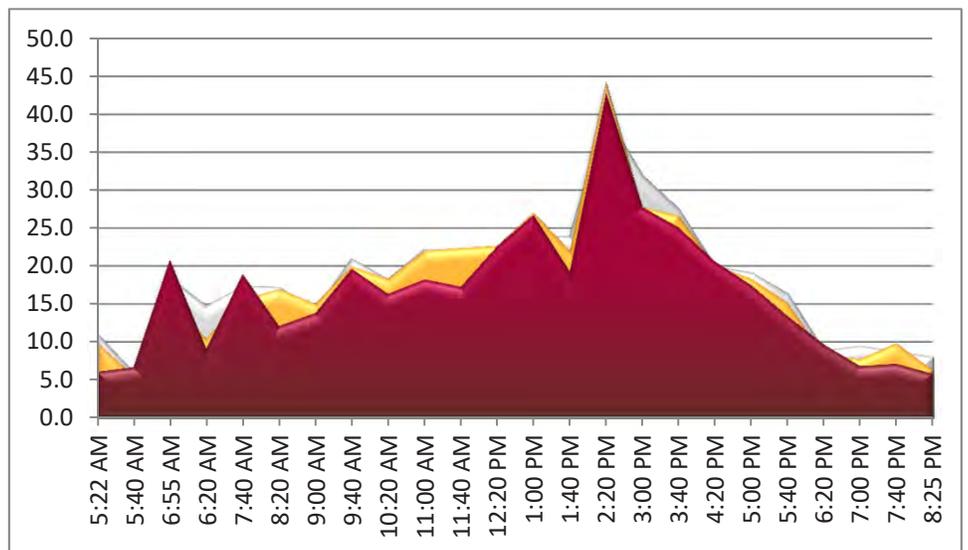
Route #16	433	450	404
6:28 AM	10.6	14.1	15.1
7:08 AM	33.7	31.8	24.7
7:48 AM	20.6	23.7	18.4
8:28 AM	21.9	23.6	18.8
9:08 AM	18.7	21.3	16.7
9:48 AM	24.9	22.8	21.8
10:28 AM	24.5	23.3	18.2
11:08 AM	17.9	17.6	20.1
11:48 AM	23.8	22.8	19.5
12:28 PM	19.7	23.8	22.0
1:08 PM	25.3	23.4	21.7
1:48 PM	22.6	24.6	22.2
2:28 PM	20.2	23.2	17.6
3:08 PM	20.0	22.8	22.0
3:48 PM	27.0	28.0	26.0
4:28 PM	23.0	21.3	20.7
5:08 PM	20.5	19.3	24.4
5:48 PM	14.2	13.7	13.0
6:28 PM	12.8	14.7	13.3
7:08 PM	7.8	10.5	10.5
7:48 PM	9.0	8.0	7.7
8:28 PM	9.1	8.9	5.2
9:18 PM	5.7	6.6	4.2

Northbound to Martinez AMTRAK via Monument



Route #16	440	428	404
5:22 AM	11.0	9.9	6.1
5:40 AM	5.8	5.7	6.7
6:55 AM	18.3	15.3	20.9
6:20 AM	14.6	10.5	9.1
7:40 AM	17.2	15.6	19.0
8:20 AM	17.1	17.0	12.1
9:00 AM	13.9	15.0	13.8
9:40 AM	20.9	20.0	19.7
10:20 AM	18.1	18.3	16.3
11:00 AM	22.1	22.0	18.3
11:40 AM	22.1	22.4	17.3
12:20 PM	22.5	22.7	22.6
1:00 PM	23.8	27.1	26.8
1:40 PM	23.8	22.0	19.3
2:20 PM	39.8	44.4	42.8
3:00 PM	31.9	27.8	27.8
3:40 PM	27.4	26.7	25.1
4:20 PM	19.8	20.1	20.6
5:00 PM	19.0	18.4	17.5
5:40 PM	16.3	15.2	13.4
6:20 PM	8.7	8.3	9.7
7:00 PM	9.3	7.8	6.8
7:40 PM	8.6	9.8	7.1
8:25 PM	7.9	6.3	5.8

Southbound to Concord BART via Monument

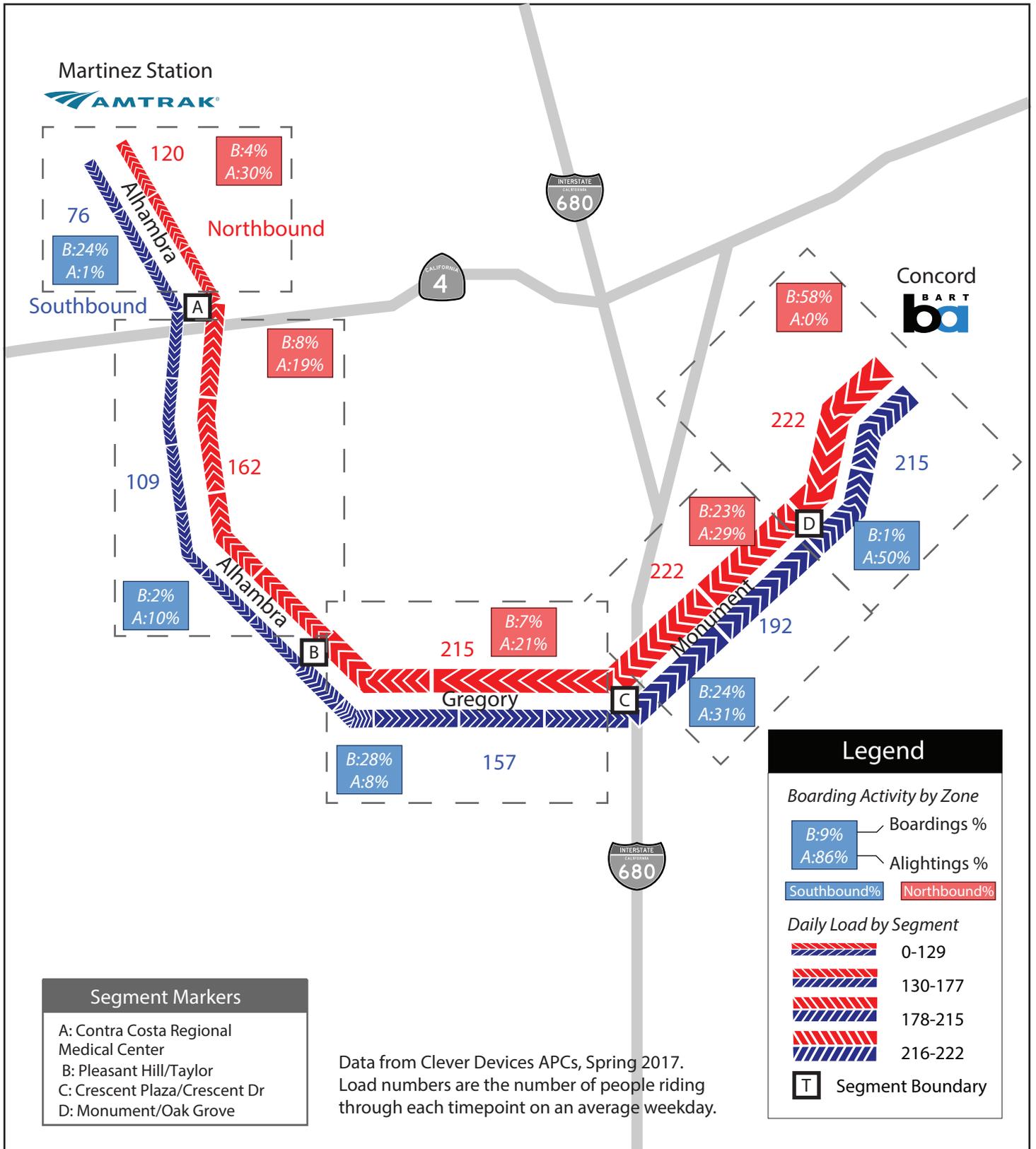


'14/15
 '15/16
 '16/17

Data derived from Clever Devices APCs. Trip totals may not add up to monthly ridership due to sampling methodology.

Route 16 Segment Map

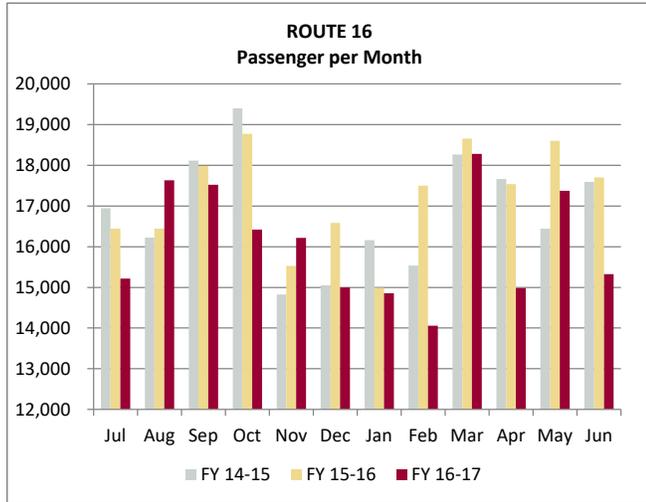
Average Ridership % and Load by Segment and Direction



ROUTE 16

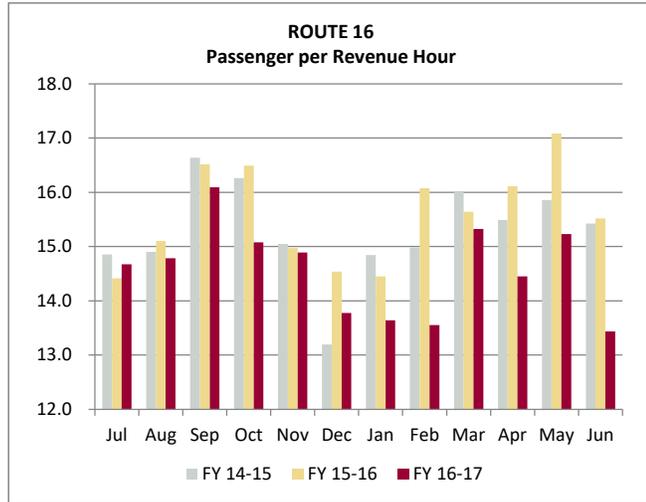
Passenger per Month

	FY 14-15	FY 15-16	FY 16-17
Jul	16,944	16,442	15,215
Aug	16,226	16,443	17,631
Sep	18,116	17,980	17,525
Oct	19,396	18,774	16,416
Nov	14,824	15,526	16,217
Dec	15,050	16,582	14,998
Jan	16,163	14,987	14,856
Feb	15,536	17,502	14,058
Mar	18,266	18,656	18,278
Apr	17,665	17,541	14,984
May	16,446	18,603	17,373
Jun	17,592	17,702	15,326
FY TOTAL	202,225	206,737	192,876



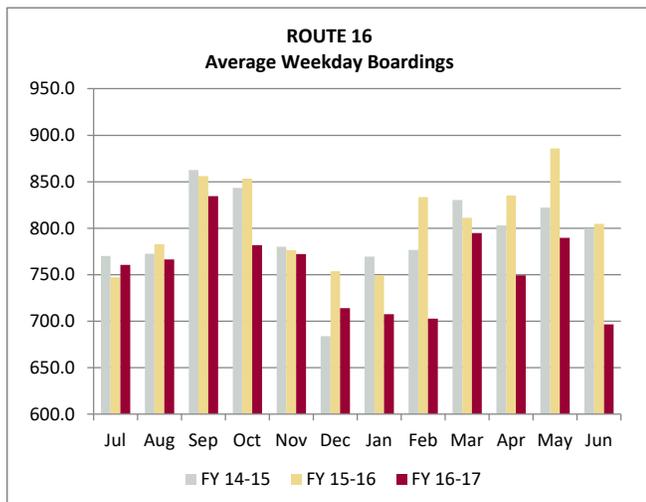
Passenger per Revenue Hour

	FY 14-15	FY 15-16	FY 16-17
Jul	14.9	14.4	14.7
Aug	14.9	15.1	14.8
Sep	16.6	16.5	16.1
Oct	16.3	16.5	15.1
Nov	15.0	15.0	14.9
Dec	13.2	14.5	13.8
Jan	14.8	14.5	13.6
Feb	15.0	16.1	13.6
Mar	16.0	15.6	15.3
Apr	15.5	16.1	14.4
May	15.9	17.1	15.2
Jun	15.4	15.5	13.4
FY AVG	15.3	15.6	14.6



Avg Wkdy Boardings

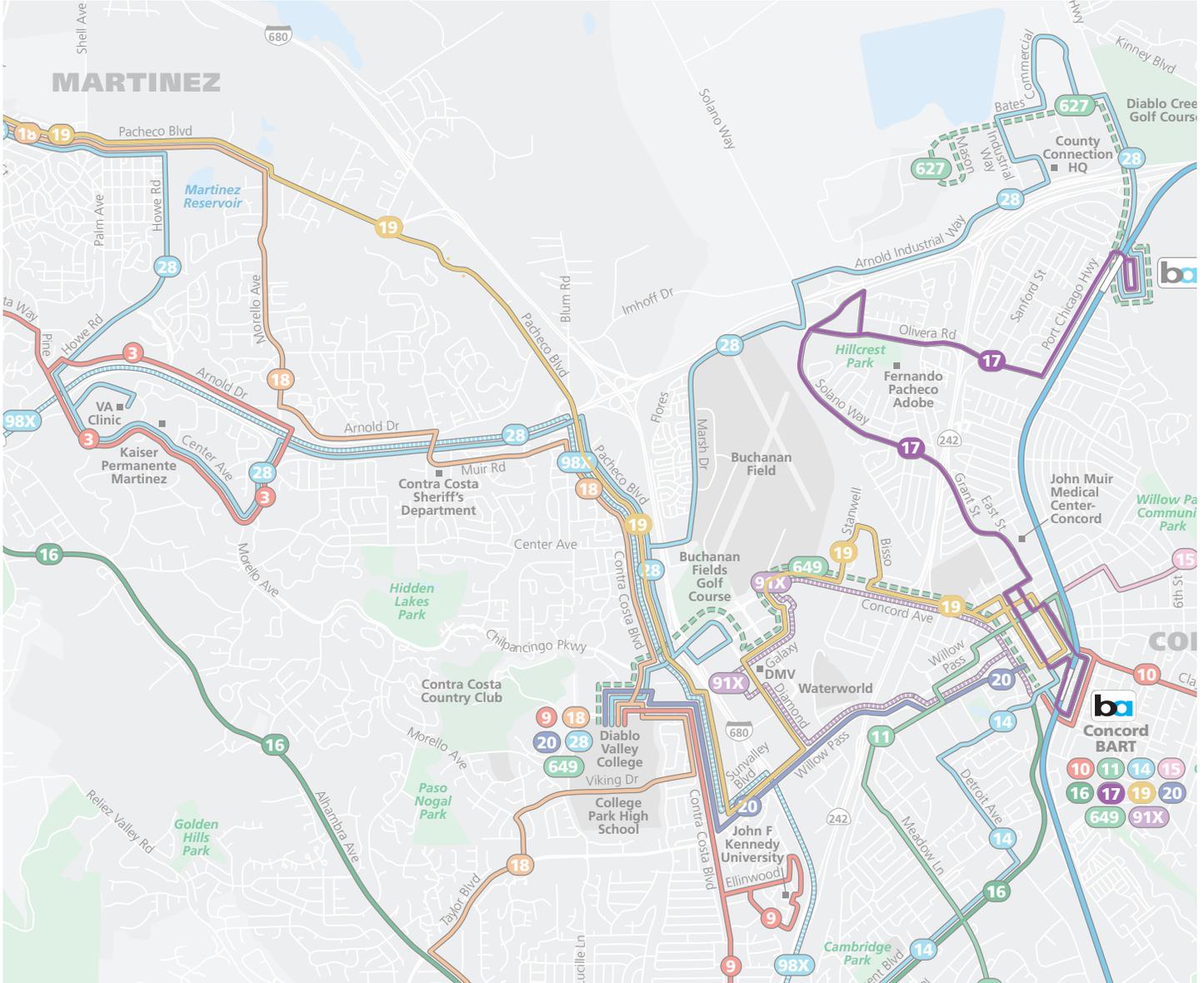
	FY 14-15	FY 15-16	FY 16-17
Jul	770.2	747.4	760.7
Aug	772.7	783.0	766.6
Sep	862.7	856.2	834.5
Oct	843.3	853.4	781.7
Nov	780.2	776.3	772.2
Dec	684.1	753.7	714.2
Jan	769.7	749.3	707.4
Feb	776.8	833.4	702.9
Mar	830.3	811.1	794.7
Apr	803.0	835.3	749.2
May	822.3	885.8	789.7
Jun	799.6	804.6	696.6
FY AVG	793.0	807.6	756.4



Fare Demographics Pie Chart Coming Soon

Route 17: Concord BART to North Concord BART via Solano/Olivera

Every 30-75 Minutes, 6:15am to 8:27pm



Origin and Recent Service Changes

Route 17 was created in 2009 out of the old Route 117, which followed exactly the same route. No other changes have occurred since 2009.

Alignment Statistics and Connections

Route 17's southern terminus is at the Concord BART Station, with regional connections to the Pittsburg Bay Point BART line, Delta Breeze (201), as well as CCCTA routes (10, 11, 14, 15, 16, 19, 20, 91X, 260, 611, 612, 613, 614, 615, 616). The route travels on Grant St, Bonifacio, East St, Solano Way, Olivera Rd, Port Chicago Highway to North Concord BART, with Regional connection to the Pittsburg Bay Point BART line, as well as CCCTA routes (28, 627). This route provides service to residential areas, medical facilities, and shopping areas and senior housing.

Route 17: Key Performance Indicators

Route Alignment, Speed, and Labor Statistics

Route 17: Concord BART to North Concord BART via Solano/Olivera

FY17 On Time	Length (mi)	Scheduled Speed	Actual Speed
93%	10.2	12.0	12.0
7%	-36%	-6%	-16%

# Stops	Stop Spacing	# of Rights	# of Lefts
24	0.43	11	13
-15%	-33%	-22%	-9%

In-Service Time	Layover	Deadhead	Total Hours
67%	29%	4%	19.3
-3%	39%	-62%	-38%

Census Population, Jobs, and Demographics by Route

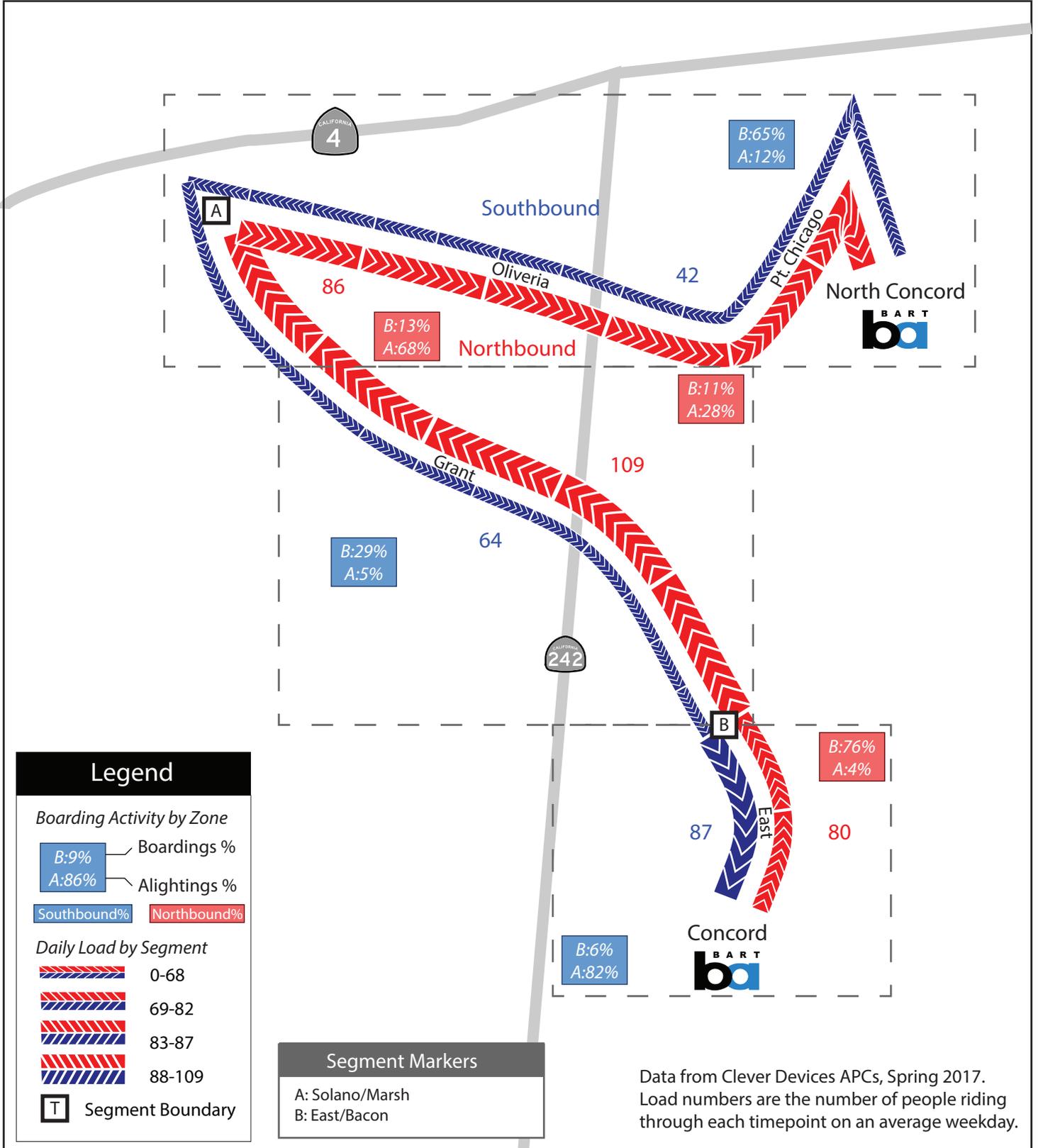
Jobs	Population	Jobs+Pop	J+P/mile
7,371	12,911	20,282	1,990
-63%	-25%	-46%	-33%

Poverty	Limited English	Minority	Senior
14%	7%	49%	12%
45%	-9%	18%	-10%

Disabled	No Car	Youth	(Legend)
13%	10%	21%	(route value)
23%	18%	5%	(% diff from AVG)

Route 17 Segment Map

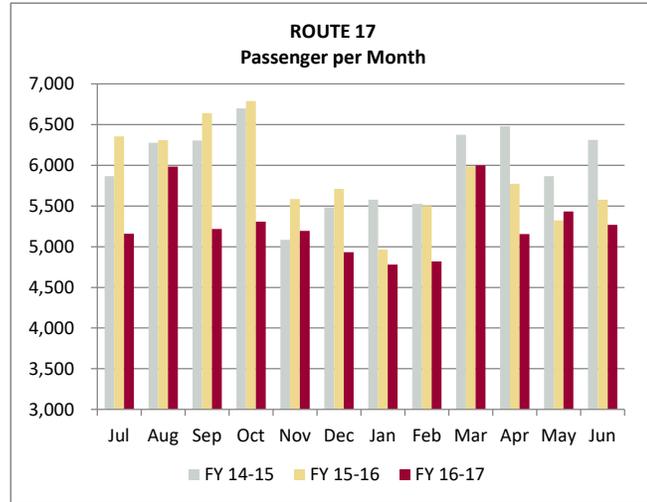
Average Ridership % and Load by Segment and Direction



ROUTE 17

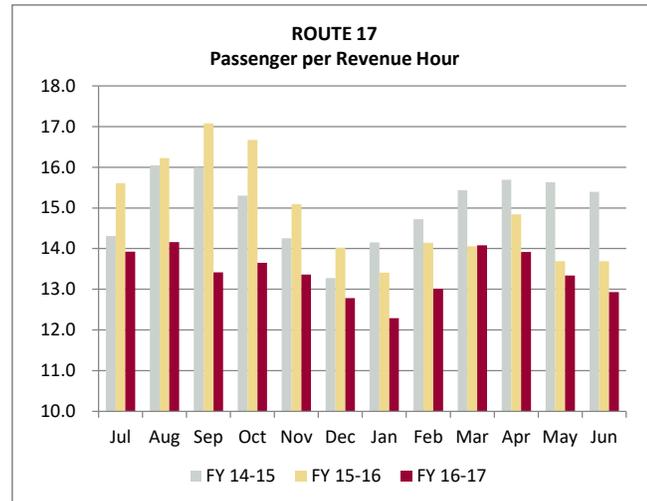
Passenger per Month

	FY 14-15	FY 15-16	FY 16-17
Jul	5,868	6,356	5,157
Aug	6,278	6,308	5,984
Sep	6,303	6,639	5,217
Oct	6,699	6,790	5,307
Nov	5,083	5,587	5,196
Dec	5,483	5,710	4,934
Jan	5,577	4,965	4,778
Feb	5,526	5,499	4,818
Mar	6,374	5,987	5,998
Apr	6,479	5,772	5,155
May	5,866	5,325	5,432
Jun	6,311	5,579	5,269
FY TOTAL	71,846	70,518	63,247



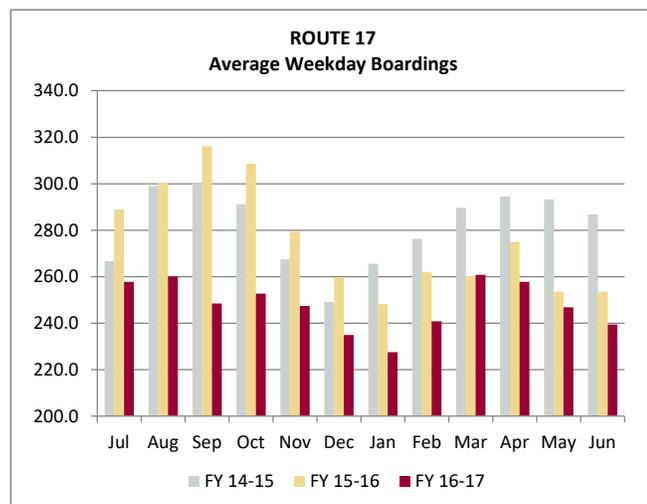
Passenger per Revenue Hour

	FY 14-15	FY 15-16	FY 16-17
Jul	14.3	15.6	13.9
Aug	16.0	16.2	14.2
Sep	16.0	17.1	13.4
Oct	15.3	16.7	13.6
Nov	14.3	15.1	13.4
Dec	13.3	14.0	12.8
Jan	14.2	13.4	12.3
Feb	14.7	14.1	13.0
Mar	15.4	14.1	14.1
Apr	15.7	14.8	13.9
May	15.6	13.7	13.3
Jun	15.4	13.7	12.9
FY AVG	15.0	14.9	13.4



