

To: Board of Directors

Date: 11/07/2017

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 board meeting, all weekday local routes have been completed and are provided. 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. 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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How to Use This Document (Key Performance Indicators)

This is a GPS derived number that also includes mid route layover, or time the bus sits at a stop. In Route 1's case this seen as slower because the bus isn't moving at BART, yet is still in service.

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%

Stops per mile. Eg. 0.33 is a stop every 1/3 on average for the route

This indicator bar represents the difference from the route averages for all local routes. For example in this case, Route 1 has 84% more stops than an average local route.

In-service time is time when the bus is in revenue service or when passengers are allowed in the bus with a set schedule.

Layover is time when the bus is parked for either a required operator break or for recovery time for the bus to get back on schedule.

Deadhead is time when the bus is pulling out to make its first or last trip or when its not in service and starting another route.

Data derived from Remix transit planning software. This is not the ridership demographics, but rather the census derived demographics for residents with 1/4 mile of a transit stop.

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
30,379	14,370	44,749	2,793
52%	-24%	16%	-9%

Poverty	Limited English	Minority	Senior
8%	9%	32%	21%
-35%	-6%	-30%	63%

Disabled	No Car	Youth	(Legend)
11%	7%	18%	(route value)
1%	-13%	-13%	(% diff from AVG)

This number represents the total number of jobs and population per route mile. This is an indicator of density along the route.

Like the indicator bars above, this represents a difference from the route averages. In this case, Route 1 has 63% more Seniors within 1/4 of a stop than an average CCCTA local route.

These numbers are important when comparing demographics for Title VI civil rights compliance. If service changes occur these numbers are used to determine if there are disparate impacts to protected populations. The numbers are also a good indication of transit dependent populations within 1/4 mile of a stop.

Local Route Averages: A Typical CCCTA Route

Route Alignment, Speed, and Labor Statistics

CCCTA Weekday Local Route Averages

FY17 On Time	Length (mi)	Scheduled Speed	Actual Speed
87%	16.0	12.8	14.3
0%	0%	0%	0%

# Stops	Stop Spacing (mi)	# of Rights	# of Lefts
59	0.27	14	14
0%	0%	0%	0%

In-Service Time	Layover	Deadhead	Total Hours
69%	22%	9%	31.3
0%	0%	0%	0%

Census Population, Jobs, and Demographics by Route

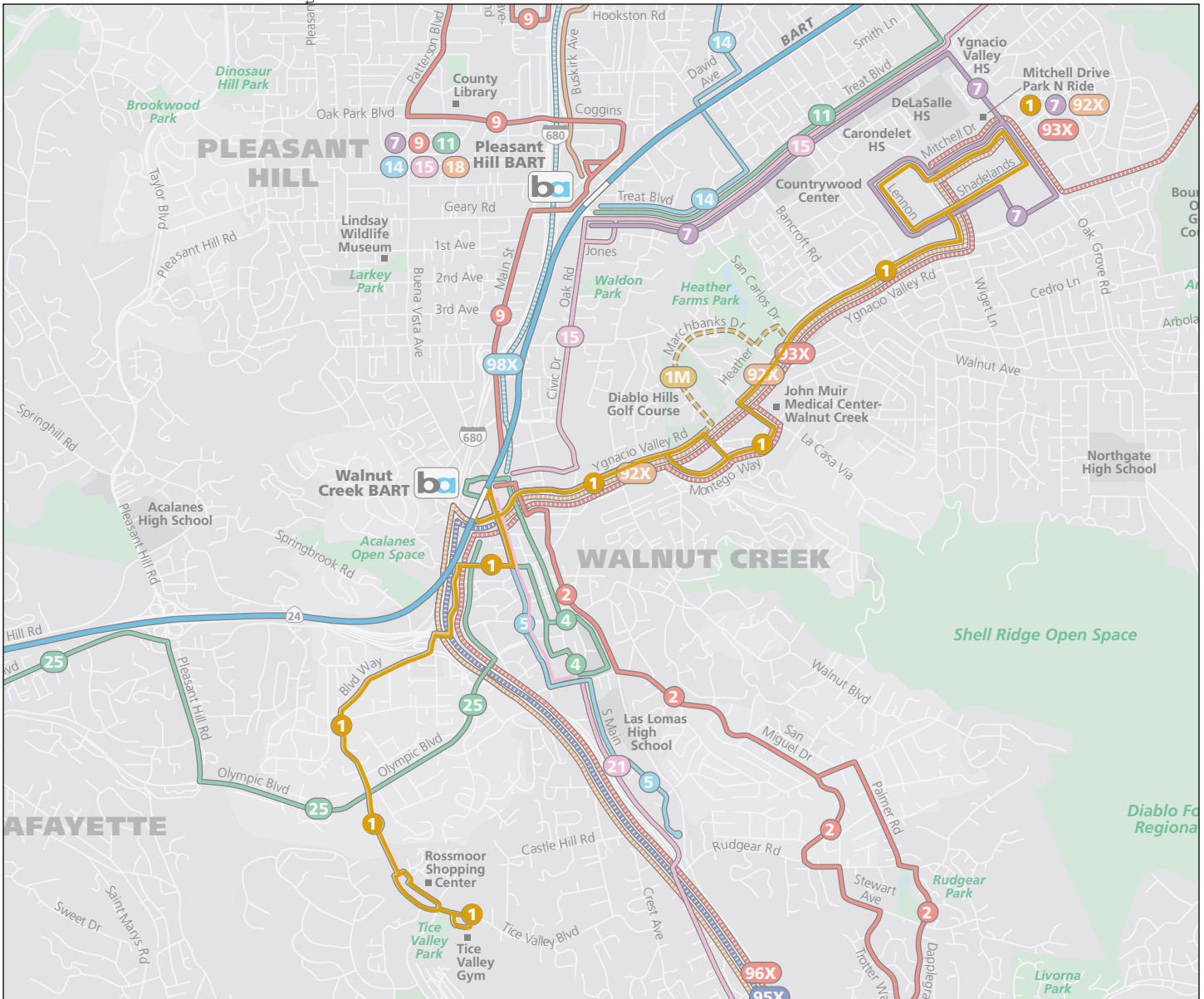
Jobs	Population	Jobs+Pop	J+P/mile
20,023	18,897	38,414	3,075
0%	0%	0%	0%

Poverty	Limited English	Minority	Senior
12%	10%	46%	13%
0%	0%	0%	0%

Disabled	No Car	Youth	(Legend)
11%	8%	21%	(route value)
0%	0%	17%	(% diff from AVG)

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 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 Area, whereas the current Route 1 does not. Recently, Route 1M was launched to cover the old 101 Marchbanks area in FY16. 1 short trip was added 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 (mi)	# of Rights	# of Lefts
66	0.24	26	26
12%	-9%	85%	83%

In-Service Time	Layover	Deadhead	Total Hours
79%	16%	6%	27.9
14%	-27%	-39%	-11%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
30,379	14,370	44,749	2,793
52%	-24%	16%	-9%

Poverty	Limited English	Minority	Senior
8%	9%	32%	21%
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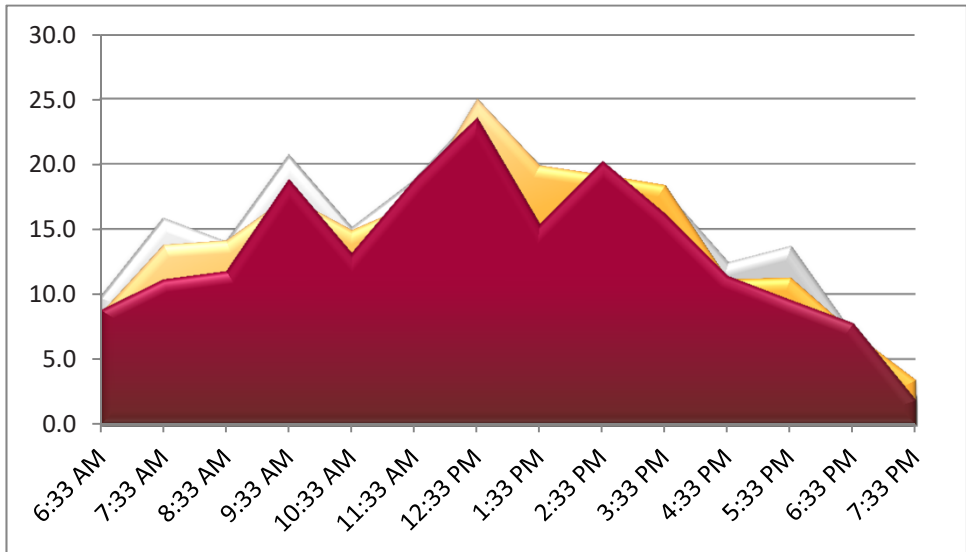
Disabled	No Car	Youth	(Legend)
11%	7%	18%	(route value)
1%	-13%	-13%	(% diff from AVG)

ROUTE 1 TRIP LEVEL RIDERSHIP FY2015-2017

Trip Start '15 '16 '17

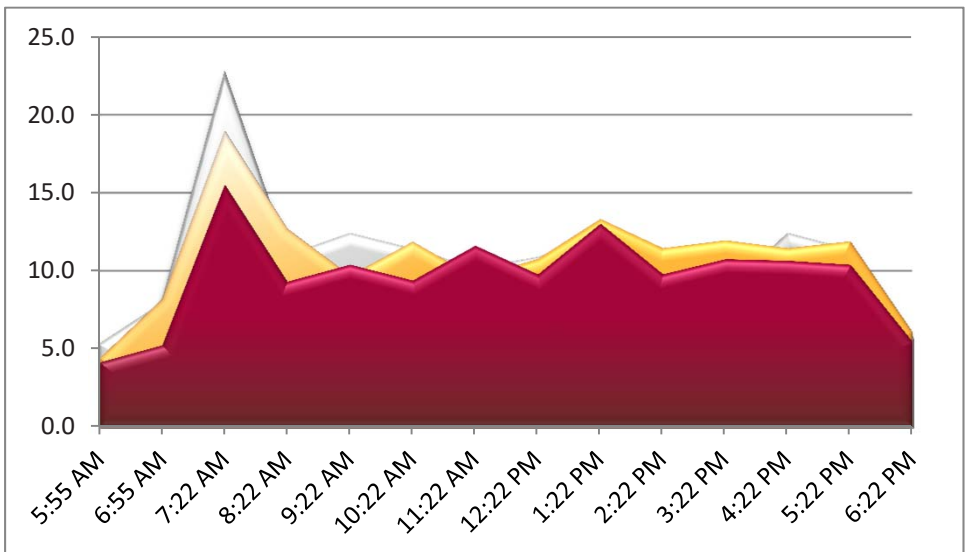
Route #1	207	202	189
6:33 AM	9.7	8.6	8.8
7:33 AM	15.8	13.9	11.2
8:33 AM	14.0	14.2	11.8
9:33 AM	20.6	17.6	18.9
10:33 AM	15.1	15.0	13.2
11:33 AM	18.7	17.1	18.9
12:33 PM	24.0	25.1	23.6
1:33 PM	19.9	19.9	15.5
2:33 PM	16.5	19.2	20.3
3:33 PM	17.8	18.4	16.2
4:33 PM	12.4	11.2	11.4
5:33 PM	13.6	11.3	9.6
6:33 PM	6.8	7.1	7.8
7:33 PM	2.2	3.4	1.9

Northbound to Shadelands via Walnut Creek BART



Route #1	153	152	136
5:55 AM	5.3	4.4	4.2
6:55 AM	7.9	8.2	5.3
7:22 AM	22.6	19.0	15.6
8:22 AM	10.9	12.7	9.3
9:22 AM	12.4	9.7	10.4
10:22 AM	11.4	11.9	9.4
11:22 AM	10.1	9.6	11.6
12:22 PM	10.8	10.8	9.8
1:22 PM	12.1	13.3	13.0
2:22 PM	11.1	11.5	9.8
3:22 PM	8.7	12.0	10.8
4:22 PM	12.4	11.5	10.7
5:22 PM	11.3	11.9	10.4
6:22 PM	5.6	6.1	5.4

Southbound to Rossmoor via Walnut Creek BART

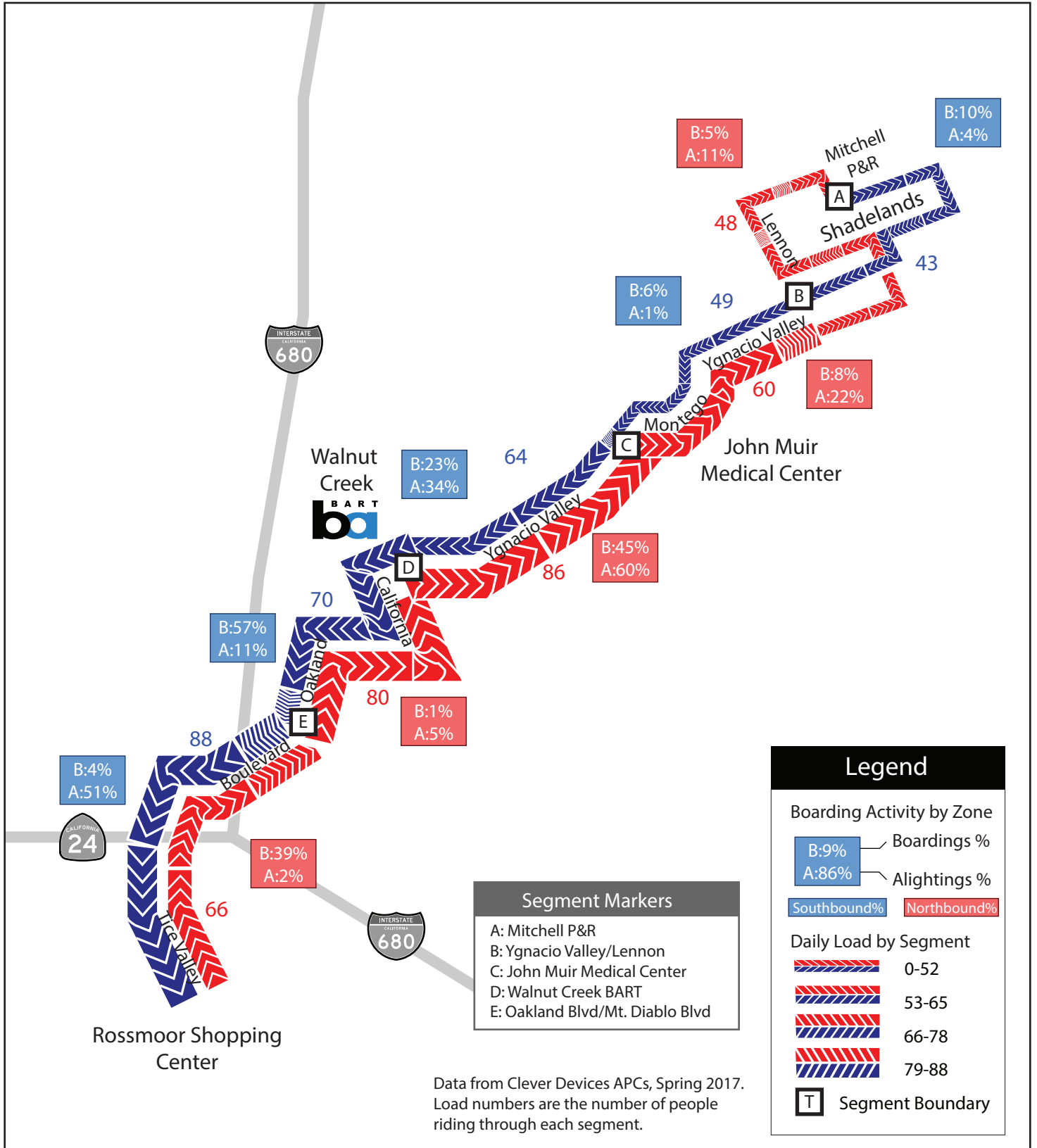


'14/15
 '15/16
 '16/17

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

Route 1 Segment Map

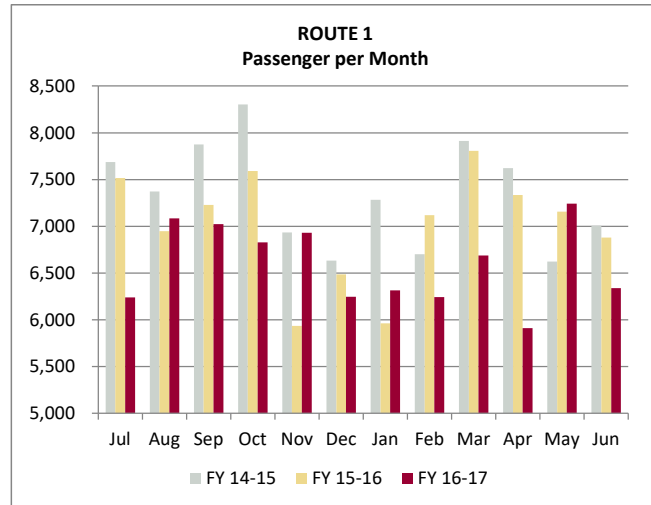
Average Ridership % and Load by Segment and Direction



ROUTE 1

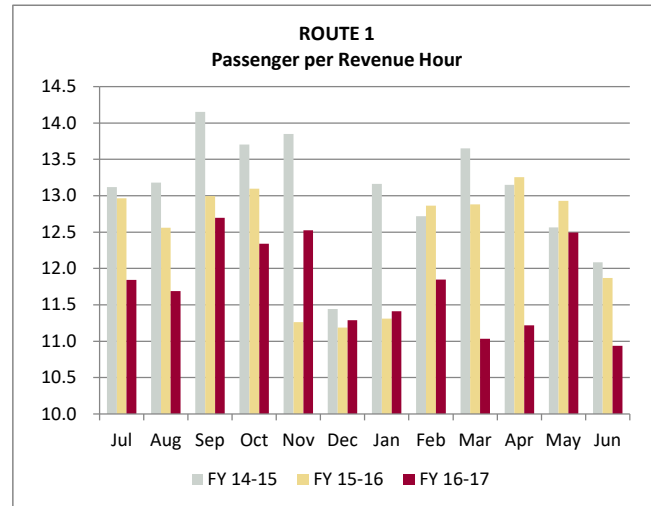
Passenger per Month

	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



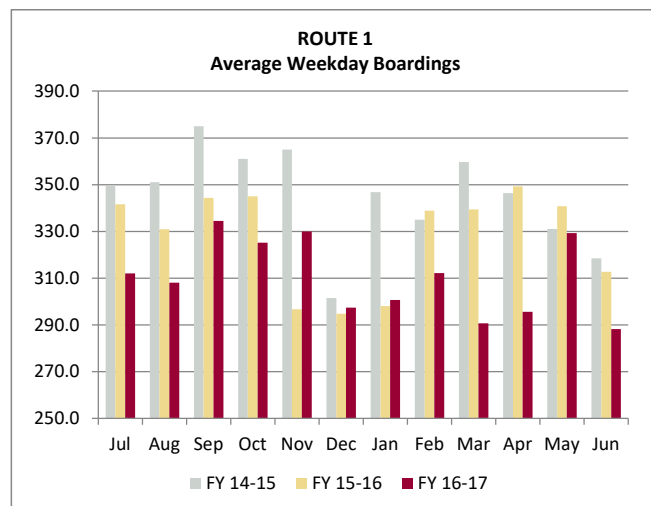
Passenger per Revenue Hour

	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

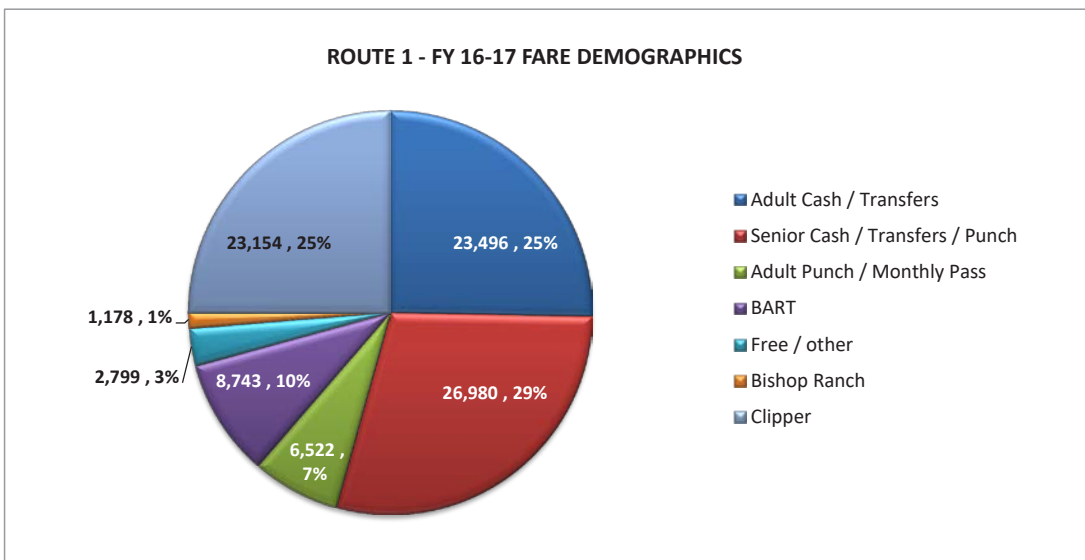
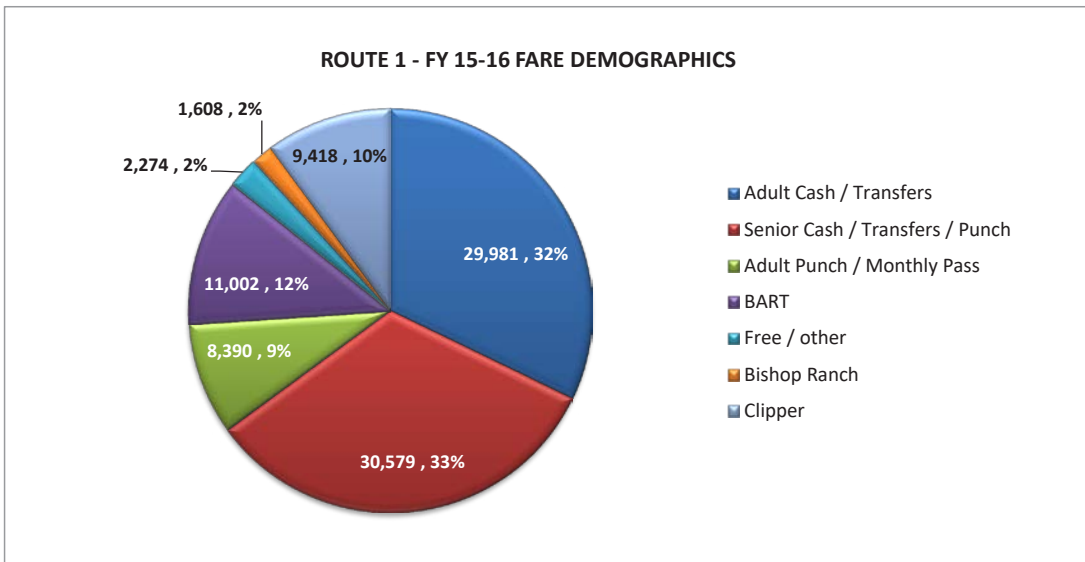
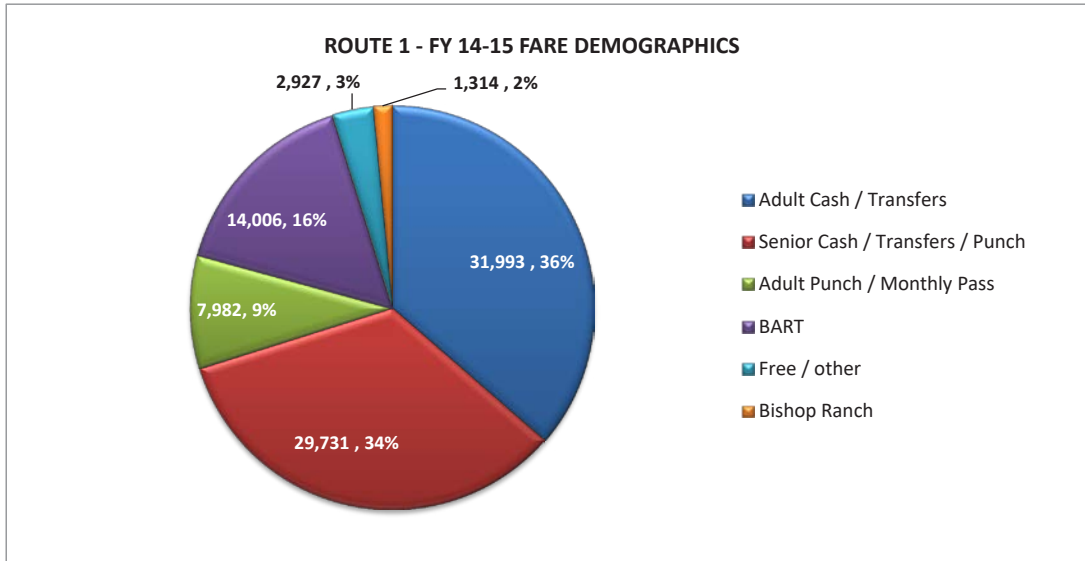


Avg Wkdy Boardings

	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 DEMOGRAPHIC CHART by Fiscal Year



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 (mi)	# of Rights	# of Lefts
22	0.24	10	7
-63%	-11%	-29%	-51%

In-Service Time	Layover	Deadhead	Total Hours
57%	23%	20%	6.8
-17%	6%	111%	-78%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
15,285	7,720	23,005	4,390
-24%	-59%	-40%	43%

Poverty	Limited English	Minority	Senior
10%	11%	35%	17%
-20%	13%	-24%	25%

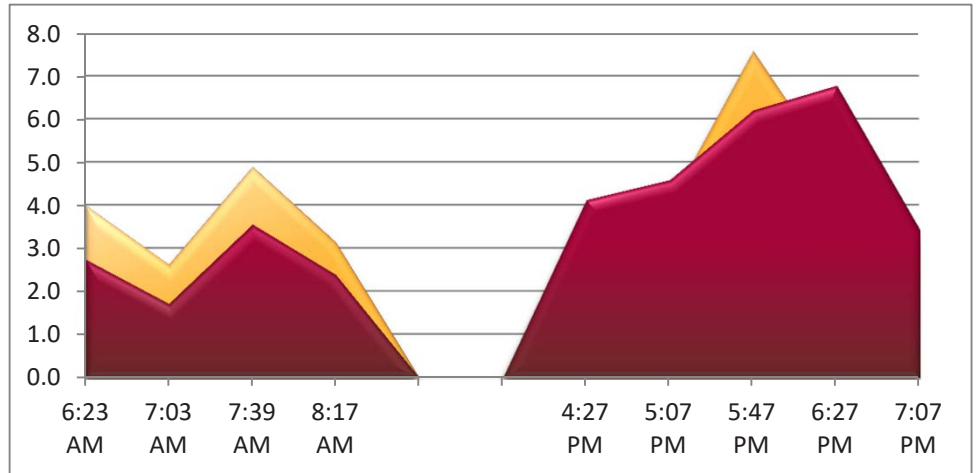
Disabled	No Car	Youth	(Legend)
10%	6%	18%	(route value)
-10%	-22%	-13%	(% diff from AVG)

ROUTE 1M TRIP LEVEL RIDERSHIP FY2015-2017

Trip Start '15 '16 '17

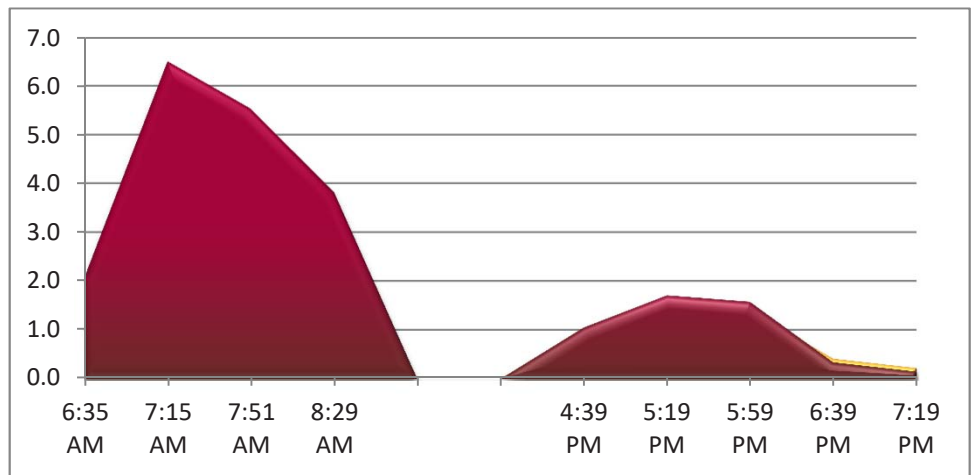
Route #1M	'15	'16	'17
6:23 AM	4.0	2.8	
7:03 AM	2.6	1.7	
7:39 AM	4.9	3.6	
8:17 AM	3.1	2.4	
4:27 PM	3.9	4.1	
5:07 PM	4.0	4.6	
5:47 PM	7.6	6.2	
6:27 PM	4.7	6.8	
7:07 PM	3.2	3.4	

Eastbound to Marchbanks via John Muir Medical Ctr.