Avg Wkdy Boardings

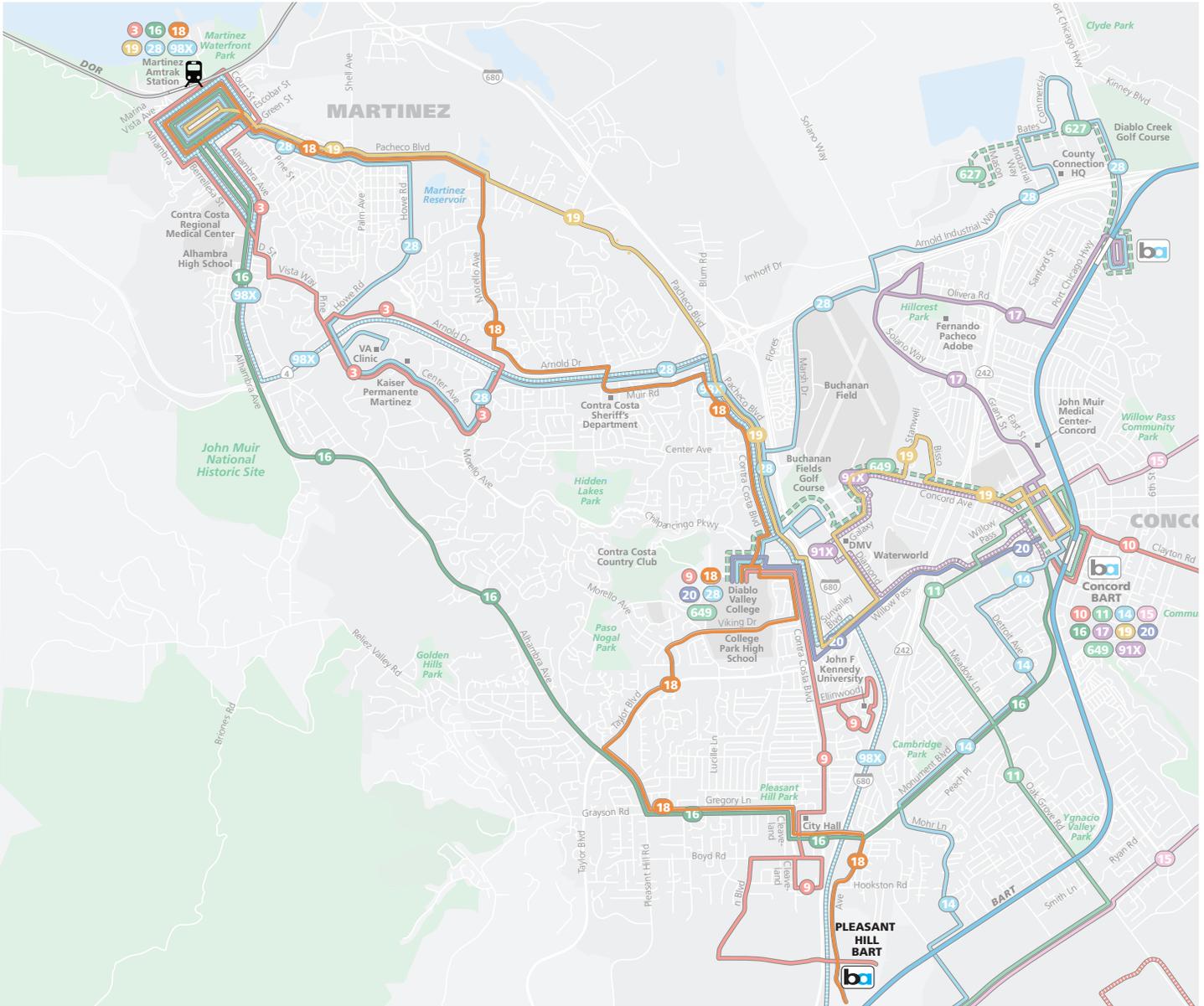
	FY 14-15	FY 15-16	FY 16-17
Jul	266.7	288.9	257.9
Aug	299.0	300.4	260.2
Sep	300.1	316.1	248.4
Oct	291.3	308.6	252.7
Nov	267.5	279.3	247.4
Dec	249.2	259.6	234.9
Jan	265.6	248.3	227.5
Feb	276.3	261.9	240.9
Mar	289.7	260.3	260.8
Apr	294.5	274.9	257.8
May	293.3	253.5	246.9
Jun	286.9	253.6	239.5
FY AVG	281.7	275.5	248.0



Fare Demographics Pie Chart Coming Soon

Route 18: Pleasant Hill BART to Martinez AMTRAK via DVC

Every 65-100 Minutes, 5:45am to 11:27pm



Origin and Recent Service Changes

Route 18 was created in 2009 from a combination of older Routes 118, 116, and 102. Route 18 follows 118 through Martinez/DVC, 102 through Viking/Taylor, and 116 to Pleasant Hill BART (Route 16 now goes through Monument to Concord BART instead). The old 102 segment in western Pleasant Hill along Buena Vista was eliminated. No major changes have occurred on the route since 2009.

Alignment Statistics and Connections

Route 18's northern terminus is at the Martinez Amtrak Station, with connections to Delta Breeze (200), WestCat (30Z), Amtrak (commuter trains: Capitol Corridor and San Joaquin, and once daily Coast Starlight and California Zephyr), and CCCTA routes (3, 16, 19, 28, 98X). Route 18 takes Pacheco Blvd, sharing the same corridor as Route 19 and 28, then turning on Morello to Arnold Dr, Muir, Pacheco, Chilpancingo, Old Quarry Rd to DVC. Connections with SolTrans (78) and CCCTA routes (9, 20, 28, 608), then Contra Costa, Viking, Pleasant Hill Rd, Gregory, Downtown Pleasant Hill, Pleasant Hill BART, with connections to BART, SolTrans (78), Solano (40), Wheels (70X), and CCCTA routes (7, 9, 11, 14, 15, 619), and private shuttle to Genentech, Visa Metrodome, JFK. Route 18 provides service to residential areas, shopping areas, senior center/housing, and city and county facilities.

Route 18: Key Performance Indicators

Route Alignment, Speed, and Labor Statistics

Route 18: Pleasant Hill BART to Martinez AMTRAK via DVC

FY17 On Time	Length (mi)	Scheduled Speed	Actual Speed
89%	27.5	12.7	14.0
2%	72%	-1%	-2%

# Stops	Stop Spacing	# of Rights	# of Lefts
49	0.56	24	25
73%	-12%	71%	76%

In-Service Time	Layover	Deadhead	Total Hours
75%	17%	8%	34.2
10%	-18%	-27%	9%

Census Population, Jobs, and Demographics by Route

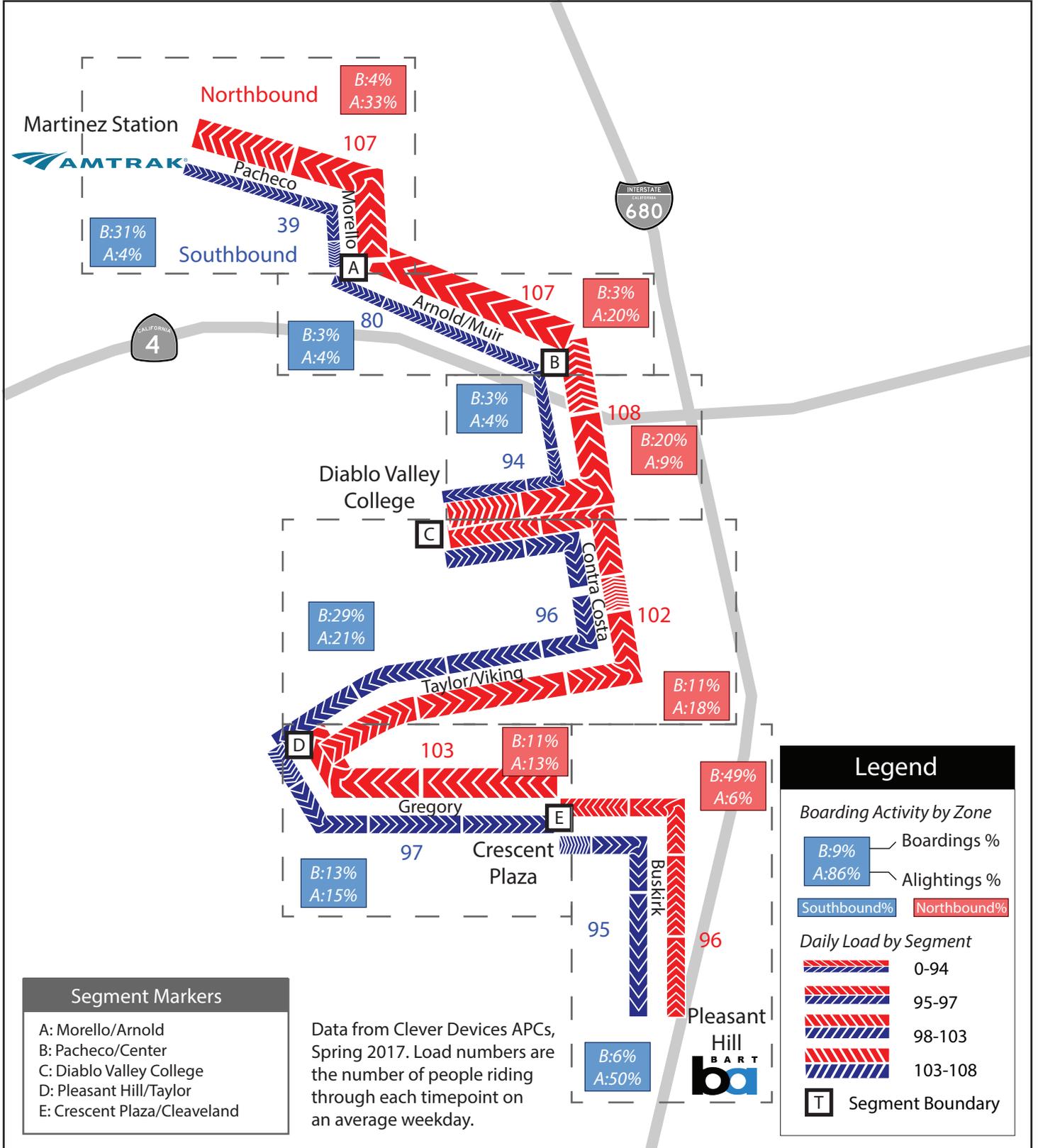
Jobs	Population	Jobs+Pop	J+P/mile
24,714	29,780	54,494	2,005
23%	72%	46%	-33%

Poverty	Limited English	Minority	Senior
11%	7%	37%	14%
13%	-9%	-10%	9%

Disabled	No Car	Youth	(Legend)
13%	8%	17%	(route value)
25%	1%	-15%	(% diff from AVG)

Route 18 Segment Map

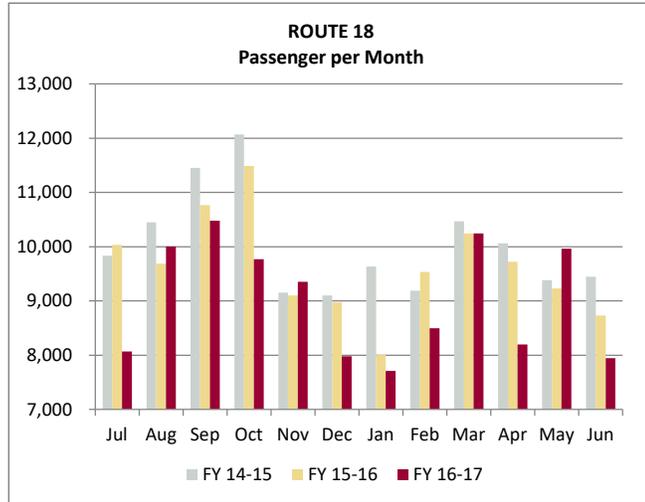
Average Ridership % and Load by Segment and Direction



ROUTE 18

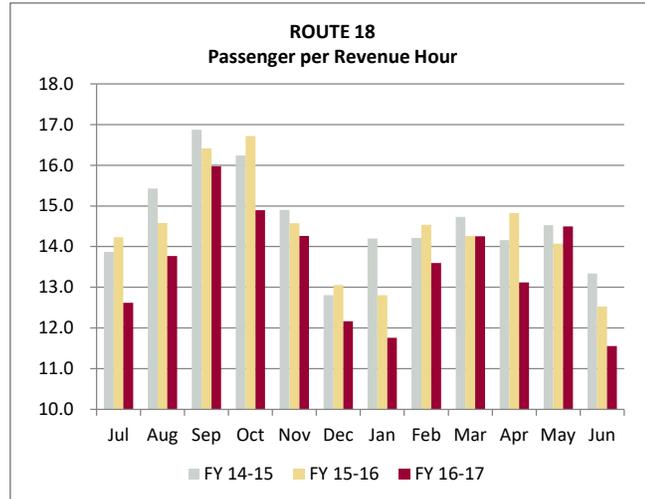
Passenger per Month

	FY 14-15	FY 15-16	FY 16-17
Jul	9,832	10,035	8,070
Aug	10,452	9,688	10,001
Sep	11,453	10,766	10,480
Oct	12,069	11,487	9,769
Nov	9,151	9,103	9,353
Dec	9,103	8,973	7,979
Jan	9,635	8,002	7,712
Feb	9,187	9,536	8,494
Mar	10,469	10,246	10,244
Apr	10,062	9,721	8,198
May	9,383	9,230	9,963
Jun	9,445	8,730	7,944
FY TOTAL	120,240	115,516	108,206



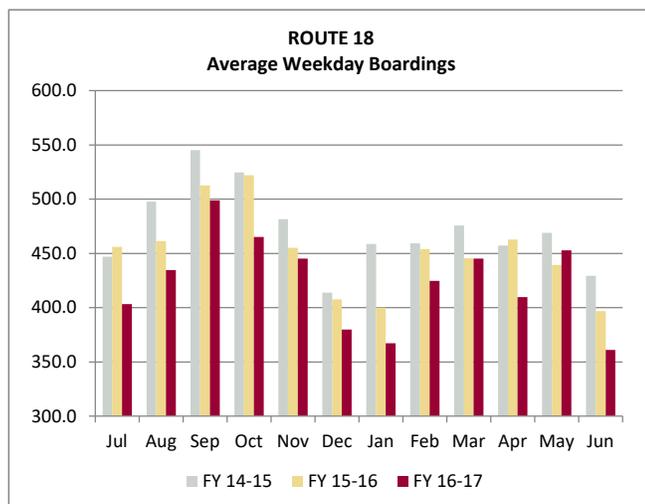
Passenger per Revenue Hour

	FY 14-15	FY 15-16	FY 16-17
Jul	13.9	14.2	12.6
Aug	15.4	14.6	13.8
Sep	16.9	16.4	16.0
Oct	16.2	16.7	14.9
Nov	14.9	14.6	14.3
Dec	12.8	13.1	12.2
Jan	14.2	12.8	11.8
Feb	14.2	14.5	13.6
Mar	14.7	14.3	14.3
Apr	14.2	14.8	13.1
May	14.5	14.1	14.5
Jun	13.3	12.5	11.6
FY AVG	14.6	14.4	13.5



Avg Wkdy Boardings

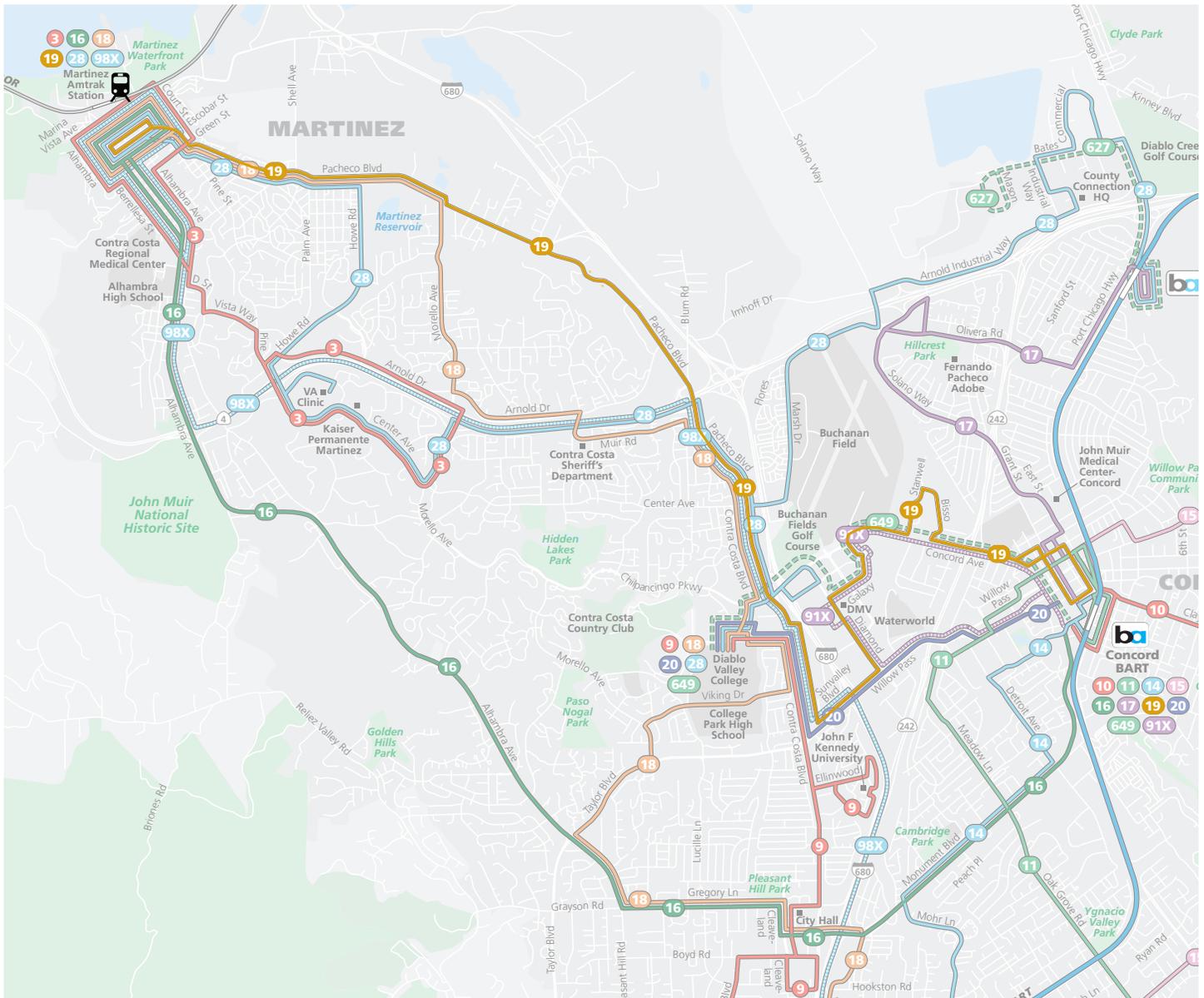
	FY 14-15	FY 15-16	FY 16-17
Jul	446.9	456.1	403.5
Aug	497.7	461.3	434.8
Sep	545.4	512.7	499.0
Oct	524.7	522.1	465.2
Nov	481.6	455.1	445.4
Dec	413.8	407.9	380.0
Jan	458.8	400.1	367.2
Feb	459.4	454.1	424.7
Mar	475.8	445.5	445.4
Apr	457.4	462.9	409.9
May	469.1	439.5	452.9
Jun	429.3	396.8	361.1
FY AVG	471.5	451.2	424.3



Fare Demographics Pie Chart Coming Soon

Route 19:Concord BART to Martinez AMTRAK via Pacheco

Every 120 Minutes, 6:00am to 9:49pm



Origin and Recent Service Changes

Route 19 was created in 2009 from a combination of older Routes 118 and 119. Route 119 used to be a Martinez only local route down Pacheco to the Amtrak station. Route 19 now follows this route but continues on Pacheco to Contra Costa Blvd, where it picks up the 118 alignment through the Buchanan Field business parks to Concord BART. No major changes have occurred on the route since 2009.

Alignment Statistics and Connections

Route 19's northern terminus at the Martinez Amtrak Station. Regional connections to Delta Breeze (200), WestCat (30Z), Amtrak (commuter trains: Capitol Corridor and San Joaquin, and once daily Coast Starlight and California Zephyr), and CCCTA routes (3, 16, 18, 28, 98X). The route travels Pacheco Blvd sharing the same corridor as Route 18 and 28, Contra Costa Blvd, Sun Valley Blvd, Diamond Blvd, Galaxy Way, Concord Ave, Stanwell Dr, Bisso Ln, Pacheco St, Colfax, East St to Concord BART, with Regional connections to BART, Delta Breeze (201), as well as CCCTA routes (10, 11, 14, 15, 16, 17, 20, 91X, 260, 611, 612, 613, 614, 615, 616). This route provides service to residential areas, medical facilities, and shopping areas, senior housing, and city and county facilities.

Route 19: Key Performance Indicators

Route Alignment, Speed, and Labor Statistics

Route 19: Concord BART to Martinez AMTRAK via Pacheco

FY17 On Time	Length (mi)	Scheduled Speed	Actual Speed
85%	22.3	13.7	15.2
-3%	39%	7%	6%

# Stops	Stop Spacing	# of Rights	# of Lefts
39	0.57	19	20
38%	-11%	35%	41%

In-Service Time	Layover	Deadhead	Total Hours
78%	17%	5%	14.5
15%	-20%	-55%	-54%

Census Population, Jobs, and Demographics by Route

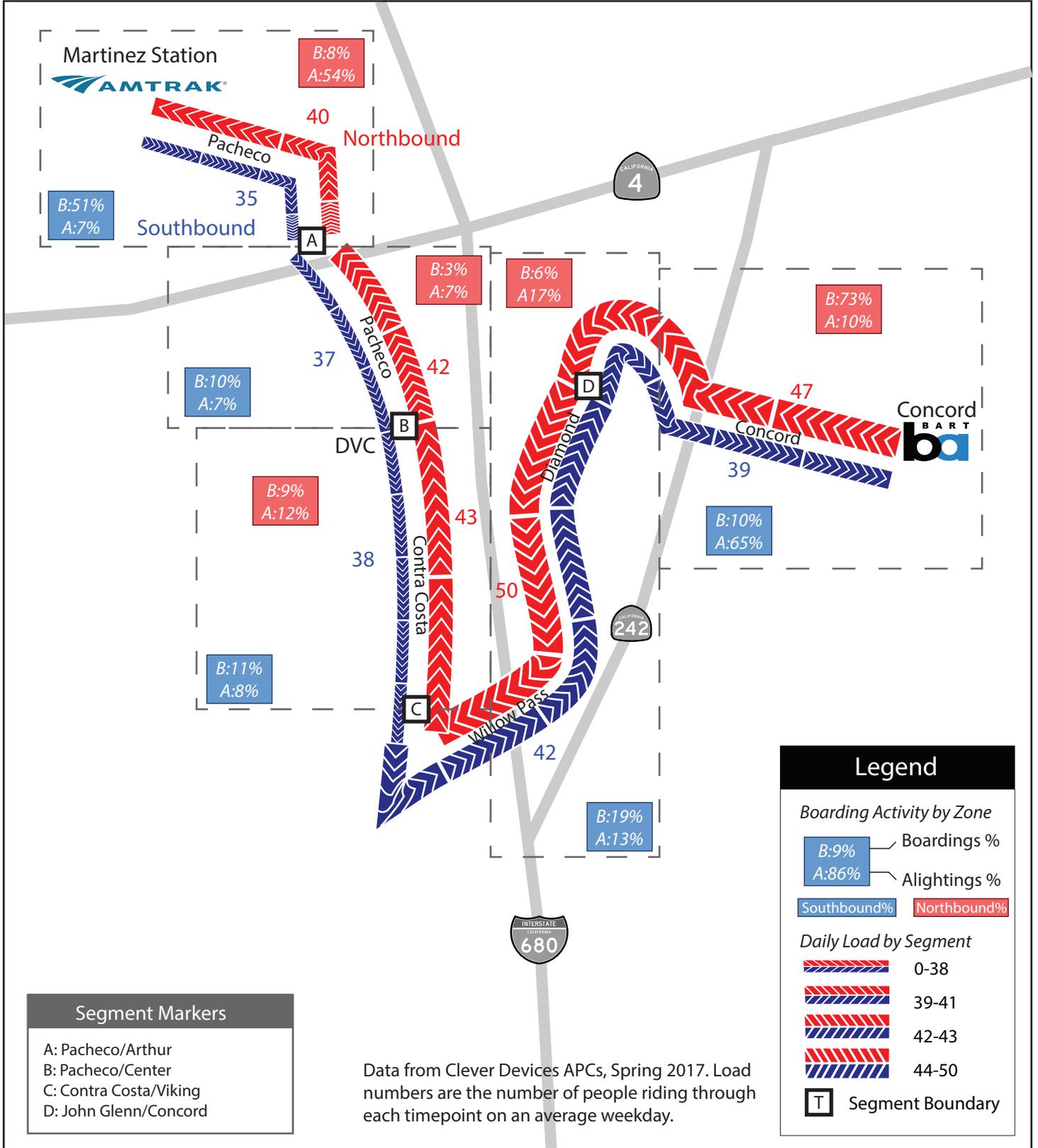
Jobs	Population	Jobs+Pop	J+P/mile
31,280	15,185	46,465	2,071
56%	-12%	24%	-31%

Poverty	Limited English	Minority	Senior
16%	8%	44%	13%
63%	-2%	7%	1%

Disabled	No Car	Youth	(Legend)
13%	11%	18%	(route value)
26%	31%	-12%	(% diff from AVG)

Route 19 Segment Map

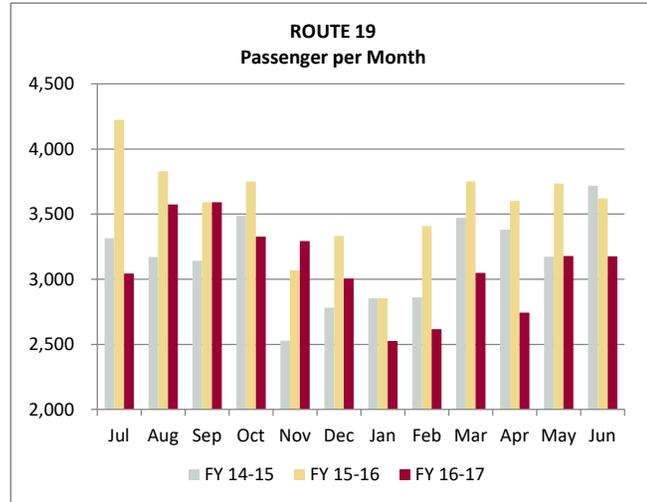
Average Ridership % and Load by Segment and Direction



ROUTE 19

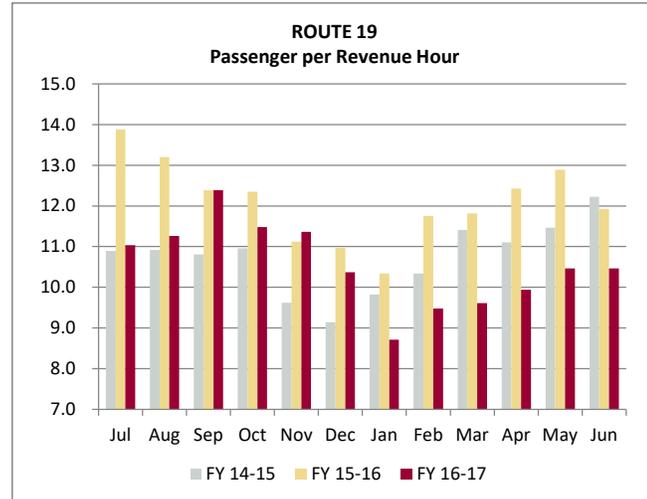
Passenger per Month

	FY 14-15	FY 15-16	FY 16-17
Jul	3,315	4,224	3,045
Aug	3,172	3,830	3,574
Sep	3,141	3,590	3,590
Oct	3,487	3,749	3,328
Nov	2,528	3,069	3,293
Dec	2,783	3,332	3,006
Jan	2,853	2,854	2,525
Feb	2,860	3,407	2,615
Mar	3,472	3,752	3,050
Apr	3,381	3,602	2,742
May	3,172	3,734	3,178
Jun	3,720	3,620	3,177
FY TOTAL	37,882	42,764	37,122



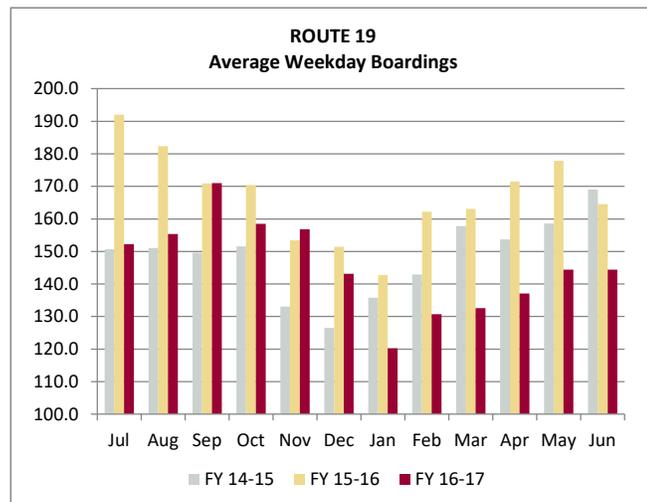
Passenger per Revenue Hour

	FY 14-15	FY 15-16	FY 16-17
Jul	10.9	13.9	11.0
Aug	10.9	13.2	11.3
Sep	10.8	12.4	12.4
Oct	11.0	12.3	11.5
Nov	9.6	11.1	11.4
Dec	9.1	11.0	10.4
Jan	9.8	10.3	8.7
Feb	10.3	11.8	9.5
Mar	11.4	11.8	9.6
Apr	11.1	12.4	9.9
May	11.5	12.9	10.5
Jun	12.2	11.9	10.5
FY AVG	10.7	12.1	10.5



Avg Wkdy Boardings

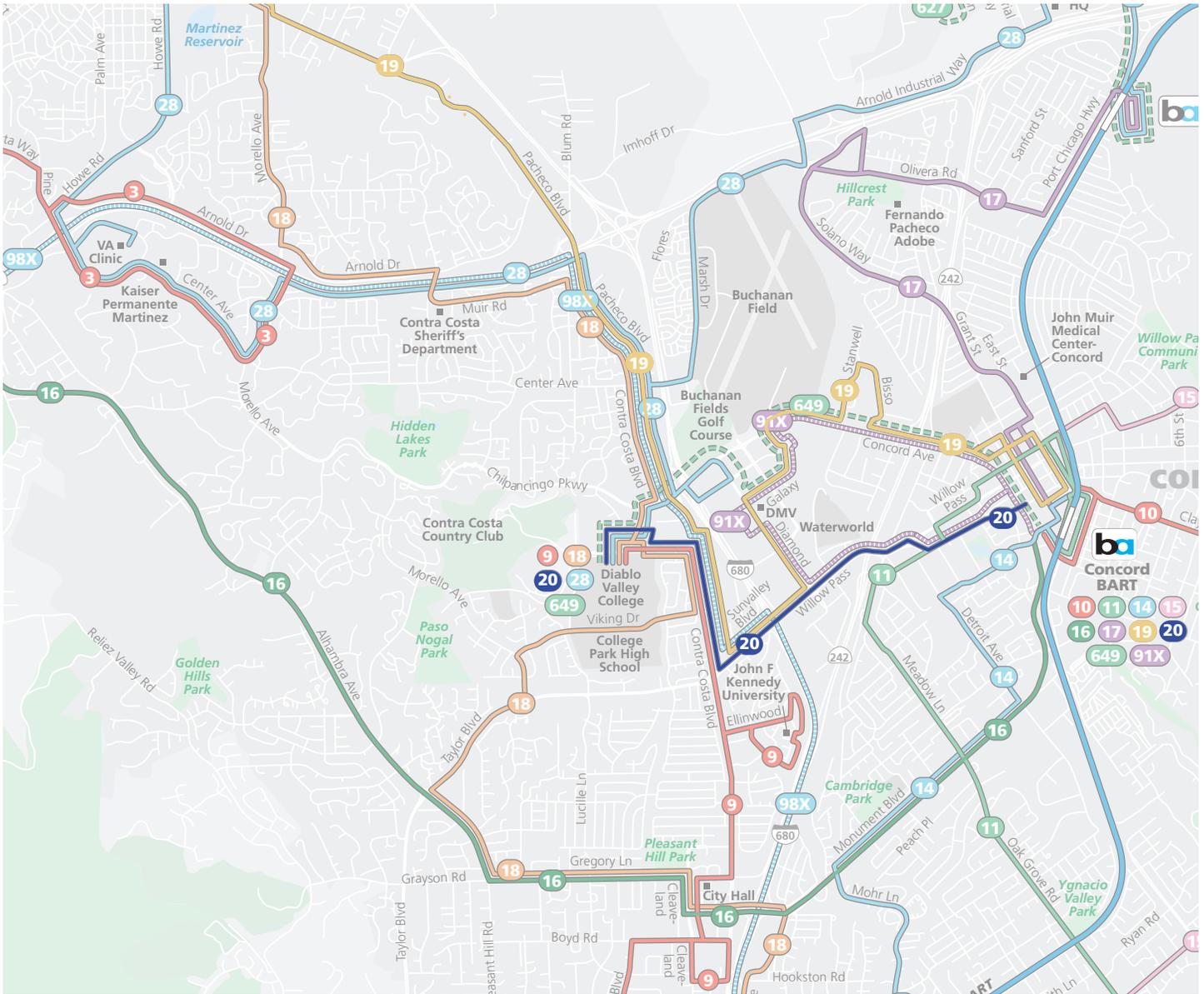
	FY 14-15	FY 15-16	FY 16-17
Jul	150.7	192.0	152.2
Aug	151.0	182.4	155.4
Sep	149.6	171.0	171.0
Oct	151.6	170.4	158.5
Nov	133.1	153.5	156.8
Dec	126.5	151.4	143.1
Jan	135.8	142.7	120.3
Feb	143.0	162.2	130.8
Mar	157.8	163.1	132.6
Apr	153.7	171.5	137.1
May	158.6	177.8	144.4
Jun	169.1	164.6	144.4
FY AVG	148.6	167.0	145.6



Fare Demographics Pie Chart Coming Soon

Route 20: Concord BART to Diablo Valley College

Every 15 Minutes Peak, 30 Minutes Off-Peak, 6:00am to 10:52pm



Origin and Recent Service Changes

Route 20 was created in 2009 as part of the breakup of the old Route 110. Route 20 now co-vers the western portion of the old 110 from Concord BART to DVC. The route is interlined with Route 10 to preserve the one seat ride from Clayton to DVC. No major changes have occurred on the route since 2009.

Alignment Statistics and Connections

Route 20's western terminus is in Pleasant Hill at DVC. Regional connection with SolTrans (78) and CCCTA routes (9, 18, 28, 608). The route takes Golf Club and Contra Costa Blvd, Sun Valley Blvd, Willow Pass Rd, Gateway, Clayton Rd, Galindo, Oak St to Concord BART, with regional connections to the Pittsburg Bay Point BART line, Delta Breeze (201), as well as CCCTA routes (10, 11, 14, 15, 16, 17, 19, 91X, 260, 611, 612, 613, 614, 615, 616). This route provides service to residential areas, shopping areas and city facilities.

Route 20: Key Performance Indicators

Route Alignment, Speed, and Labor Statistics

Route 20: Concord BART to Diablo Valley College

FY17 On Time	Length (mi)	Scheduled Speed	Actual Speed
90%	7.4	8.1	12.1
3%	-54%	-37%	-15%

# Stops	Stop Spacing	# of Rights	# of Lefts
17	0.43	8	9
-40%	-32%	-43%	-37%

In-Service Time	Layover	Deadhead	Total Hours
58%	26%	16%	56.6
-15%	23%	54%	81%

Census Population, Jobs, and Demographics by Route

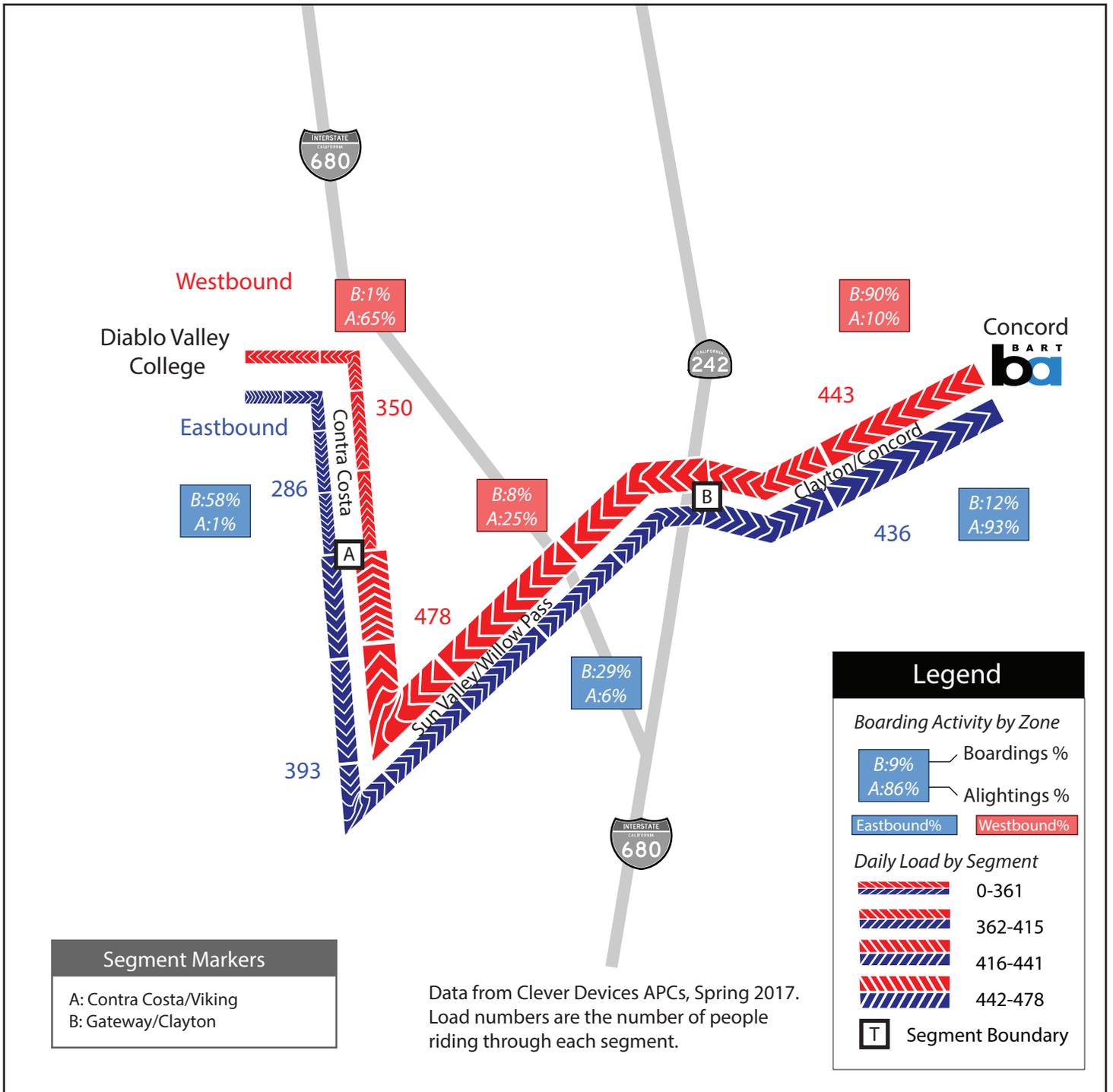
Jobs	Population	Jobs+Pop	J+P/mile
16,299	11,442	27,741	4,153
-19%	-34%	-26%	39%

Poverty	Limited English	Minority	Senior
20%	16%	69%	10%
103%	107%	66%	-24%

Disabled	No Car	Youth	(Legend)
13%	18%	17%	(route value)
28%	124%	-16%	(% diff from AVG)

Route 20 Segment Map

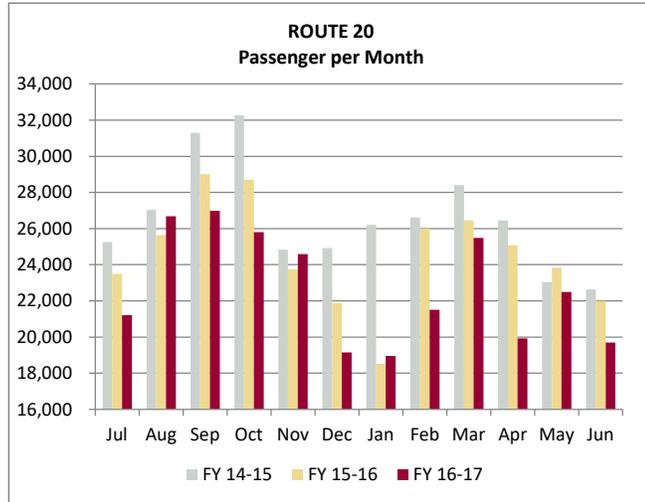
Average Ridership % and Load by Segment and Direction



ROUTE 20

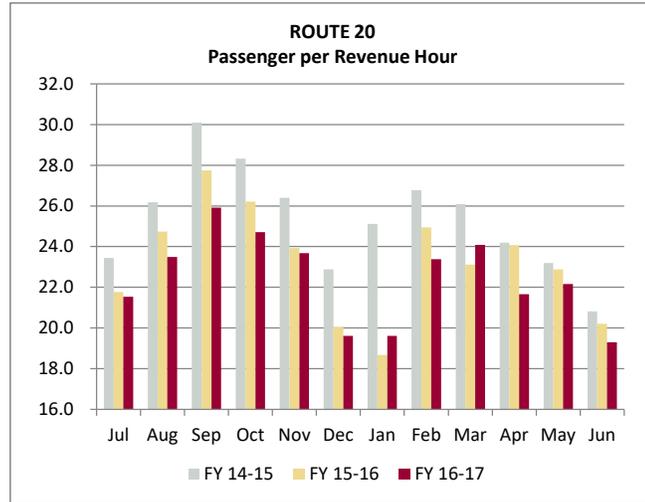
Passenger per Month

	FY 14-15	FY 15-16	FY 16-17
Jul	25,263	23,496	21,208
Aug	27,029	25,653	26,689
Sep	31,287	29,005	26,986
Oct	32,259	28,709	25,808
Nov	24,843	23,747	24,591
Dec	24,926	21,879	19,158
Jan	26,216	18,516	18,953
Feb	26,606	25,990	21,509
Mar	28,412	26,460	25,489
Apr	26,456	25,076	19,929
May	23,046	23,831	22,496
Jun	22,641	21,994	19,695
FY TOTAL	318,982	294,354	272,511



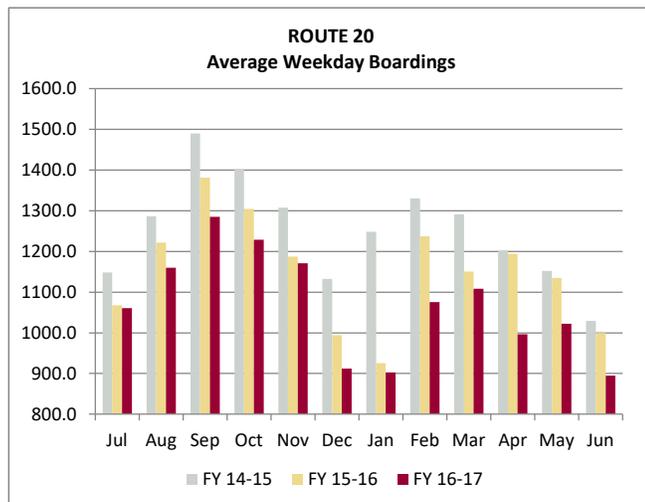
Passenger per Revenue Hour

	FY 14-15	FY 15-16	FY 16-17
Jul	23.4	21.8	21.5
Aug	26.2	24.7	23.5
Sep	30.1	27.7	25.9
Oct	28.3	26.2	24.7
Nov	26.4	23.9	23.7
Dec	22.9	20.1	19.6
Jan	25.1	18.7	19.6
Feb	26.8	25.0	23.4
Mar	26.1	23.1	24.1
Apr	24.2	24.1	21.7
May	23.2	22.9	22.2
Jun	20.8	20.2	19.3
FY AVG	25.3	23.2	22.5



Avg Wkdy Boardings

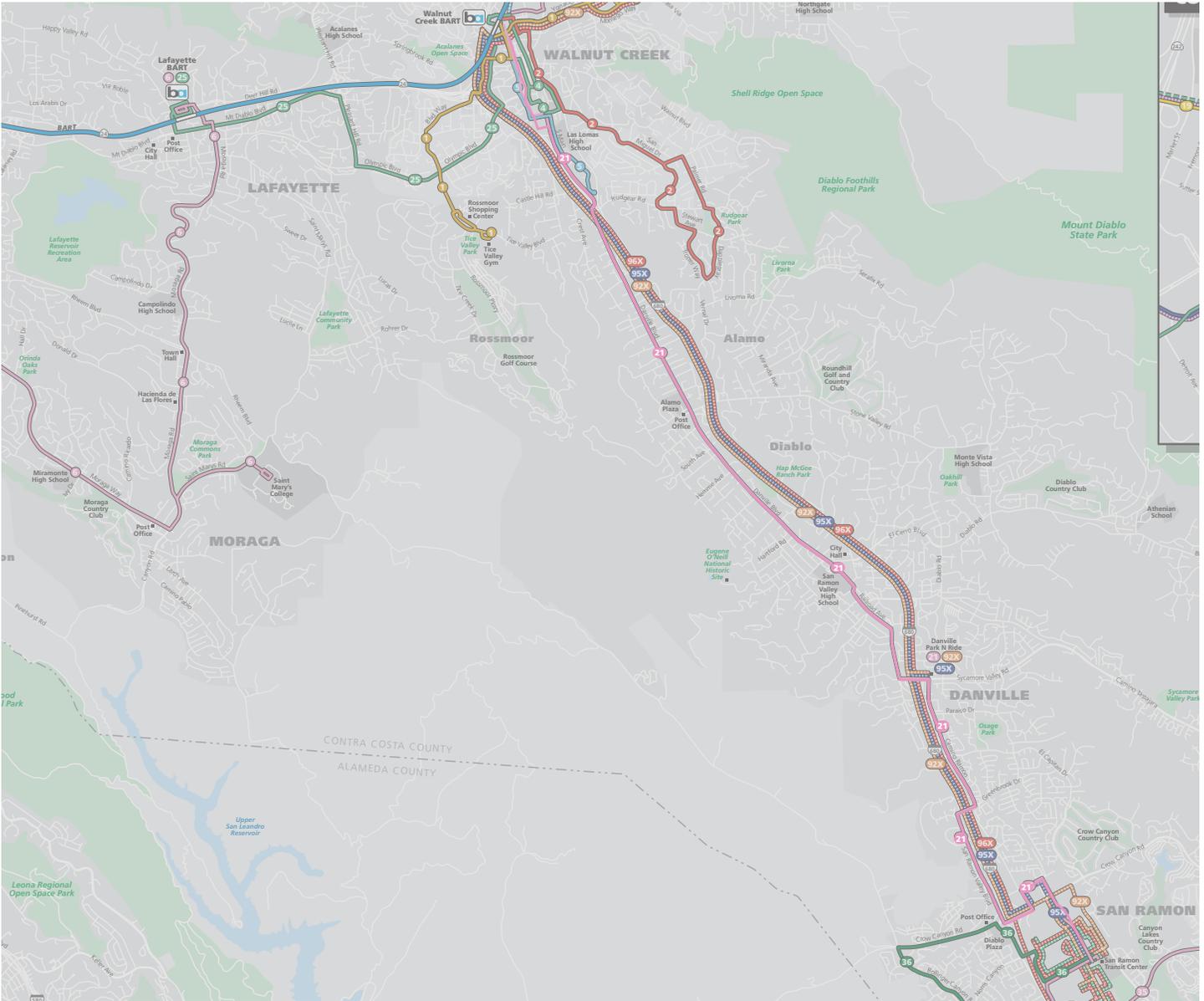
	FY 14-15	FY 15-16	FY 16-17
Jul	1148.3	1068.0	1060.4
Aug	1287.1	1221.6	1160.4
Sep	1489.8	1381.2	1285.0
Oct	1402.5	1304.9	1229.0
Nov	1307.5	1187.3	1171.0
Dec	1133.0	994.5	912.3
Jan	1248.4	925.8	902.5
Feb	1330.3	1237.6	1075.5
Mar	1291.4	1150.4	1108.2
Apr	1202.6	1194.1	996.4
May	1152.3	1134.8	1022.6
Jun	1029.1	999.7	895.2
FY AVG	1250.9	1149.8	1068.7



Fare Demographics Pie Chart Coming Soon

Route 21: Walnut Creek BART to San Ramon Transit Center

Every 30 Minutes Peak, 60 Minutes Off-Peak, 5:30am to 12:21am



Origin and Recent Service Changes

Route 21 was created in 2009 as part of the breakup of the old Route 121. Route 21 serves the same alignment as 121 from Walnut Creek BART to the San Ramon Transit Center, where Route 36 continues south to cover the old 121. No other major changes have occurred since 2009.

Alignment Statistics and Connections

Route 21's northern terminus is at the Walnut Creek BART Station, with regional connections to the Pittsburg Bay Point BART line, SolTrans (78), Solano (40), Wheels (70X) as well as CCCTA routes (1, 1M, 2, 4, 5, 9, 15, 25, 93X, 95X, 96X, 98X, 601, 602). Private shuttle connections to the Rossmoor Green Line. The route travels California, Newell Ave, S Main St, Danville Blvd, Railroad Ave, San Ramon Valley Blvd, Danville Park & Ride, Camino Ramon, San Ramon Valley Blvd, Fostoria Way, Camino Ramon to the San Ramon Transit Center, with connections to CCCTA routes (35, 36, 92X, 95X, 96X, 97X, 636). This route provides service to residential areas, medical facilities, and shopping areas and city facilities.