Route #1M	'15	'16	'17
6:35 AM	1.7	2.1	
7:15 AM	6.1	6.5	
7:51 AM	4.9	5.5	
8:29 AM	2.5	3.8	
4:39 PM	0.5	1.1	
5:19 PM	0.9	1.7	
5:59 PM	1.4	1.6	
6:39 PM	0.4	0.3	
7:19 PM	0.2	0.2	

Westbound to Walnut Creek BART via Marchbanks

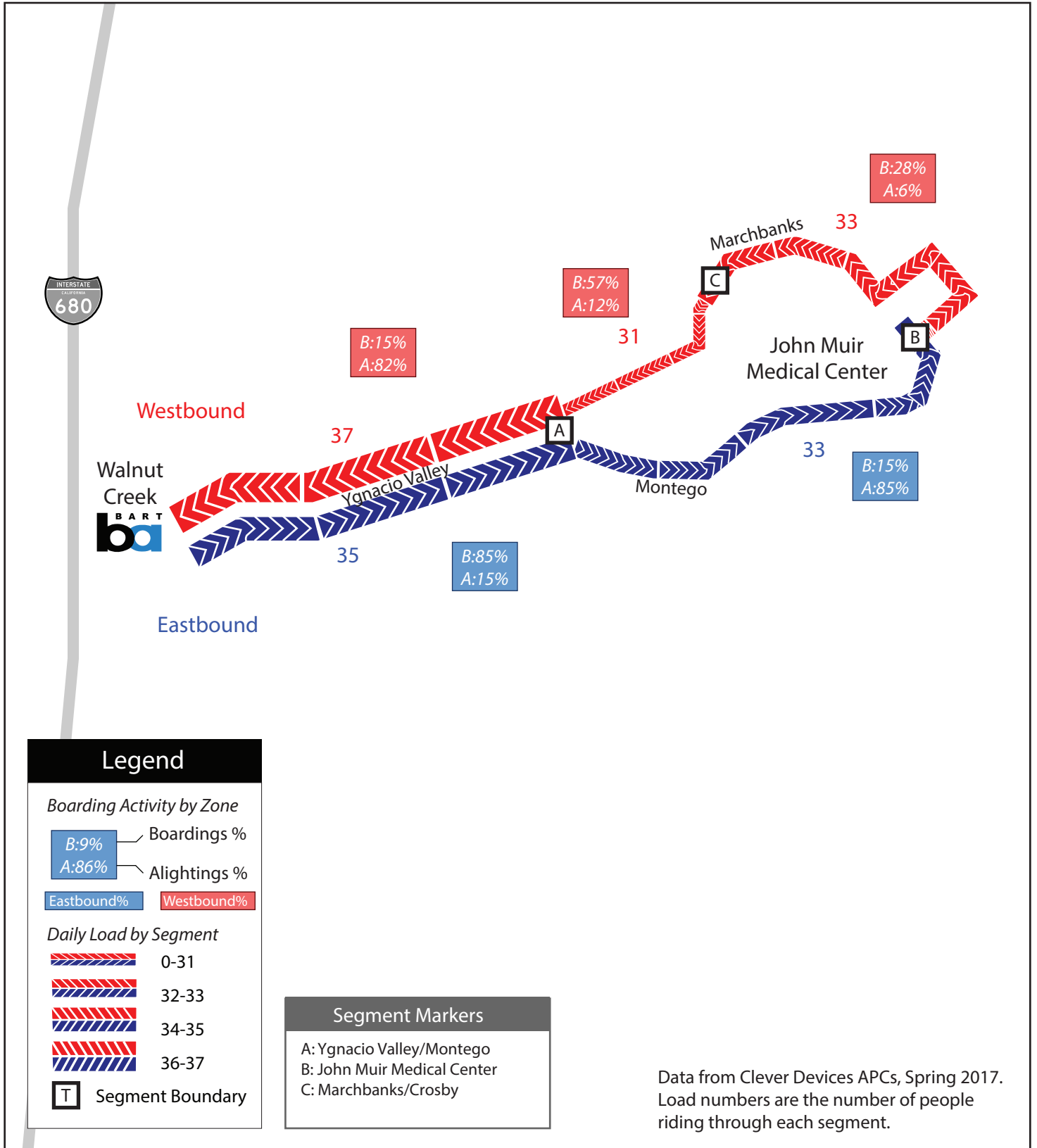


'14/15 '15/16 '16/17

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

Route 1M Segment Map

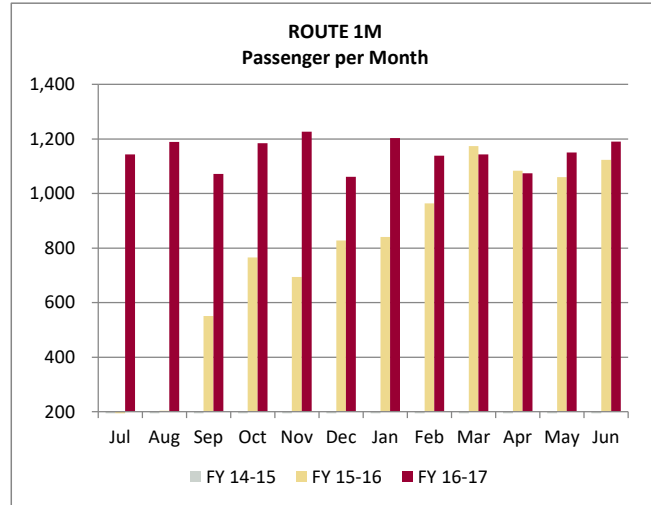
Average Ridership % and Load by Segment and Direction



ROUTE 1M

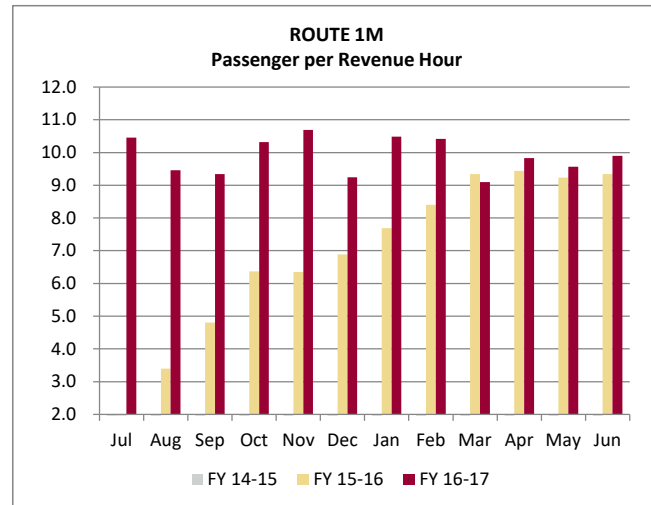
Passenger per Month

	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



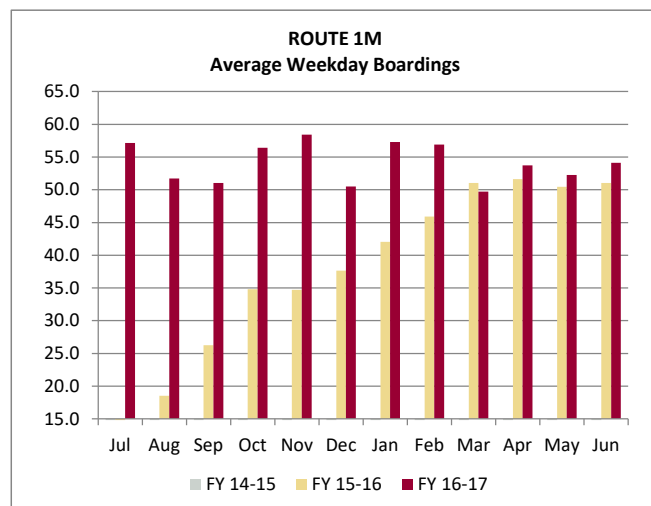
Passenger per Revenue Hour

	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

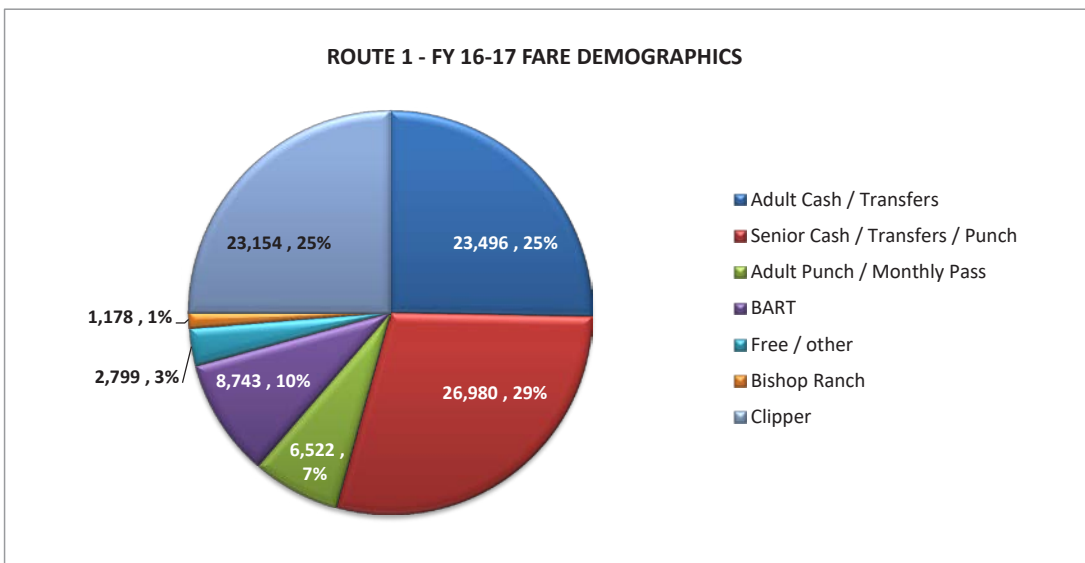
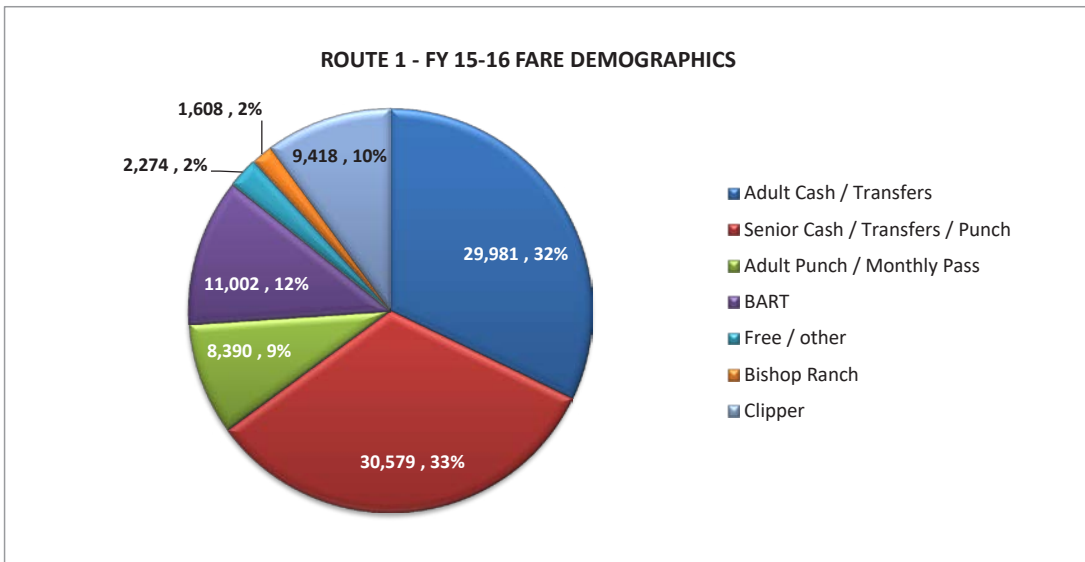
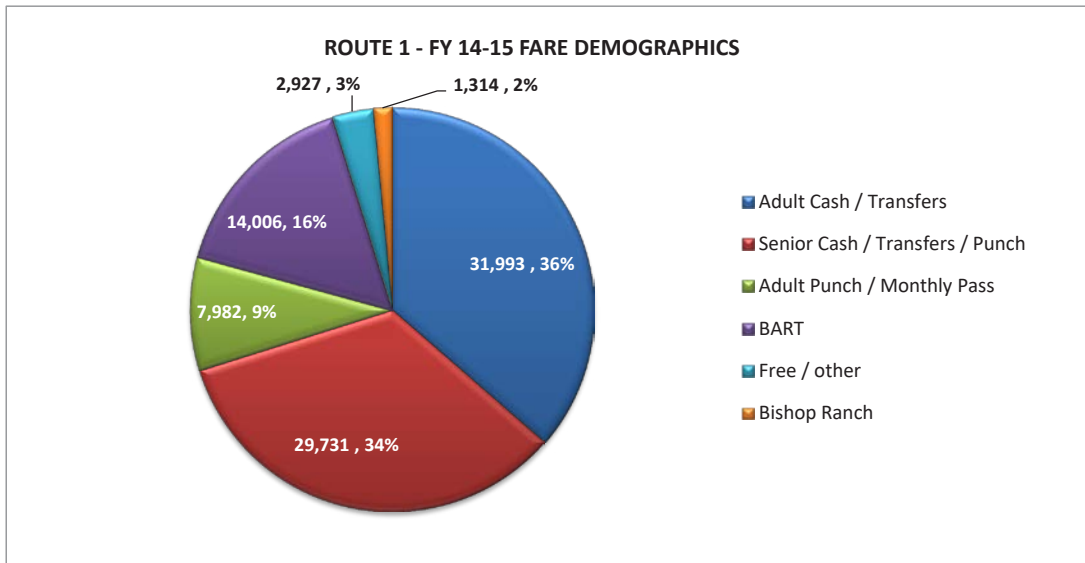


Avg Wkdy Boardings

	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



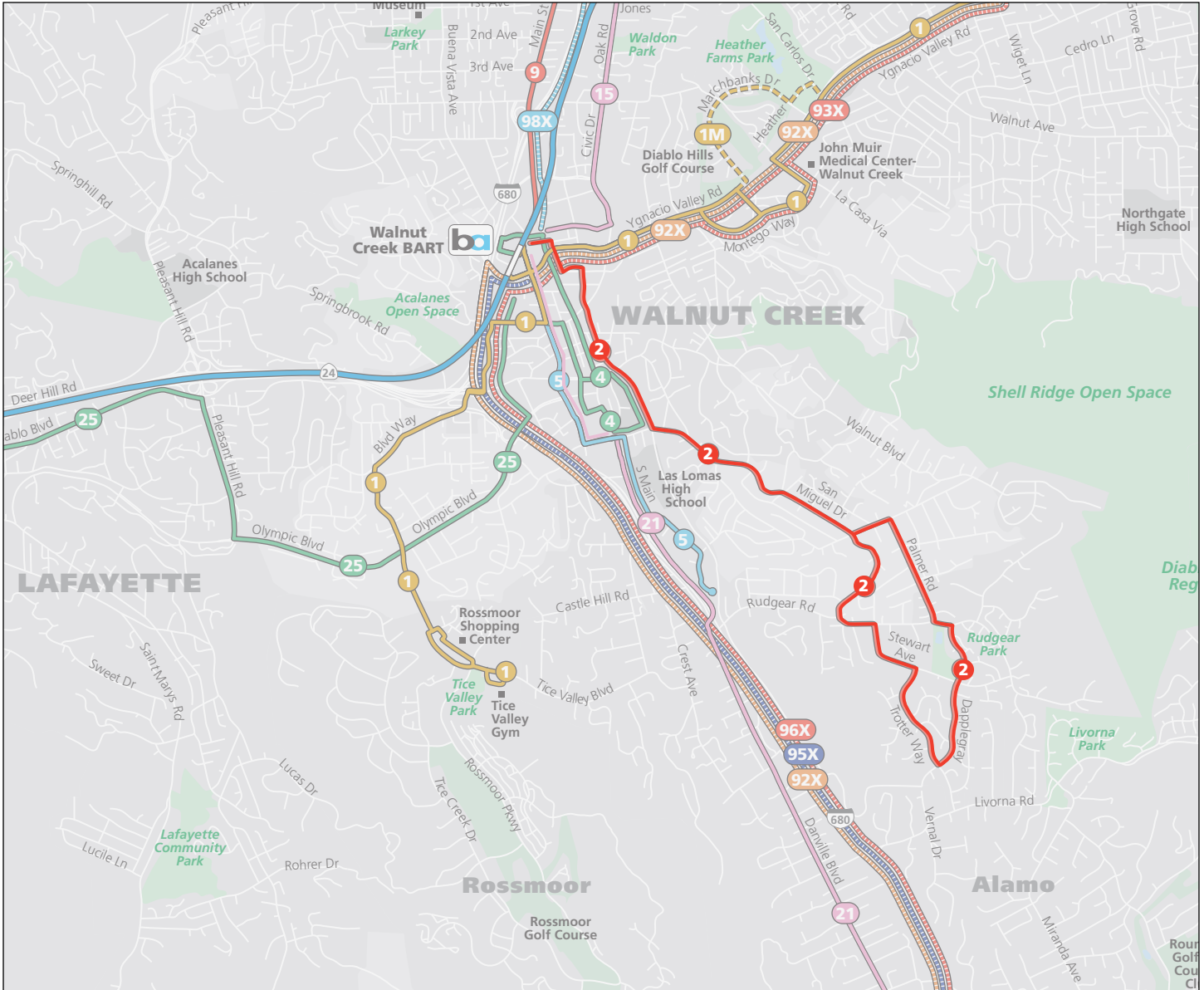
FARE DEMOGRAPHIC CHART by Fiscal Year



Note: 1M is combined with Route 1's fare demographics

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. The schedule was changed in 2011, 2013, and in 2014 when there was a slight alignment change.

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 (mi)	# of Rights	# of Lefts
41	0.22	10	9
-30%	-19%	-29%	-37%

In-Service Time	Layover	Deadhead	Total Hours
57%	17%	26%	4.8
-17%	-22%	180%	-85%

Census Population, Jobs, and Demographics by Route

2

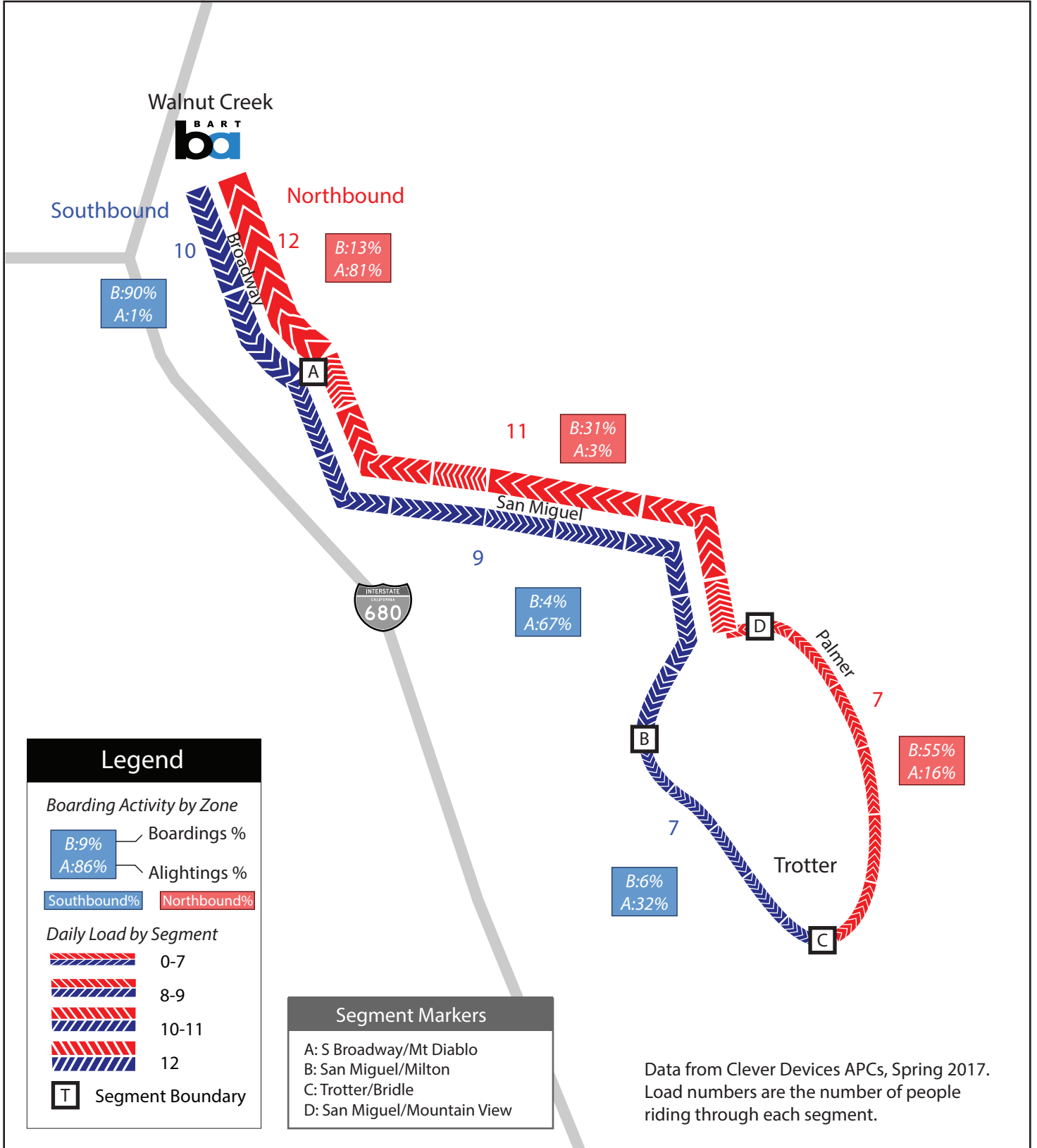
Jobs	Population	Jobs+Pop	J+P/mile
21,086	9,235	30,321	3,411
5%	-51%	-21%	11%

Poverty	Limited English	Minority	Senior
8%	10%	31%	17%
-40%	5%	-33%	30%

Disabled	No Car	Youth	(Legend)
11%	10%	19%	(route value)
5%	27%	-9%	(% diff from AVG)

Route 2 Segment Map

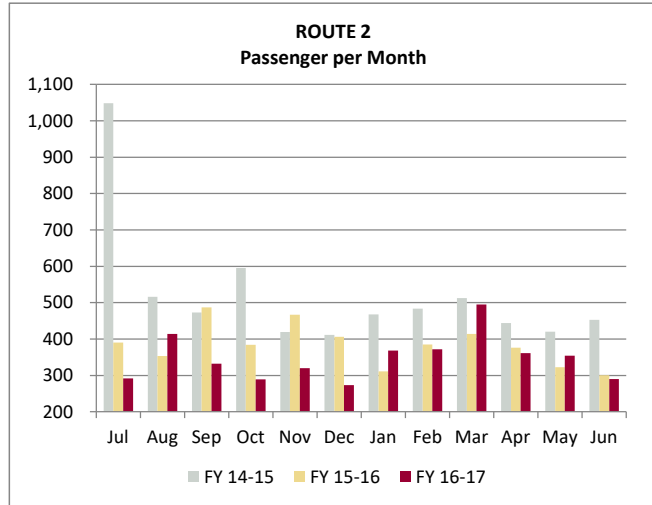
Average Ridership % and Load by Segment and Direction