Route 21: Key Performance Indicators

Route Alignment, Speed, and Labor Statistics

Route 21: Walnut Creek BART to San Ramon Transit Center

FY17 On Time	Length (mi)	Scheduled Speed	Actual Speed
78%	25.3	15.0	17.5
-10%	58%	17%	22%

# Stops	Stop Spacing	# of Rights	# of Lefts
34	0.74	19	15
20%	16%	35%	6%

In-Service Time	Layover	Deadhead	Total Hours
74%	18%	9%	55.4
8%	-17%	-15%	77%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
46,032	18,992	65,024	2,466
130%	10%	74%	-18%

Poverty	Limited English	Minority	Senior
6%	5%	30%	13%
-41%	-40%	-27%	-1%

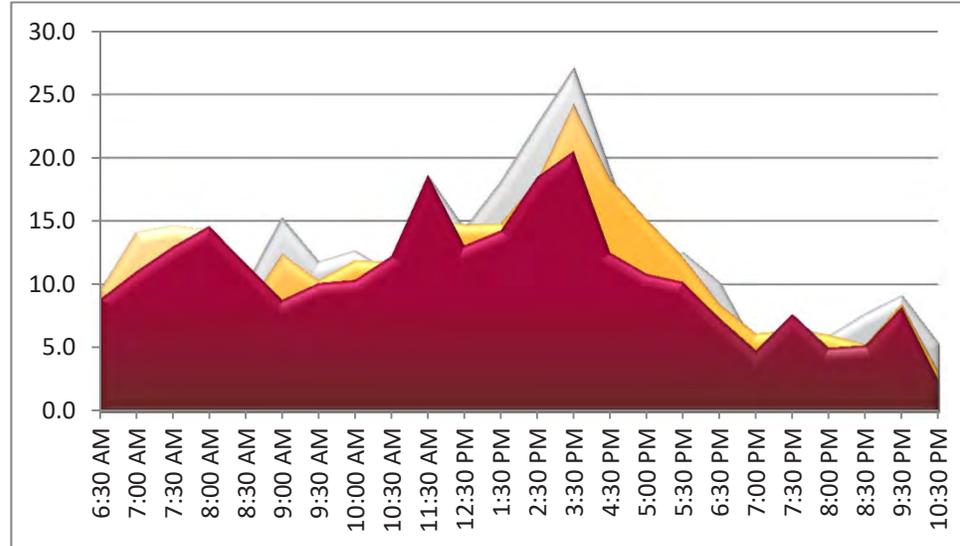
Disabled	No Car	Youth	(Legend)
9%	7%	24%	(route value)
-16%	-8%	18%	(% diff from AVG)

ROUTE 21 TRIP LEVEL RIDERSHIP FY2015-2017

Trip Start '15 '16 '17

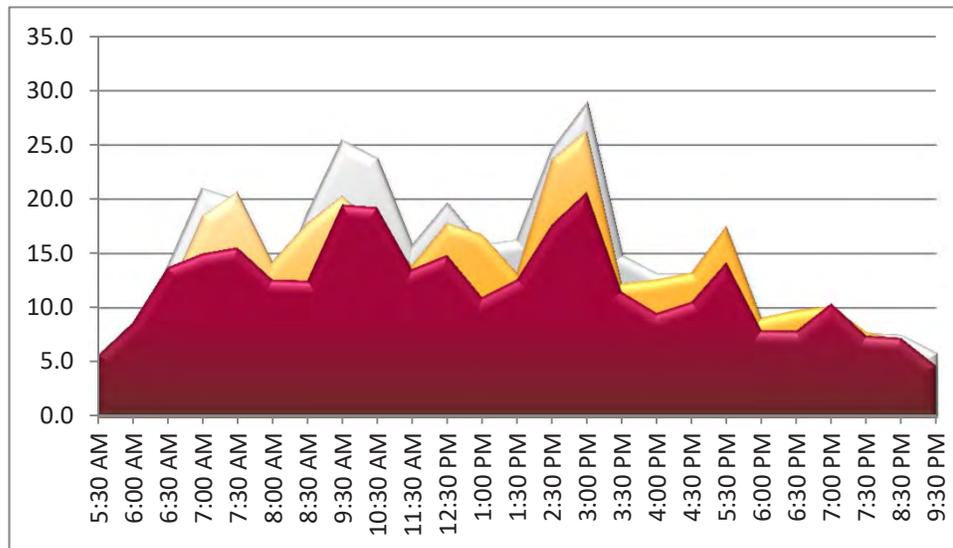
Route #21	298	285	261
6:30 AM	8.1	9.6	8.9
7:00 AM	11.8	14.2	11.1
7:30 AM	12.9	14.7	13.0
8:00 AM	13.0	14.4	14.7
8:30 AM	9.8	8.1	11.7
9:00 AM	15.2	12.5	8.8
9:30 AM	11.8	10.4	10.2
10:00 AM	12.6	12.0	10.4
10:30 AM	10.9	11.8	12.3
11:30 AM	18.5	15.3	18.7
12:30 PM	14.3	14.8	13.1
1:30 PM	18.1	14.9	14.3
2:30 PM	22.6	18.3	18.5
3:30 PM	27.0	24.3	20.6
4:30 PM	18.8	18.4	12.6
5:00 PM	10.8	15.2	10.9
5:30 PM	12.5	12.2	10.3
6:30 PM	10.1	8.5	7.4
7:00 PM	4.9	6.2	4.9
7:30 PM	6.7	6.4	7.7
8:00 PM	5.9	6.1	5.1
8:30 PM	7.7	5.3	5.3
9:30 PM	9.1	8.5	8.3
10:30 PM	5.3	3.2	2.5

Northbound to Walnut Creek BART via Danville/Alamo



Route #21	364	349	304
5:30 AM	5.7	4.2	5.6
6:00 AM	7.5	8.6	8.6
6:30 AM	13.6	11.2	13.7
7:00 AM	20.9	18.5	15.0
7:30 AM	19.9	20.7	15.6
8:00 AM	10.5	14.3	12.6
8:30 AM	18.6	17.8	12.5
9:30 AM	25.4	20.4	19.5
10:30 AM	23.7	17.4	19.3
11:30 AM	15.7	14.0	13.6
12:30 PM	19.6	17.9	14.9
1:00 PM	15.7	16.8	11.0
1:30 PM	16.2	13.3	12.6
2:30 PM	24.5	23.7	17.7
3:00 PM	28.8	26.3	20.7
3:30 PM	14.8	12.3	11.5
4:00 PM	13.1	12.6	9.5
4:30 PM	13.0	13.3	10.6
5:30 PM	15.0	17.6	14.2
6:00 PM	7.5	9.1	8.0
6:30 PM	7.8	9.8	7.9
7:00 PM	5.9	10.2	10.4
7:30 PM	7.6	7.8	7.5
8:30 PM	7.4	7.0	7.2
9:30 PM	5.7	4.6	4.7

Southbound to San Ramon TC via Alamo/Danville

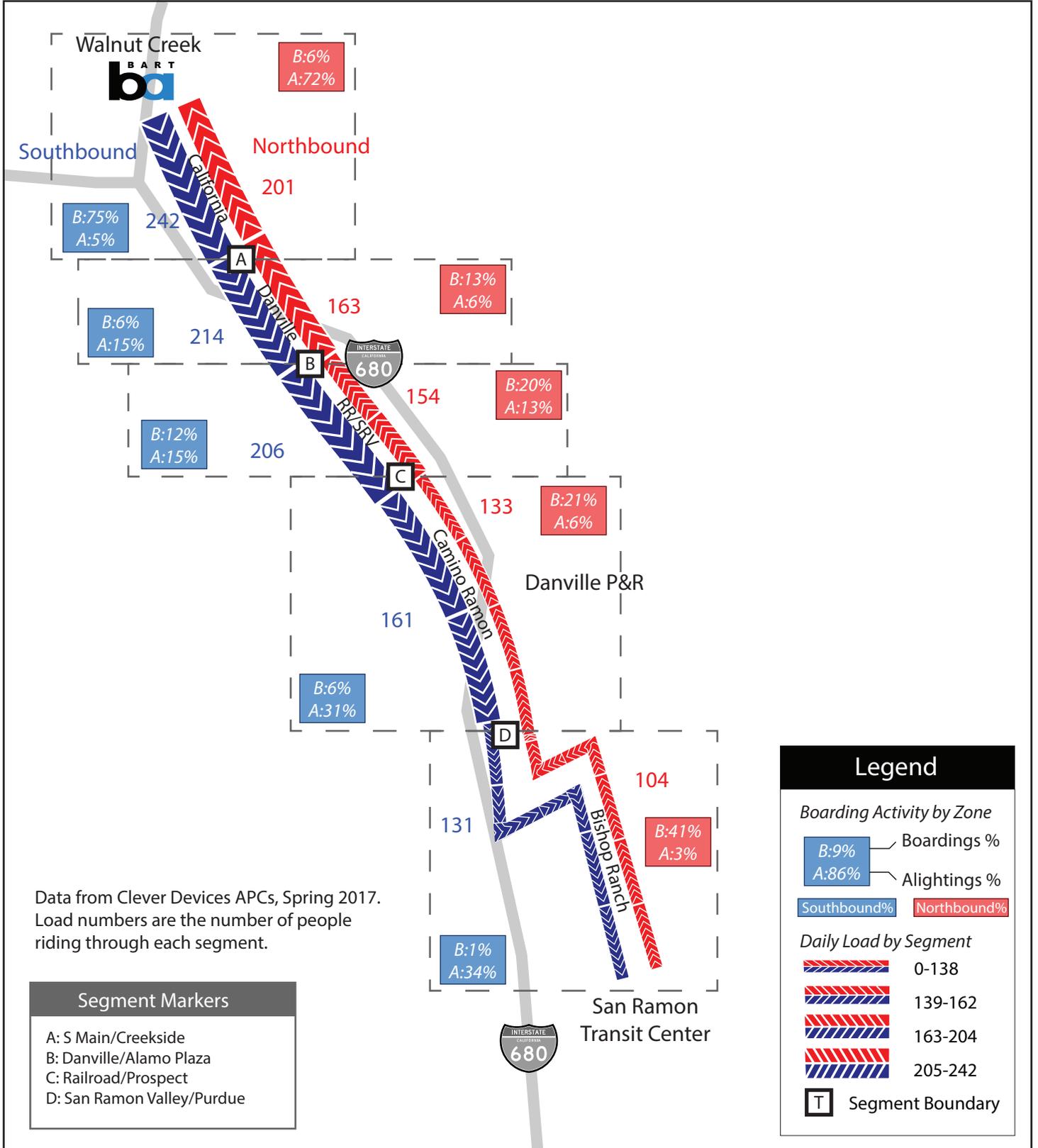


'14/15
 '15/16
 '16/17

Data derived from Clever Devices APCs. Trip totals may not add up to monthly ridership due to sampling methodology.

Route 21 Segment Map

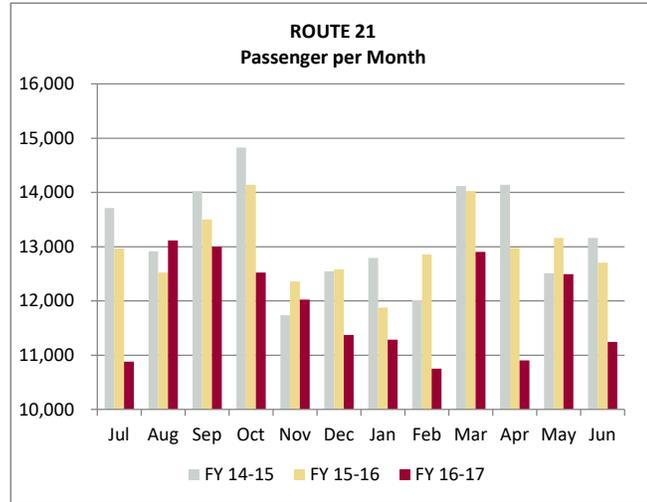
Average Ridership % and Load by Segment and Direction



ROUTE 21

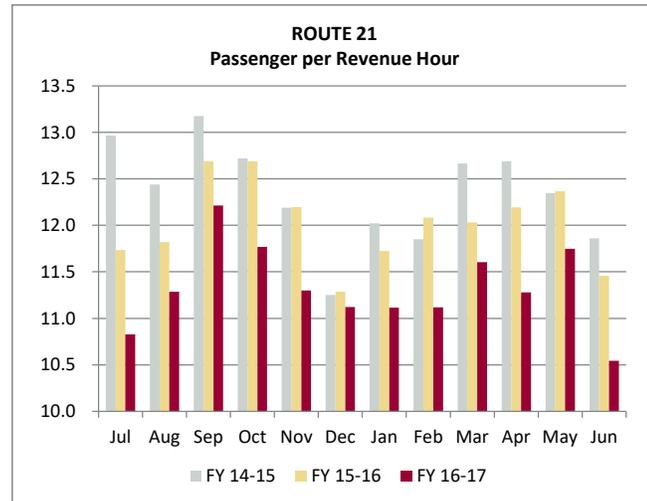
Passenger per Month

	FY 14-15	FY 15-16	FY 16-17
Jul	13,715	12,968	10,878
Aug	12,916	12,524	13,116
Sep	14,023	13,502	12,995
Oct	14,829	14,143	12,523
Nov	11,740	12,360	12,024
Dec	12,545	12,579	11,372
Jan	12,794	11,880	11,282
Feb	12,013	12,858	10,750
Mar	14,119	14,023	12,904
Apr	14,145	12,973	10,905
May	12,511	13,160	12,493
Jun	13,163	12,706	11,241
FY TOTAL	158,514	155,677	142,485



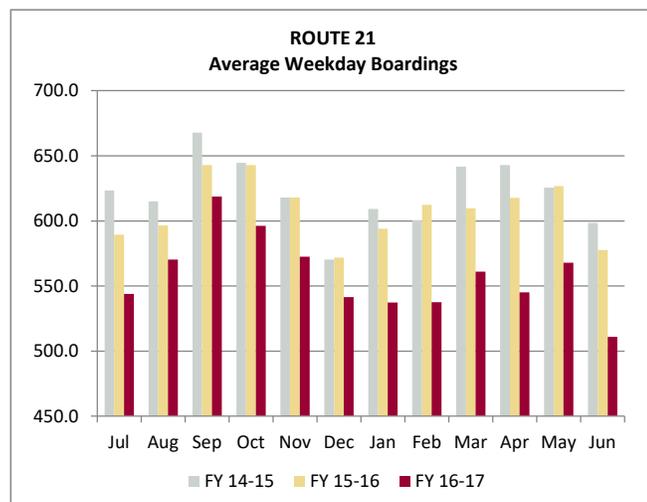
Passenger per Revenue Hour

	FY 14-15	FY 15-16	FY 16-17
Jul	13.0	11.7	10.8
Aug	12.4	11.8	11.3
Sep	13.2	12.7	12.2
Oct	12.7	12.7	11.8
Nov	12.2	12.2	11.3
Dec	11.3	11.3	11.1
Jan	12.0	11.7	11.1
Feb	11.9	12.1	11.1
Mar	12.7	12.0	11.6
Apr	12.7	12.2	11.3
May	12.3	12.4	11.7
Jun	11.9	11.5	10.5
FY AVG	12.4	12.0	11.3



Avg Wkdy Boardings

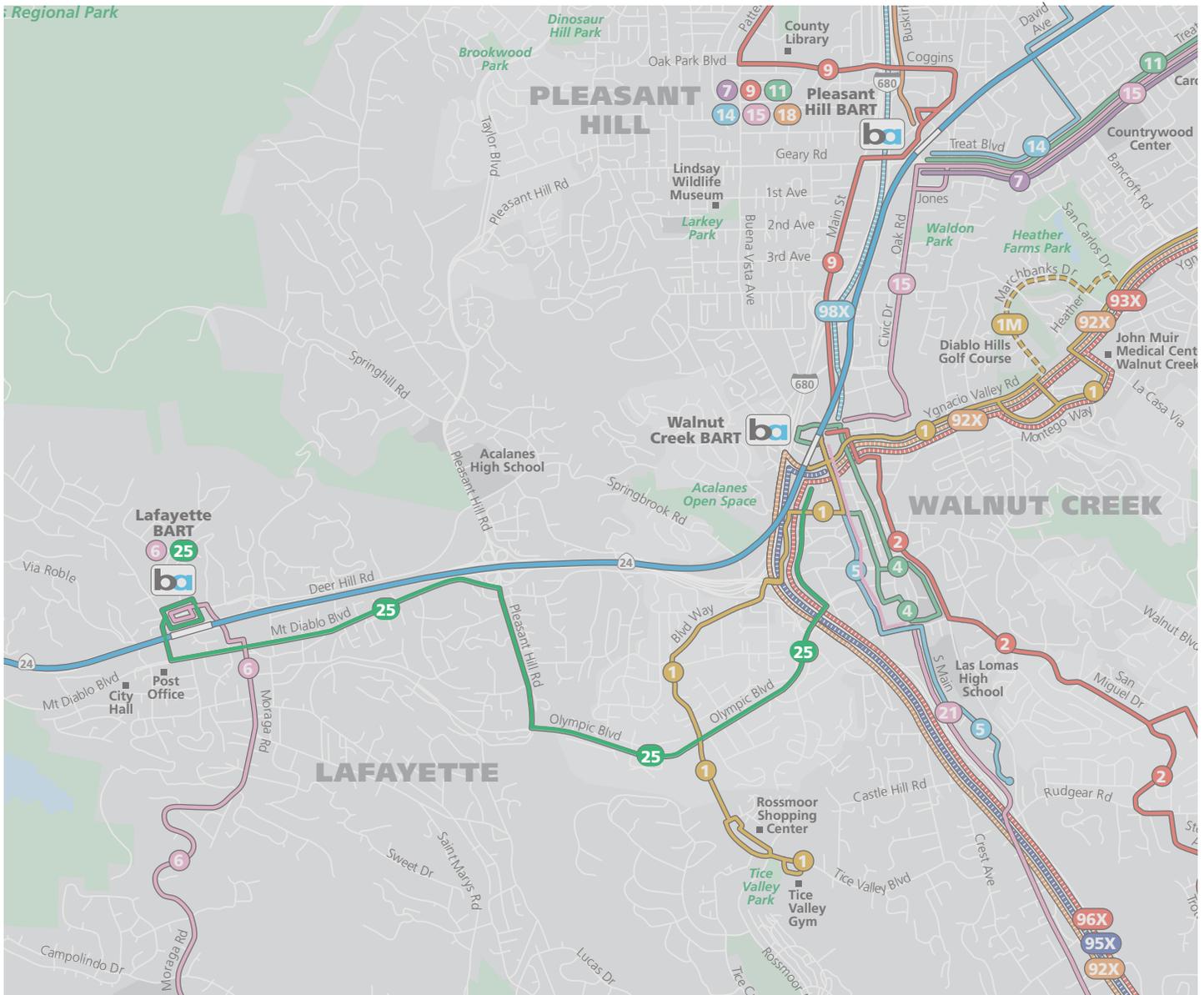
	FY 14-15	FY 15-16	FY 16-17
Jul	623.4	589.5	543.9
Aug	615.1	596.4	570.3
Sep	667.8	642.9	618.8
Oct	644.8	642.9	596.3
Nov	617.9	618.0	572.6
Dec	570.2	571.8	541.5
Jan	609.3	594.0	537.3
Feb	600.6	612.3	537.5
Mar	641.8	609.7	561.0
Apr	642.9	617.8	545.3
May	625.5	626.7	567.9
Jun	598.3	577.6	511.0
FY AVG	621.6	608.1	558.8



Fare Demographics Pie Chart Coming Soon

Route 25: Lafayette BART to Walnut Creek BART

Every 60 Minutes Peak, 110-130 Minutes Off-Peak, 7:30am to 7:47pm



Origin and Recent Service Changes

Route 25 was created in 2009 out of a small segment of the old Route 206. Route 25 traces the old 206 from Lafayette BART to Olympic and Tice Valley Blvd (minus a deviation to Alcalanes High School), but then continues east on Olympic, then gets on I-680 until exiting to go to Walnut Creek BART. This eastern segment is new to CCCTA since 2009. No major changes have occurred on the route since 2009.

Alignment Statistics and Connections

Route 25's southern terminus is at the Lafayette BART Station, with regional connections to the Pittsburg Bay Point BART line, as well as CCCTA routes (6, 603, 606, 625, 626). The route travels Happy Valley Rd, Mt Diablo Blvd, Pleasant Hill Rd, Olympic Blvd, Highway 680 North to Walnut Creek BART, with Regional connections to the Pittsburg Bay Point BART line, SolTrans (78), Solano (40), Wheels (70X) as well as CCCTA routes (1, 1M, 2, 4, 5, 9, 15, 21, 93X, 95X, 96X, 98X, 601, 602). This route provides service to residential areas, shopping areas and county facilities.

Route 25: Key Performance Indicators

Route Alignment, Speed, and Labor Statistics

Route 25: Lafayette BART to Walnut Creek BART

FY17 On Time	Length (mi)	Scheduled Speed	Actual Speed
78%	11.8	15.1	17.4
-11%	-26%	18%	22%

# Stops	Stop Spacing	# of Rights	# of Lefts
21	0.56	12	9
-26%	-12%	-15%	-37%

In-Service Time	Layover	Deadhead	Total Hours
65%	19%	16%	11.3
-6%	-10%	58%	-64%

Census Population, Jobs, and Demographics by Route

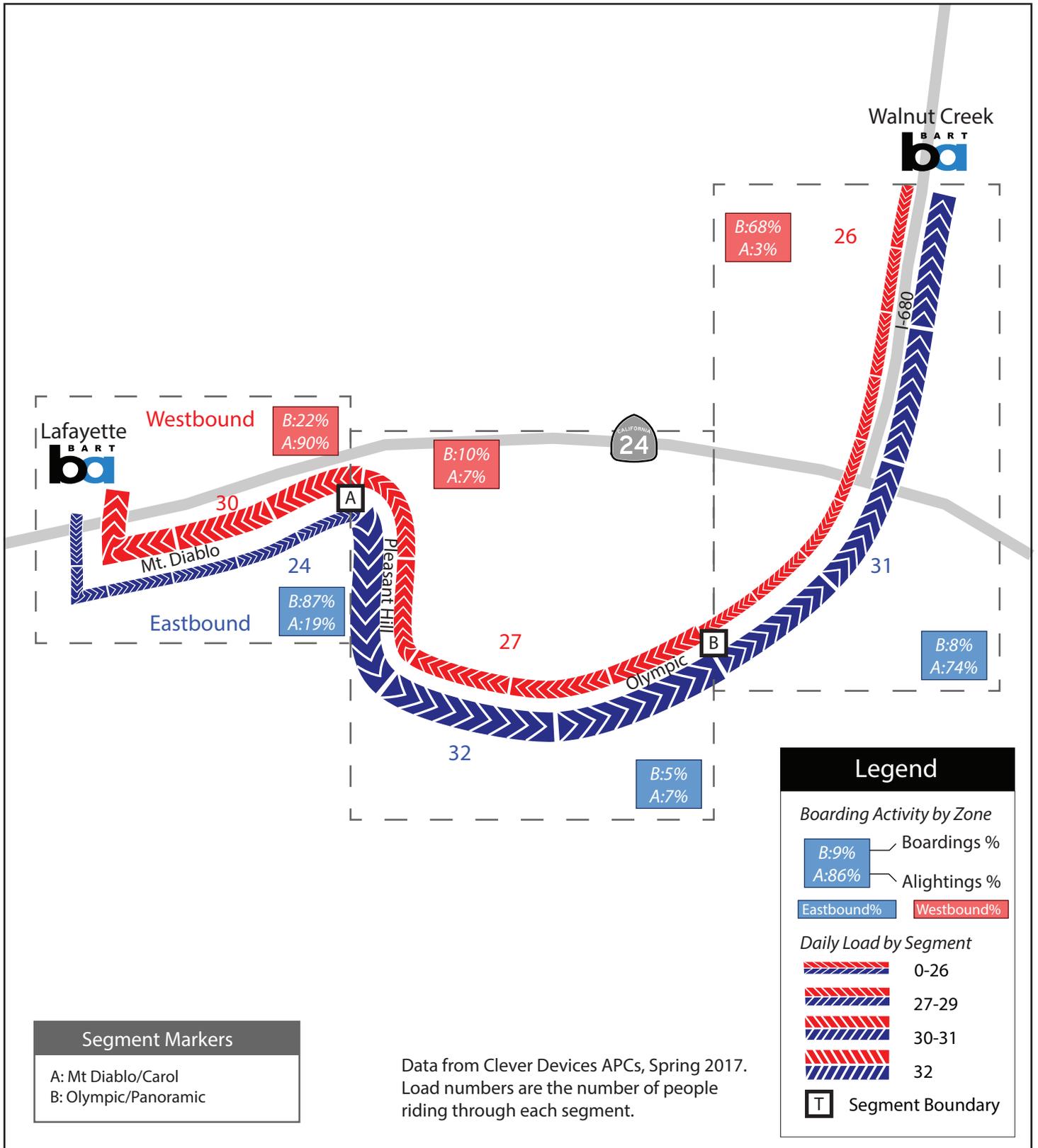
Jobs	Population	Jobs+Pop	J+P/mile
12,980	7,761	20,741	1,783
-35%	-55%	-44%	-40%

Poverty	Limited English	Minority	Senior
6%	4%	28%	14%
-39%	-51%	-33%	6%

Disabled	No Car	Youth	(Legend)
8%	6%	22%	(route value)
-25%	-27%	9%	(% diff from AVG)

Route 25 Segment Map

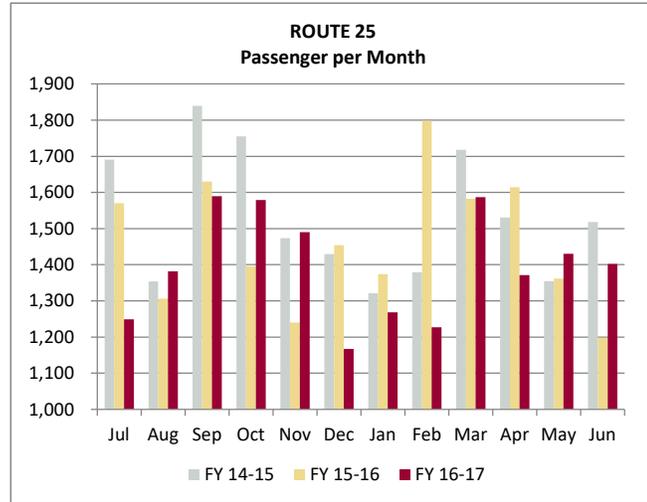
Average Ridership % and Load by Segment and Direction



ROUTE 25

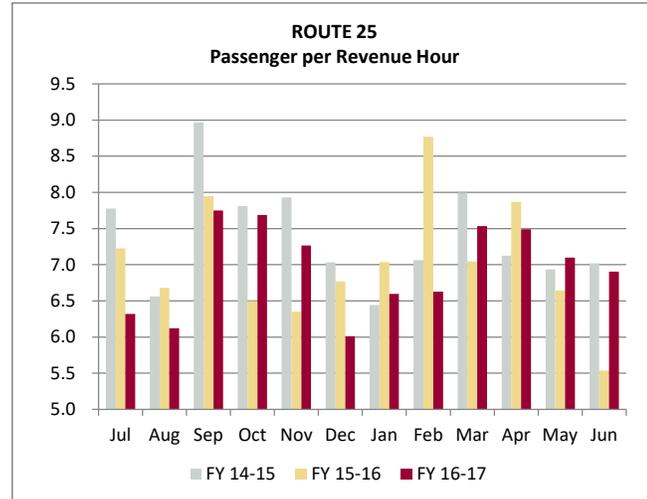
Passenger per Month

	FY 14-15	FY 15-16	FY 16-17
Jul	1,691	1,571	1,249
Aug	1,354	1,306	1,382
Sep	1,839	1,630	1,589
Oct	1,755	1,396	1,579
Nov	1,473	1,240	1,490
Dec	1,429	1,454	1,167
Jan	1,321	1,374	1,269
Feb	1,379	1,798	1,227
Mar	1,718	1,583	1,587
Apr	1,530	1,614	1,372
May	1,354	1,362	1,430
Jun	1,518	1,198	1,402
FY TOTAL	18,363	17,526	16,743