ROUTE 2

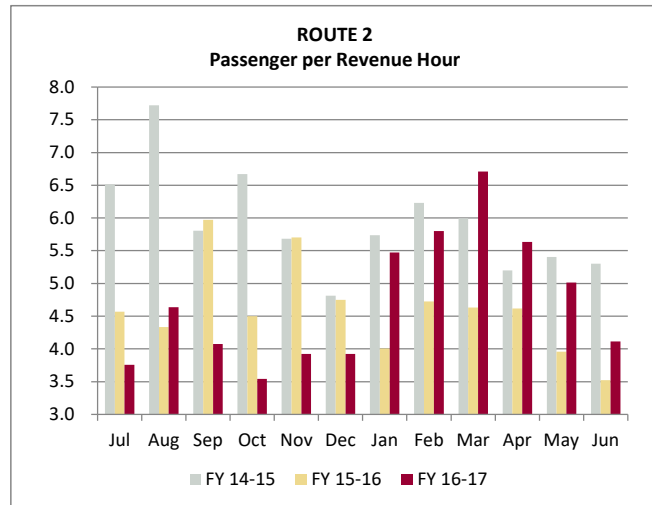
Passenger per Month

	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



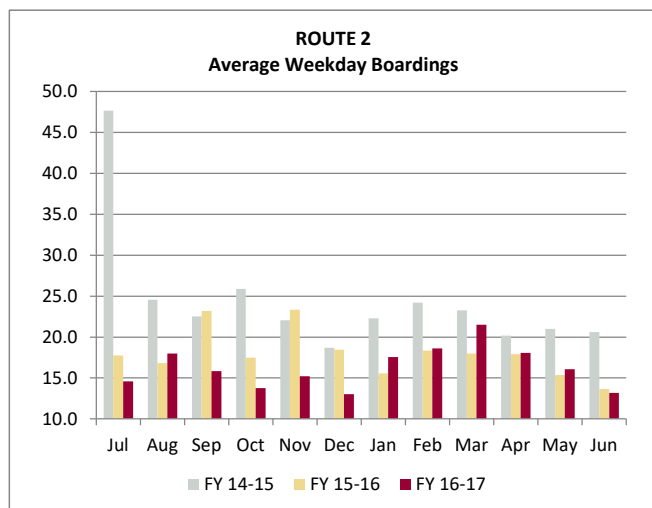
Passenger per Revenue Hour

	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

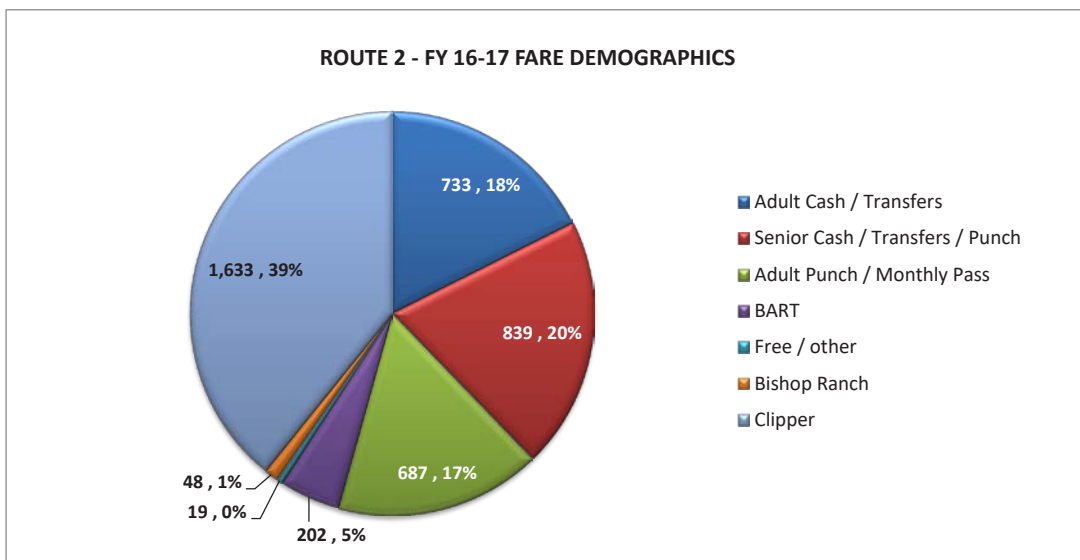
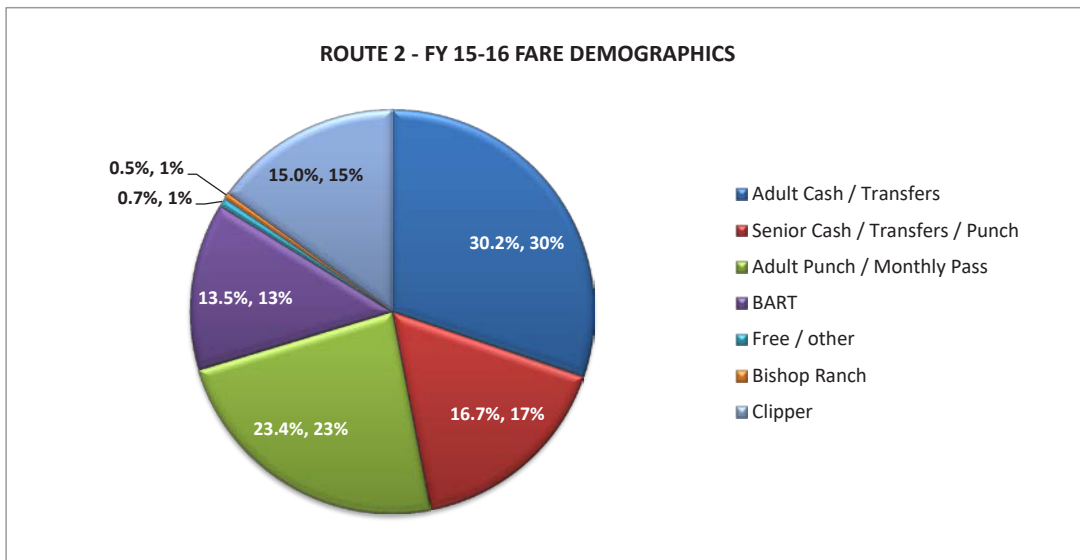
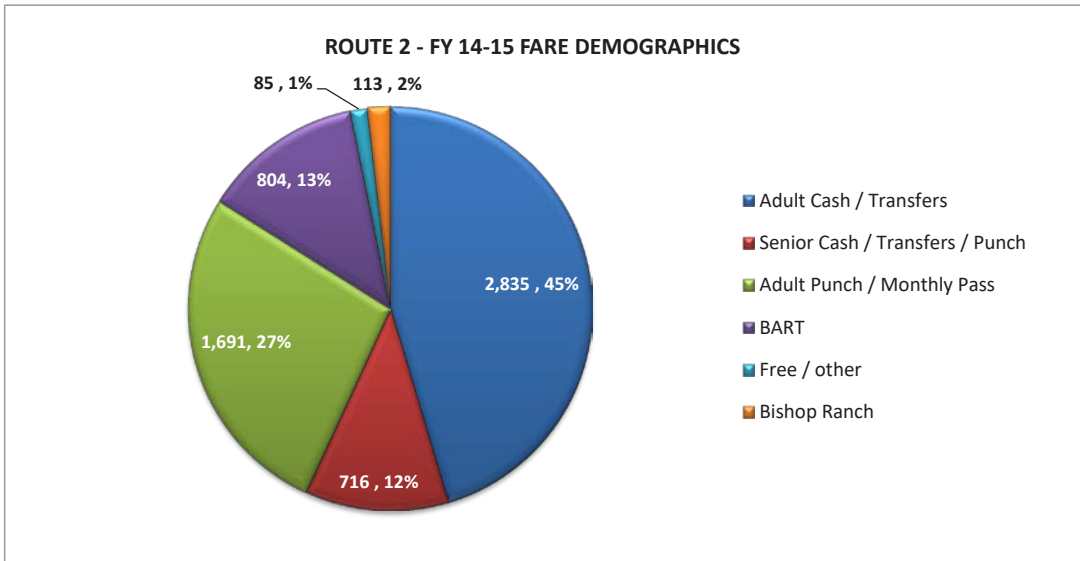


Avg Wkdy Boardings

	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

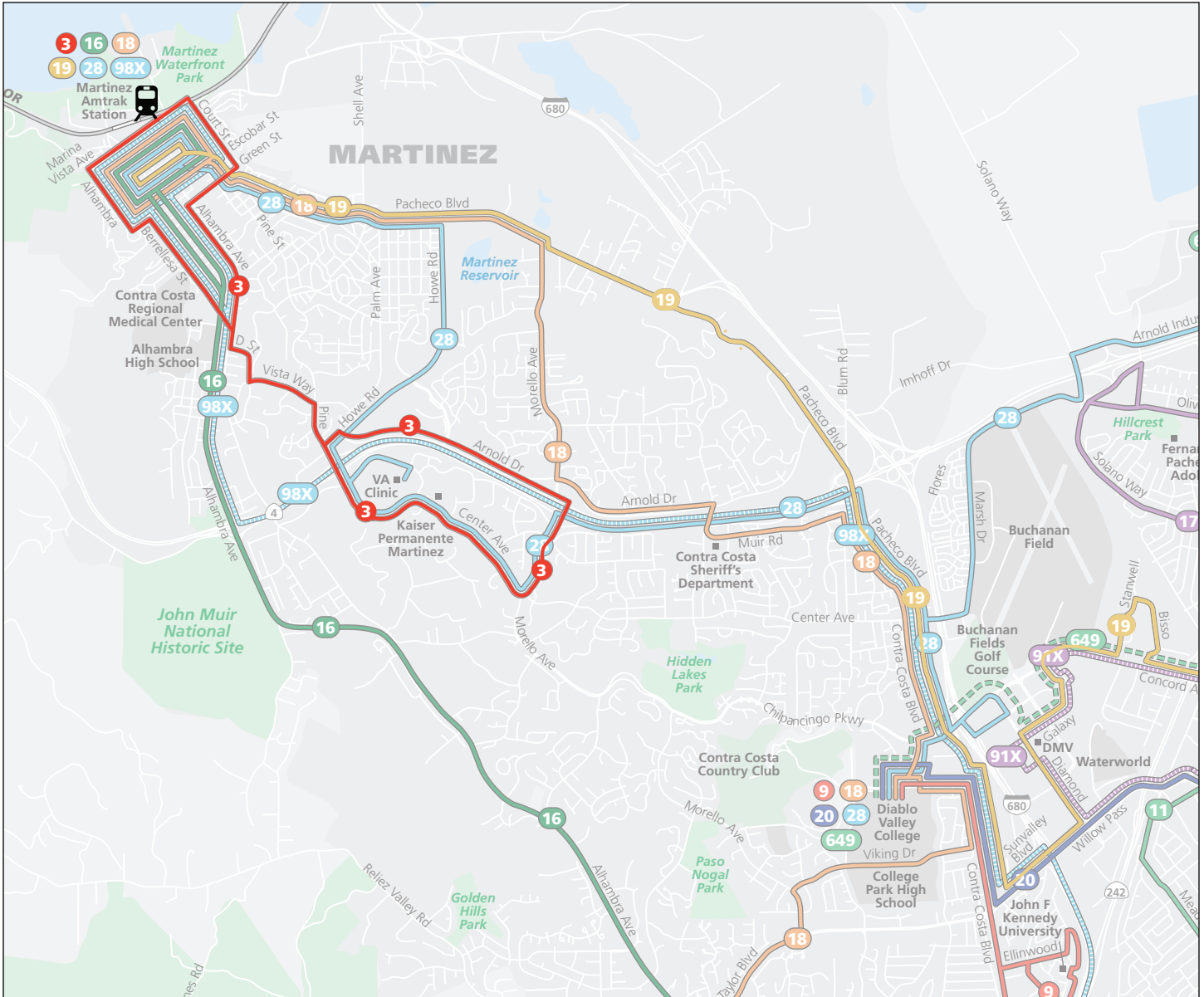


FARE DEMOGRAPHIC CHART by Fiscal Year



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. No changes have occurred since launch.

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 CCCTA 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 (mi)	# of Rights	# of Lefts
33	0.25	10	12
-44%	-8%	-29%	-16%

In-Service Time	Layover	Deadhead	Total Hours
71%	21%	8%	15.8
3%	-5%	-9%	-49%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
12,817	9,757	22,574	2,777
-36%	-48%	-41%	-10%

Poverty	Limited English	Minority	Senior
9%	2%	35%	11%
-29%	-82%	-25%	-13%

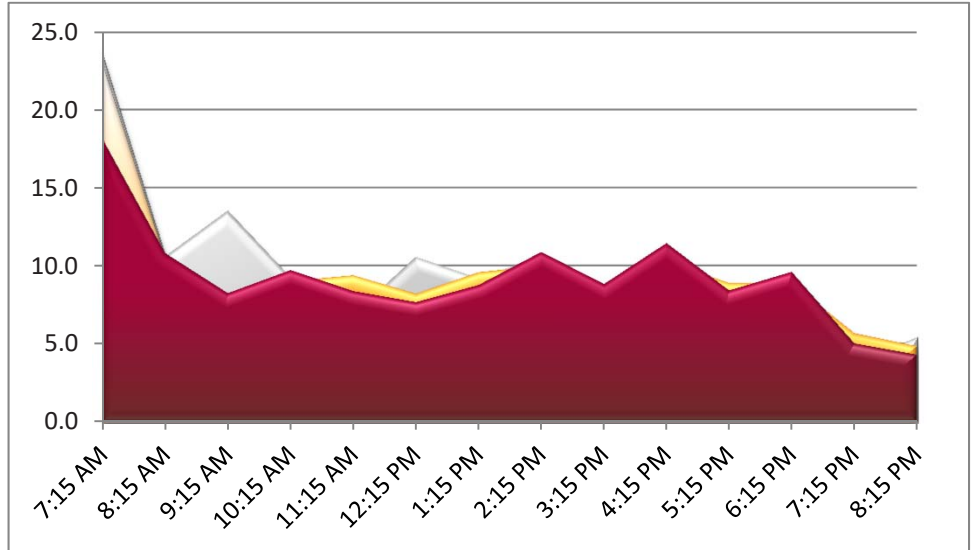
Disabled	No Car	Youth	(Legend)
12%	3%	20%	(route value)
12%	-61%	-5%	(% diff from AVG)

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

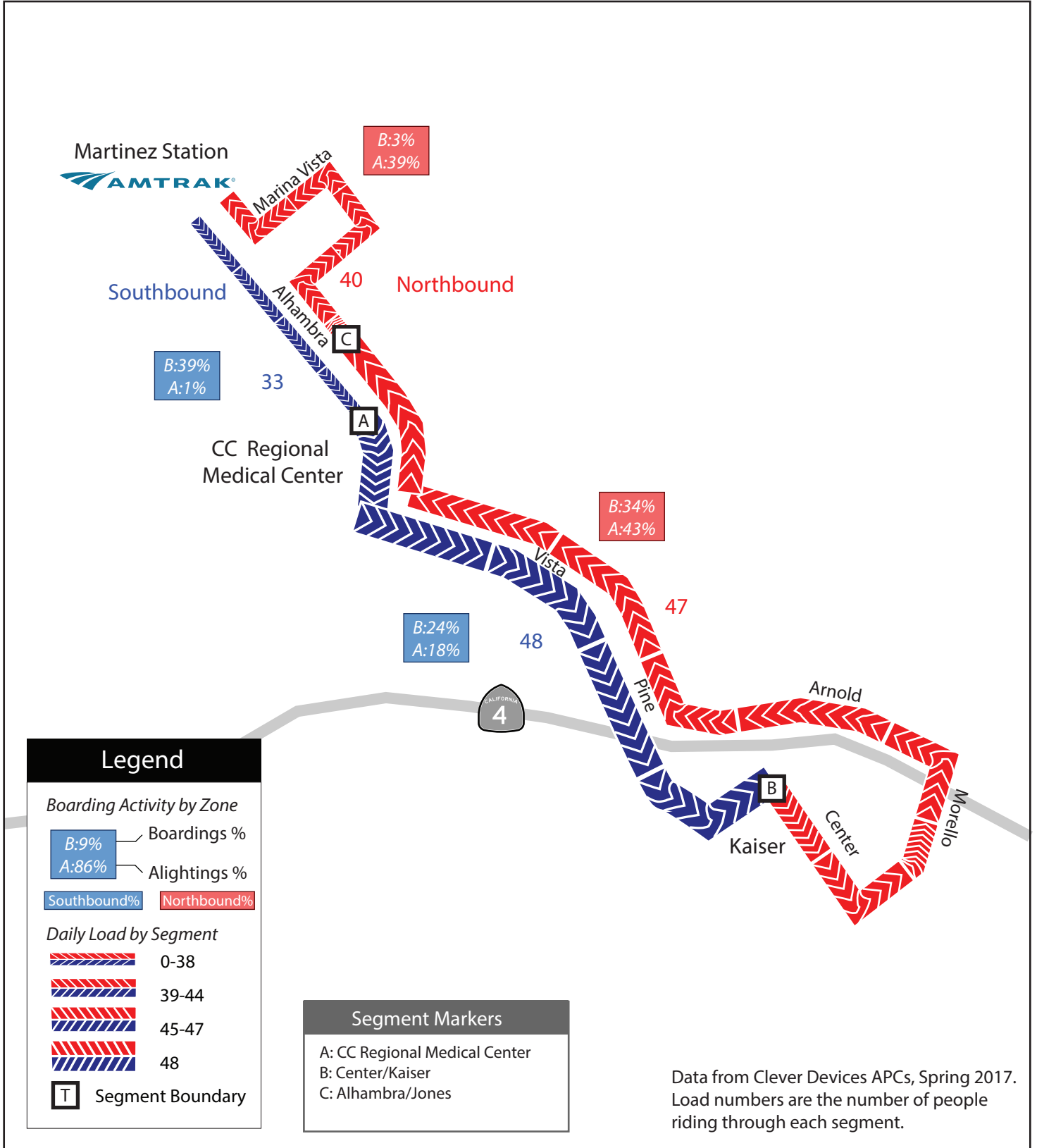


'14/15
 '15/16
 '16/17

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

Route 3 Segment Map

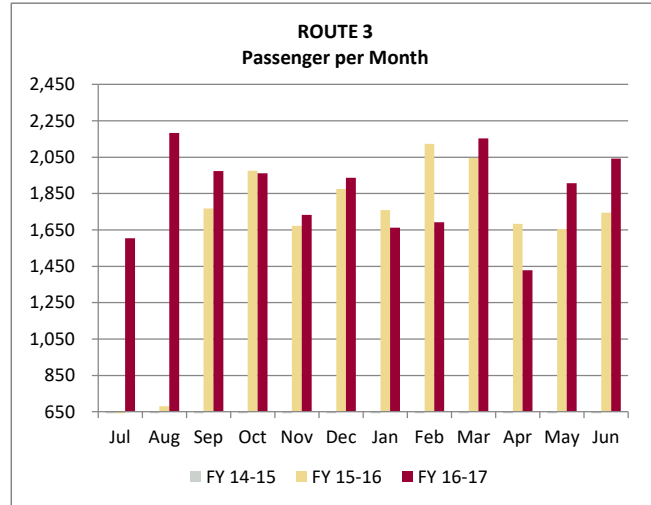
Average Ridership % and Load by Segment and Direction



ROUTE 3

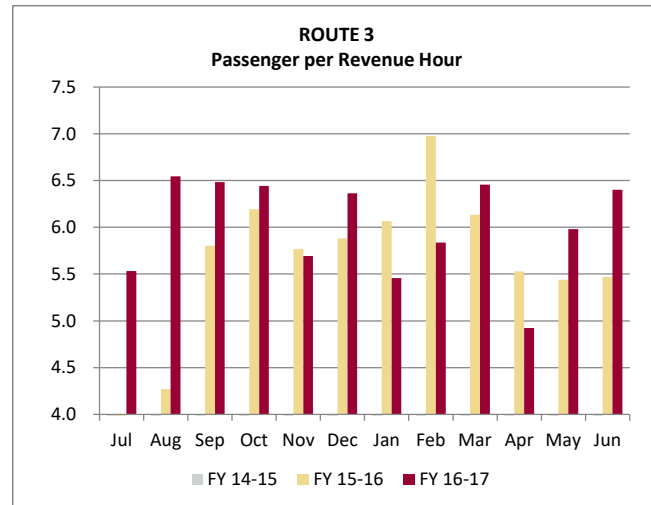
Passenger per Month

	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



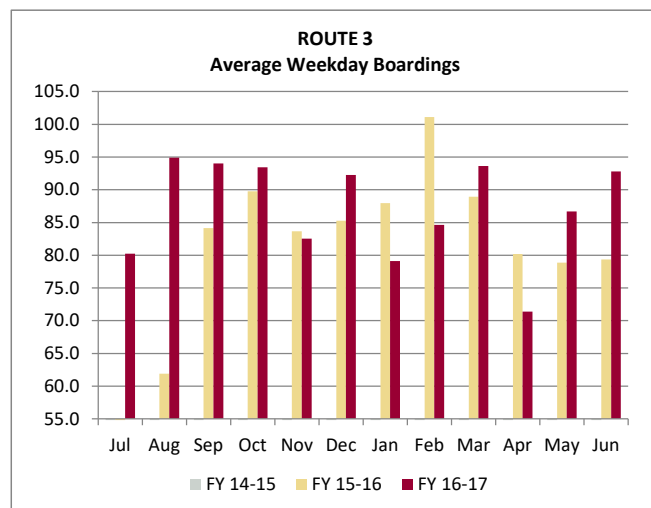
Passenger per Revenue Hour

	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

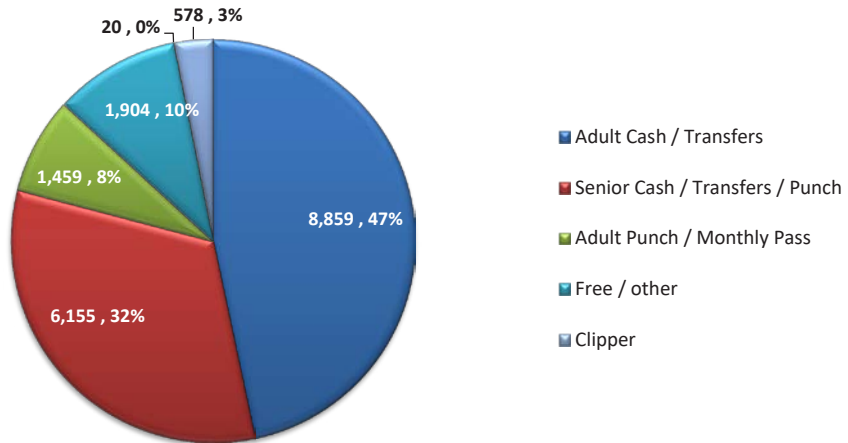
	FY 14-15	FY 15-16	FY 16-17
Jul	NIS	NIS	80.2
Aug	NIS	61.9	94.9
Sep	NIS	84.2	94.0
Oct	NIS	89.8	93.4
Nov	NIS	83.7	82.6
Dec	NIS	85.3	92.3
Jan	NIS	88.0	79.1
Feb	NIS	101.1	84.6
Mar	NIS	89.0	93.6
Apr	NIS	80.2	71.4
May	NIS	78.9	86.7
Jun	NIS	79.4	92.8
FY AVG	0.0	84.8	87.4



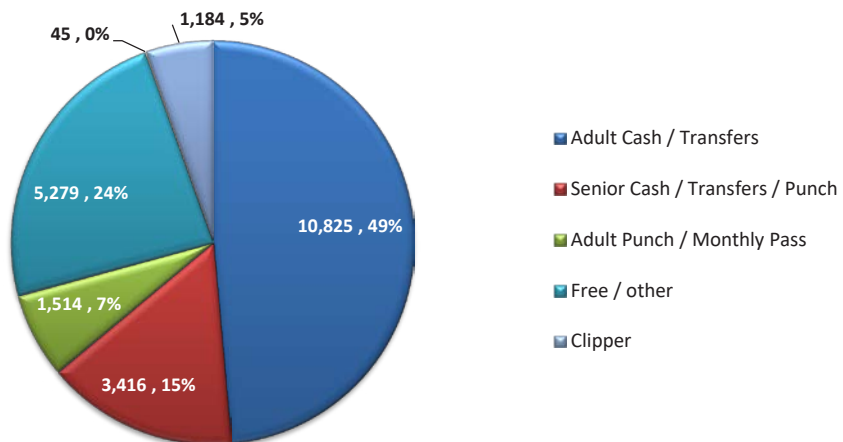
FARE DEMOGRAPHIC CHART by Fiscal Year

ROUTE 3 - FY 14-15 FARE DEMOGRAPHICS
Route did not operate in this fiscal year.

ROUTE 3 - FY 15-16 FARE DEMOGRAPHICS

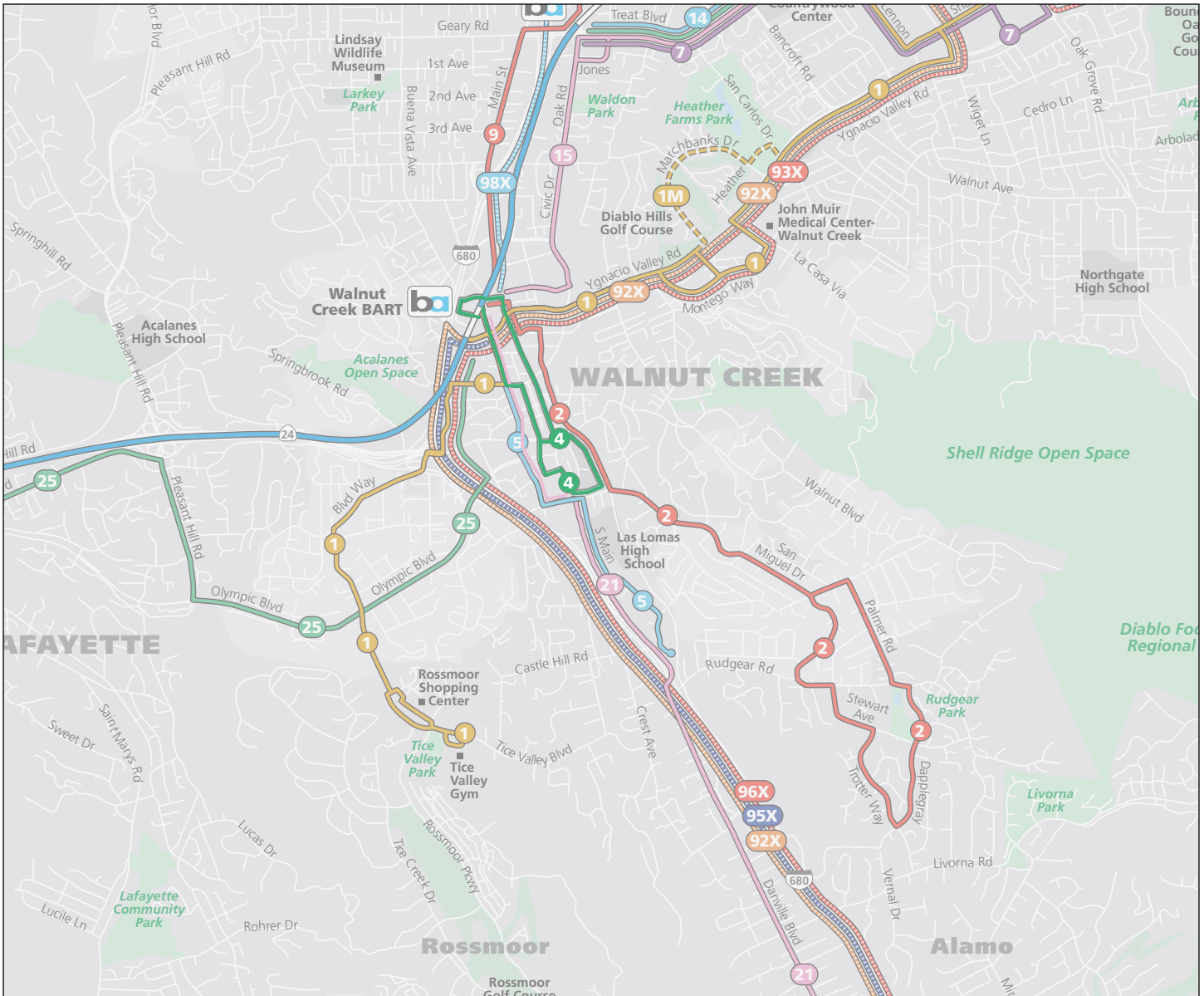


ROUTE 3 - FY 16-17 FARE DEMOGRAPHICS



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 in early 2017. No major changes to the weekday schedule have occurred since 2009.





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 Rossmoor 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 (mi)	# of Rights	# of Lefts
18	0.17	8	8
 -69%	 -38%	 -43%	 -44%

In-Service Time	Layover	Deadhead	Total Hours
61%	29%	10%	39.9
 -11%	 32%	 10%	 27%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
22,793	5,229	28,022	9,403
 14%	 -72%	 -27%	 206%

Poverty	Limited English	Minority	Senior
10%	15%	44%	15%
 -16%	 57%	 -5%	 17%

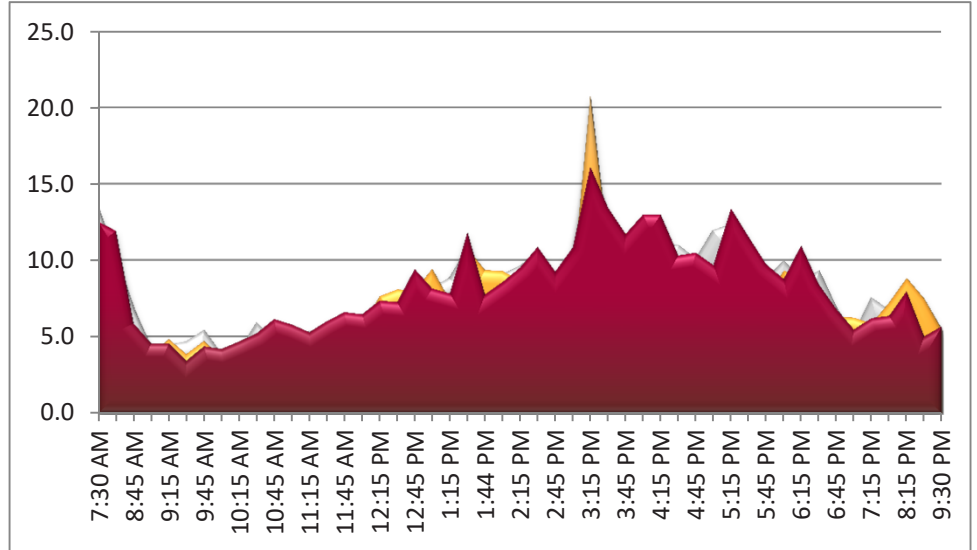
Disabled	No Car	Youth	(Legend)
12%	10%	16%	(route value)
 14%	 26%	 -24%	(% diff from AVG)

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

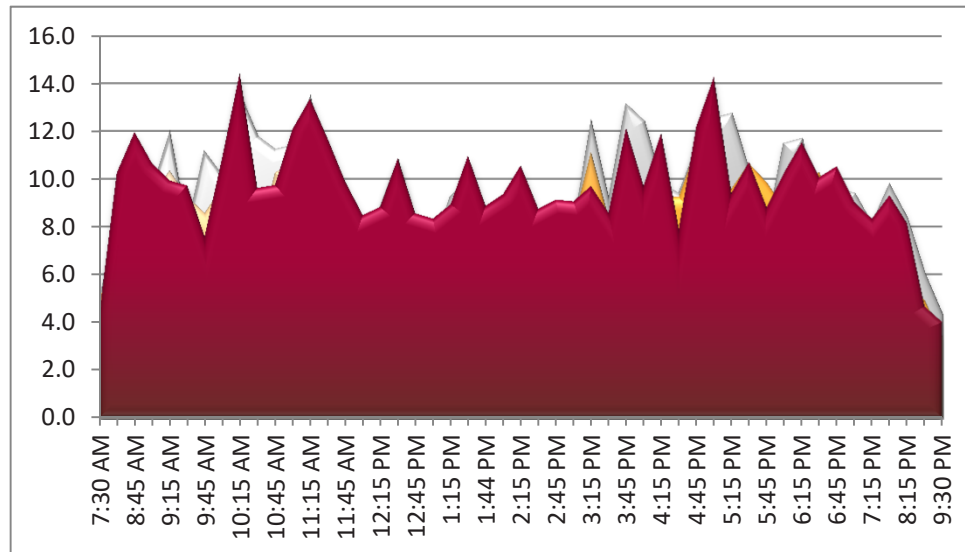
Trip Start '15 '16 '17

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

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Southbound to Broadway Plaza via Locust

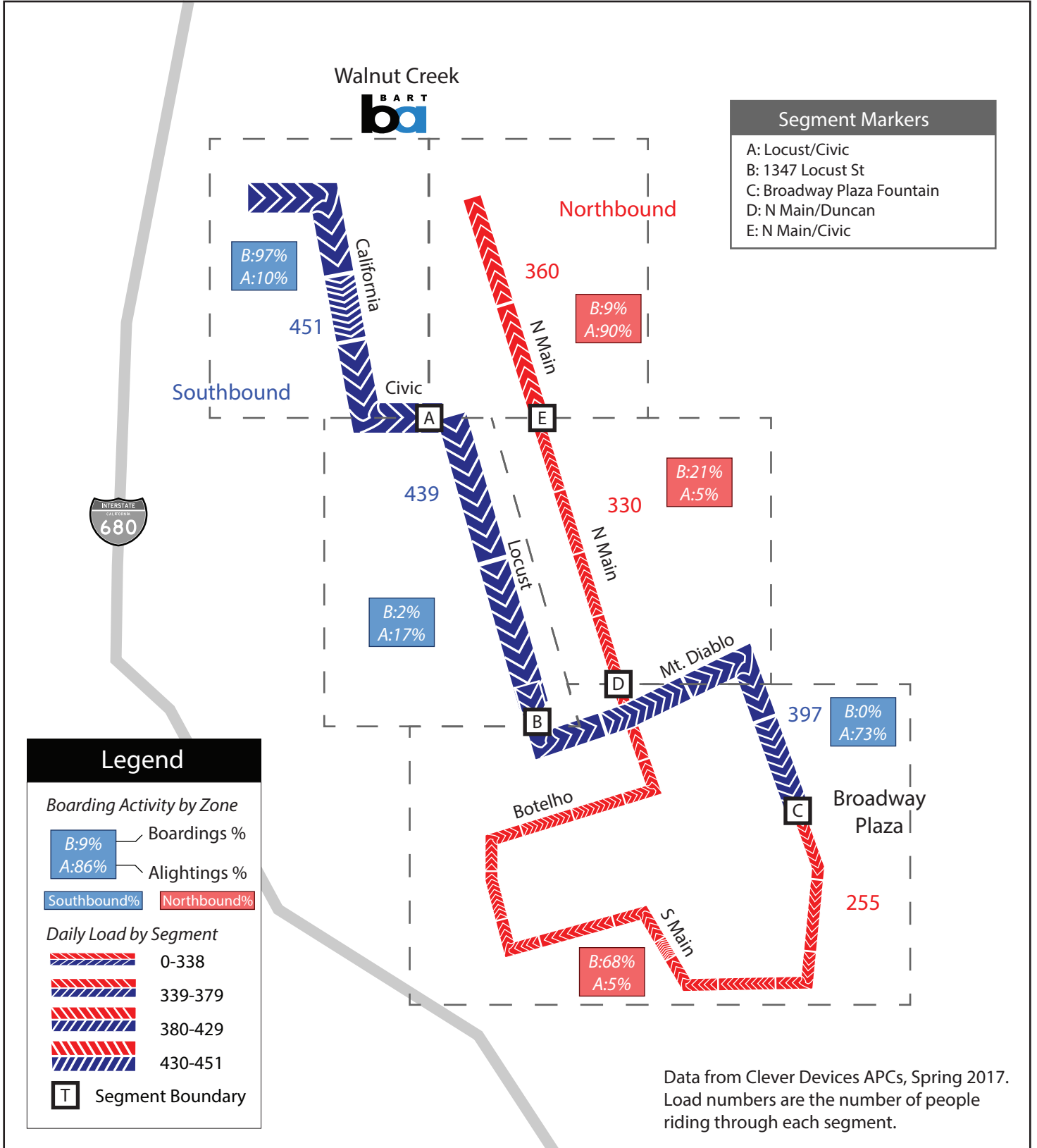


'14/15 '15/16 '16/17

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

Route 4 Segment Map

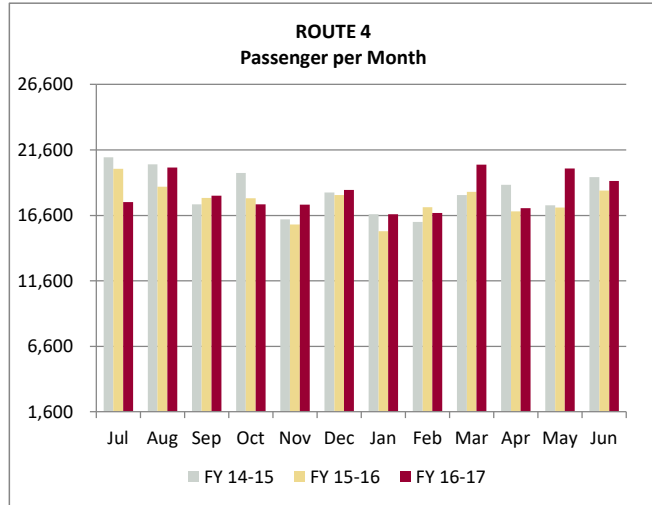
Average Ridership % and Load by Segment and Direction



ROUTE 4

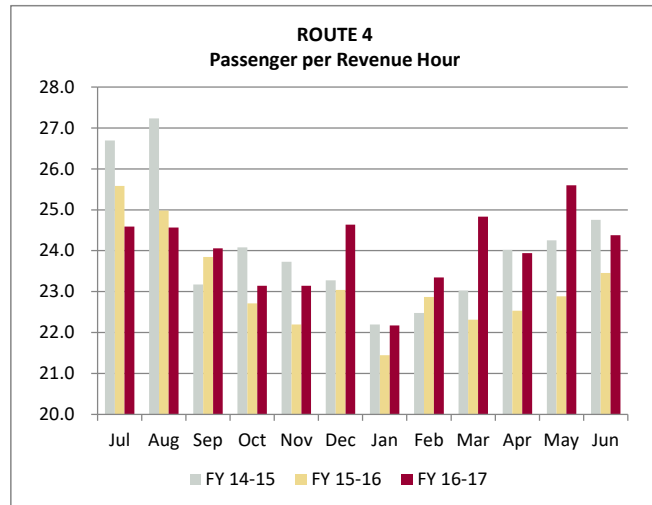
Passenger per Month

	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



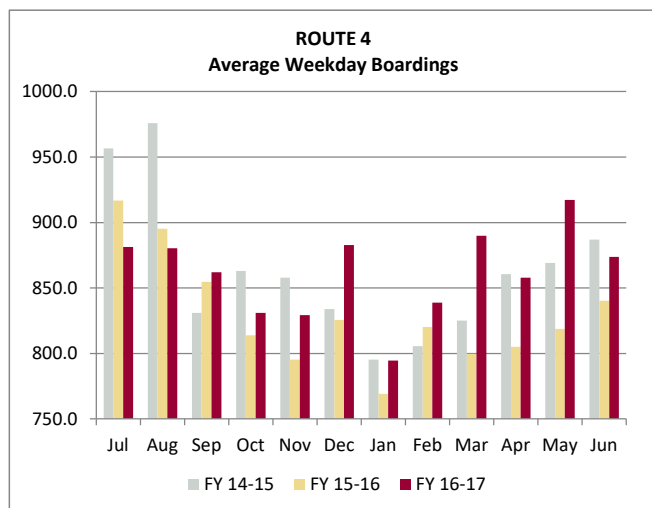
Passenger per Revenue Hour

	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

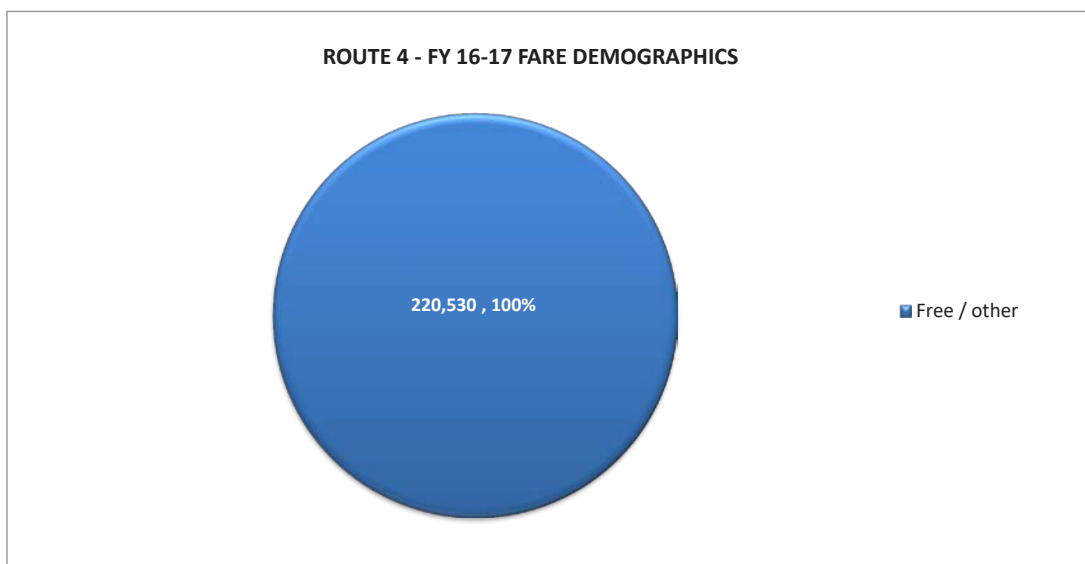
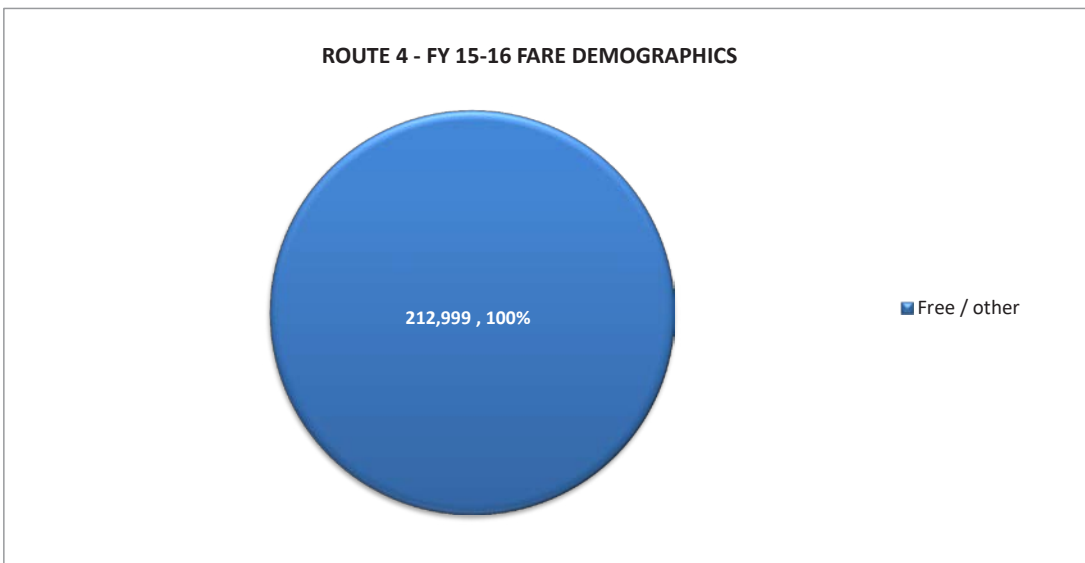
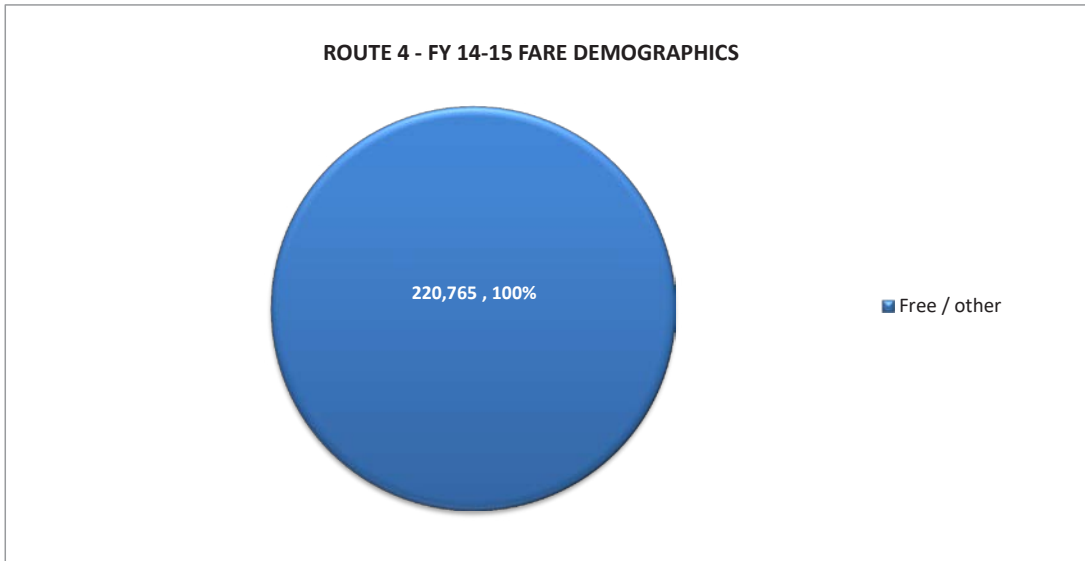


Avg Wkdy Boardings

	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

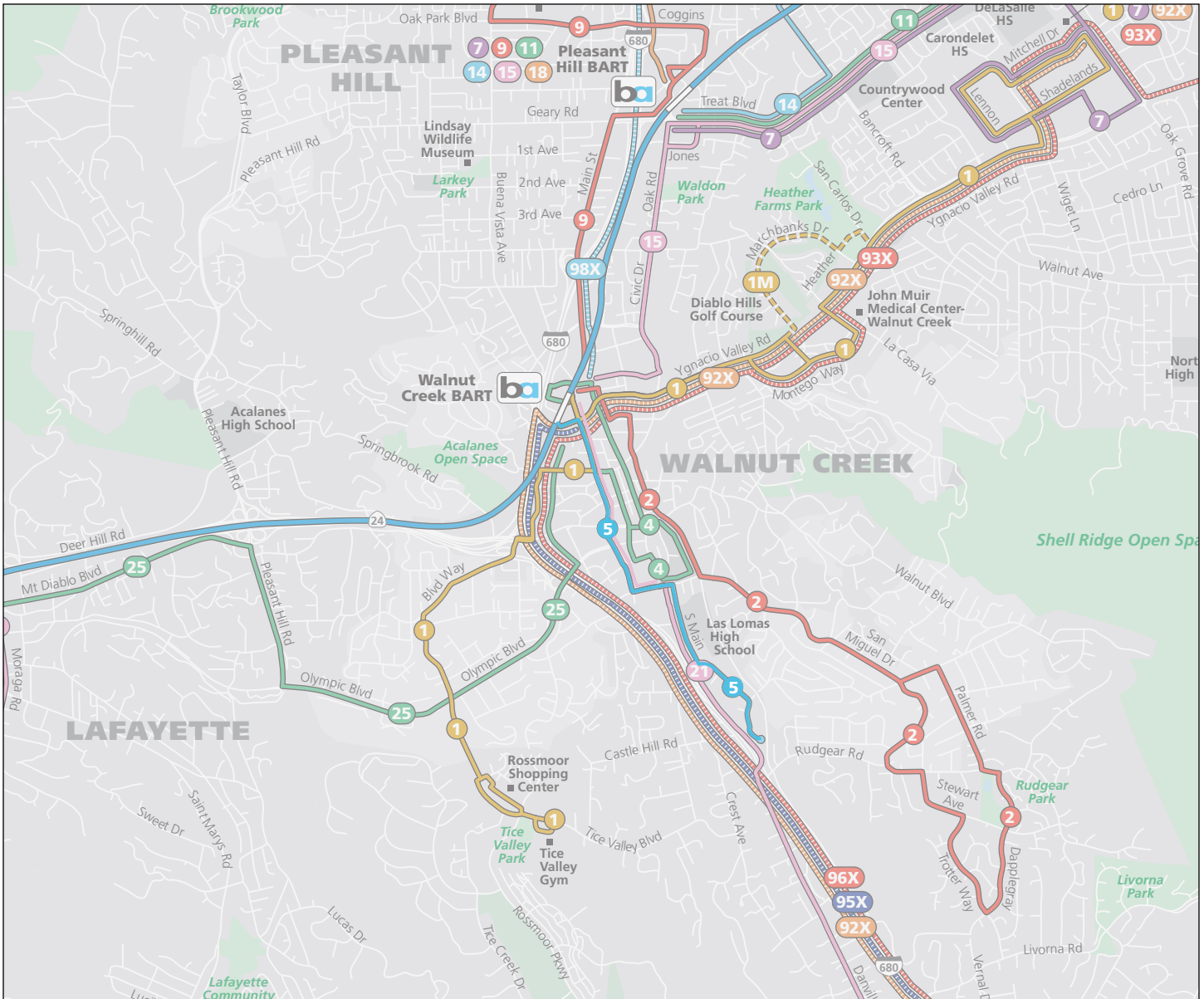


FARE DEMOGRAPHIC CHART by Fiscal Year
This is a FREE Route



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. In Fall 2014, two new round trips were added in the morning.

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 (mi)	# of Rights	# of Lefts
25	0.19	7	6
-58%	-27%	-50%	-58%

In-Service Time	Layover	Deadhead	Total Hours
65%	22%	13%	21.5
-6%	0%	42%	-31%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
25,227	7,294	32,521	6,678
26%	-61%	-15%	117%

Poverty	Limited English	Minority	Senior
7%	13%	41%	13%
-44%	29%	-11%	0%

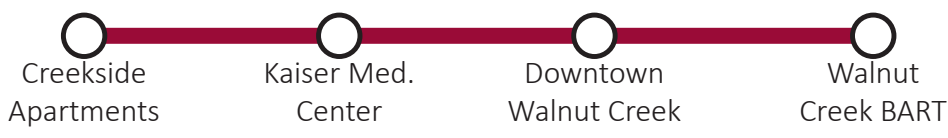
Disabled	No Car	Youth	(Legend)
12%	10%	16%	(route value)
6%	26%	-22%	(% diff from AVG)

ROUTE 5 TRIP LEVEL RIDERSHIP FY2015-2017

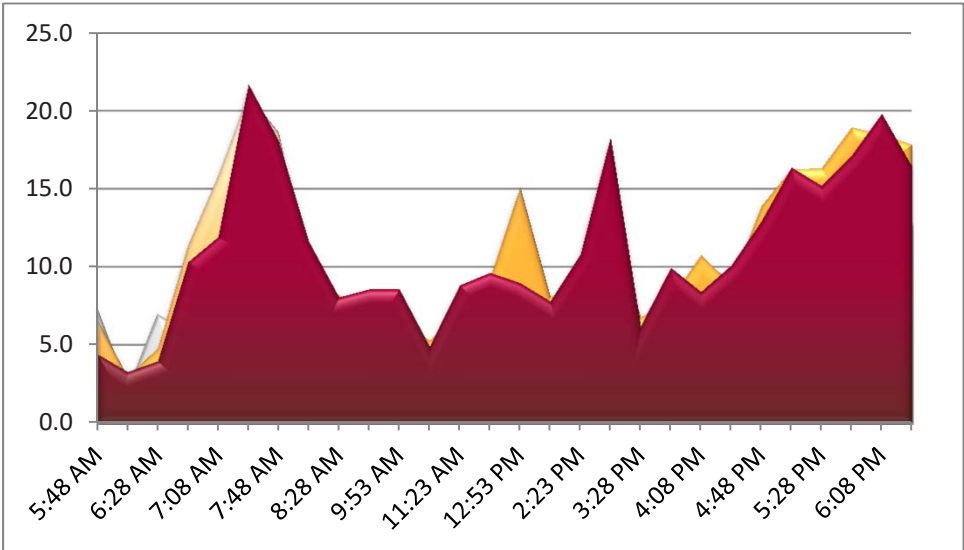
Trip Start '15 '16 '17

Route #5	212	315	312
5:48 AM	7.1	6.6	4.4
6:08 AM	1.9	2.9	3.3
6:28 AM	6.9	4.8	4.0
6:48 AM	5.7	11.4	10.3
7:08 AM	6.3	15.8	11.9
7:28 AM	13.0	21.0	21.7
7:48 AM	10.6	18.6	18.1
8:08 AM	4.6	9.0	11.6
8:28 AM	5.3	8.2	8.0
9:08 AM	4.8	7.3	8.6
9:53 AM	5.2	6.7	8.6
10:38 AM	4.6	5.3	4.9
11:23 AM	5.1	6.9	8.8
12:08 PM	5.9	9.2	9.6
12:53 PM	8.3	15.1	9.0
1:38 PM	6.4	8.1	7.8
2:23 PM	7.4	8.7	10.8
3:08 PM	10.8	13.0	18.3
3:28 PM	4.2	6.8	6.2
3:48 PM	7.9	7.9	9.9
4:08 PM	7.5	10.8	8.4
4:28 PM	5.1	8.9	10.1
4:48 PM	8.6	13.9	12.9
5:08 PM	7.8	16.2	16.4
5:28 PM	11.5	16.3	15.2
5:48 PM	12.5	18.9	17.1
6:08 PM	14.3	18.5	19.8
6:28 PM	12.7	17.8	16.4

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Southbound to Creekside via California Blvd