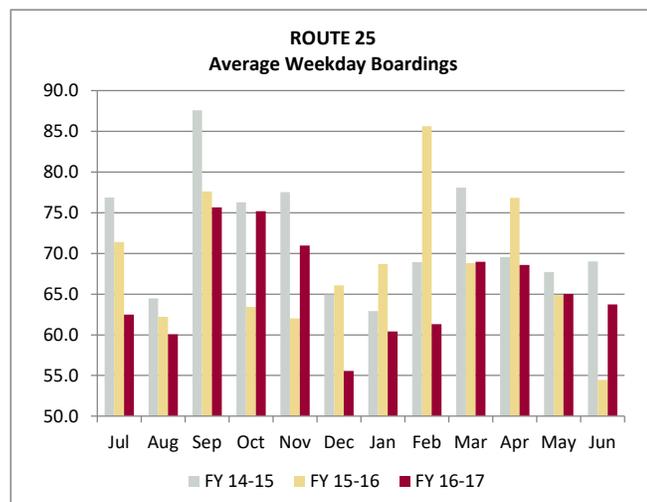
Passenger per Revenue Hour

	FY 14-15	FY 15-16	FY 16-17
Jul	7.8	7.2	6.3
Aug	6.6	6.7	6.1
Sep	9.0	7.9	7.7
Oct	7.8	6.5	7.7
Nov	7.9	6.3	7.3
Dec	7.0	6.8	6.0
Jan	6.4	7.0	6.6
Feb	7.1	8.8	6.6
Mar	8.0	7.0	7.5
Apr	7.1	7.9	7.5
May	6.9	6.6	7.1
Jun	7.0	5.5	6.9
FY AVG	7.4	7.0	7.0



Avg Wkdy Boardings

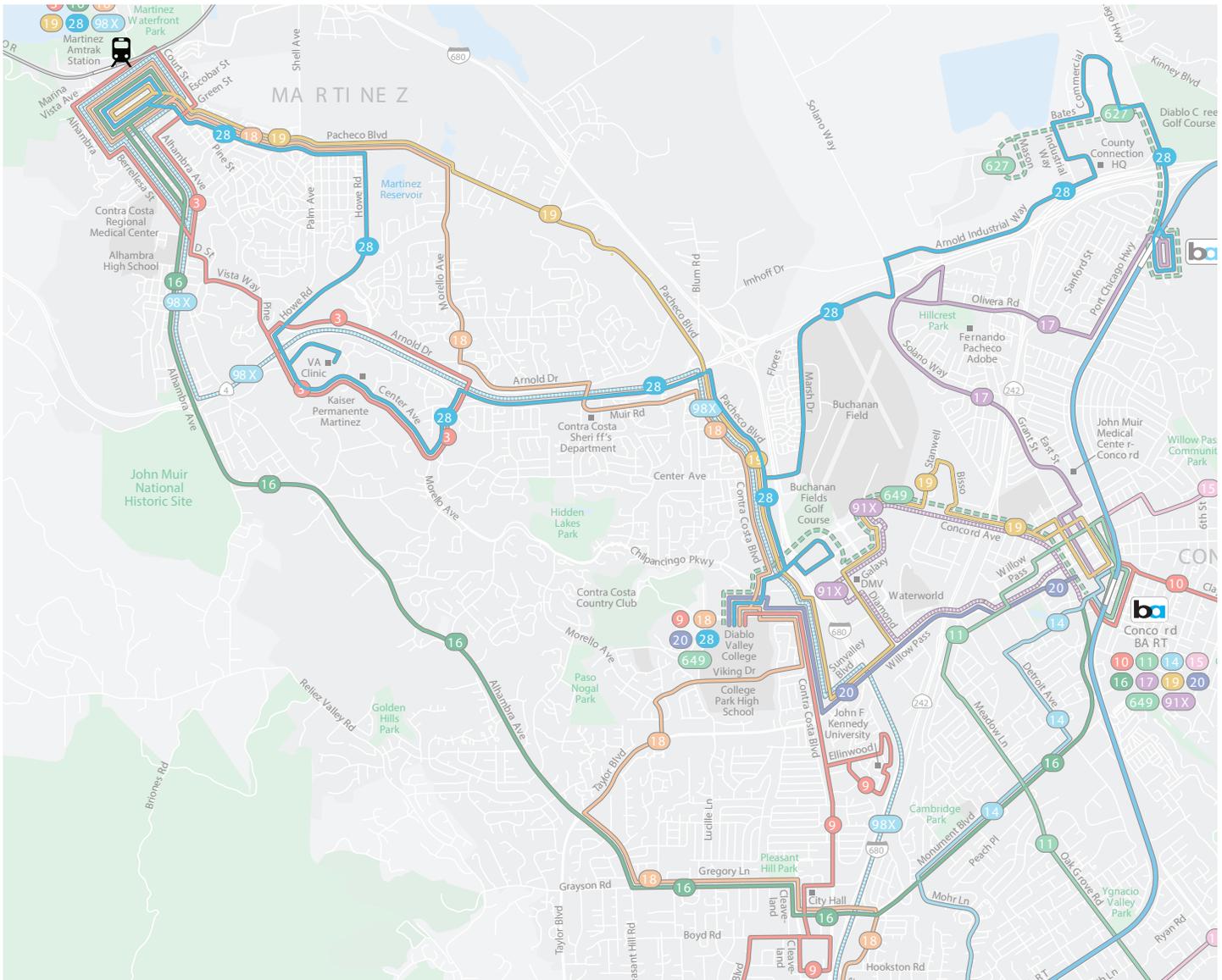
	FY 14-15	FY 15-16	FY 16-17
Jul	76.9	71.4	62.5
Aug	64.5	62.2	60.1
Sep	87.6	77.6	75.7
Oct	76.3	63.4	75.2
Nov	77.5	62.0	71.0
Dec	65.0	66.1	55.6
Jan	62.9	68.7	60.4
Feb	69.0	85.6	61.3
Mar	78.1	68.8	69.0
Apr	69.6	76.9	68.6
May	67.7	64.9	65.0
Jun	69.0	54.5	63.7
FY AVG	72.0	68.5	65.7



Fare Demographics Pie Chart Coming Soon

Route 28: Martinez AMTRAK to North Concord BART via Kaiser/DVC

Every 60-90 Minutes, 5:45am to 10:28pm



Origin and Recent Service Changes

Route 28 was created in 2009 out of a combination of Routes 108 and 127. Route 28 follows the old 108 in Martinez to DVC, where it picks up the 127 routing past Buchanan Field to the Arnold Industrial Area. Here it picks up the 108 briefly until turning on Pike and picking up the 127 at Bates and then North Concord/Martinez BART. The direct Highway 4 portions and Mason Circle was eliminated from the old 108, with no service except one trip on the new 627 to Masin Circle after 2009.

Alignment Statistics and Connections

Route 28's northern terminus at the Martinez Amtrak Station. Regional connections to Delta Breeze (200), WestCat (30Z), Amtrak (commuter trains: Capitol Corridor and San Joaquin, and once daily Coast Starlight and California Zephyr), and CCCTA routes (3, 16, 18, 19, 98X). The route travels Pacheco Blvd, sharing the same corridor as Route 18 and 19. It then turns onto Howe Rd, Muir Rd, VA Clinic [Regional connections with Delta Breeze (200), and WestCat (30Z), CCCTA route 608], Center Ave, Morello Ave onto Highway 4 to Pacheco Blvd, Chilpancingo Pkwy, Old Quarry Rd, DVC [(Regional Connection with SolTrans (78) and CCCTA routes (9, 18, 20, 608)], back to Center Ave, Marsh Dr, Arnold Industrial Way, Pike Lane, Bates Ave, Commercial Cir, Port Chicago Highway to North Concord BART, connecting to BART and CCCTA Routes (17, 627).

Route 28: Key Performance Indicators

Route Alignment, Speed, and Labor Statistics

Route 28: Martinez AMTRAK to North Concord BART via Kaiser/DVC

FY17 On Time	Length (mi)	Scheduled Speed	Actual Speed
80%	32.8	15.7	16.7
-8%	105%	22%	17%

# Stops	Stop Spacing	# of Rights	# of Lefts
71	0.46	36	35
151%	-28%	156%	146%

In-Service Time	Layover	Deadhead	Total Hours
80%	17%	3%	31.0
17%	-19%	-74%	-1%

Census Population, Jobs, and Demographics by Route

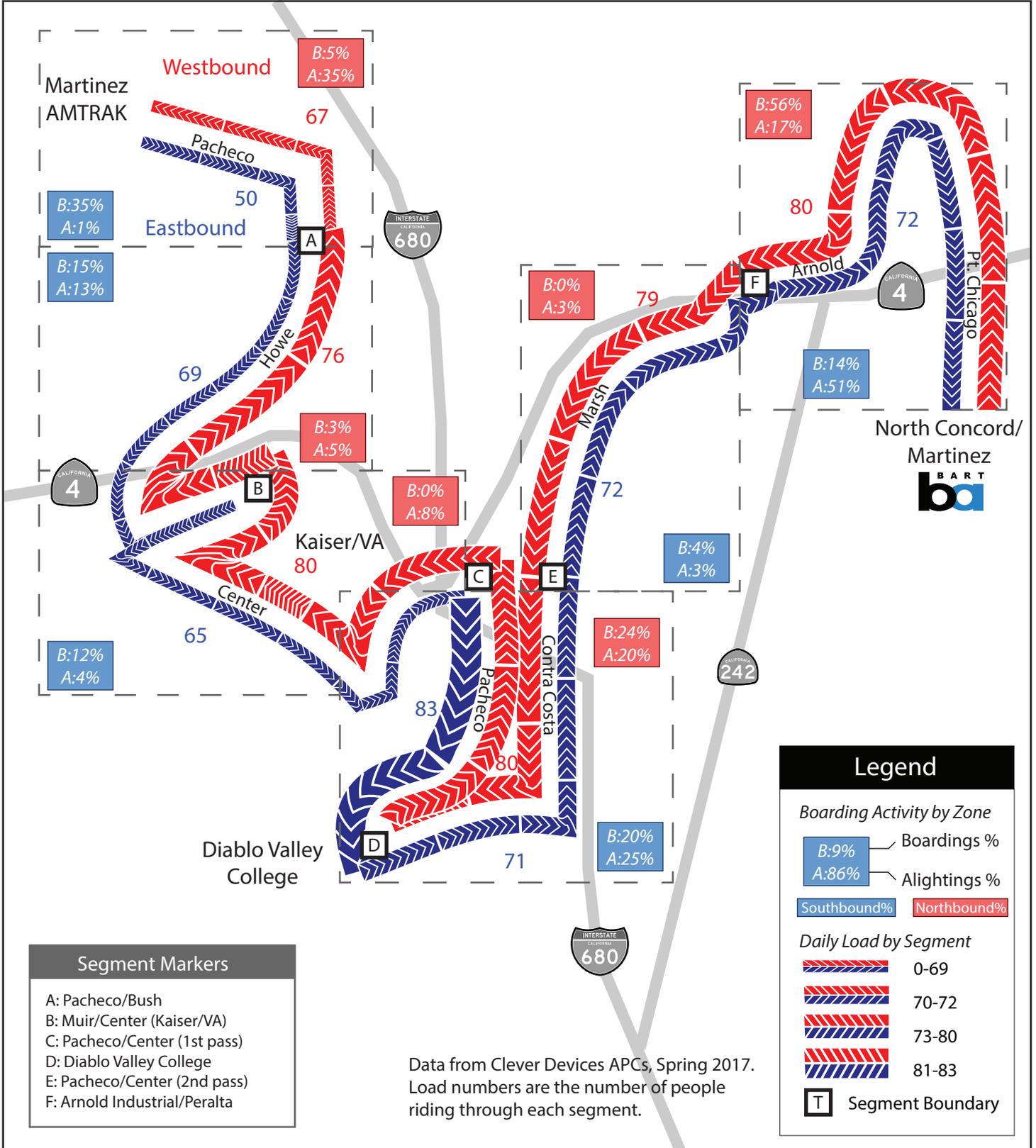
Jobs	Population	Jobs+Pop	J+P/mile
21,376	17,723	39,099	1,188
7%	2%	5%	-60%

Poverty	Limited English	Minority	Senior
13%	6%	40%	12%
33%	-26%	-4%	-5%

Disabled	No Car	Youth	(Legend)
12%	5%	18%	(route value)
17%	-40%	-9%	(% diff from AVG)

Route 28 Segment Map

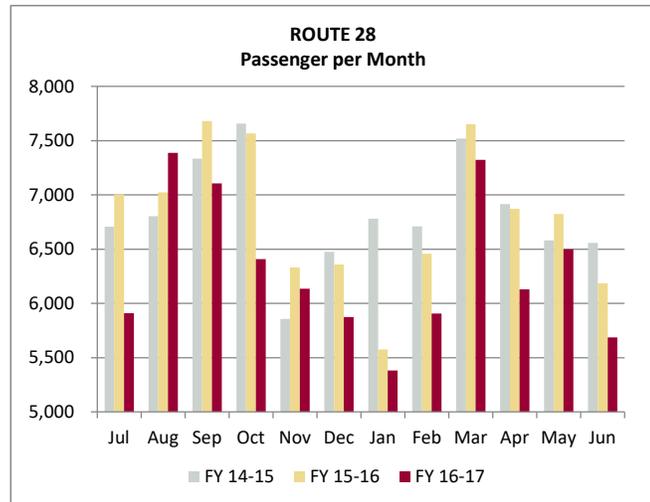
Average Ridership % and Load by Segment and Direction



ROUTE 28

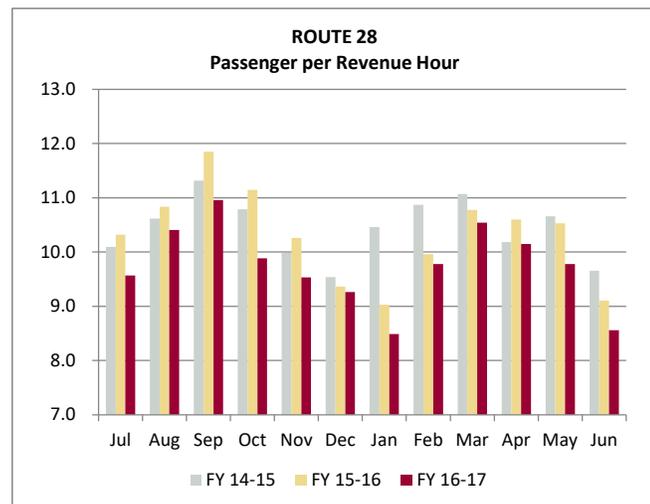
Passenger per Month

	FY 14-15	FY 15-16	FY 16-17
Jul	6,708	7,006	5,908
Aug	6,805	7,024	7,389
Sep	7,334	7,680	7,105
Oct	7,657	7,567	6,408
Nov	5,856	6,333	6,135
Dec	6,476	6,359	5,873
Jan	6,781	5,575	5,383
Feb	6,711	6,457	5,906
Mar	7,519	7,652	7,324
Apr	6,916	6,871	6,129
May	6,581	6,825	6,498
Jun	6,557	6,185	5,686
FY TOTAL	81,900	81,533	75,744



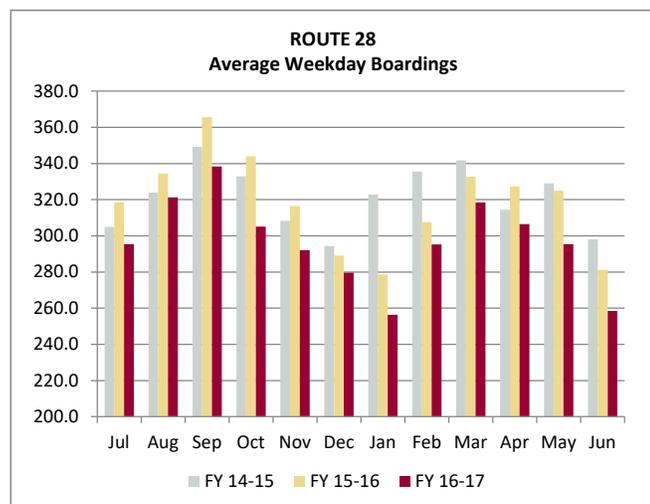
Passenger per Revenue Hour

	FY 14-15	FY 15-16	FY 16-17
Jul	10.1	10.3	9.6
Aug	10.6	10.8	10.4
Sep	11.3	11.8	11.0
Oct	10.8	11.1	9.9
Nov	10.0	10.3	9.5
Dec	9.5	9.4	9.3
Jan	10.5	9.0	8.5
Feb	10.9	10.0	9.8
Mar	11.1	10.8	10.5
Apr	10.2	10.6	10.1
May	10.7	10.5	9.8
Jun	9.7	9.1	8.6
FY AVG	10.4	10.3	9.8



Avg Wkdy Boardings

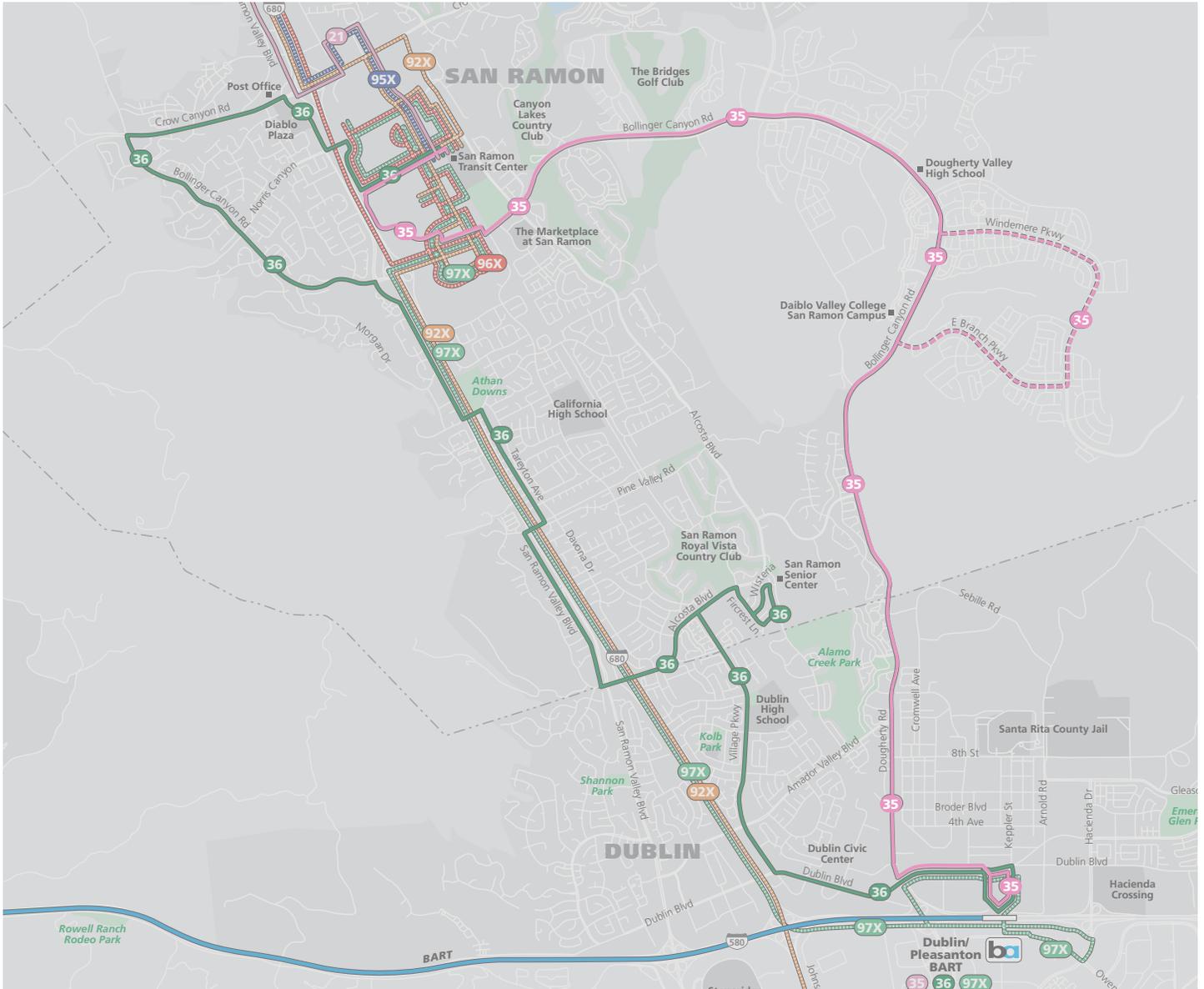
	FY 14-15	FY 15-16	FY 16-17
Jul	304.9	318.4	295.4
Aug	324.0	334.5	321.3
Sep	349.2	365.7	338.3
Oct	332.9	344.0	305.1
Nov	308.2	316.6	292.1
Dec	294.4	289.0	279.7
Jan	322.9	278.7	256.3
Feb	335.6	307.5	295.3
Mar	341.8	332.7	318.5
Apr	314.4	327.2	306.4
May	329.0	325.0	295.4
Jun	298.0	281.1	258.5
FY AVG	321.2	318.5	297.0



Fare Demographics Pie Chart Coming Soon

Route 35: San Ramon Transit Center to Dublin BART

Every 30 Minutes Peak, 60 Minutes Off-Peak, 6:00am to 9:22pm



Origin and Recent Service Changes

Route 35 was created in 2009 out of the old Route 135. In Spring 2009, a deviation was added to a new constructed neighborhood at Windemere Pkwy and E. Branch Parkway that now has midday service. No other changes have occurred since then.

Alignment Statistics and Connections

Route 35's northern terminus is at the San Ramon Transit Center. Connections with CCCTA routes (21, 36, 92X, 95X, 96X, 97X, 636). The route travels Executive Pkwy, Bishop Dr, Sunset, Bollinger Canyon (Midday variation on Windemere and E Branch Pkwy), Dougherty Rd, Dublin Blvd to Dublin/Pleasanton BART. Regional connections to Dublin/Pleasanton BART Line, Wheels routes (R, 1, 2, 3, 8A, 8B, 9, 10, 12, 12X, 20, 54, 70X, 503), San Joaquin RTD (150), Modesto Max (BART Express), Amtrak Thruway (San Joaquins), StaRT (BART), as well as CCCTA routes (36, 97X, 636). This route provides service to residential areas, shopping areas and city and county facilities.

Route 35: Key Performance Indicators

Route Alignment, Speed, and Labor Statistics

Route 35: San Ramon Transit Center to Dublin BART

FY17 On Time	Length (mi)	Scheduled Speed	Actual Speed
76%	20.5	19.7	20.0
-13%	28%	54%	40%

# Stops	Stop Spacing	# of Rights	# of Lefts
12	1.70	6	6
-58%	166%	-57%	-58%

In-Service Time	Layover	Deadhead	Total Hours
57%	24%	20%	42.1
-17%	11%	92%	34%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
19,368	14,020	33,388	1,336
-3%	-19%	-11%	-55%

Poverty	Limited English	Minority	Senior
5%	6%	61%	6%
-53%	-21%	48%	-56%

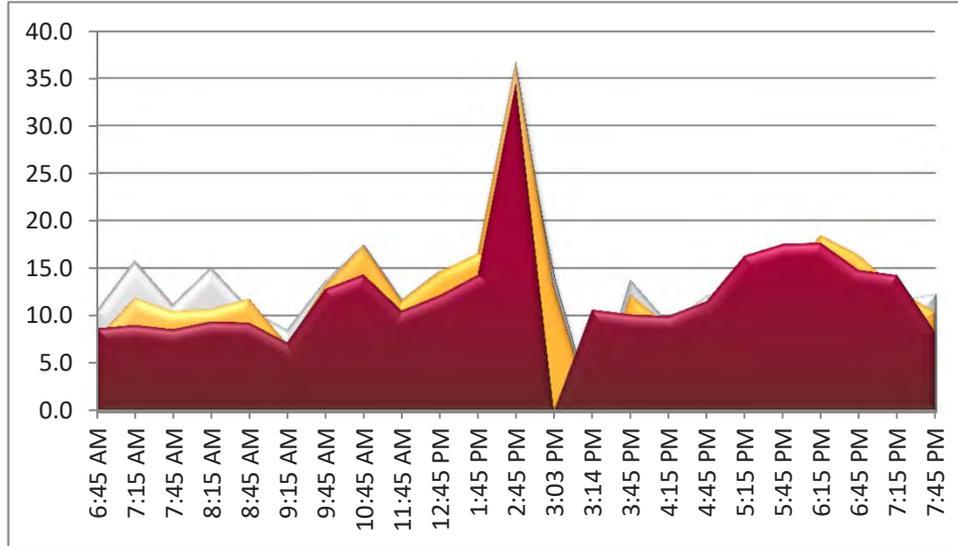
Disabled	No Car	Youth	(Legend)
4%	2%	30%	(route value)
-58%	-75%	51%	(% diff from AVG)

ROUTE 35 TRIP LEVEL RIDERSHIP FY2015-2017

Trip Start '15 '16 '17

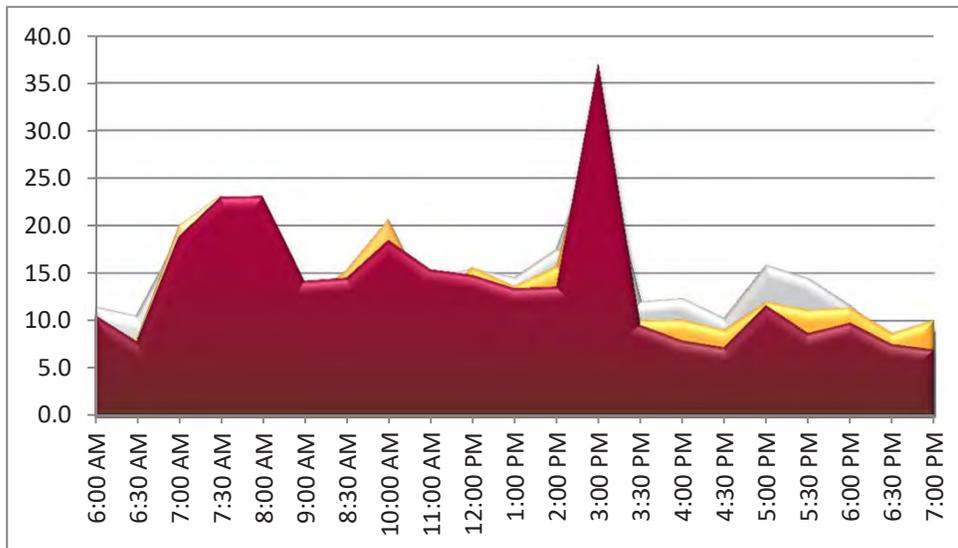
Route #35	302	301	284
6:45 AM	10.4	7.7	8.7
7:15 AM	15.7	12.0	9.1
7:45 AM	11.1	10.5	8.6
8:15 AM	15.0	10.8	9.5
8:45 AM	10.7	11.9	9.4
9:15 AM	8.4	7.0	7.3
9:45 AM	13.6	13.3	12.9
10:45 AM	17.4	17.5	14.4
11:45 AM	11.6	11.6	10.6
12:45 PM	14.7	14.7	12.2
1:45 PM	12.2	16.6	14.4
2:45 PM	33.3	36.8	34.6
3:03 PM	13.8	13.2	
3:14 PM			10.7
3:45 PM	13.6	12.3	10.2
4:15 PM	9.0	9.1	10.0
4:45 PM	12.0	11.0	11.6
5:15 PM	13.1	13.3	16.4
5:45 PM	13.4	13.8	17.6
6:15 PM	16.1	18.5	17.8
6:45 PM	13.2	16.4	14.9
7:15 PM	11.5	12.8	14.3
7:45 PM	12.2	10.5	8.4

Northbound to San Ramon TC via Dougherty/Bollinger



Route #35	296	300	295
6:00 AM	11.4	9.1	10.7
6:30 AM	10.4	8.2	7.9
7:00 AM	18.7	20.0	18.9
7:30 AM	20.3	23.2	23.1
8:00 AM	16.8	19.3	23.1
9:00 AM	9.4	11.8	14.2
8:30 AM	10.8	15.4	14.6
10:00 AM	14.7	20.7	18.5
11:00 AM	14.5	11.9	15.4
12:00 PM	15.4	15.7	14.9
1:00 PM	14.5	13.7	13.5
2:00 PM	17.4	15.7	13.6
3:00 PM	28.9	33.0	37.2
3:30 PM	11.9	10.1	9.6
4:00 PM	12.3	10.1	8.0
4:30 PM	10.2	9.1	7.2
5:00 PM	15.8	12.0	11.7
5:30 PM	14.4	11.2	8.7
6:00 PM	11.5	11.4	9.8
6:30 PM	7.8	8.8	7.6
7:00 PM	8.8	10.1	7.0

Southbound to Dublin/Pleasanton BART via San Ramon

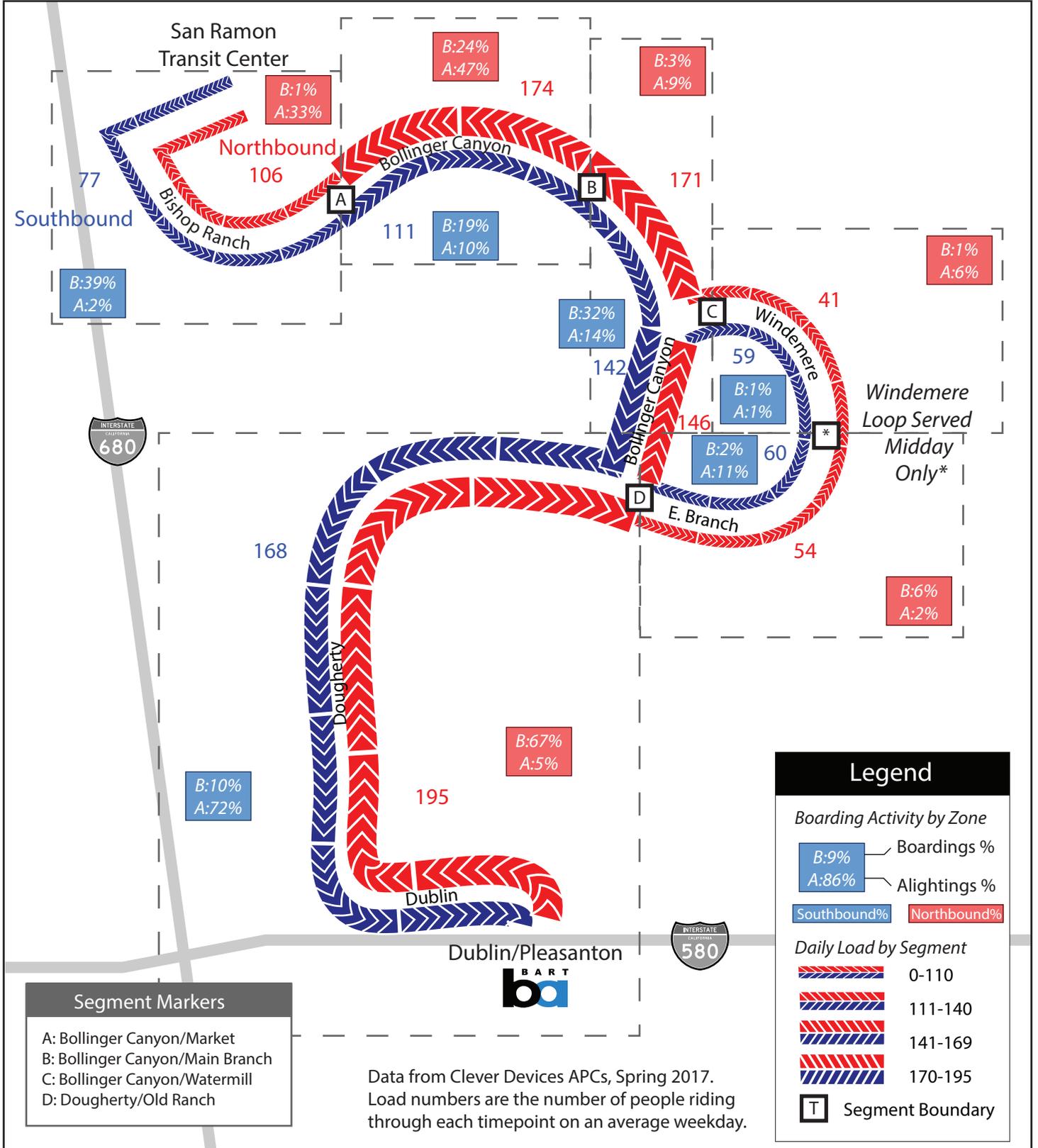


'14/15
 '15/16
 '16/17

Data derived from Clever Devices APCs. Trip totals may not add up to monthly ridership due to sampling methodology.

Route 35 Segment Map

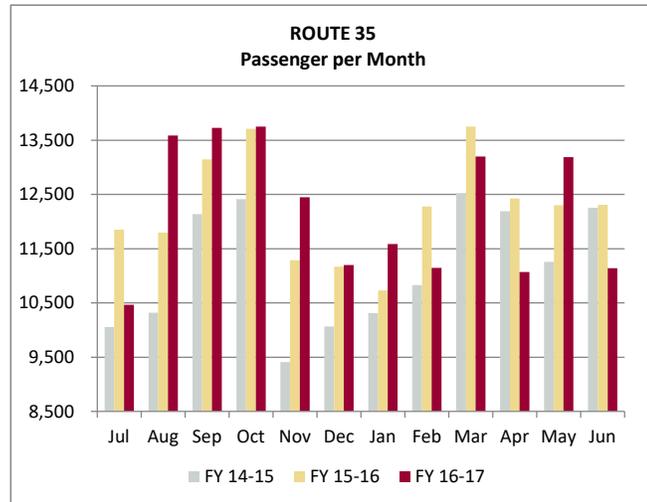
Average Ridership % and Load by Segment and Direction



ROUTE 35

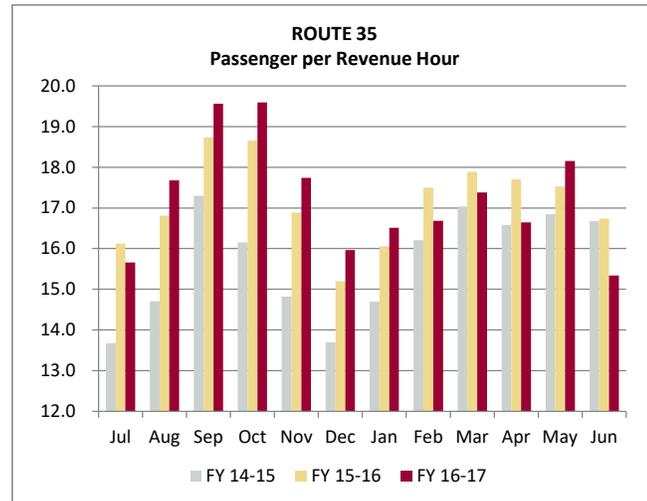
Passenger per Month

	FY 14-15	FY 15-16	FY 16-17
Jul	10,054	11,849	10,467
Aug	10,316	11,798	13,584
Sep	12,139	13,147	13,727
Oct	12,413	13,712	13,748
Nov	9,410	11,286	12,451
Dec	10,068	11,170	11,201
Jan	10,313	10,731	11,585
Feb	10,830	12,278	11,146
Mar	12,522	13,751	13,197
Apr	12,188	12,424	11,070
May	11,259	12,302	13,189
Jun	12,257	12,306	11,138
FY TOTAL	133,771	146,754	146,504



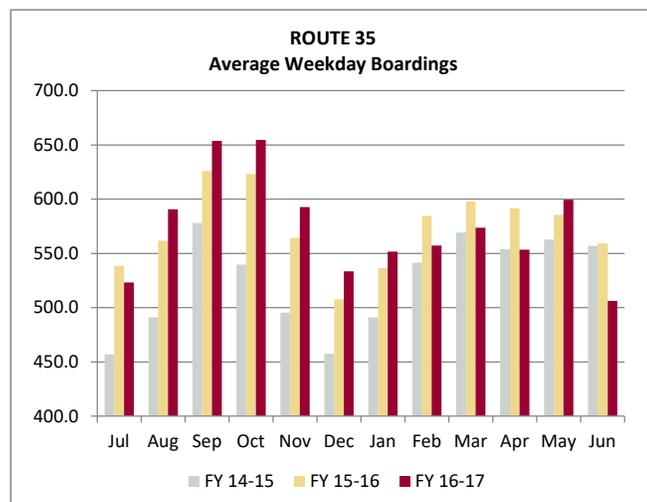
Passenger per Revenue Hour

	FY 14-15	FY 15-16	FY 16-17
Jul	13.7	16.1	15.7
Aug	14.7	16.8	17.7
Sep	17.3	18.7	19.6
Oct	16.1	18.7	19.6
Nov	14.8	16.9	17.7
Dec	13.7	15.2	16.0
Jan	14.7	16.1	16.5
Feb	16.2	17.5	16.7
Mar	17.0	17.9	17.4
Apr	16.6	17.7	16.6
May	16.8	17.5	18.2
Jun	16.7	16.7	15.3
FY AVG	15.7	17.2	17.3



Avg Wkdy Boardings

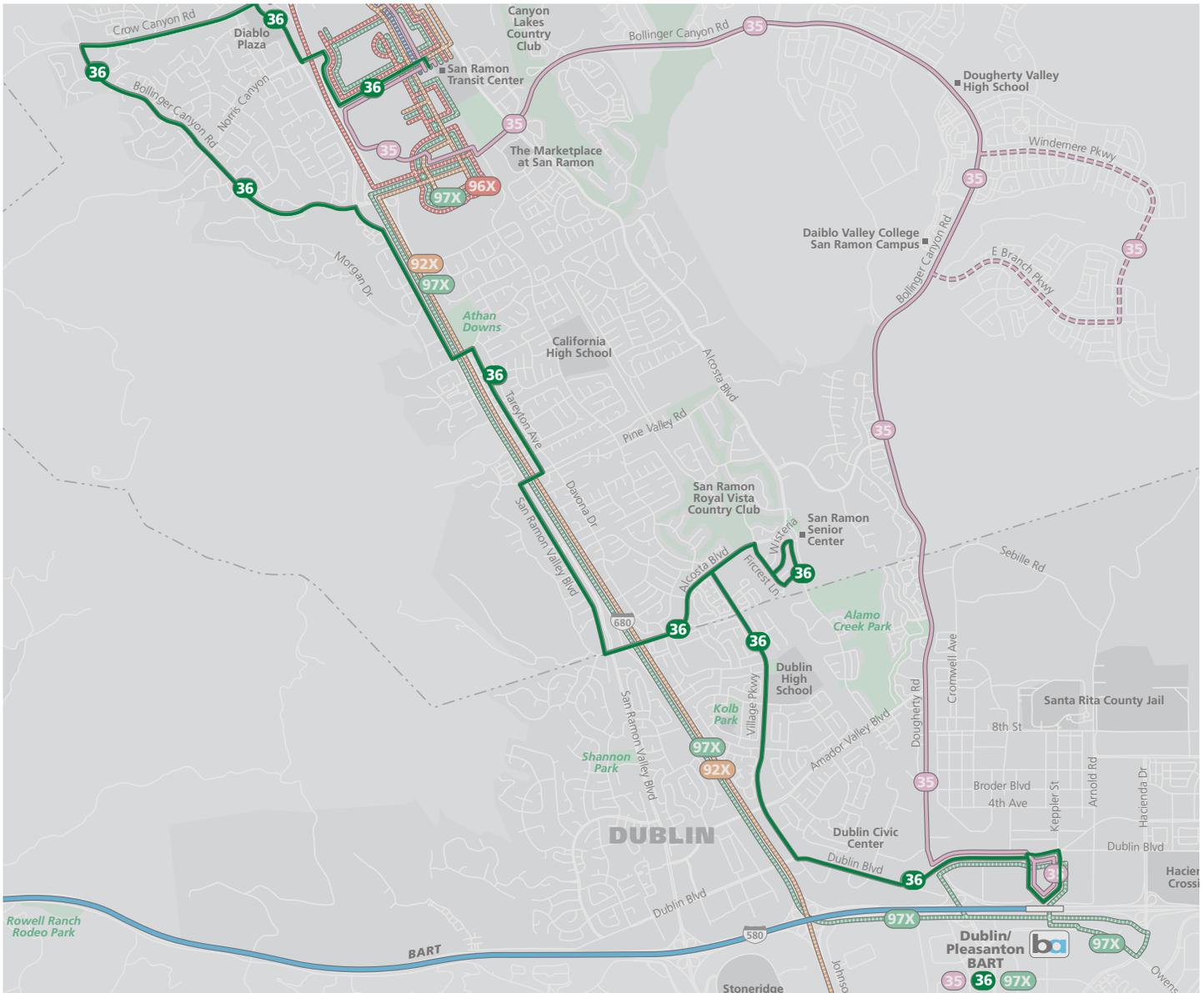
	FY 14-15	FY 15-16	FY 16-17
Jul	457.0	538.6	523.3
Aug	491.3	561.8	590.6
Sep	578.0	626.1	653.7
Oct	539.7	623.3	654.7
Nov	495.3	564.3	592.9
Dec	457.7	507.7	533.4
Jan	491.1	536.6	551.7
Feb	541.5	584.7	557.3
Mar	569.2	597.9	573.8
Apr	554.0	591.6	553.5
May	563.0	585.8	599.5
Jun	557.1	559.3	506.3
FY AVG	524.6	573.3	574.5



Fare Demographics Pie Chart Coming Soon

Route 36: San Ramon Transit Center to Dublin BART via Alcosta

Every 60 Minutes, 6:15am to 9:46pm



Origin and Recent Service Changes

Route 36 was created in 2009 from the old southern portion of Route 121. It follows the same alignment as 121 south of the San Ramon Transit Center, except that the deviation to Fircrest is now a part of the regular alignment of the route. No major changes have occurred on the route since 2009.

Alignment Statistics and Connections

Route 36's northern terminus is in San Ramon, at the San Ramon Transit Center. Connections with CCCTA routes (21, 35, 92X, 95X, 96X, 97X, 636). The route travels Executive Pkwy, Bishop Dr, Norris Canyon, San Ramon Valley Blvd, Crow Canyon Rd, Bollinger Canyon, San Ramon Valley Blvd, Montevideo, Tareyton, Pine Valley, San Ramon Valley Blvd, Alcosta Blvd, Fircrest Ln, Craydon Cir, Tangerine St, Wisteria St, Alamo Creek Park, Dublin High School, Dublin Civic Center, Dublin Blvd to Dublin/Pleasanton BART. Regional connections to Dublin/Pleasanton BART Line, Wheels routes (R, 1, 2, 3, 8A, 8B, 9, 10, 12, 12X, 20, 54, 70X, 503), San Joaquin RTD (150), Modesto Max (BART Express), Amtrak Thruway (San Joaquins), StaRT (BART), as well as CCCTA routes (35, 97X, 636). This route provides service to residential areas, shopping areas and city and county facilities.

Route 36: Key Performance Indicators

Route Alignment, Speed, and Labor Statistics

Route 36: San Ramon Transit Center to Dublin BART via Alcosta

FY17 On Time	Length (mi)	Scheduled Speed	Actual Speed
91%	27.1	17.9	19.3
5%	70%	40%	35%

# Stops	Stop Spacing	# of Rights	# of Lefts
42	0.65	19	23
49%	1%	35%	62%

In-Service Time	Layover	Deadhead	Total Hours
68%	20%	12%	30.8
-1%	-6%	15%	-2%

Census Population, Jobs, and Demographics by Route

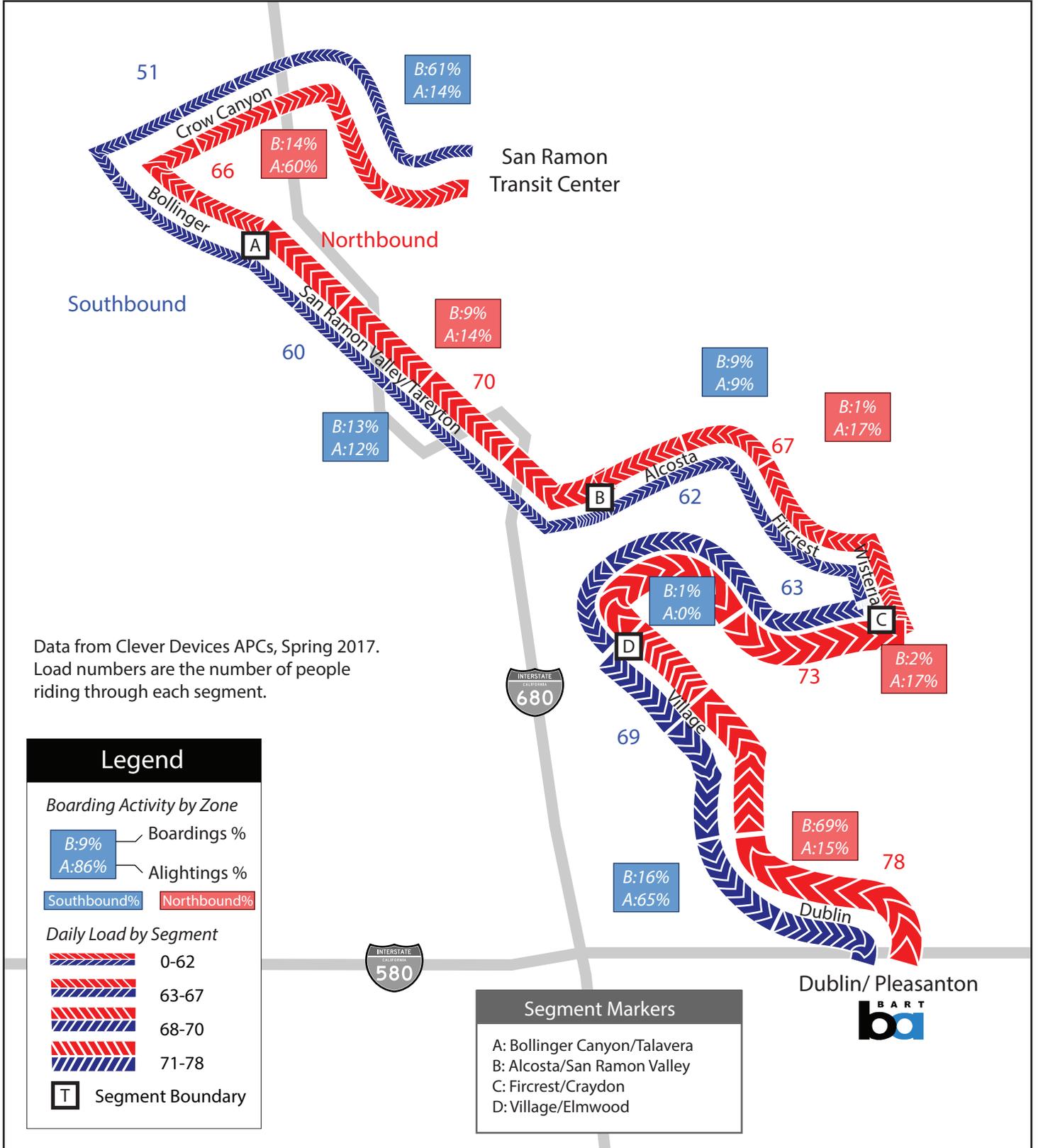
Jobs	Population	Jobs+Pop	J+P/mile
27,706	22,341	50,047	1,853
38%	29%	34%	-38%

Poverty	Limited English	Minority	Senior
4%	3%	41%	10%
-63%	-59%	-2%	-23%

Disabled	No Car	Youth	(Legend)
7%	3%	25%	(route value)
-31%	-58%	27%	(% diff from AVG)

Route 36 Segment Map

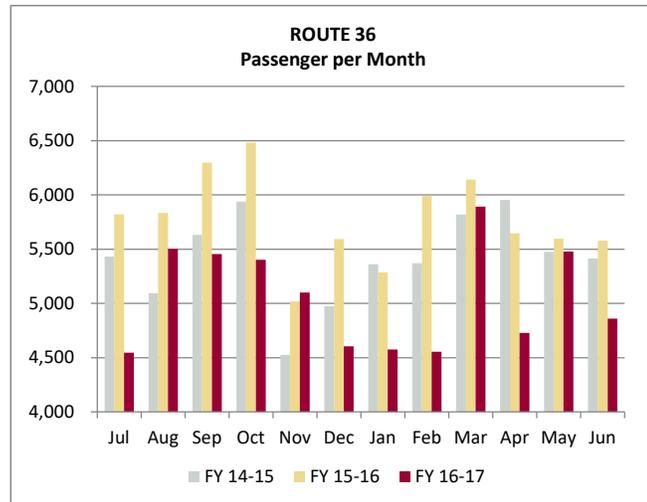
Average Ridership % and Load by Segment and Direction



ROUTE 36

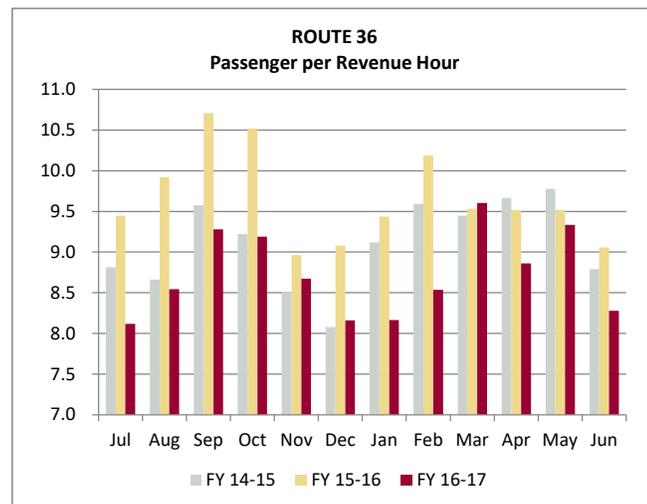
Passenger per Month

	FY 14-15	FY 15-16	FY 16-17
Jul	5,430	5,821	4,547
Aug	5,093	5,834	5,503
Sep	5,632	6,296	5,456
Oct	5,939	6,480	5,403
Nov	4,526	5,018	5,101
Dec	4,975	5,594	4,604
Jan	5,362	5,284	4,575
Feb	5,371	5,989	4,555
Mar	5,820	6,140	5,893
Apr	5,953	5,646	4,728
May	5,475	5,596	5,478
Jun	5,415	5,579	4,858
FY TOTAL	64,992	69,278	60,702



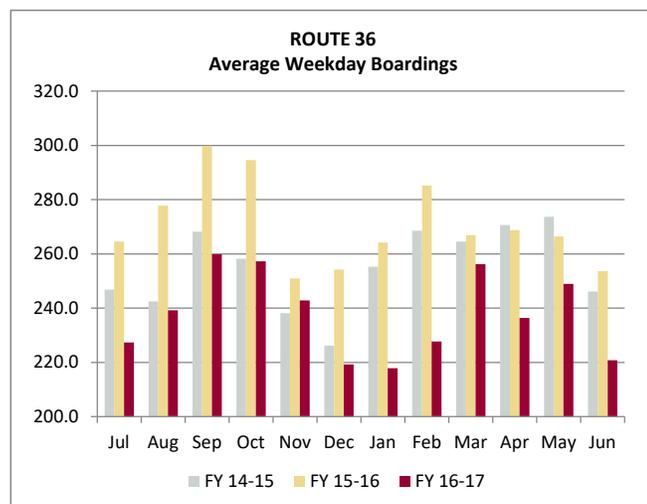
Passenger per Revenue Hour

	FY 14-15	FY 15-16	FY 16-17
Jul	8.8	9.4	8.1
Aug	8.7	9.9	8.5
Sep	9.6	10.7	9.3
Oct	9.2	10.5	9.2
Nov	8.5	9.0	8.7
Dec	8.1	9.1	8.2
Jan	9.1	9.4	8.2
Feb	9.6	10.2	8.5
Mar	9.4	9.5	9.6
Apr	9.7	9.5	8.9
May	9.8	9.5	9.3
Jun	8.8	9.1	8.3
FY AVG	9.1	9.7	8.7