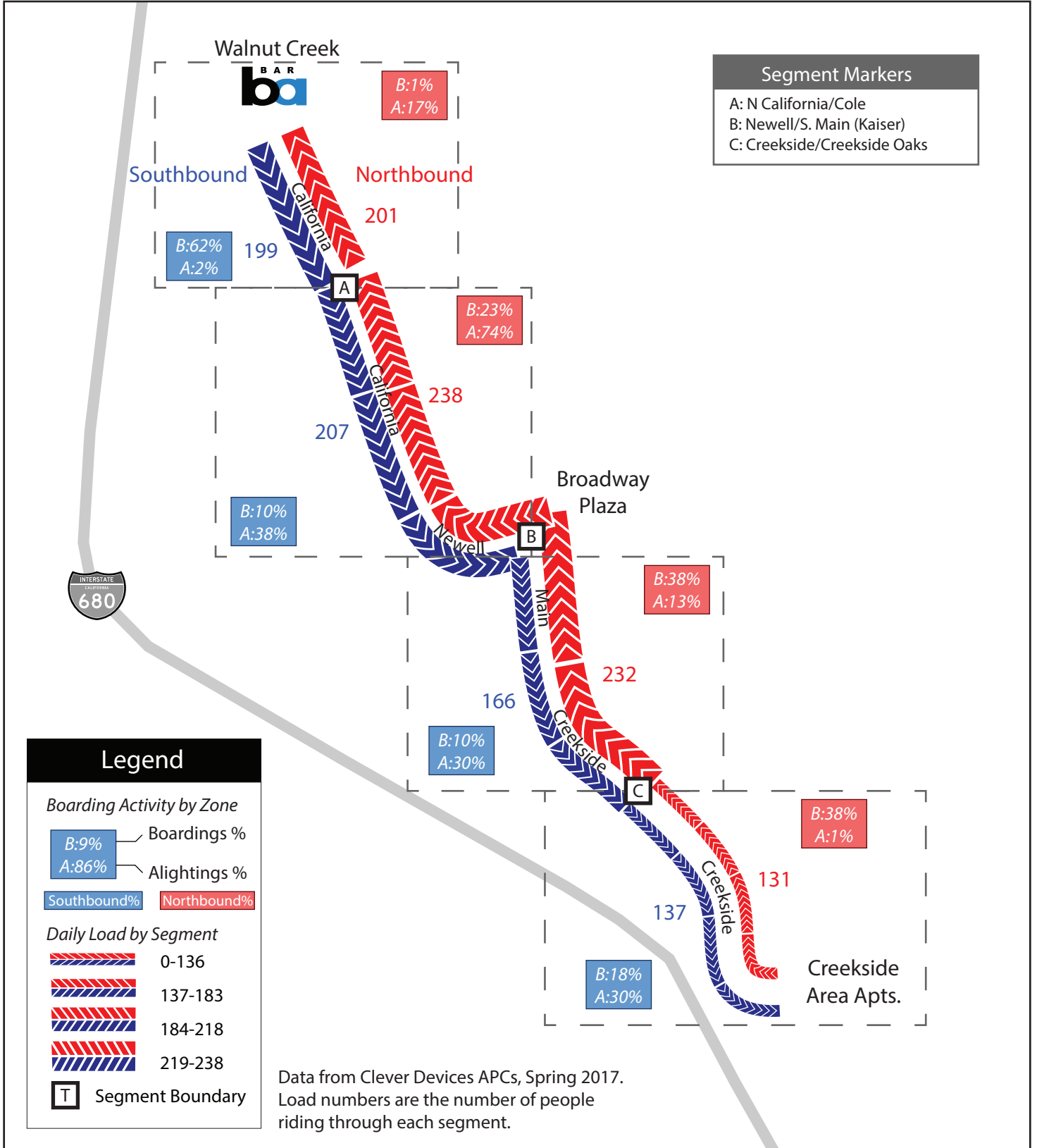


'14/15 '15/16 '16/17

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

Route 5 Segment Map

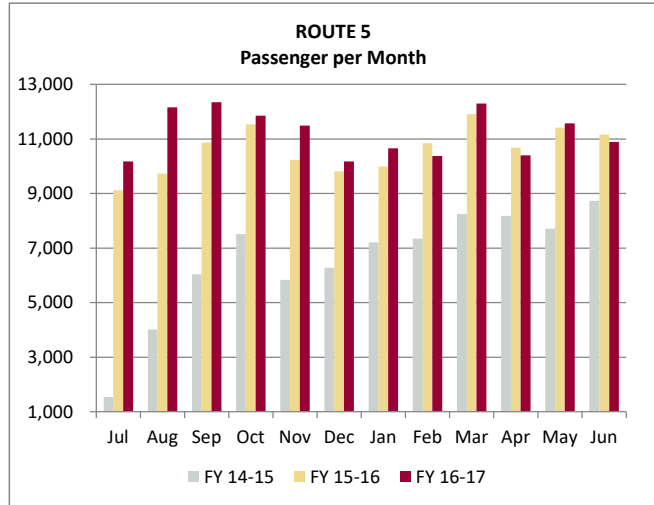
Average Ridership % and Load by Segment and Direction



ROUTE 5

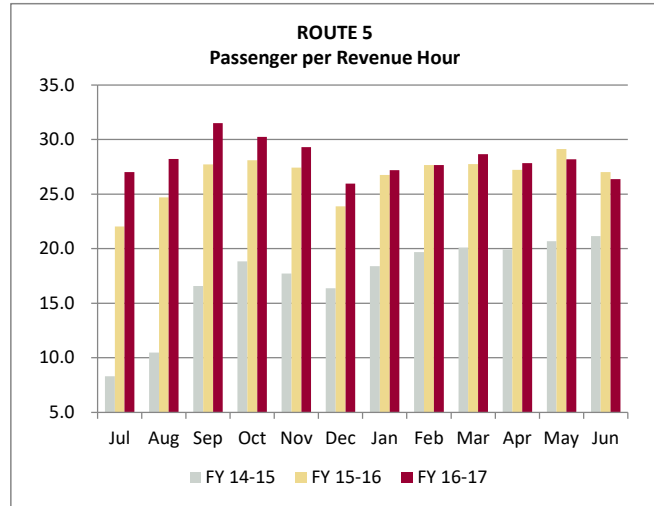
Passenger per Month

	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



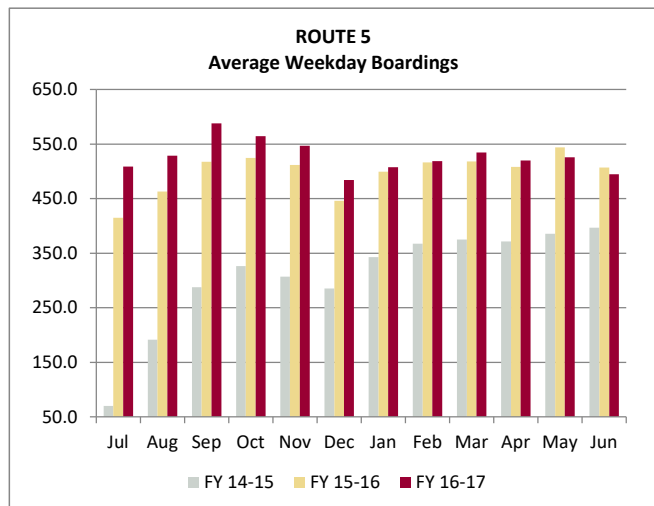
Passenger per Revenue Hour

	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

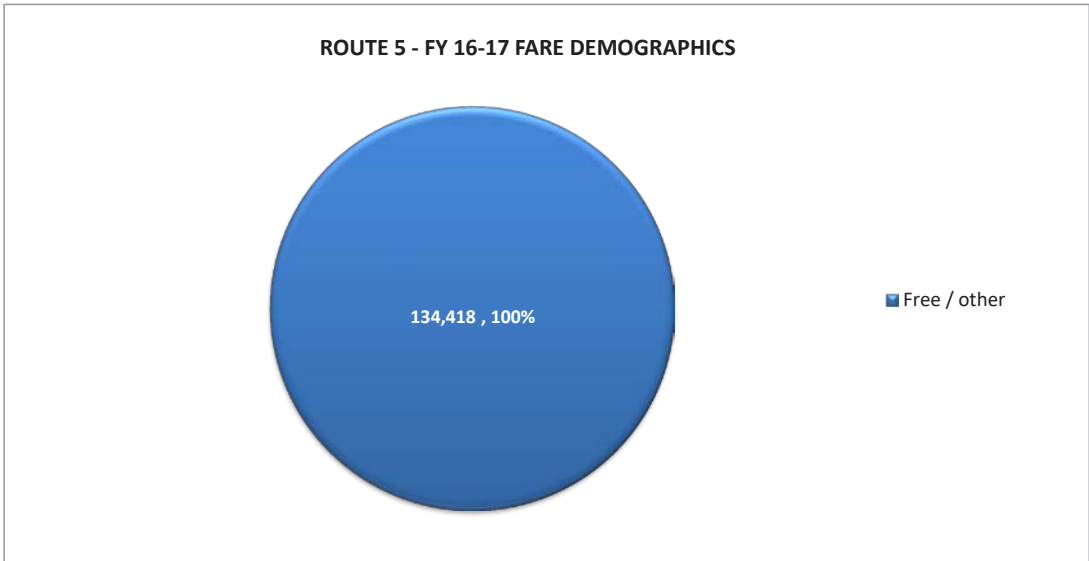
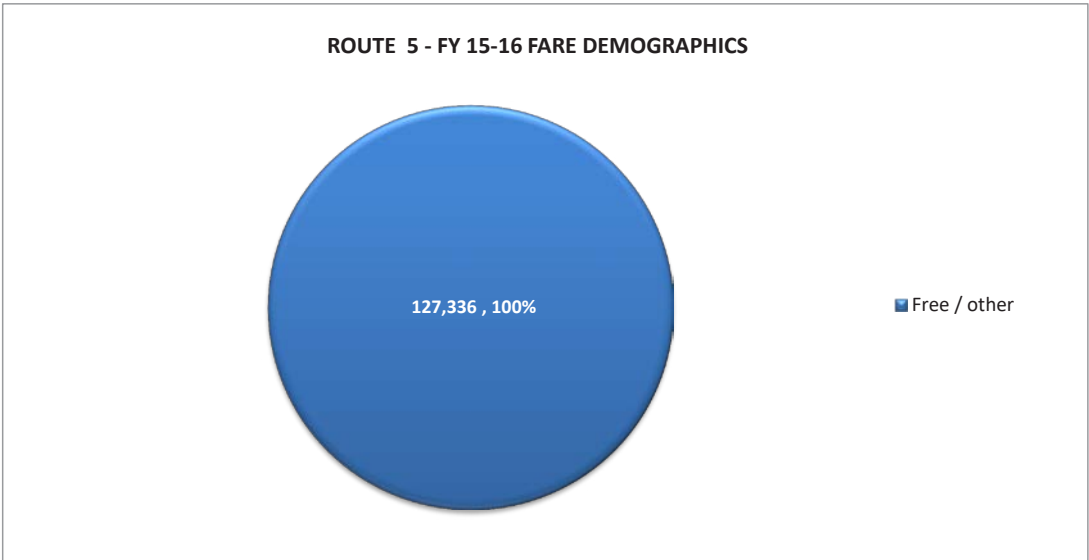
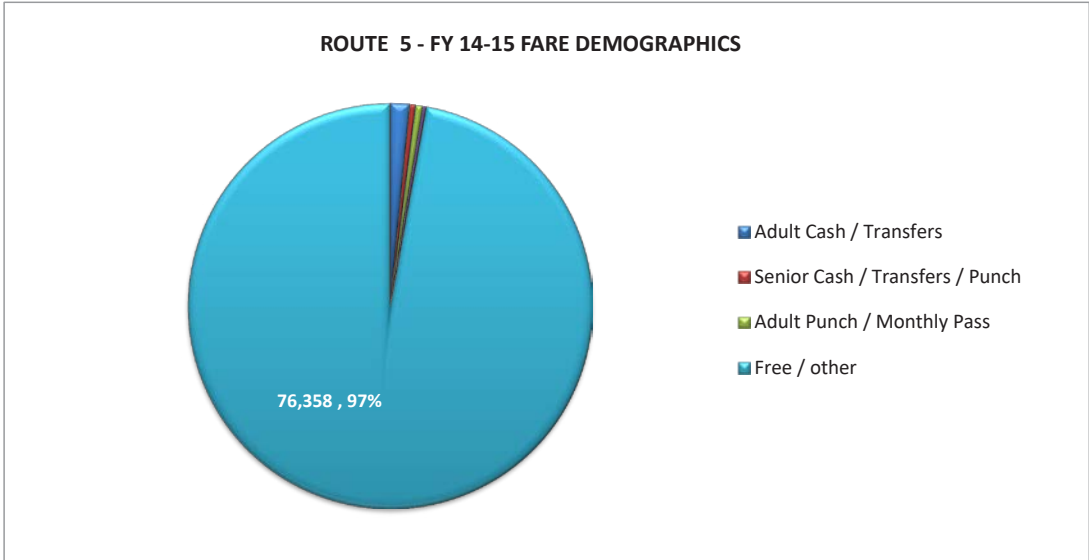


Avg Wkdy Boardings

	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

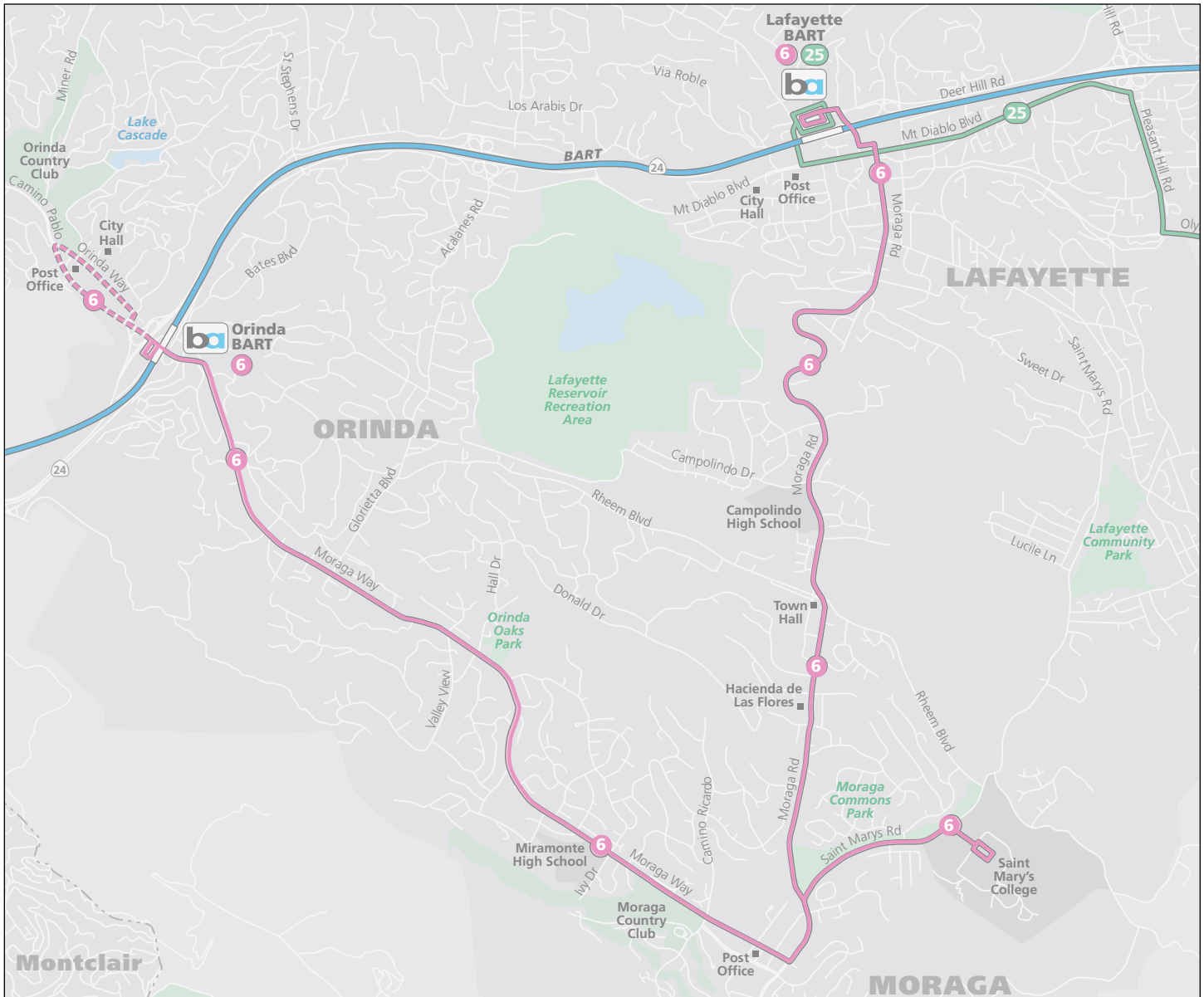


**FARE DEMOGRAPHIC CHART by Fiscal Year
Became a FREE Route as of FY 15-16**



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 route. Route 6 eliminated a few 106 deviations and also added a short North Orinda 'community loop' to the library north of BART. This loop serves the Orinda Library, and covered a small portions of the old 126 route. Portions of 106 deviations and the 126 are covered in the 600's routes. Since 2009, 6L was folded into the 6 in 2011, two new loop trips were added in 2013, and one new AM trip was added in 2016.

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

# Stops	Stop Spacing (mi)	# of Rights	# of Lefts
75	0.33	13	12

In-Service Time	Layover	Deadhead	Total Hours
63%	23%	13%	39.2

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
7,296	8,937	16,233	658

Poverty	Limited English	Minority	Senior
5%	2%	29%	18%

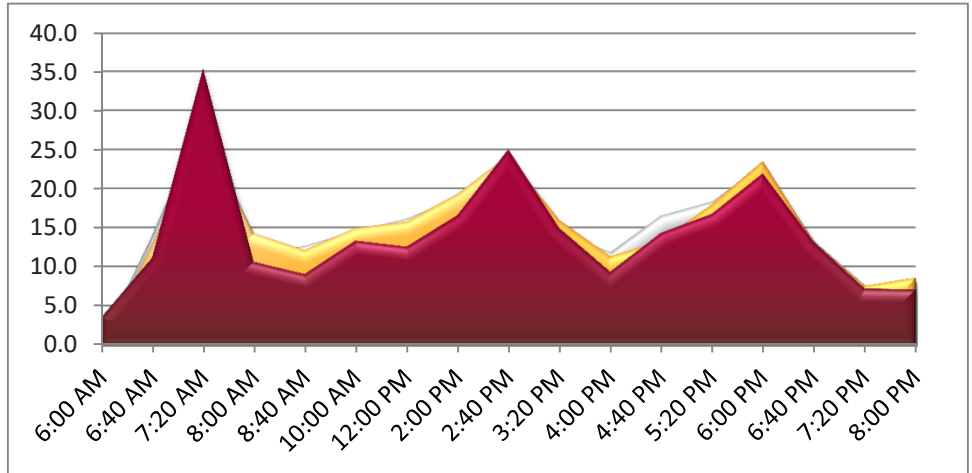
Disabled	No Car	Youth	(Legend)
7%	3%	22%	(route value)
			(% diff from AVG)

ROUTE 6 TRIP LEVEL RIDERSHIP FY2015-2017

Trip Start '15 '16 '17

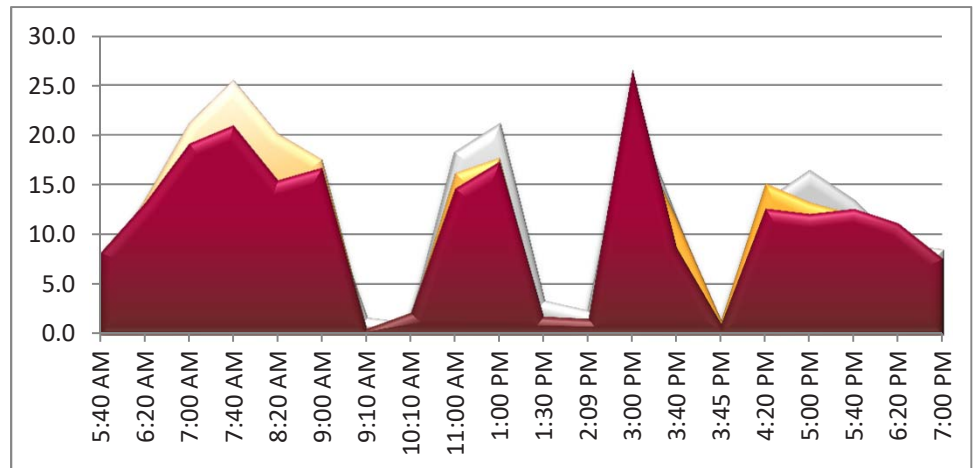
Route #6	250	253	243
6:00 AM			3.6
6:40 AM	13.7	12.9	11.2
7:20 AM	28.7	27.8	35.5
8:00 AM	11.5	14.3	10.7
8:40 AM	12.5	12.2	9.1
10:00 AM	14.4	15.0	13.4
12:00 PM	16.0	15.8	12.6
2:00 PM	18.7	19.4	16.7
2:40 PM	22.9	24.3	25.1
3:20 PM	14.2	16.0	15.0
4:00 PM	11.7	11.4	9.4
4:40 PM	16.4	13.3	14.4
5:20 PM	18.2	18.0	16.8
6:00 PM	22.6	23.6	22.0
6:40 PM	13.1	13.2	13.2
7:20 PM	7.4	7.6	7.3
8:00 PM	7.9	8.7	7.1

Eastbound to Lafayette BART via Moraga



Route #6	229	235	224
5:40 AM	6.2	6.4	8.2
6:20 AM	10.7	13.6	13.2
7:00 AM	18.7	21.2	19.1
7:40 AM	19.7	25.5	21.0
8:20 AM	17.7	20.1	15.5
9:00 AM	14.1	17.5	16.7
9:10 AM	1.5	0.6	0.5
10:10 AM	1.0	1.7	2.2
11:00 AM	18.2	16.2	14.6
1:00 PM	21.0	17.7	17.3
1:30 PM	3.3	1.0	1.8
2:09 PM	2.3	0.7	1.5
3:00 PM	22.8	21.0	26.6
3:40 PM	11.4	11.6	8.7
3:45 PM	0.1	1.4	1.0
4:20 PM	13.3	15.1	12.6
5:00 PM	16.3	13.2	12.1
5:40 PM	13.3	12.0	12.6
6:20 PM	8.9	10.2	11.1
7:00 PM	8.4	7.6	7.6

Westbound to Orinda BART via Moraga

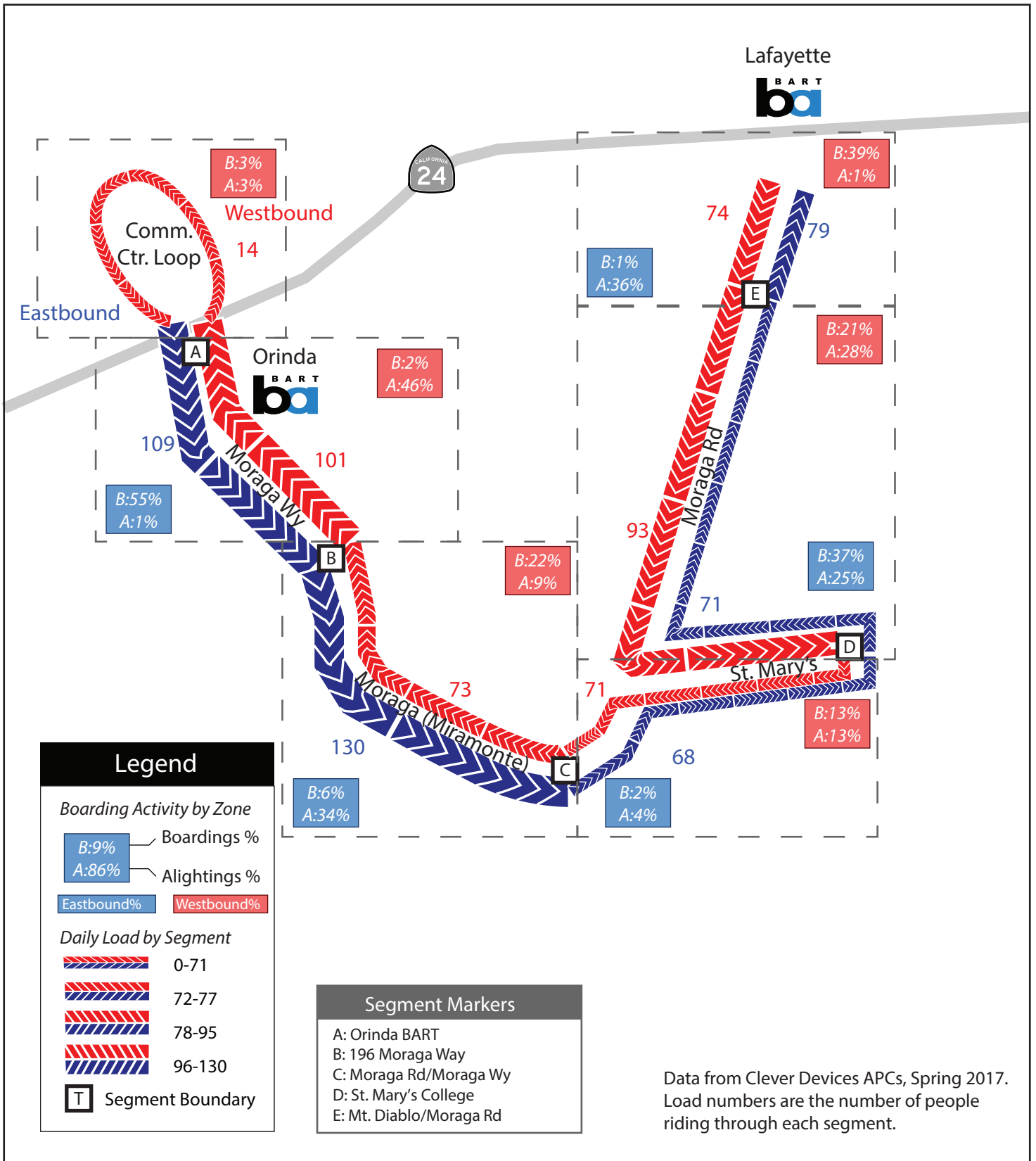


'14/15 '15/16 '16/17

*Orange shaded trips serve the library loop
Data derived from Clever Devices APCs. Trip totals may not add up to monthly ridership due to sampling methodology.

Route 6 Segment Map

Average Ridership % and Load by Segment and Direction

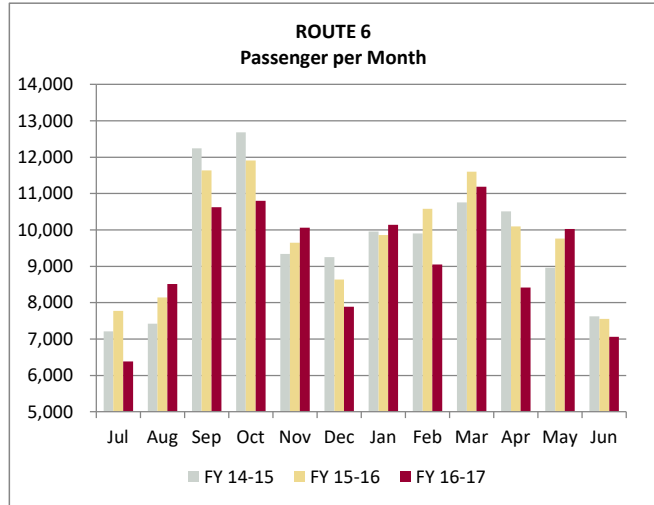


Data from Clever Devices APCs, Spring 2017. Load numbers are the number of people riding through each segment.