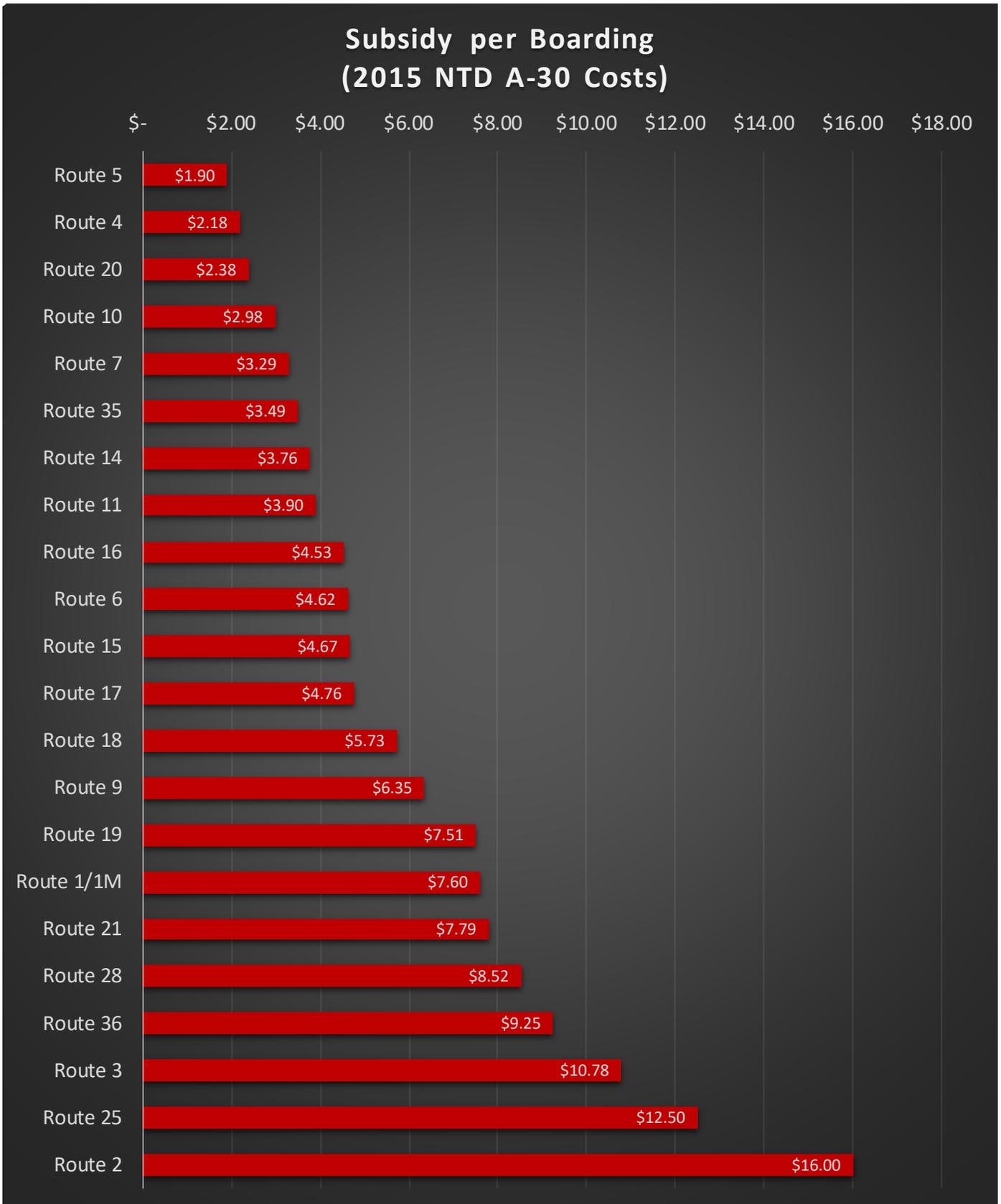
Avg Wkdy Boardings

	FY 14-15	FY 15-16	FY 16-17
Jul	246.8	264.6	227.3
Aug	242.5	277.8	239.3
Sep	268.2	299.8	259.8
Oct	258.2	294.5	257.3
Nov	238.2	250.9	242.9
Dec	226.2	254.3	219.2
Jan	255.3	264.2	217.8
Feb	268.5	285.2	227.8
Mar	264.5	267.0	256.2
Apr	270.6	268.8	236.4
May	273.8	266.5	249.0
Jun	246.1	253.6	220.8
FY AVG	254.9	270.6	238.0

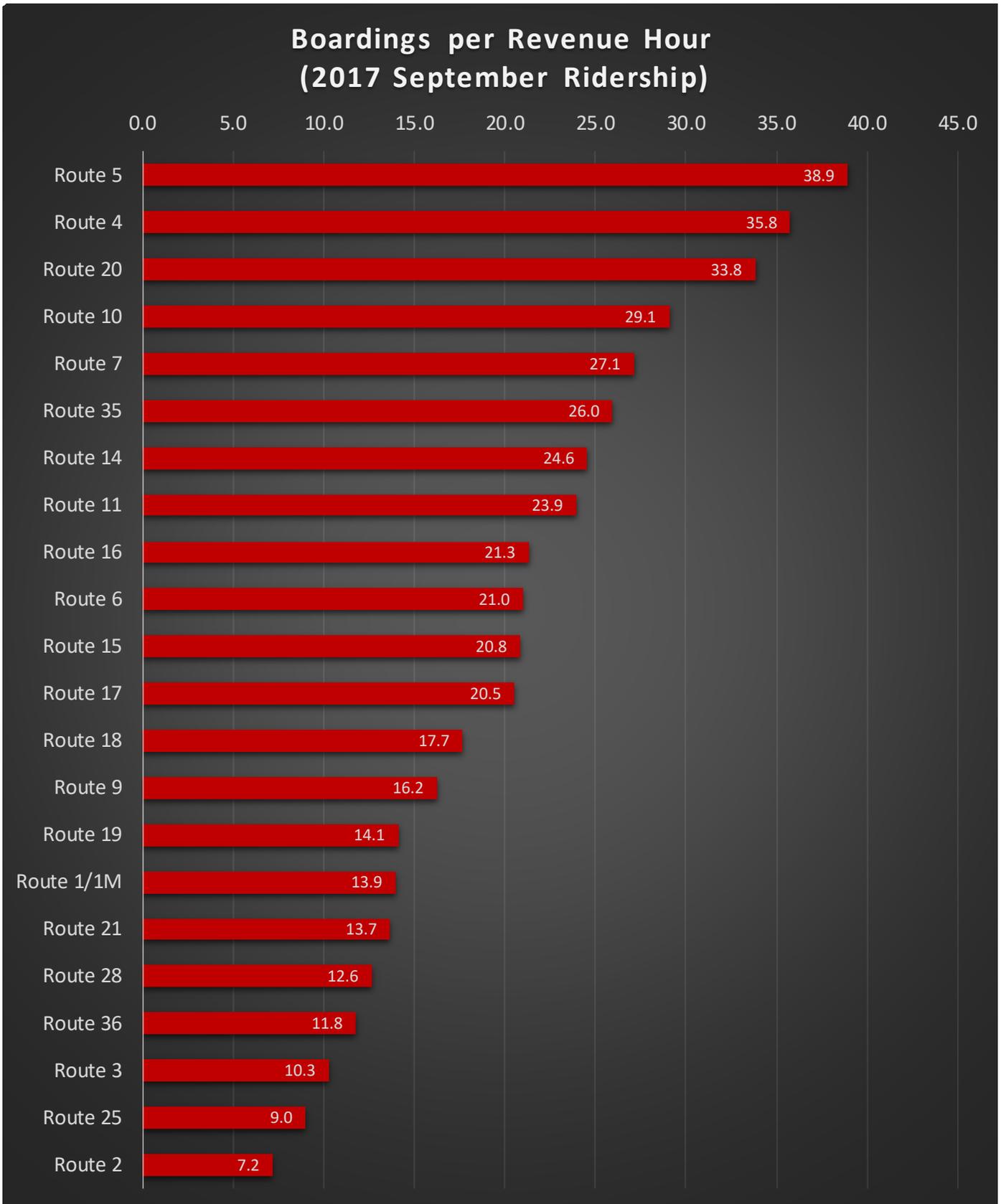


Fare Demographics Pie Chart Coming Soon

Subsidy Per Boarding by Route



Boardings Per Revenue Hour per Route



Sources

Reference Maps: County Connection System Map as of August 2015. Credit: Lohnes+Wright

Alignment, Speed and Labor Statistics: Trapeze scheduling software, Fall 2017 Statistics

Census Population, Jobs, and Demographics by Route: Remix planning software, derived from 2010 Census tracts divided into a 1/4 buffer from bus stops. Retrieved October 2017

Trip Level Ridership: Ridecheck Plus software from Clever Devices Automatic Person Counters, (APCs) Spring service change data FY15-FY17

Route Segment Maps: Ridecheck Plus software from Clever Devices Automatic Person Counters, (APCs) Spring service change data FY15-FY17

Route Level Ridership by Month: Monthly O&S Board Reports FY15-FY17 (route level worksheets)

Route Fare Demographics: Monthly O&S Board Reports FY15-FY17 (route level worksheets), data derived from bus operator input onboard bus. Totals may not equal APC data due to sampling methodology.

Subsidy per Boarding per Route: Costs from the 2015 A-30 National Transit Database (NTD) form. Fare revenue is the average fare per boarding as per the 2015 NTD submittal. Data is presented to roll up into total costs and may not represent marginal costs for specific routes.

Boardings per Revenue Hour: Hours are derived from a typical Monday in the Fall 2017 booking from Trapeze software. Ridership is the average weekday ridership from September 2017.

To: Operation and Scheduling

Date: 10/24/17

From: Rashidi Barnes
Dir. Of Shared Mobility and Innovation

Reviewed by:

SUBJECT: Shared Autonomous Vehicle project agreement between County Connection and Livermore Amador Valley Transportation Authority.

Background

AB 1444, introduced by Assembly Member Baker, allows Livermore Amador Valley Transit (LAVTA) to demonstrate a shared autonomous vehicle (SAV) on public roads for testing purposes. This bill authorizes LAVTA to test a SAV that does not have a driver seated in the driver's seat and is not equipped with a steering wheel, a brake pedal, or an accelerator for the purposes of pro. This bill would make these provisions inoperative on May 1, 2018, and would repeal it as of January 1, 2019. The goal of this project is to demonstrate SAV's function as a reliable feeder service to frequent public transit options like BART. Project publications have been included in your board packet for detailed information.

Interagency Agreement

This agreement is intended to facilitate a symbiotic development and evaluation program that will meet the public transportation needs of CCCTA and LAVTA's service population through the demonstration of a SAV in Dublin. Furthermore, it underscores each party's willingness to work together with the underlying goal of increasing the areas public transportation options through innovation, reducing congestion along the I-680 corridor and increase interagency connectivity to support a seamless transportation ecosystem.

Partnership Roles

LAVTA has secured a grant from the Bay Area Air Quality Management District (BAAQMD) to develop, evaluate and deploy SAV technology for FM/LM connections to major transit nodes that will help reduce greenhouse gas emissions. Project management of the program will be provided by Rashidi Barnes, Director of Innovation and Shared Mobility, CCCTA, as an in-kind donation to the project. All insurance requirements will be met by a third party contractor, who will also operate and maintain the SAV during the demonstration period.

A joint committee comprised of both LAVTA and CCCTA governing bodies will be created to oversee and provide direction on the SAV project as well as other transportation related issues that impact the region. The project manager for the Dublin SAV program will periodically provide project updated to this committee as the project moves forward.

CCCTA and LAVTA agree that the SAV is to first be deployed in Dublin as previously planned by LAVTA and required by AB 1444. Future deployment of SAV's will focus the FM/LM commuting challenges of the I-680 Transportation corridor.

Recommendation

None at this time.

Attachments:

1. AB 1444 (Baker)
2. LAVTA project publication

Assembly Bill No. 1444

CHAPTER 719

An act to add and repeal Section 38756 of the Vehicle Code, relating to autonomous vehicles.

[Approved by Governor October 12, 2017. Filed with Secretary of State October 12, 2017.]

LEGISLATIVE COUNSEL'S DIGEST

AB 1444, Baker. Livermore Amador Valley Transit Authority: demonstration project.

Existing law permits the operation of an autonomous vehicle on public roads for testing purposes if, among other requirements, a driver is seated in the driver's seat and is capable of taking immediate manual control of the vehicle in the event of an autonomous technology failure or other emergency.

Existing law, notwithstanding the above provision, until 180 days after the operative date of regulations promulgated by the Department of Motor Vehicles to allow testing of autonomous vehicles without a driver in the vehicle, authorizes the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour. Existing law requires the authority or a private entity, or a combination of the 2, to obtain an instrument of insurance, surety bond, or proof of self-insurance in an amount of \$5,000,000 prior to the start of testing of any autonomous vehicle on or across a public road and would require evidence of the insurance, surety bond, or proof of self-insurance to be provided to the Department of Motor Vehicles in the form and manner required by the department. Existing law requires the authority or a private entity, or a combination of the 2, to provide the department with a detailed description of the testing program, as specified. Existing law requires the operator of the autonomous vehicle technology to disclose what personal information concerning a pilot project participant is collected by an autonomous vehicle. Existing law authorizes the department to require data collection for evaluating the safety of the vehicles, as provided.

This bill would authorize the Livermore Amador Valley Transit Authority, in accordance with substantially similar conditions, to conduct a shared autonomous vehicle demonstration project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator, as specified. The bill would prohibit the authority from conducting the demonstration

project if the department has adopted specified regulations by December 31, 2017.

This bill would make these provisions inoperative on May 1, 2018, and would repeal them as of January 1, 2019.

The people of the State of California do enact as follows:

SECTION 1. Section 38756 is added to the Vehicle Code, to read:

38756. (a) Notwithstanding Section 38750, the Livermore Amador Valley Transit Authority is authorized to conduct a shared autonomous vehicle (SAV) demonstration project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator, provided the following requirements are met:

(1) The testing shall be conducted only within the City of Dublin and the vehicles may traverse public roads within the area of the demonstration project.

(2) The autonomous vehicle shall operate at speeds of less than 35 miles per hour.

(b) Prior to the start of the testing of an autonomous vehicle that does not have a driver seated in the driver's seat on or across a public road, the Livermore Amador Valley Transit Authority or a private entity, or a combination of the two, shall do both of the following:

(1) Obtain an instrument of insurance, surety bond, or proof of self-insurance in an amount of five million dollars (\$5,000,000), and shall provide evidence of the insurance, surety bond, or proof of self-insurance to the Department of Motor Vehicles in the form and manner required by the department.

(2) Submit a detailed description of the testing program to the department. The detailed description shall include all of the following:

(A) Certification that, prior to testing on public roads, the autonomous vehicle has been tested under controlled conditions that simulate, as closely as practicable, the real-world conditions that the autonomous vehicle will be subject to during this demonstration project, and that the Livermore Amador Valley Transit Authority or a private entity, or a combination of the two, has made a reasonable determination that it is safe to operate the autonomous vehicle on public roads under these conditions.

(B) Evidence satisfactory to the department that the local authorities with jurisdiction over the public roads in the designated area approve of the geographic area and environmental, traffic, and speed conditions authorized for purposes of this demonstration project.

(C) Certification that the autonomous vehicle can only operate in autonomous mode in the geographic area and environmental, traffic, and speed conditions authorized in this specific demonstration project.

(D) Certification that this demonstration project complies, or will comply, with National Highway Traffic Safety Administration guidance, if any, on the safe testing, deployment, and operation of autonomous vehicles.

(E) Certification that the autonomous vehicle used in the demonstration project complies with all applicable federal Motor Vehicle Safety Standards, or written evidence that the National Highway Traffic Safety Administration either considers the absence of a steering wheel, a brake pedal, or an accelerator permissible under federal Motor Vehicle Safety Standards or has granted the autonomous vehicle an exemption from compliance with the relevant federal Motor Vehicle Safety Standards.

(F) Identify to the department the autonomous vehicles that are to be tested on public roads during this demonstration project. For each vehicle, the manufacturer shall provide to the department the make, model, and model year of the vehicle, the full vehicle identification number, and the license plate number and the state of issuance.

(G) Certification that the vehicle is equipped with a communication link between the vehicle and a remote operator to provide information on the vehicle's location and status and to allow two-way communication between the remote operator and any passengers if the vehicle experiences any failures that would endanger the safety of the vehicle's passengers or other road users while operating without a driver.

(H) Certification that the autonomous vehicle is designed to detect and respond to roadway conditions in compliance with all provisions of this code and local regulations applicable to the operation of motor vehicles.

(I) A copy of a law enforcement interaction plan, which includes information that the Livermore Amador Valley Transit Authority or a private entity, or a combination of the two, will provide to the law enforcement agencies whose jurisdiction covers the designated area to instruct those agencies on how to interact with the vehicle in emergency and traffic enforcement situations.

(c) The operator of the autonomous vehicle technology tested pursuant to this section shall disclose to an individual who participates in the demonstration project what personal information, if any, concerning the demonstration project participant is collected by an autonomous vehicle.

(d) For the testing of autonomous vehicles within the designated area, the department may require data collection for evaluating the safety of the vehicles, including, but not limited to, both of the following:

(1) A report to the department of any accident originating from the operation of the autonomous vehicle on a public road that resulted in the damage of property or in bodily injury or death. Accidents shall be reported within 10 days in the form and manner specified by the department pursuant to the regulations adopted by the department under Section 38750.

(2) The submission to the department of an annual report in the form and manner specified by the department pursuant to the regulations adopted under Section 38750 summarizing information on unplanned technology disengagements that occurred while the autonomous vehicle was being tested on public roads. "Disengagement" means a deactivation of the

autonomous mode when a failure of the autonomous technology is detected or when the safe operation of the vehicle required disengagement from the autonomous mode.

(e) This section does not limit the authority of the department to promulgate regulations governing the testing and operation of autonomous vehicles on public roads, with or without the presence of a driver inside the vehicle, pursuant to Section 38750.

(f) It is the intent of the Legislature, in enacting the act that added this section, to address the specific circumstances of the demonstration project proposed by the Livermore Amador Valley Transit Authority. Pursuant to Section 38750, the Department of Motor Vehicles is developing regulations for the testing and operation of autonomous vehicles, and it is not the intent of the Legislature to influence the content of those statewide regulations through the enactment of this section, which is only intended to govern the establishment of one local demonstration project.

(g) The demonstration project authorized by this section shall not be conducted if the department has adopted regulations pursuant to Section 38750 by December 31, 2017, through the proceedings initiated by the department on March 10, 2017, and published in the California Regulatory Notice Register as Notice File No. Z2017-0227-02.

(h) The Livermore Amador Valley Transit Authority shall comply with regulations promulgated by the department to allow testing of autonomous vehicles without a driver in the vehicle.

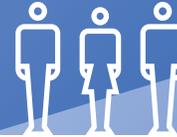
(i) This section shall become inoperative on May 1, 2018, and, as of January 1, 2019, is repealed.

THE FUTURE OF TRANSPORTATION

WHEELSBUS.COM



Why SAVs are Important to Public Transportation and the Economy



Advances in shared autonomous vehicle (SAV) technology are moving forward at a rapid pace. With an ability to operate much more efficiently, the electric SAV will “unleash” the full potential of major transit investments, now and into the future, with near-future SAVs functioning as a reliable feeder service for frequent and convenient public transportation, such as the BART system and the Livermore Amador Valley Transit Authority’s (LAVTA) bus rapid transit networks. The result will be less congestion and pollution, greater safety on roadways, and a leap in the quality of life for residents.

Vision and Goals of LAVTA’s SAV Project

LAVTA has initiated an SAV project in the City of Dublin that will build upon and reap synergies from the nearby Bishop Ranch autonomous vehicle project. LAVTA’s partners in this project include:

- The **Bay Area Rapid Transit** District (BART)
- The **Bay Area Air Quality Management District**
- The **Contra Costa Transportation Authority**
- The **City of Dublin**
- The **GoMentum** autonomous vehicle testing facility in Concord, California
- SAV distributor **EasyMile**

Specifically, the vision of the project is to test, and later place into service, SAVs on public roads near the Dublin/Pleasanton BART station. The objective is to place SAVs into service to transport residents who live beyond convenient walking distance from the BART stations and LAVTA’s bus rapid transit system. These residents would forgo the hassle of driving a short distance and finding parking for their single occupant vehicle at the station if an attractive alternative was available.

GOALS

Increase BART and LAVTA Bus Rapid Transit ridership

Create transit jobs

Shift single occupant vehicle trips to transit trips, reducing emissions

Increase farebox recovery for transit operations

Improve trip reliability, safety and the environment

In the future it is envisioned that through a collaborative effort, Contra Costa County and Eastern Alameda County will deploy more than 175 SAVs to provide an additional 3.8 million rides per year in public transportation, while adding more than 166 new transit jobs into the industry, and realizing a 90% improvement in safety.

Why AB 1444 is Important to California

LAVTA is working diligently with our strategic partners to begin the testing of two SAVs on city streets in Dublin during the first three months of 2018. The project is high priority and delays could be costly to the agency and the industry in California.

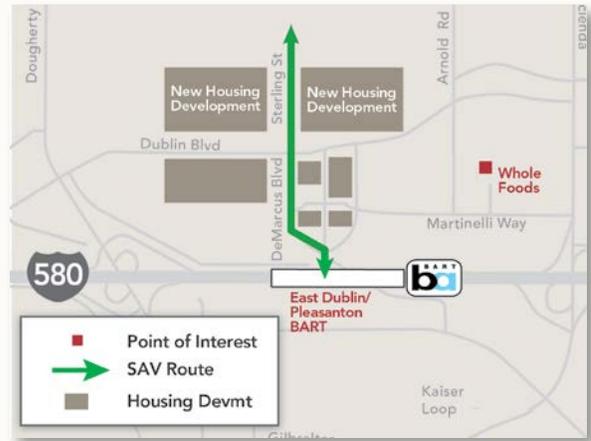
AB 1444 (Baker) will authorize LAVTA to conduct a pilot project for the testing of SAVs on public streets in the City of Dublin through April of 2018, ensuring that the SAV project can continue should the California Department of Motor Vehicles be delayed in issuing its regulations on autonomous

vehicles. Additionally, the bill would ensure that SAVs being tested would meet specific safety and insurance guidelines. Those include a maximum speed limit of 35 miles per hour, proof of insurance in the amount of \$5,000,000, and submitting a detailed description of the testing program to the department.

In conclusion, AB 1444 (Baker) is needed to continue the momentum of forward thinking projects already underway, to encourage technological innovation in the field of public transit and to create jobs for California residents.



Bishop Ranch SAV test site 2017



Dublin SAV test route being considered

EasyMile's Shared Autonomous Vehicle

The SAV to be used in this project weighs about 3,500 pounds, has space for 12 riders, and operates generally at 20 miles per hour. The low operating speed allows for adequate response time to avoid potential hazards in the roadway. The vehicles, which are 12 feet long by 7 feet wide, can operate without tracks, enabling transit systems to avoid significant capital costs and the need for major infrastructure investment.

The SAVs are operated on batteries and are zero emission vehicles. They carry a full array of cameras and are equipped to accept online prepayment of fares, as well as smart card and smartphone payment technologies.

The SAV vehicles involved in the LAVTA project will always carry operators onboard to take control of the vehicle in the event of operational issues.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

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TO: O&S Committee

DATE: October 23, 2017

FROM: Ruby Horta
Director of Planning & Marketing

SUBJ: Fixed Route Reports

Fixed Route Operating Reports for September 2017

1. Monthly Boarding's Data

The following represent the numbers that are most important to staff in evaluating the performance of the fixed route system.

<u>Title</u>	FY17-18		<u>Annual Goal</u>
	<u>Current Month</u>	<u>YTD Avg</u>	
Total Passengers	296,323		
Average Weekday	13,653	12,299	
Pass/Rev Hour	16.2	15.1	Standard Goal > 17.0
Missed Trips	0.12%	0.10%	Standard Goal < 0.25%
Miles between Road Calls	19,003	32,688	Standard Goal > 18,000

* Based on current standards from updated SRTP

Analysis

Average weekday ridership was higher in September (13,653 passengers) than August (12,459 passengers) and lower than September 2016 (14,358 passengers).

Passengers per hour in September was 16.2, which is higher than 15.2 in August and lower than September 2016 when passengers per hour was 17.1.

The percentage of missed trips in September was 0.12%, lower to the prior month (0.16%). The YTD average is 0.10% missed trips.

The number of miles between roadcalls was 19,003 miles in September lower than the prior month in which there were 35,809 miles between roadcalls. The 12 month average is 32,688 miles between roadcalls.

Clipper became available to the public on November 1, 2015. Of a total 296,323 passengers in September, 217,162 passengers had the potential to use a Clipper card aboard County Connection since 79,161 either used an employee sponsored program or the midday free program. About 29.5% of the 217,162 potential Clipper card users paid using Clipper during this month.