ROUTE 6

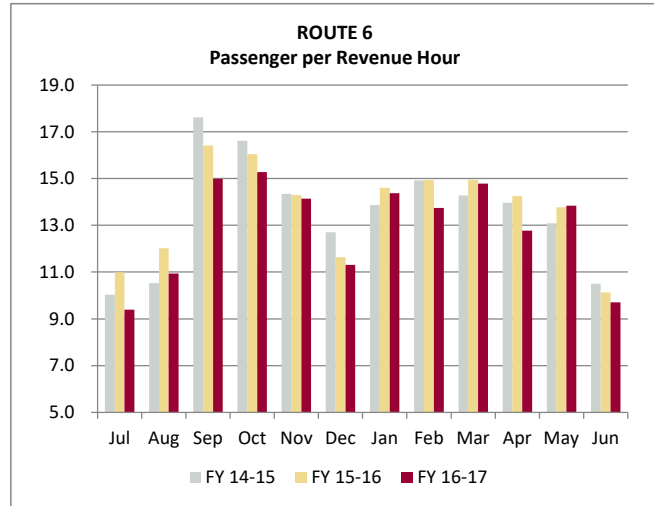
Passenger per Month

	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



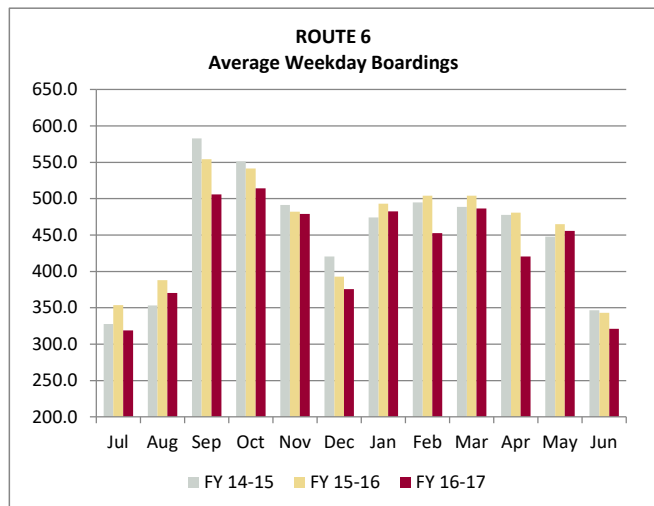
Passenger per Revenue Hour

	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

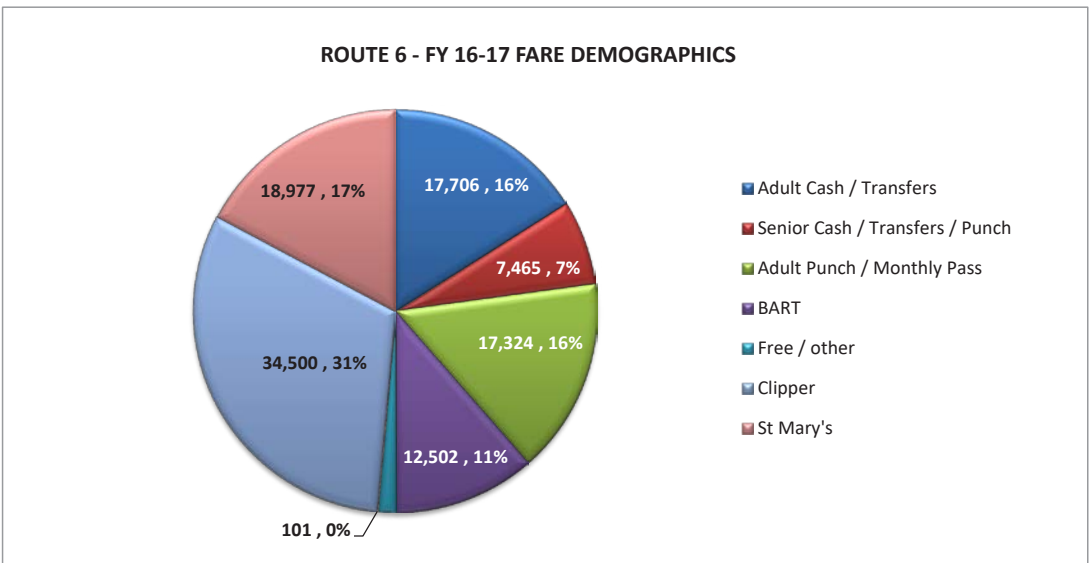
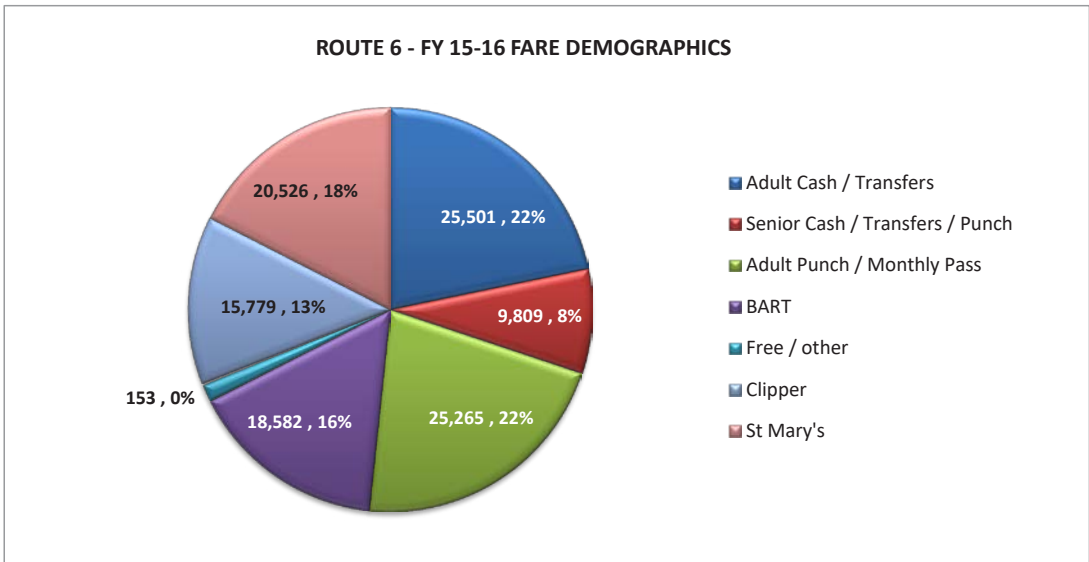
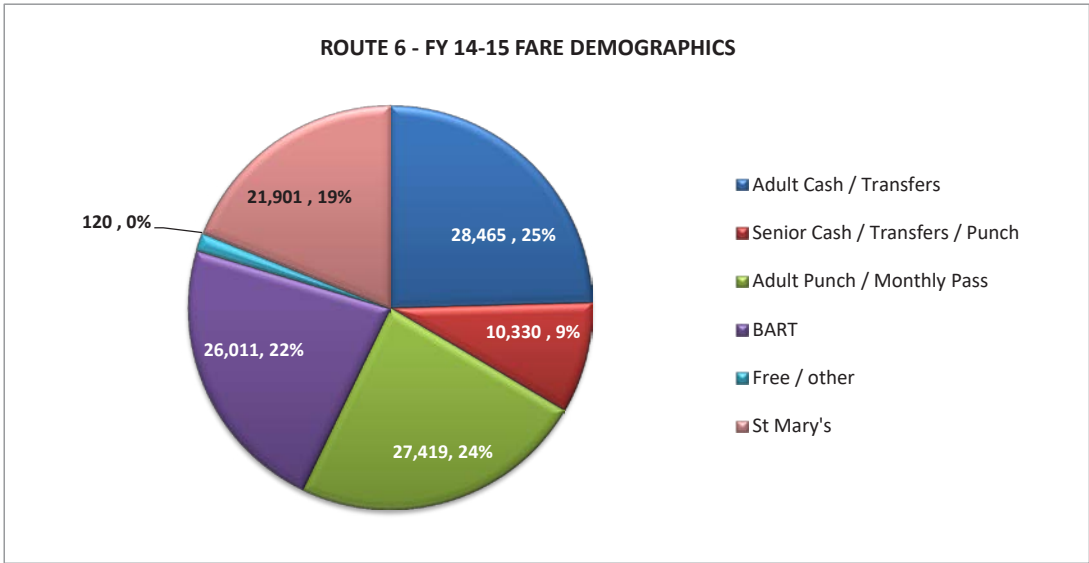


Avg Wkdy Boardings

	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

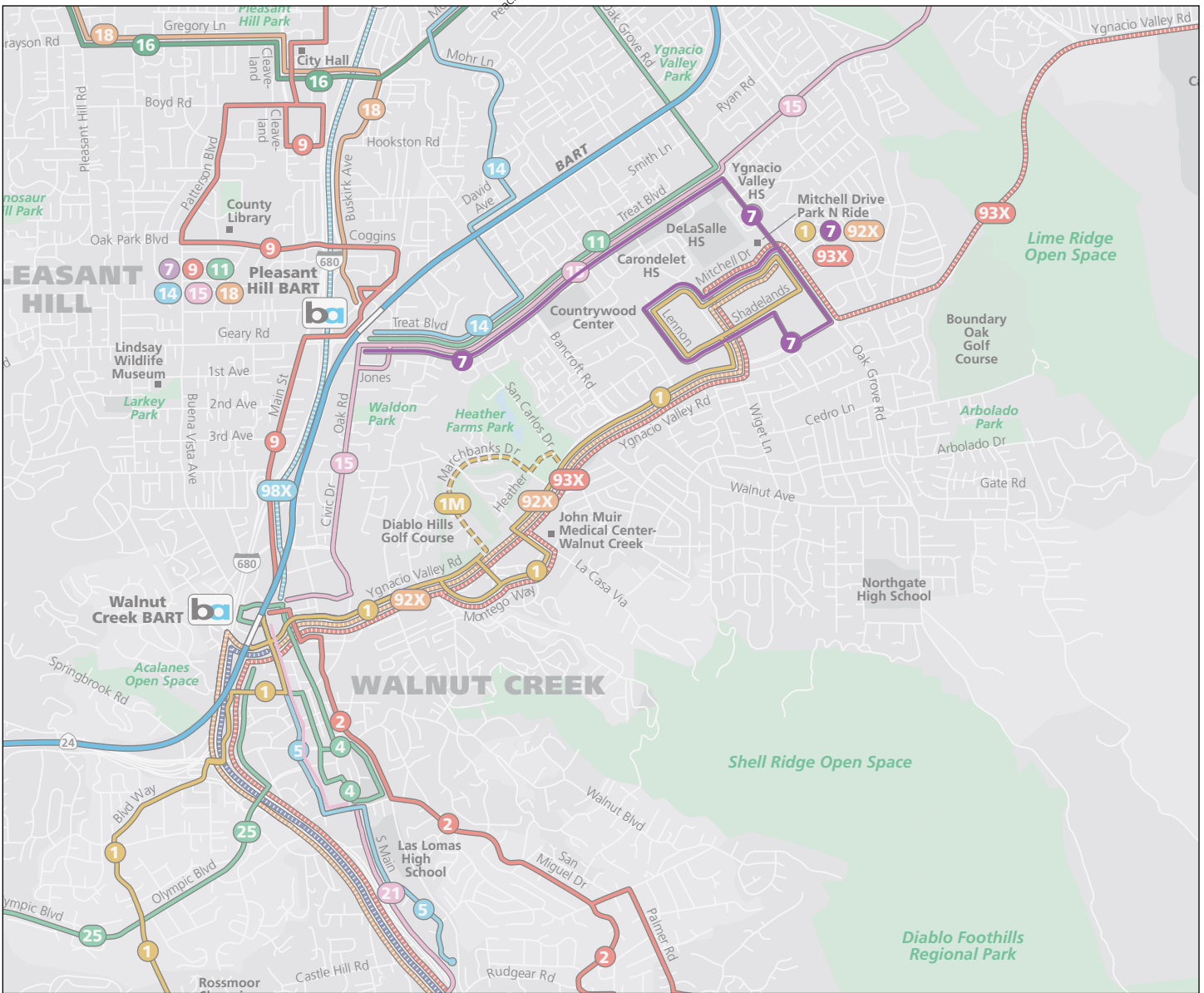


FARE DEMOGRAPHIC CHART by Fiscal Year



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. Since 2009, the routing in Shadelands changed in 2014 when one new AM roundtrip was added, and Route 7 was made fare 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 (mi)	# of Rights	# of Lefts
25	0.31	8	5
-58%	16%	-43%	-65%

In-Service Time	Layover	Deadhead	Total Hours
67%	18%	15%	25.1
-3%	-17%	61%	-20%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
13,329	9,229	22,558	2,911
-33%	-51%	-41%	-5%

Poverty	Limited English	Minority	Senior
5%	8%	31%	18%
-57%	-19%	-34%	37%

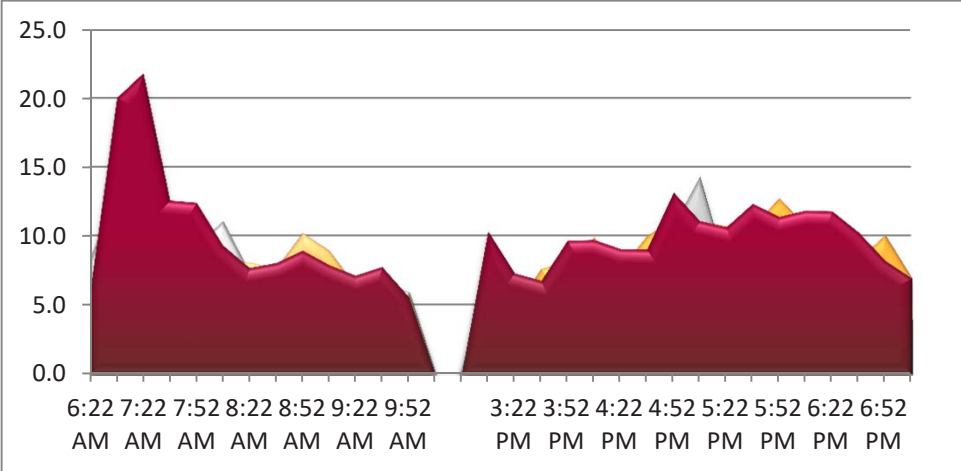
Disabled	No Car	Youth	(Legend)
11%	6%	16%	(route value)
-3%	-27%	-22%	(% diff from AVG)

ROUTE 7 TRIP LEVEL RIDERSHIP FY2015-2017

Trip Start '15 '16 '17

Route #7	226	270	305
6:22 AM	8.3	3.8	6.1
7:07 AM	12.5	14.8	20.0
7:22 AM	13.0	11.9	21.9
7:37 AM	11.1	10.2	12.6
7:52 AM	9.2	8.3	12.4
8:07 AM	11.0	8.0	9.3
8:22 AM	7.2	8.1	7.7
8:37 AM	8.0	7.6	8.0
8:52 AM	7.4	10.2	9.0
9:07 AM	6.8	9.0	7.9
9:22 AM	5.3	6.4	7.2
9:37 AM	6.6	5.7	7.8
9:52 AM	5.9	5.8	5.6
3:07 PM	5.7	8.4	10.4
3:22 PM	5.9	4.8	7.3
3:37 PM	7.0	7.6	6.8
3:52 PM	4.9	8.1	9.7
4:07 PM	6.1	9.9	9.7
4:22 PM	6.8	7.6	9.1
4:37 PM	7.3	10.0	9.0
4:52 PM	10.5	11.2	13.2
5:07 PM	14.1	11.0	11.1
5:22 PM	7.4	10.7	10.7
5:37 PM	10.1	10.7	12.4
5:52 PM	6.0	12.8	11.4
6:07 PM	4.8	10.7	11.9
6:22 PM	6.1	11.8	11.8
6:37 PM	4.4	8.3	10.3
6:52 PM	2.8	10.1	8.2
7:07 PM	3.8	7.0	6.9

Eastbound to Shadelands via Treat/Oak Grove



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

Legend: '14/15 (grey), '15/16 (gold), '16/17 (maroon)

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

ROUTE 7 TRIP LEVEL RIDERSHIP FY2015-2017

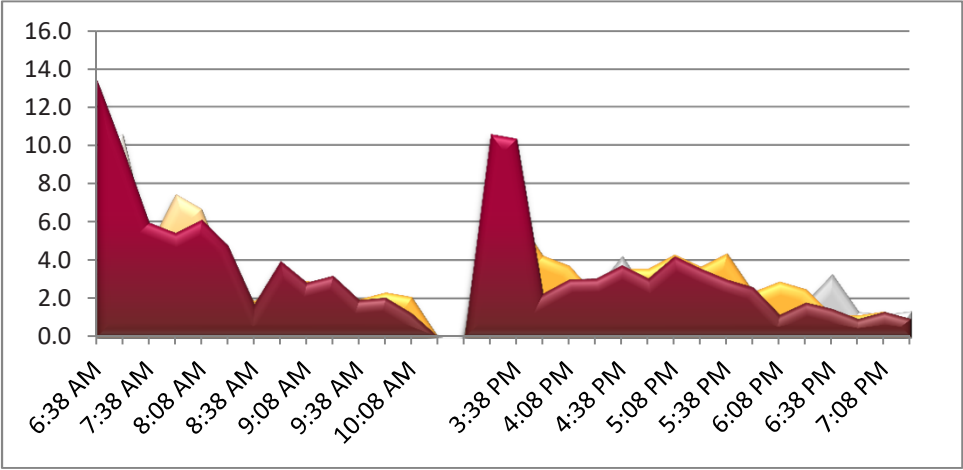
Trip Start '15 '16 '17

Route #7	69	114	119
6:38 AM	3.2	9.9	13.4
7:23 AM	4.5	10.6	9.8
7:38 AM	2.1	4.7	6.0
7:53 AM	2.2	7.5	5.4
8:08 AM	3.1	6.7	6.1
8:23 AM	1.5	3.2	4.8
8:38 AM	1.3	1.9	1.7
8:53 AM	2.2	2.8	4.0
9:08 AM	1.1	2.9	2.8
9:23 AM	2.4	2.6	3.2
9:38 AM	0.9	2.0	1.9
9:53 AM	1.8	2.3	2.0
10:08 AM	0.8	2.1	1.2
3:23 PM	4.8	7.8	10.6
3:38 PM	4.5	6.2	10.3
3:53 PM	1.3	4.2	2.3
4:08 PM	3.0	3.7	3.0
4:23 PM	2.4	2.2	3.0
4:38 PM	4.1	3.6	3.8
4:53 PM	2.0	3.6	3.1
5:08 PM	2.8	4.3	4.2
5:23 PM	2.5	3.7	3.6
5:38 PM	2.9	4.4	3.0
5:53 PM	2.0	2.4	2.6
6:08 PM	1.7	2.9	1.2
6:23 PM	1.7	2.5	1.8
6:38 PM	3.2	1.2	1.5
6:53 PM	1.2	1.1	0.9
7:08 PM	1.1	1.3	1.3
7:23 PM	1.3	0.5	0.9

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



Westbound to Pleasant Hill BART via Oak Grove/Treat

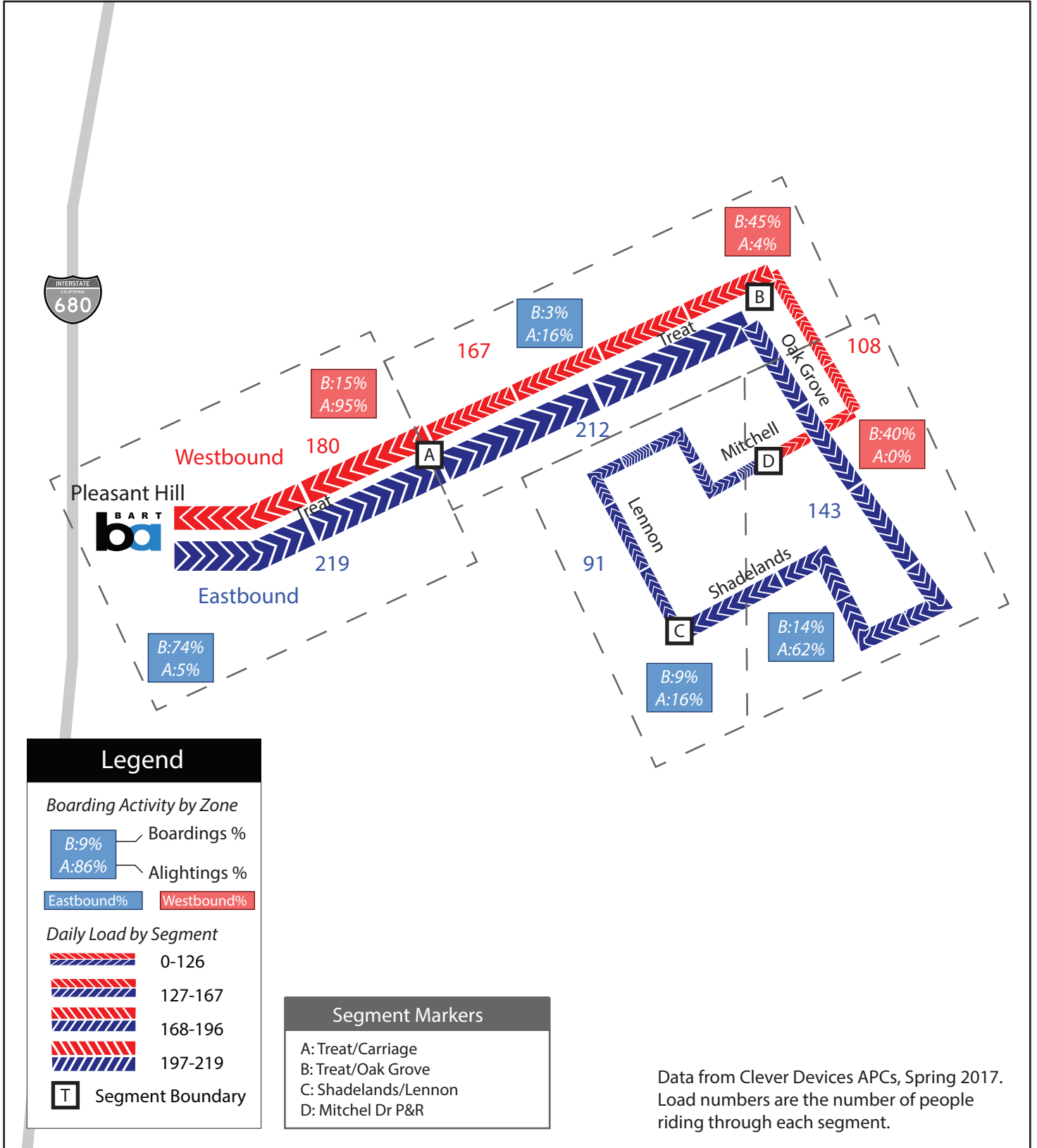


'14/15 '15/16 '16/17

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

Route 7 Segment Map

Average Ridership % and Load by Segment and Direction

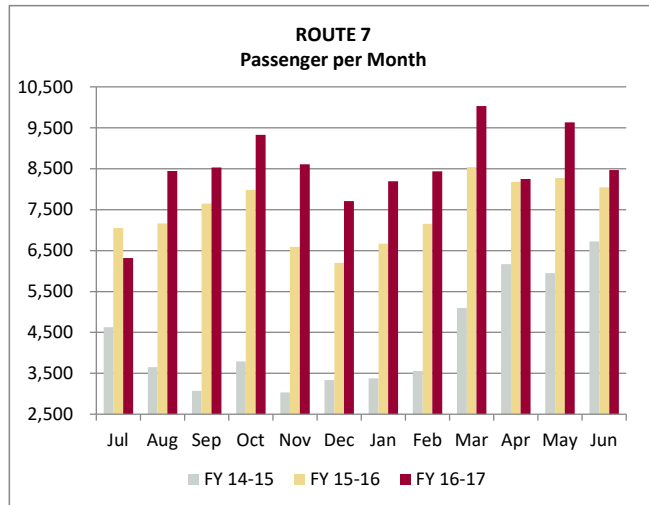


Data from Clever Devices APCs, Spring 2017. Load numbers are the number of people riding through each segment.

ROUTE 7

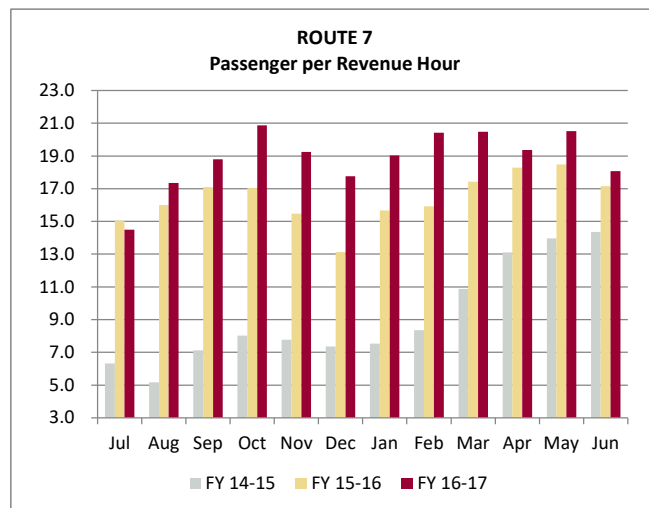
Passenger per Month

	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



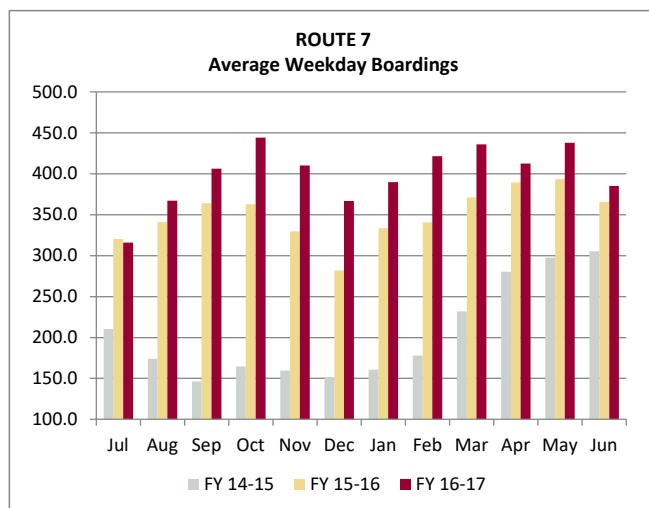
Passenger per Revenue Hour

	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

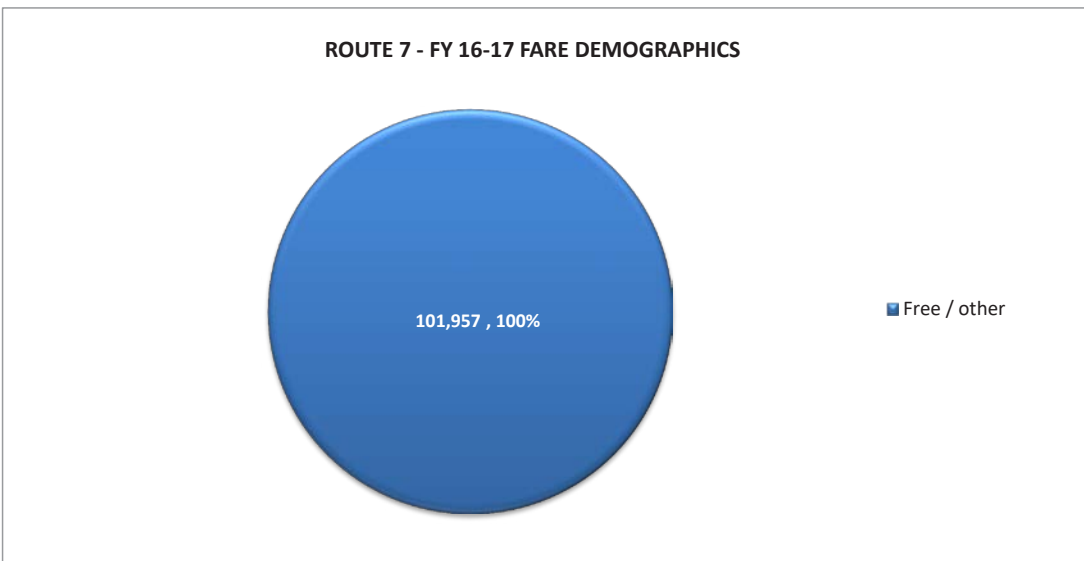
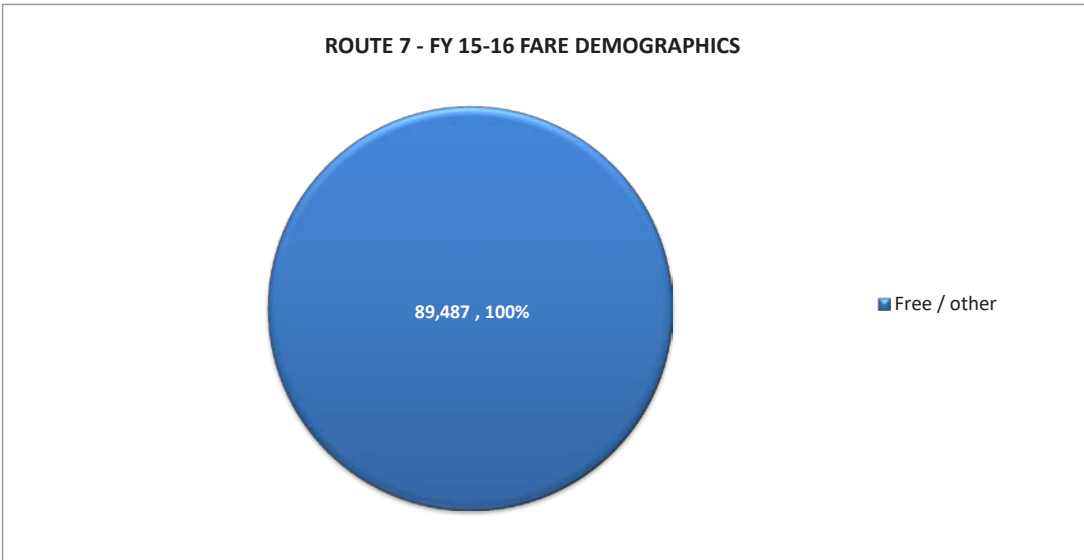
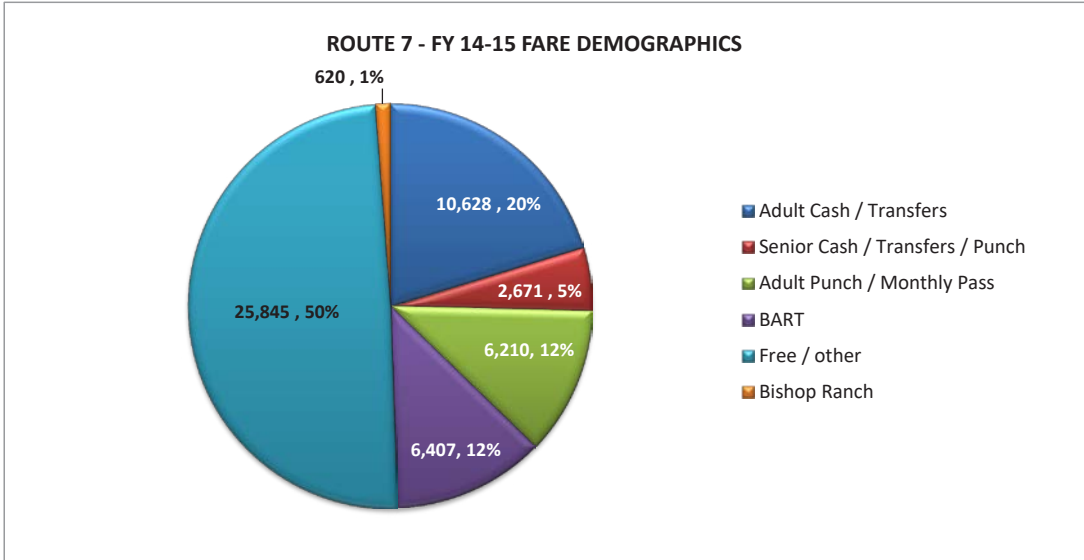