TRANSPORTATION and MAINTANCE

Operation Data Summary

TRANSPORTATION	2016 October	2016 November	2016 December	2017 January	2017 February	2017 March	2017 April	2017 May	2017 June	2017 July	2017 Aug	2017 Sep	12 Month TOTALS
Work Days	31	29	30	30	28	31	30	30	30	30	31	30	360
Revenue Hours	19,243	18,699	17,925	17,859	17,000	19,397	17,289	18,754	18,445	17,176	20,255	18,298	220,341
Operator Pay Hours	33,529	32,752	33,306	34,479	29,206	32,857	31,513	32,409	30,191	30,478	32,510	31,331	384,563
Number of Operators	159	167	167	174	171	168	167	168	168	164	163	164	167
Total Chargeable Collisions	0	5	3	1	1	2	0	3	2	2	3	1	23

**MONTHLY BOARDINGS
Operations Data Summary**

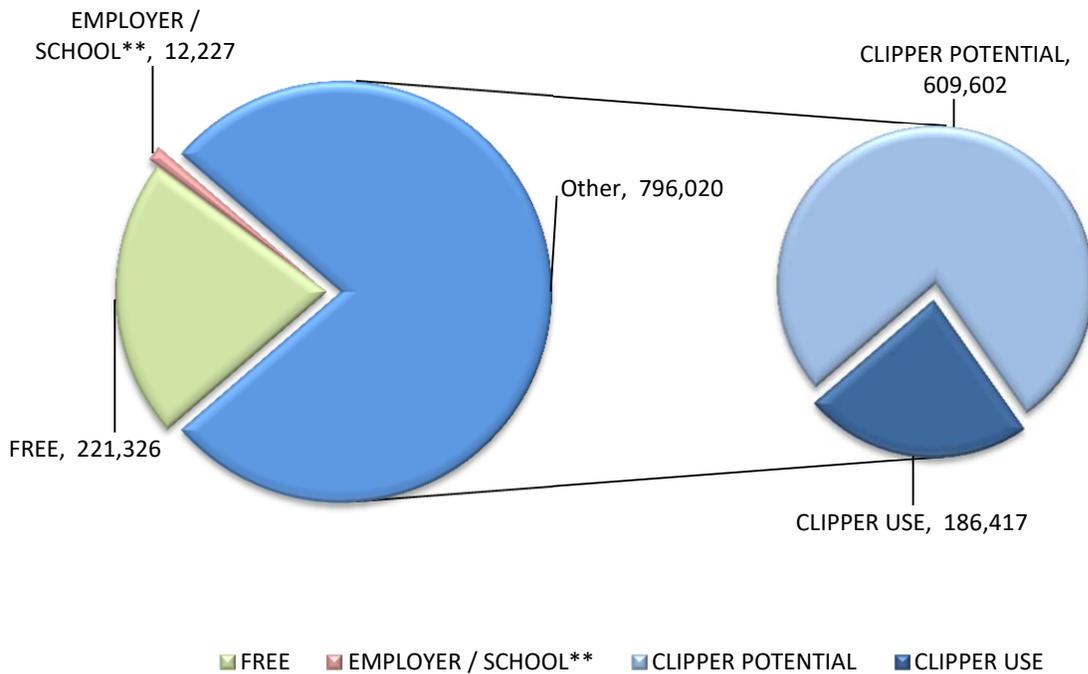
Fixed Route Boardings		Passengers by Revenue Hrs/Miles		Service Days		Fiscal YTD Comparison Passenger Boardings	
September 2017 - Fixed Route Boardings	296,323	Revenue Hours - September 2017	18,298	Weekdays - Sep 17	20	Fiscal 2018 YTD	843,155
Special Event -		September 2016	18,901	Sep 16	21	Fiscal 2017 YTD	898,098
		Revenue Miles - September 2017	197,403	Saturdays - Sep 17	5		
		September 2016	203,695	Sep 16	4		
				Sundays - Sep 17	4		
		Sep 16	4				
September 2017 Total Boardings	296,323	Passengers per Mile	1.5	Total Days - 2017	29	YTD Trend	(6.1%)
September 2016 Total Boardings	317,222	Passengers per Hour	16.2	2016	29	Monthly Trend	(6.6%)

September 2017 Fixed Route Passenger Total								Average			Passengers per Revenue Hour
Route	Destination Information	Weekday	Saturday	Sunday	Total	Wkdy	Sat	Sun			
1 (IM)	Rossmoor / Shadelands	7,212			7,212	361			11.3		
2	Rudgear / Walnut Creek	392			392	20			5.0		
3	Martinez Community Shuttle	2,310			2,310	115			8.0		
4	Walnut Creek Downtown Shuttle	17,453	2,711	2,073	22,237	873	542	518	25.2		
5	Creekside / Walnut Creek	10,898			10,898	545			29.2		
6	Lafayette / Moraga / Orinda	10,429	525	335	11,288	521	105	84	14.6		
7	Shadelands / Pleasant Hill / Walnut Creek	9,100			9,100	455			21.0		
9	DVC / Walnut Creek	10,890			10,890	544			12.9		
10	Concord / Clayton Rd	24,186			24,186	1,209			25.2		
11	Treat Blvd / Oak Grove	6,780			6,780	339			17.5		
14	Monument Blvd	12,279			12,279	614			15.5		
15	Treat Boulevard	10,874			10,874	544			17.6		
16	Alhambra Ave / Monument Blvd	15,463			15,463	773			14.9		
17	Olivera/Solano / Salvio / North Concord	5,266			5,266	263			14.2		
18	Amtrak / Merello / Pleasant Hill	9,077			9,077	454			14.1		
19	Amtrak / Pacheco Blvd / Concord	3,200			3,200	160			11.6		
20	DVC / Concord	22,183			22,183	1,109			22.5		
21	Walnut Creek / San Ramon Transit Center	11,154			11,154	558			10.8		
25	Lafayette / Walnut Creek	1,310			1,310	65			6.7		
28	North Concord / Martinez	6,289			6,289	314			10.4		
35	Dougherty Valley	12,370			12,370	618			17.8		
36	San Ramon / Dublin	4,942			4,942	247			8.8		
91X	Concord Commuter Express	1,147			1,147	57			10.9		
92X	Ace Shuttle Express	3,519			3,519	176			13.8		
93X	Kirker Pass Express	3,641			3,641	182			11.6		
95X	San Ramon / Danville Express	3,510			3,510	176			17.4		
96X	Bishop Ranch Express	11,059			11,059	553			15.5		
97X	Bishop Ranch Express	2,074			2,074	104			10.4		
98X	Martinez Express	7,071			7,071	354			13.1		
250 *	Gael Rail Service	21	56	22	99	2	11	6	1.0		
260 *	Cal State East Bay / Concord Bart	118			118	20			2.1		
301	Rossmoor / John Muir Medical Center		327	171	498		65	43	6.2		
310	Concord Bart / Clayton Rd / Kirker Pass		2,338	1,549	3,887		468	387	25.2		
311	Concord / Oak Grove / Treat Blvd / WC		1,086	854	1,939		217	213	14.1		
314	Clayton Rd / Monument Blvd / PH		2,979	1,822	4,801		596	456	19.1		
315	Concord / Willow Pass / Landana		306	171	477		61	43	8.1		
316	Alhambra / Merello / Pleasant Hill		1,584	953	2,537		317	238	13.7		
320	DVC / Concord		949	558	1,506		190	139	13.0		
321	San Ramon / Walnut Creek		1,123	763	1,886		225	191	9.9		
Alamo Creek *	Alamo Creek / BART Walnut Creek	495			495	25			3.1		
600's	Select Service	26,359	-	-	26,359	1,318			25.8		
TOTALS		273,069	13,984	9,270	296,323	13,653	2,797	2,318	16.2		

Note: Some statistics may not be available (N/A) at this time. These will be brought current in future reports.

* Data from LINK Operators ** Seasonal Routes

CLIPPER TREND



CLIPPER TREND*

Month	TOTAL RIDERSHIP	FREE	EMPLOYER / SCHOOL**	CLIPPER POTENTIAL	CLIPPER USE	% OF POTENTIAL
Jul-17	239,810	67,442	3,075	169,293	54,108	32.0%
Aug-17	307,022	79,917	3,958	223,147	68,158	30.5%
Sep-17	296,323	73,967	5,195	217,162	64,151	29.5%
Oct-17	-	-	-	-	-	-
Nov-17	-	-	-	-	-	-
Dec-17	-	-	-	-	-	-
Jan-18	-	-	-	-	-	-
Feb-18	-	-	-	-	-	-
Mar-18	-	-	-	-	-	-
Apr-18	-	-	-	-	-	-
May-18	-	-	-	-	-	-
Jun-18	-	-	-	-	-	-
Grand Total	843,155	221,326	12,227	609,602	186,417	30.6%

*Clipper implemented 11/01/2015

** Revise in Summer months to exclude Summer Youth Pass

FREE	Free / Mid-Day Free
EMPLOYER / SCHOOL	92X-Ace Train / Airport Plaza, UFCW Trust (91X) / St Marys / JFKU / Promo (Summer Youth Pass) & CSEB (Rte 260)

Route Description Summary

Route #	Description
1 (IM)	Rossmoor Shopping Center, Tice Valley Blvd, Boulevard Wy, Oakland Blvd, Trinity Ave , BART Walnut Creek, Ygnacio Valley, Montego, John Muir Medical Center, N Wiget Ln, Shadelands Office Park (Added Svc: IM = BART Walnut Creek, Ygnacio Valley, Montego, John Muir Medical Center, Marchbanks)
2	Rudgear Rd, Stewart Ave, Trotter Wy, Dapplegray Rd, Palmer Rd, Mountain View Blvd, San Miguel Dr, N & S California Blvd, BART Walnut Creek
3	Amtrak, Marina Vista Ave, Berrelessa St, Alhambra Ave, D St, Estudillo St, Vista Way, Pine St, Center Ave, Morello Ave, Arnold Dr, Howe Rd, Terrace Way, Shell Ave, Green St, Court St.
4	BART Walnut Creek, N California Blvd, Locust St, Mt Diablo Blvd, Broadway Plaza, S Main St, Pringle Ave
4H	Walnut Creek Extended Holiday Service (November 27 thru December 31)
5	BART Walnut Creek, Rivieria Ave, Parkside Dr, N Civic Dr, N Broadway, Lincoln Ave, Mt Pisgah St, S Main St, Creekside Dr
6	BART Orinda, Orinda Village, Orinda Wy, Moraga Wy, Moraga Rd, St Marys Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette
7	BART Pleasant Hill, Treat Blvd, Bancroft Rd, Ygnacio Valley Rd, Shadelands Office Park, Marchbanks, BART Walnut Creek, Riviera Ave, Buena Vista, Geary Rd
9	DVC, Contra Costa Blvd, Ellinwood Wy, JFK University, Gregory Ln, Cleaveland Rd, Boyd Rd, W Hookston Rd, Patterson Blvd, Oak Park Blvd, Coggins Dr, BART Pleasant Hill, N Main St, N California Blvd, BART Walnut Creek
10	BART Concord, Clayton Rd, Center St, Marsh Creek Rd
11	BART Concord, Port Chicago Highway, Salvio St, Mira Vista Terrace, Fry Wy, Clayton Rd, Market St, Meadow Ln, Oak Grove Rd, Treat Blvd, BART Pleasant Hill
14	BART Concord, Oak St, Laguna St, Detroit Ave, Monument Blvd, Mohr Ln, David Ave, Bancroft Rd, Treat Blvd, BART Pleasant Hill
15	BART Concord, Port Chicago Highway, Salvio St, Parkside Dr, Willow Pass Rd, Landana Dr, West St, Clayton Rd, Treat Blvd, BART Pleasant Hill, Oak Rd, N Civic Dr, Ygnacio Valley Rd, BART Walnut Creek
16	BART Concord, Oak St, Galindo St, Monument Blvd, Crescent Plaza, Cleaveland Rd, Gregory Ln, Pleasant Hill Rd, Alhambra Ave, Berrellesa St, Escobar St, Court St, Martinez Amtrak
17	BART Concord, Grant St, East St, Solano Wy, Olivera Rd, Port Chicago Highway, BART North Concord
18	BART Pleasant Hill, Oak Rd, Buskirk Ave, Crescent Plaza, Gregory Ln, Pleasant Hill Rd, Taylor Blvd, Morello Ave, Viking Dr, Contra Costa Blvd, DVC, Old Quarry Rd, Pacheco Blvd, Muir Rd, Arnold Dr, Morello, Pacheco Blvd, Martinez Amtrak
19	BART Concord, Galindo St, Concord Ave, Bisso Ln, Stanwell Dr, John Glenn Dr, Galaxy Wy, Diamond Blvd, Contra Costa Blvd, Pacheco Blvd, Martinez Amtrak
20	BART Concord, Grant St, Concord Blvd, Clayton Rd, Gateway Blvd, Willow Pass Rd, Sun Valley Blvd, Golf Club Rd, DVC
21	BART Walnut Creek, N & S California Blvd, Newell Ave, S Main St, Danville Blvd, Railroad Ave, San Ramon Valley Blvd, Danville Park & Ride, Camino Ramon, Fostoria Wy, San Ramon Transit Center
25	BART Lafayette, Mt Diablo Blvd, Highway 24, Highway 680, BART Walnut Creek
28	BART North Concord, Port Chicago Highway, Bates Ave, Commercial Cir, Pike Ln, Arnold Industrial Wy, Marsh Dr, Contra Costa Blvd, Chilpancinco Pkwy, Old Quarry Rd, DVC, Highway 680, Highway 4, Center Ave, VA Clinic, Howe Rd, Pacheco Blvd, Martinez Amtrak
35	BART Dublin, Dublin Blvd, Dougherty Rd, Bollinger Canyon Rd, E Branch Pkwy, Windemere Pkwy, Sunset Dr, Bishop Dr, Executive Pkwy, San Ramon Transit Center
36	BART Dublin, Dublin Blvd, Village Pkwy, Alcosta Blvd, Fircrest Ln, San Ramon Valley Blvd, Tareyton Ave, Bollinger Canyon Rd, Crow Canyon Rd, Executive Pkwy, San Ramon Transit Center
91X	BART Concord, Galindo St, Concord Ave, John Glenn Dr, Galaxy Wy, Chevron, Diamond Blvd, Willow Pass Rd, Gateway Blvd, Clayton Rd, Oak St
92X	Shadelands Office Park, Ygnacio Valley Rd, Highway 680, Danville Park & Ride, Crow Canyon Rd, Bishop Ranch 15, San Ramon Transit Center, Camino Ramon, ATT, Sunset Dr, Chevron, Ace Train Station Pleasanton
93X	BART Walnut Creek, Ygnacio Valley Rd, Shadelands Office Park, Oak Grove Rd, Kirker Pass Rode, Railroad Ave, Buchanan Rd, Somersville Rd, Fairview Dr, Delta Fair Blvd, Highway 4, Hillcrest Park & Ride
95X	BART Walnut Creek, Highway 680, Crow Canyon Pl, Fostoria Wy, Camino Ramon, San Ramon Transit Center
96X	BART Walnut Creek, Highway 680, Chevron, Bishop Ranch 1, Bishop Ranch 3, Bishop Ranch 6, San Ramon Transit Center, Bishop Ranch 15, Annabel Ln, Bishop Ranch 8, Bishop Dr, Sunset Dr
97X	BART Dublin, Highway 680, Highway 580, Chevron, Bishop Ranch 1, Bishop Ranch 3, Bishop Ranch 6, San Ramon Transit Center, Bishop Ranch 15, Annabel Ln, Bishop Ranch 8, Bishop Dr, Sunset Dr
98X	BART Walnut Creek, N Main St, Highway 680, Sun Valley Blvd, Contra Costa Blvd, Concord Ave, Diamond Blvd., Highway 680, Highway 4, Alhambra Ave, Berrellesa St, Escobar St, Court St, Martinez Amtrak

Route Description Summary

Route #	Description
250	St Mary's College, St Marys Rd, Moraga Rd, Mt Diablo Blvd, BART Lafayette
260	Cal State, East Bay, Concord Bart
301	Rossmoor Shopping Center, Tice Valley Blvd, Boulevard Wy, Oakland Blvd, Trinity Ave , BART Walnut Creek, Ygnacio Valley, Montego, John Muir Medical Center
310	Concord Bart, Clayton Rd, Kirker Pass
311	BART Concord, Port Chicago Highway, Salvio St, Mira Vista Terrace, Fry Wy, Clayton Rd, Market St, Meadow Ln, Oak Grove Rd, Treat Blvd, BART Pleasant Hill
314	Ayers Rd, Concord Blvd, Kirker Pass Rd, Clayton Rd, BART Concord, Oak St, Laguna St, Detroit Ave, Monument Blvd, Mohr Ln, David Ave, Crescent Plaza, Cleaveland Rd, Gregory Ln, Contra Costa Blvd, DVC
315	BART Concord, Port Chicago Highway, Salvio St, Parkside Dr, Willow Pass Rd, Landana Dr, West St, Clayton Rd
316	BART Pleasant Hill, Oak Rd, Buskirk Ave, Crescent Plaza, Gregory Ln, Contra Costa Blvd, Golf Club Rd, DVC, Old Quarry Rd, Pacheco Blvd, Muir Rd, Arnold Dr, Pacheco Blvd, Morrelo Ave, Martinez Amtrak, Berrellesa St, Alhambra Ave
320	BART Concord, Grant St, Concord Blvd, Clayton Rd, Gateway Blvd, Willow Pass Rd, Diamond Blvd, Concord Ave, Chilpancingo Pkwy, Old Quarry Rd, DVC
321	BART Walnut Creek, N & S California Blvd, Newell Ave, S Main St, Danville Blvd, Railroad Ave, San Ramon Valley Blvd, Camino Ramon, Fostoria Wy, San Ramon Transit Center- Shops at BR.
601	N Civic Dr, Parkside Dr, Riveria Ave, BART Walnut Creek, Trinity Ave, Oakland Blvd, Boulevard Wy, Tice Valley Blvd, Meadow Rd, Castle Hill Rd, Danville Blvd, Hillgrade Ave,, Crest Ave, Rossmoor Shopping Center
602	Walnut Blvd, Oro Valley Cir, Mountain View Blvd, Rudgear Rd, Stewart Ave, Trotter Wy, Dapplegray Rd, Palmer Rd, Mountain View Blvd, San Miguel Dr, N & S California Blvd, BART Walnut Creek
603	Camino Pablo, Moraga Rd, St Marys Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette
605	N Civic Dr, N Broadway, Lincoln Ave, Mt Pischah St, Newell Ave, Lilac Dr, S Main St, Creekside Dr
606	BART Orinda, Orinda Wy, Miner Rd, Honey Hill Rd, Via Las Cruces, Saint Stephens Dr, Orinda Woods Dr, Moraga Wy, Ivy Dr, Moraga Rd, St Marys Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette
608	VA Clinic, Center Ave, Pacheco Blvd, Contra Costa Blvd, Chilpancingo Pkwy, Old Quarry Rd, DVC
611	BART Concord, Port Chicago Highway, Salvio St, Mira Vista Terrace, Fry Wy, Clayton Rd, Market St, Meadow Ln, Oak Grove Rd, Treat Blvd, Bancroft Rd, Minert Rd
612	BART Concord, Clayton Rd, Ayers Rd, Concord Blvd, Kirker Pass Rd, Washington Blvd, Pennsylvania Blvd, Pine Hollow Rd, El Camino Dr, Michigan Blvd
613	Minert Rd, Oak Grove Rd, Monument Blvd, Detroit Ave, Laguna St, Oak St, BART Concord
614	BART Concord, Clayton Rd, Michigan Blvd, Pennsylvania Blvd, Pine Hollow Rd, El Camino Dr
615	Concord Blvd, Landana Dr., Willow Pass Rd., Parkside Dr., Salvio St., East St., clayton Rd., Oakland Ave., Mount Diablo St., BART Concord
616	Treat Blvd, Bancroft Rd, Minert Rd, Oak Grove Rd, Monument Blvd, San Miguel Rd, Galindo St, Oak St, BART Concord
619	Minert Rd, Oak Grove Rd, Monument Blvd, Mohr Ln, David Ave, Bancroft Rd, Treat Blvd, BART Pleasant Hill
622	Pine Valley Rd, Broadmoor Dr, Montevideo Dr, Alcosta Blvd, Crow Canyon Rd, Tassajara Ranch Rd, Camino Tassajara
623	Danville Blvd, Stone Valley Rd, Green Valley Rd, Diablo Rd, Hartz Ave, San Ramon Valley Blvd, Sycamore Valley Rd, Camino Tassajara, Tassajara Ranch Rd, Crow Canyon Rd, Anabel Ln
625	Rossmoor Shopping Center, Tice Valley Blvd, Olympic Blvd, Pleasant Hill Rd, Acalanes Ave, Stanley Blvd, Mt Diablo Blvd, BART Lafayette, Happy Valley Rd, Upper Happy Valley Rd, El Nido Ranch Rd, Hidden Valley Rd, Acalanes Rd
626	St Mary's College, St Marys Rd, Rohrer Dr, Moraga Rd, Mt Diablo Blvd, BART Lafayette, Happy Valley Rd, Upper Happy Valley Rd, El Nido Ranch Rd, Hidden Valley Rd, Acalanes Rd
627	BART North Concord, Port Chicago Highway, Bates Ave, Mason Cir
635	Bollinger Canyon Rd, Dougherty Rd, Crow Canyon Rd, Tassajara Ranch Rd, Camino Tassajara, Lusitano St, Charbray St
636	San Ramon Transit Center, Executive Pkwy, Crow Canyon Rd, Bollinger Canyon Rd, San Ramon Valley Blvd, Broadmoor Dr, Alcosta Blvd, Fircrest Ln, Village Pkwy, Dublin Blvd, BART Dublin
Alamo Creek Shuttle	Alamo Creek, Monterosso, Ponderosa Colony, BART Walnut Creek

CCCTA LINK
MONTHLY OPERATING SUMMARY
JULY FY 17/18

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SUMMARY	JULY FY 16/17	JULY FY 17/18	YTD FY16/17	YTD FY 17/18
1 TOTAL CLIENTS	11,197	10,792	11,197	10,792
2 TOTAL ATTENDANTS	613	1,547	613	1,547
3 TOTAL COMPANIONS	54	66	54	66
4 TOTAL PASSENGERS	11,864	12,405	11,864	12,405
5 TOTAL SERVICE DAYS	30	30	30	30
6 VEHICLE REVENUE HOURS	5,691	5,435	5,691	5,435
7 VEHICLE SERVICE HOURS	7,165	6,913	7,165	6,913
8 VEHICLE NON REV HOURS	1,474	1,478	1,474	1,478
9 VEHICLE SERVICE MILES	103,585	103,958	103,585	103,958
10 VEHICLE REVENUE MILES	84,626	83,113	84,626	83,113
11 VEHICLE NON REV MILES	18,959	20,845	18,959	20,845
12 PASS. PER REVENUE HOUR	2.08	2.28	2.08	2.28
13 CLIENT PER REVENUE HOUR	1.97	1.99	1.97	1.99
14 PASS. PER SERVICE HOUR	1.66	1.79	1.66	1.79
15 PASS. PER SERVICE MILE	0.11	0.12	0.11	0.12
16 PASS. PER REVENUE MILE	0.14	0.15	0.14	0.15
17 TOTAL TRANSFER TRIPS	793	1,133	793	1,133
18 SAME DAY TRIPS	112	95	112	95
19 SUBSCRIPTION TRIPS	5,756	6,056	5,756	6,056
20 DEMAND	5,439	4,765	5,439	4,765
21 FAREBOX REVENUE	\$10,342.59	\$9,732.35	\$10,342.59	\$9,732.35
22 PREPAID CLIENTS	\$7,782.00	\$4,199.00	\$7,782.00	\$4,199.00
23 COLLECTED BILLING	\$20,386.00	\$6,260.00	\$20,386.00	\$6,260.00
24 TOTAL REVENUE COLLECTED	\$38,510.59	\$20,191.35	\$38,510.59	\$20,191.35
25 CHARGEABLE ACCIDENTS	1	1	1	1
26 SERVICE COMPLAINTS	1	3	1	3
27 SERVICE COMMENDATIONS	3	0	3	0
28 SERVICE DENIALS	0	0	0	0
29 ROAD CALLS	1	2	1	2
30 DRIVER TURNOVER	1%	3%	1%	3%
31 SCHEDULE ADHERENCE	80%	79%	80%	80%
32 WHEELCHAIR BOARDING'S	2,750	2,642	2,750	2,642
33 W/C LIFT AVAILABILITY	100%	100%	100%	100%
34 REGISTERED CLIENTS	6,073	5,914	6,073	5,914
35 UNDUPLICATED CLIENTS	987	827	987	827
36 NO-SHOWS	111	198	111	198
37 CANCELS	1,664	2,224	1,664	2,224
38 AVG. TRIP LENGTH (MILES)	8.7	8.4	8.7	8.4
39 AVG. SM BUSES IN SERVICE	3	3	3	3
40 AVG. BUSES IN SERVICE	44	47	44	47
41 TOTAL FUEL/GALLONS	16,474	17,751	16,474	17,751
42 FLEET M.P.G.	6.3	5.9	6.3	5.9

*Trapeze-Productivity
Trip Hours Productivity*

<i>SERV/REV HOURS</i>	<i>LINK vs. BART HOURS</i>	<i>REFUEL</i>
<i>6946.10</i>	<i>5467.90</i>	<i>1347.20</i>
<i>6913.06</i>	<i>5434.86</i>	<i>1478.20</i>
<i>LINK Invoicing Calculation</i>		
<i>Serv. Hrs</i>	<i>6,913.06</i>	
<i>Hourly rate</i>	<i>45.14</i>	
<i>Total</i>	<u><i>312,055.53</i></u>	
<i>Fixed Costs</i>	<i>87,293.53</i>	
<i>July Telephone bill</i>	<i>(1,500.00)</i>	
<i>Grand Total</i>	<u><u><i>\$397,849.06</i></u></u>	

Entered only the same day trip accommodated from the Denial Graph Report
Productivity- Non subscriptions vs. Subscriptions trips (uncheck show details box)
Productivity- Non subscriptions vs. Subscriptions trips (uncheck show details box)

***** June and July will be reflecting on August Collected billing**

**equals drivers divided headcount times 100*
Spider Report no longer.... Pulled OTP from Pass-Trapeze
**Late divided trips*
Stastical Reports-Space Type and Passenger Type/unchecked the selected city

Trapeze Report- Ops unduplicated clients reports uncheck all boxes
Trapeze Report- Ops unduplicated clients reports check with summary go to the last page
Productivity- Canceled, N/S rep. check only no shows
Productivity- Canceled, N/S rep. check only cancels