Avg Wkdy Boardings

	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

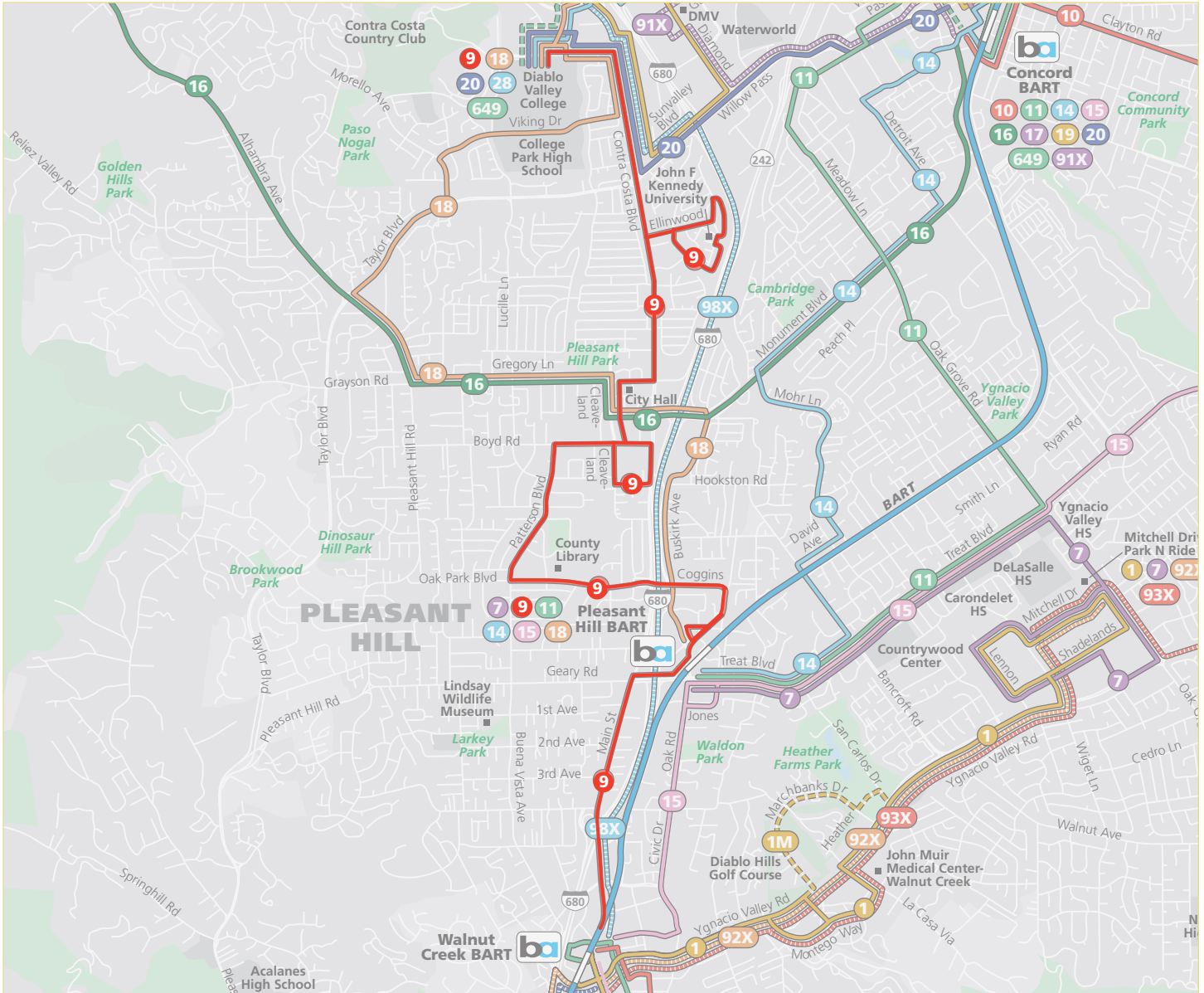


**FARE DEMOGRAPHIC CHART by Fiscal Year
Became a FREE Route as of FY 15-16**



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 except minor trip start time adjustments.

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 (mi)	# of Rights	# of Lefts
80	0.24	24	28
36%	-9%	71%	97%

In-Service Time	Layover	Deadhead	Total Hours
75%	18%	6%	44.5
9%	-15%	-34%	42%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
25,488	23,922	49,410	2,535
27%	27%	29%	-18%

Poverty	Limited English	Minority	Senior
13%	11%	41%	13%
3%	12%	-11%	0%

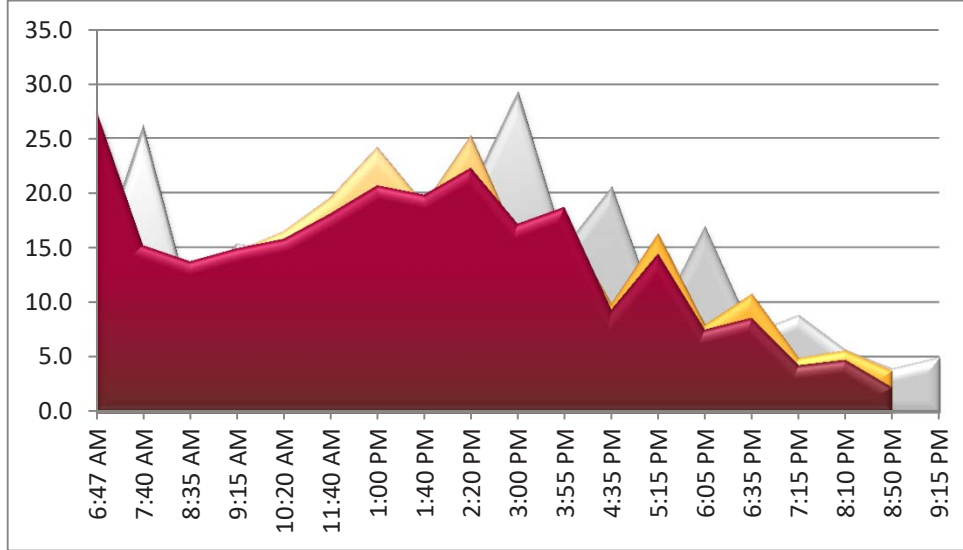
Disabled	No Car	Youth	(Legend)
12%	9%	16%	(route value)
10%	15%	-22%	(% diff from AVG)

ROUTE 9 TRIP LEVEL RIDERSHIP FY2015-2017

Trip Start '15 '16 '17

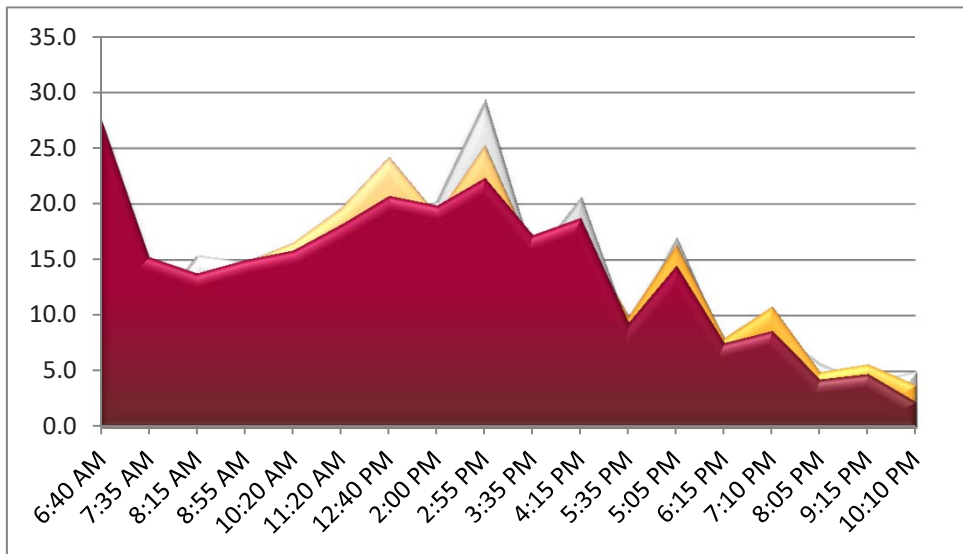
Route #9	295	309	291
6:47 AM	19.4	22.6	21.1
7:40 AM	16.0	15.7	18.9
8:35 AM	11.7	15.4	11.4
9:15 AM	15.5	14.4	15.0
10:20 AM	22.0	21.7	21.1
11:40 AM	23.4	19.7	18.3
1:00 PM	21.8	25.7	24.1
1:40 PM	16.0	15.5	17.2
2:20 PM	21.9	17.6	16.0
3:00 PM	18.6	18.3	19.5
3:55 PM	17.1	23.9	20.7
4:35 PM	18.6	19.1	17.9
5:15 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

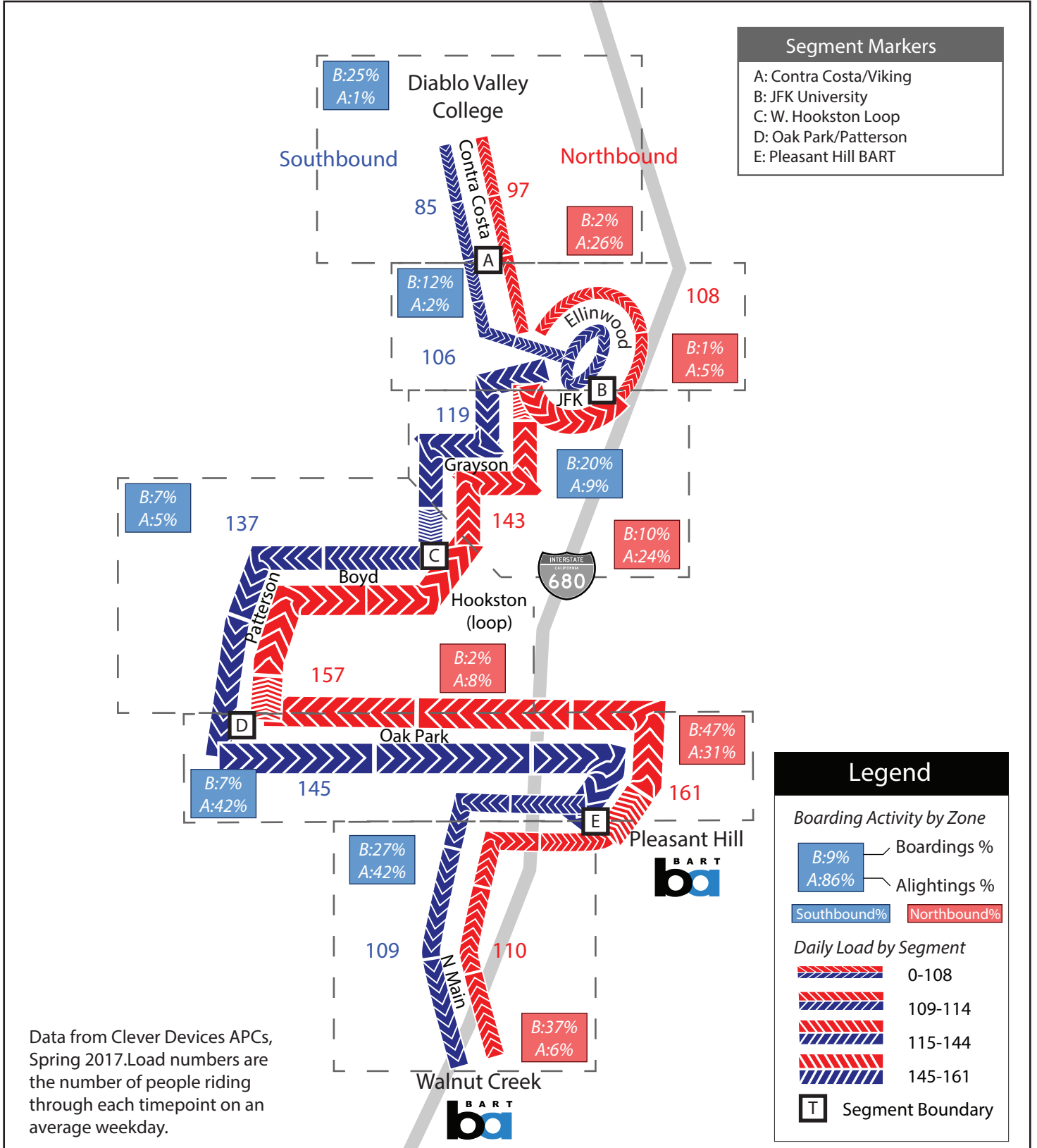


'14/15
 '15/16
 '16/17

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

Route 9 Segment Map

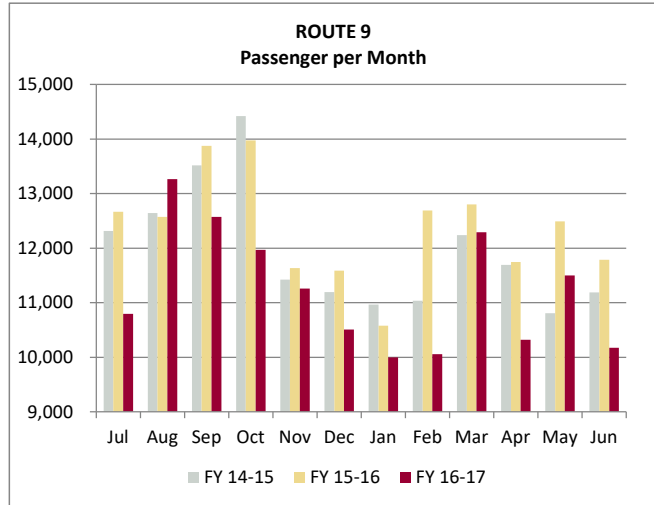
Average Ridership % and Load by Segment and Direction



ROUTE 9

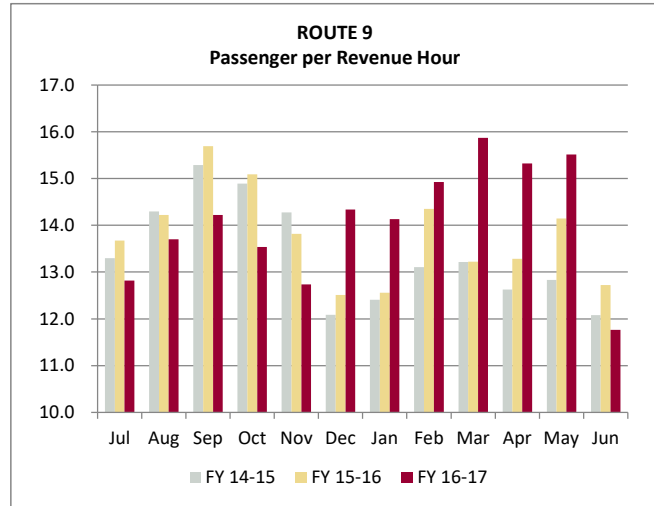
Passenger per Month

	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



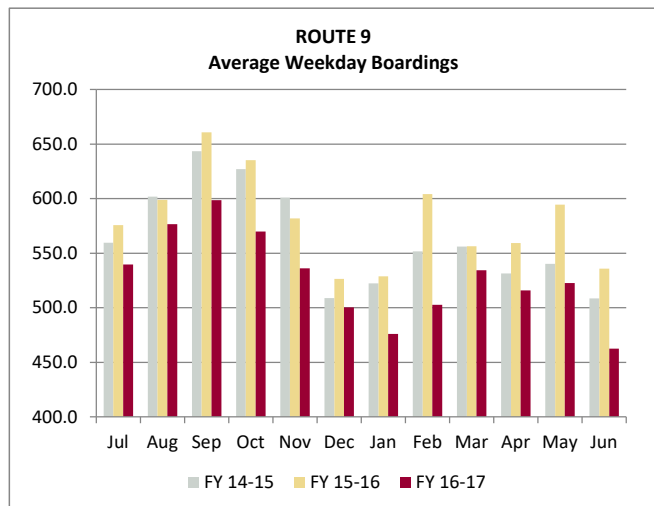
Passenger per Revenue Hour

	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

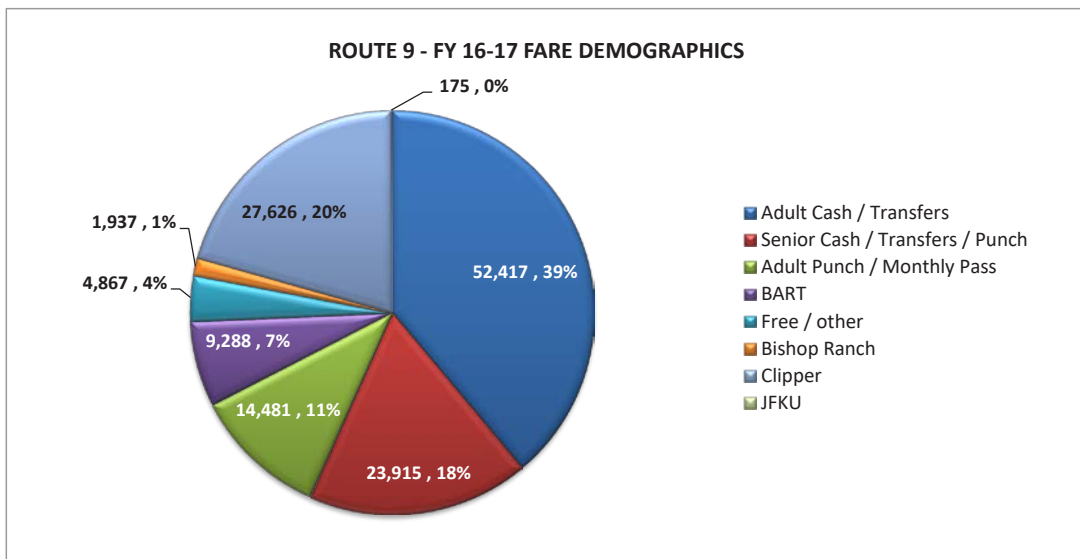
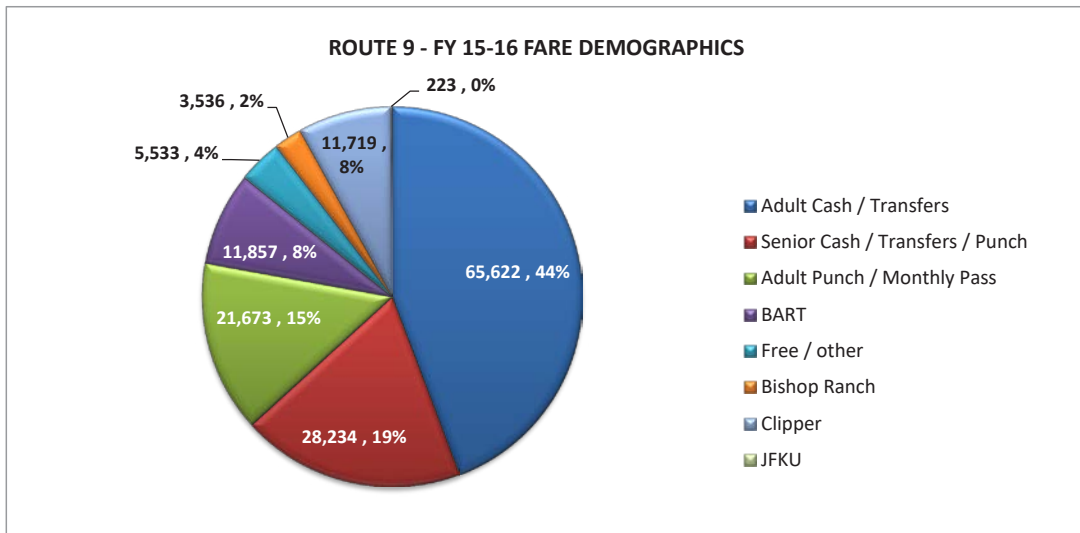
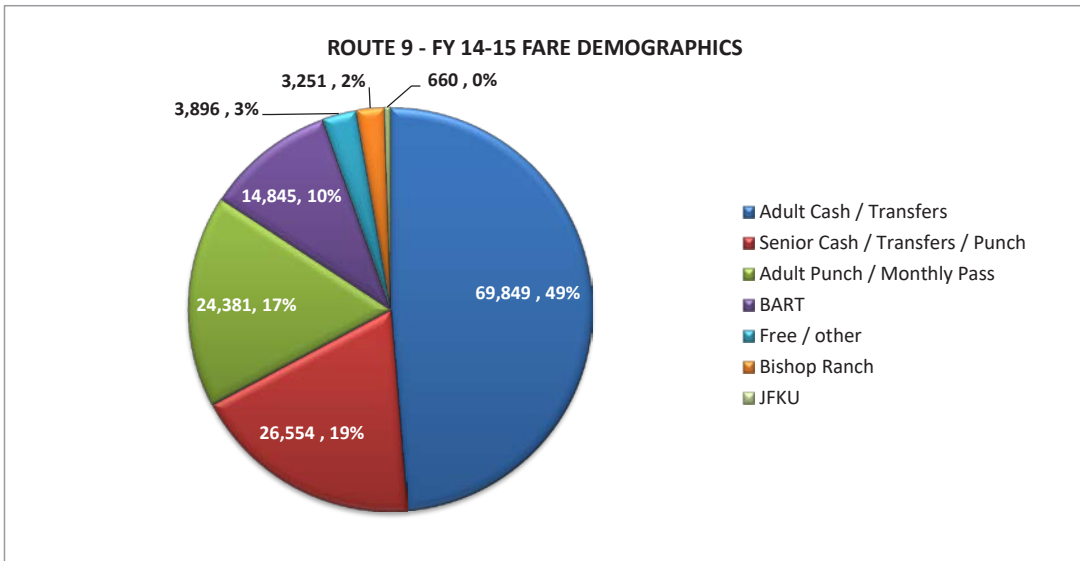


Avg Wkdy Boardings

	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

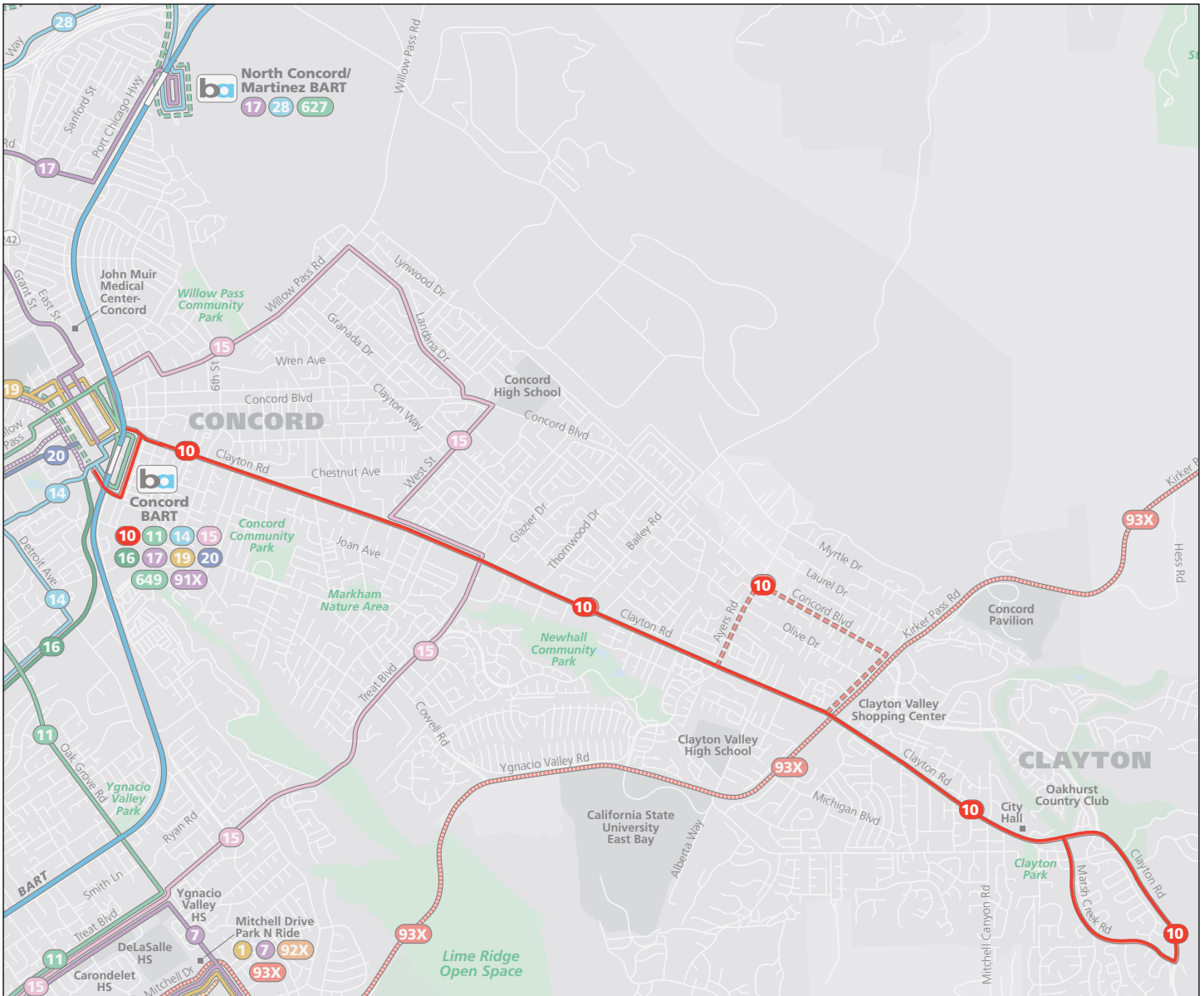


FARE DEMOGRAPHIC CHART by Fiscal Year



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. Since 2009, there was a service increase in 2012 which created 15 minute headways in the afternoon/eve.

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 (mi)	# of Rights	# of Lefts
58	0.25	5	3
-1%	-8%	-64%	-79%

In-Service Time	Layover	Deadhead	Total Hours
84%	13%	4%	49.8
21%	-41%	-60%	59%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
7,754	24,057	31,811	2,231
-61%	27%	-17%	-27%

Poverty	Limited English	Minority	Senior
10%	5%	39%	15%
-20%	-48%	-15%	17%

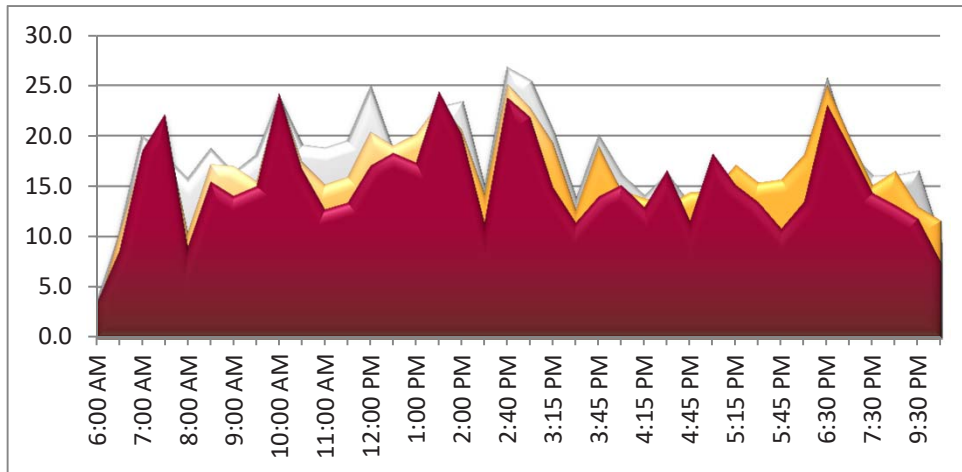
Disabled	No Car	Youth	(Legend)
13%	7%	22%	(route value)
15%	-7%	6%	(% diff from AVG)

ROUTE 10 TRIP LEVEL RIDERSHIP FY2015-2017

Trip Start '15 '16 '17

Route #10	668	644	589
5:30 AM	2.6	3.3	3.3
6:00 AM	3.2	2.4	3.4
6:30 AM	10.0	10.3	8.6
7:00 AM	19.9	18.3	18.6
7:30 AM	17.9	21.1	22.3
8:00 AM	15.7	10.5	9.0
8:30 AM	18.7	17.2	15.5
9:00 AM	16.3	17.1	14.1
9:30 AM	18.1	15.6	15.0
10:00 AM	23.7	24.2	24.3
10:30 AM	19.1	17.5	16.8
11:00 AM	18.8	15.2	12.7
11:30 AM	19.5	16.0	13.4
12:00 PM	24.8	20.4	17.1
12:30 PM	18.3	19.1	18.4
1:00 PM	19.7	20.2	17.4
1:30 PM	22.8	23.2	24.5
2:00 PM	23.3	20.6	20.2
2:20 PM	14.6	14.3	11.5
2:40 PM	26.7	25.2	23.9
3:00 PM	25.4	22.8	21.9
3:15 PM	20.3	19.3	15.0
3:30 PM	13.6	12.8	11.4
3:45 PM	19.9	19.1	14.0
4:00 PM	16.1	14.6	15.2
4:15 PM	14.0	13.8	13.0
4:30 PM	16.1	13.2	16.7
4:45 PM	13.1	14.4	11.6
5:00 PM	15.4	14.5	18.3
5:15 PM	14.0	17.2	15.2
5:30 PM	14.6	15.4	13.4
5:45 PM	14.0	15.7	10.8
6:00 PM	16.5	18.2	13.5
6:30 PM	25.5	25.1	23.1
7:00 PM	18.3	19.9	18.9
7:30 PM	16.0	15.1	14.4
8:30 PM	16.0	16.6	13.2
9:30 PM	16.5	13.0	11.8
10:30 PM	9.3	11.6	7.4

Eastbound to Clayton via Clayton Rd



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 10 TRIP LEVEL RIDERSHIP FY2015-2017

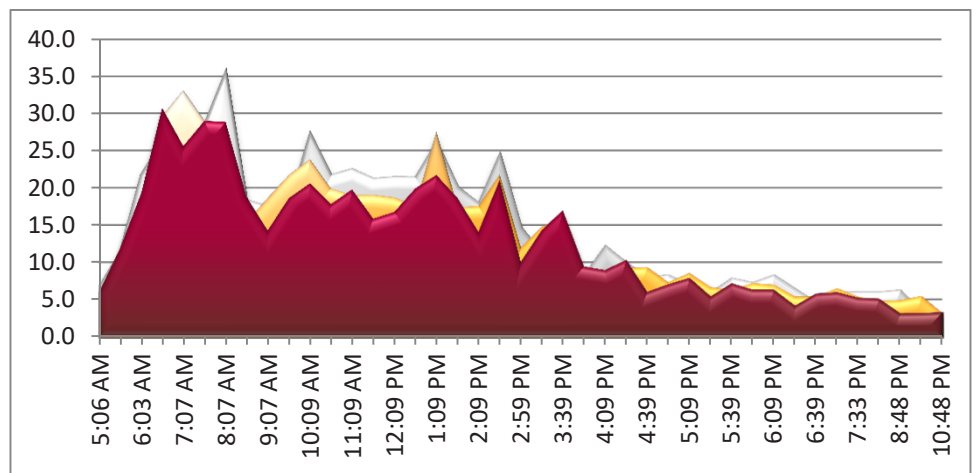
Trip Start '15 '16 '17

Route #10	603	577	544
5:06 AM	6.6	6.2	6.0
5:36 AM	11.3	10.6	11.9
6:03 AM	21.8	18.4	19.4
6:35 AM	26.2	29.7	30.8
7:07 AM	29.8	33.2	25.7
7:37 AM	28.5	29.1	29.1
8:07 AM	35.6	28.9	28.9
8:37 AM	18.3	15.5	18.9
9:07 AM	17.5	18.7	14.3
9:37 AM	17.5	21.8	18.7
10:09 AM	27.3	23.9	20.7
10:39 AM	21.7	20.0	17.9
11:09 AM	22.5	19.1	19.9
11:39 AM	21.2	19.1	15.9
12:09 PM	21.5	18.8	16.9
12:39 PM	21.4	17.7	20.0
1:09 PM	26.2	27.6	21.8
1:39 PM	20.1	17.4	18.7
2:09 PM	17.9	17.6	14.1
2:39 PM	24.6	21.8	21.1
2:59 PM	14.7	12.0	10.1
3:09 PM	11.1	14.8	14.4
3:39 PM	15.6	15.9	17.1
3:54 PM	8.2	7.9	9.5
4:09 PM	12.2	7.8	9.0
4:24 PM	9.9	9.3	10.4
4:39 PM	7.9	9.4	6.1
4:54 PM	8.3	7.4	7.1
5:09 PM	6.9	8.7	8.0
5:24 PM	5.9	6.8	5.5
5:39 PM	7.8	6.3	7.2
5:54 PM	7.2	7.3	6.4
6:09 PM	8.3	7.1	6.4
6:24 PM	6.4	5.4	4.2
6:39 PM	4.6	5.4	5.9
7:03 PM	5.9	6.6	6.0
7:33 PM	6.0	5.4	5.3
8:03 PM	6.0	4.8	5.2
8:48 PM	6.2	5.0	3.2
9:48 PM	3.3	5.5	3.3
10:48 PM	3.2	3.2	3.4

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



Westbound to Concord BART via Clayton Rd

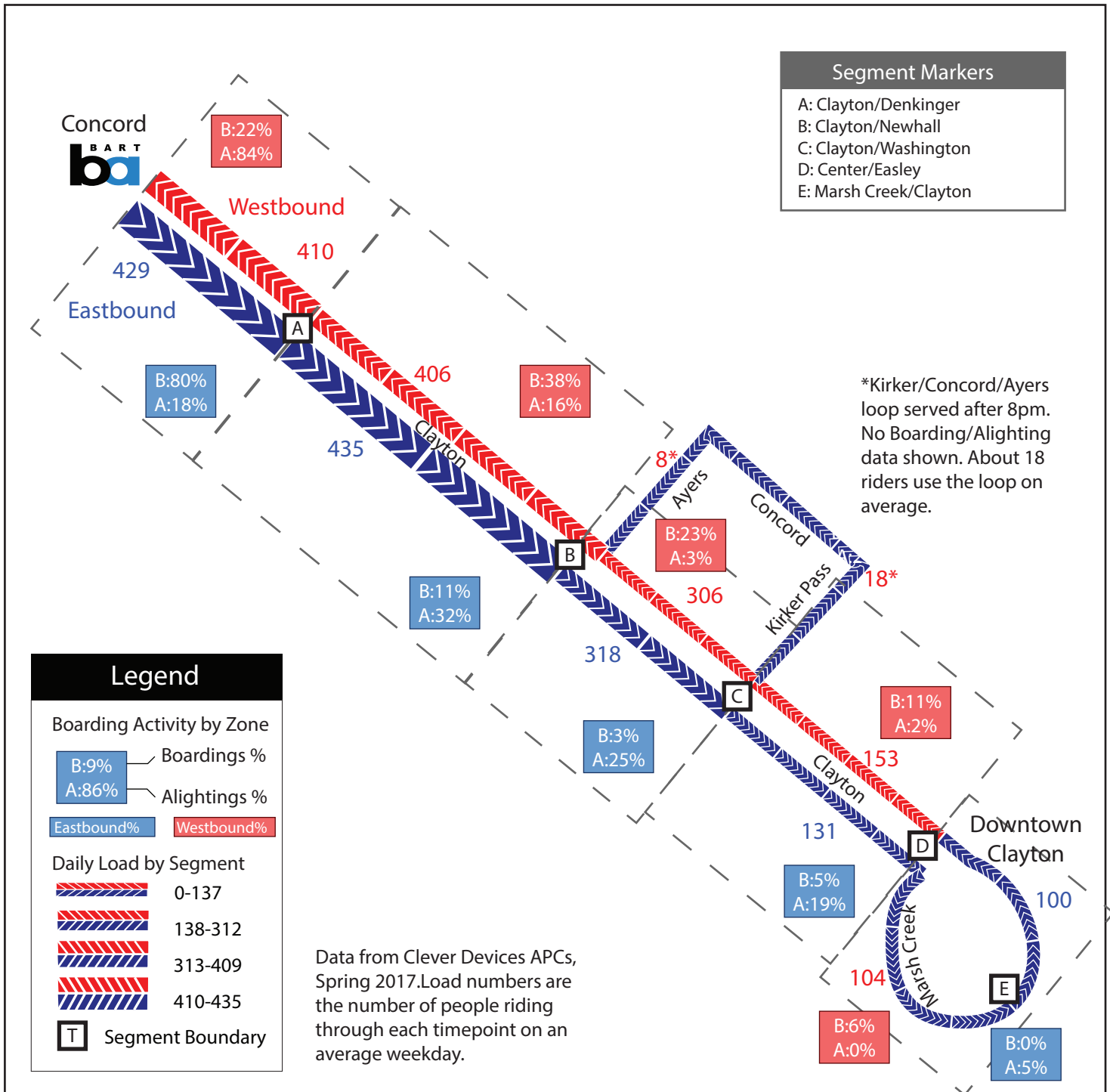


'14/15 '15/16 '16/17

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

DRAFT Route 10 Segment Map

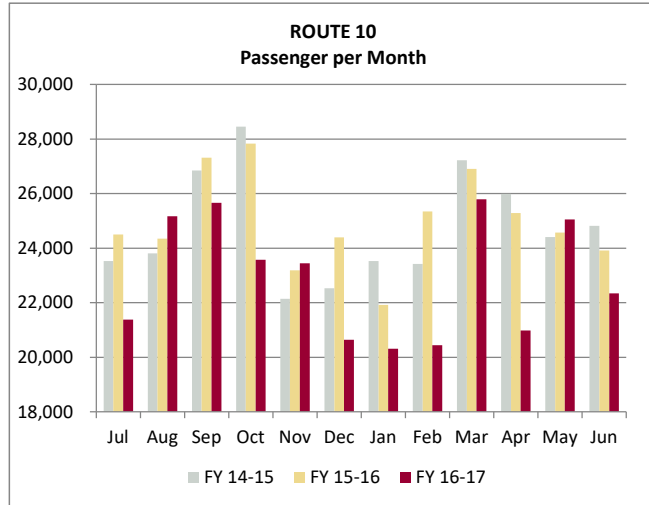
Average Ridership % and Load by Segment and Direction



ROUTE 10

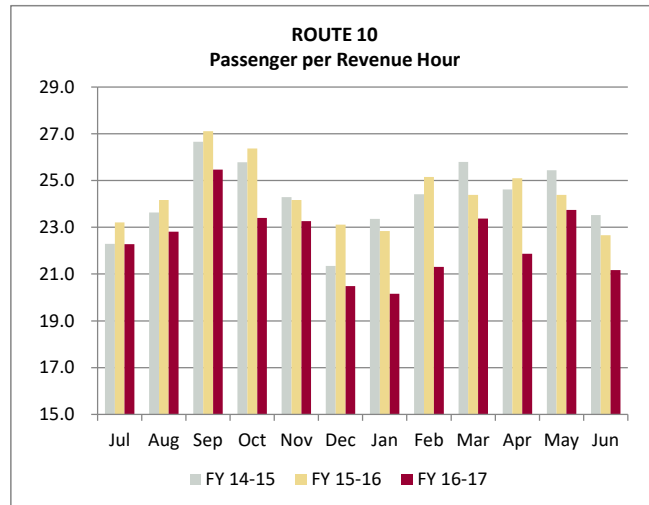
Passenger per Month

	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



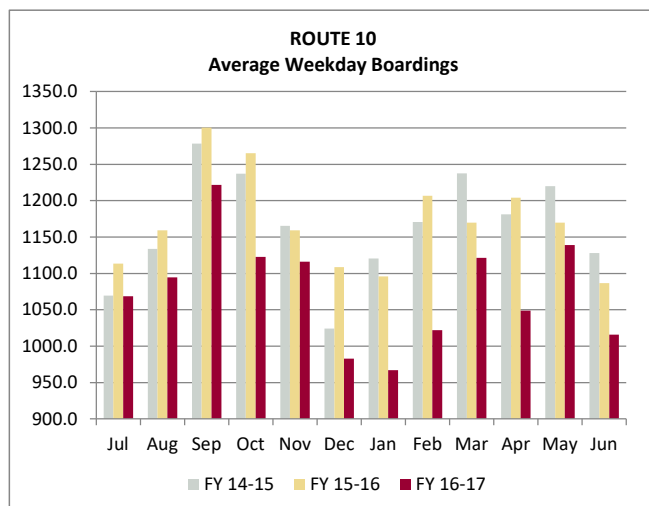
Passenger per Revenue Hour

	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

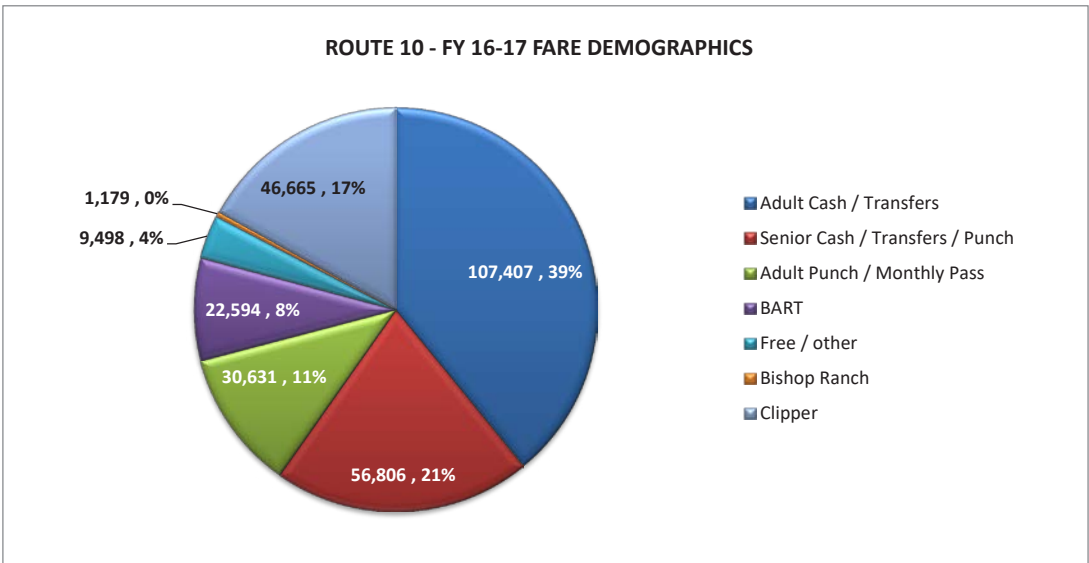
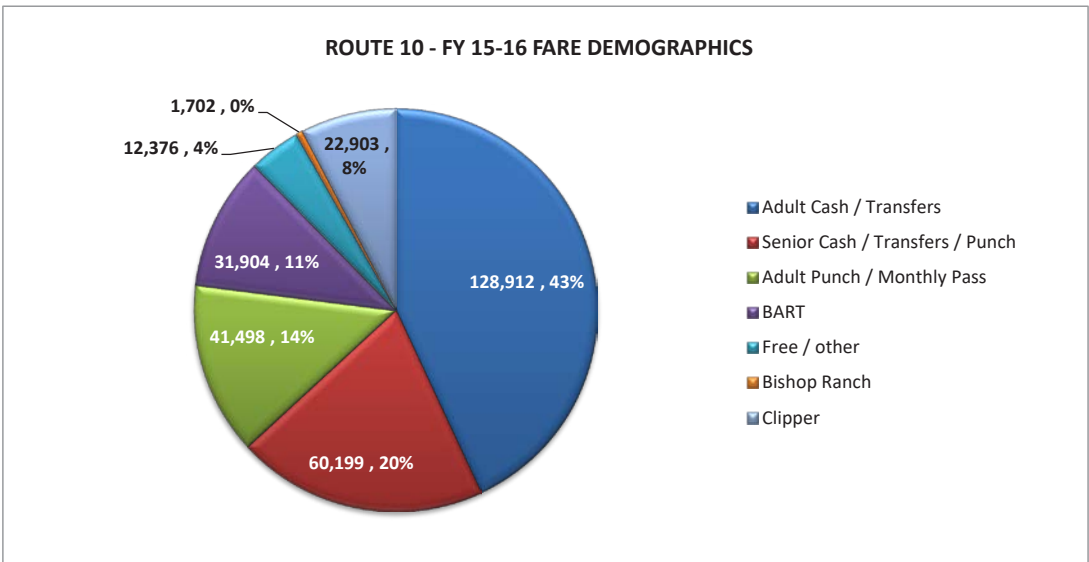
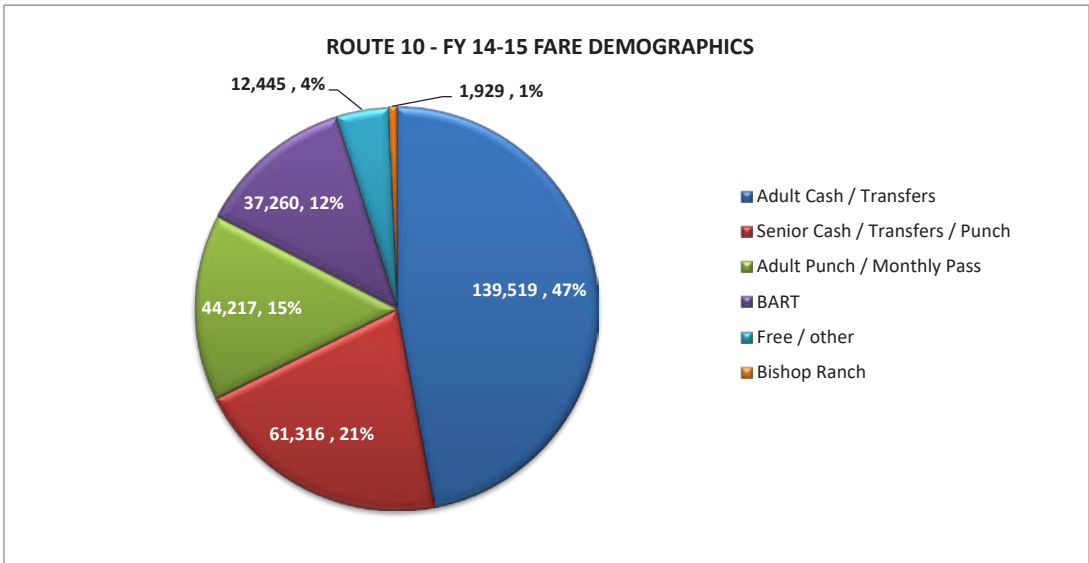


Avg Wkdy Boardings

	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

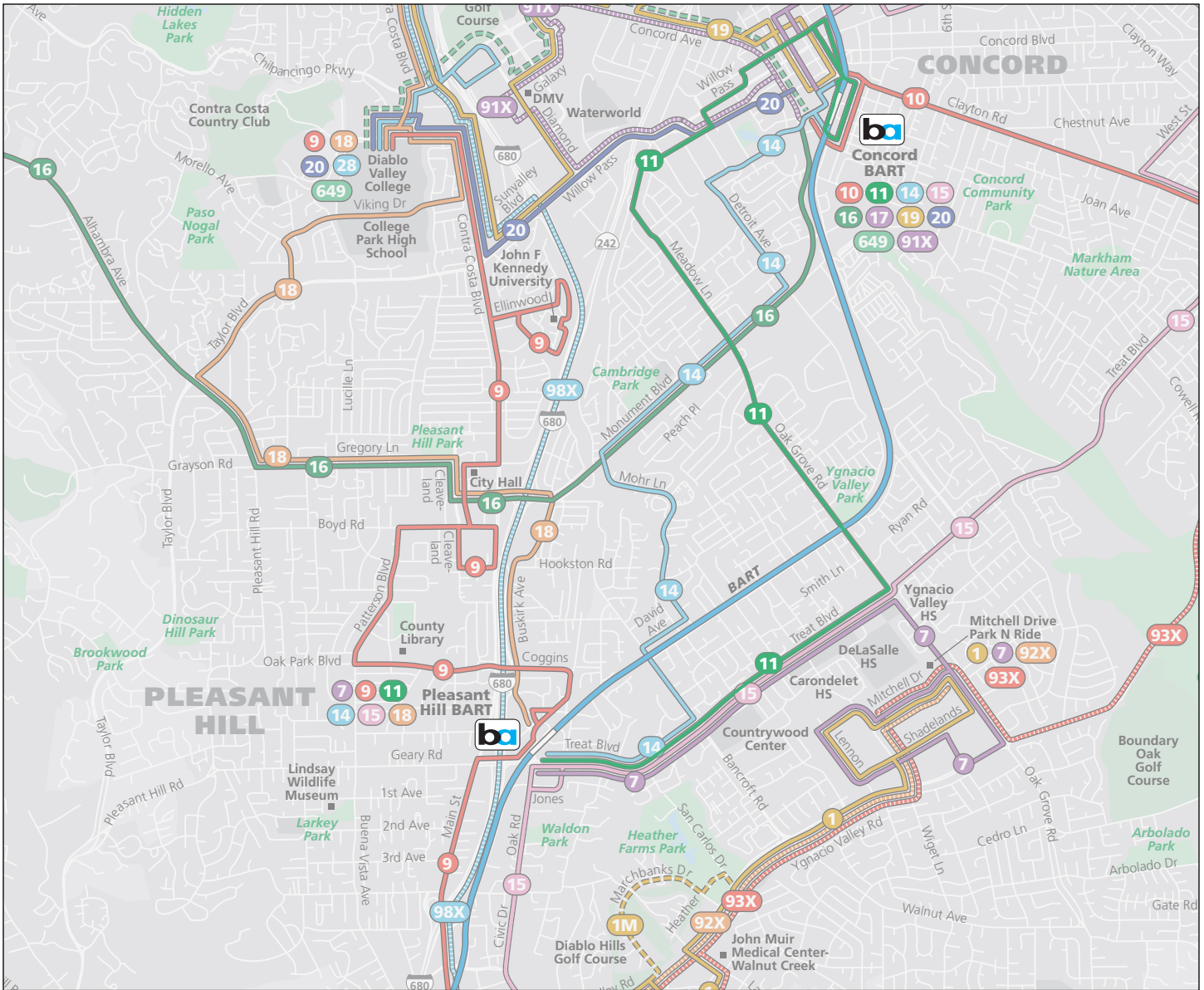


FARE DEMOGRAPHIC CHART by Fiscal Year



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

Every 35/45 Minutes Peak, 90 Minutes Off-Peak, 6:00am to 8:48pm



Origin and Recent Service Changes

Route 11 was created in 2009, originating from Route 111. Route 11 differs in that it uses Treat Blvd all the way to Oak Grove instead of the David/Minert 111 pairing, and the short segment after Concord BART to the vicinity of the Concord BART maintenance yard on San Miguel was truncated as well as a small deviation further down Market St. Since 2009, one trip was added in the morning from Concord BART.

Alignment Statistics and Connections

Route 11'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 (10, 14, 15, 16, 17, 19, 20, 91X, 260, 611, 612, 613, 614, 615, 616). The route travels Port Chicago Highway, Salvio St, Mira Vista Terrace, Fry Way, Clayton Rd, Market St, Meadow Ln, Oak Grove Rd, 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, 14, 15, 18, 619). Private shuttle connections to Genentech, Visa Metrodome, JFK University shuttles. This route provides service to residential areas, shopping areas and senior housing.

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 (mi)	# of Rights	# of Lefts
55	0.24	11	14
-7%	-11%	-22%	-2%

In-Service Time	Layover	Deadhead	Total Hours
69%	24%	7%	20.4
1%	9%	-25%	-35%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
16,876	26,459	43,335	3,290
-16%	40%	13%	7%

Poverty	Limited English	Minority	Senior
18%	16%	60%	12%
43%	59%	29%	-7%

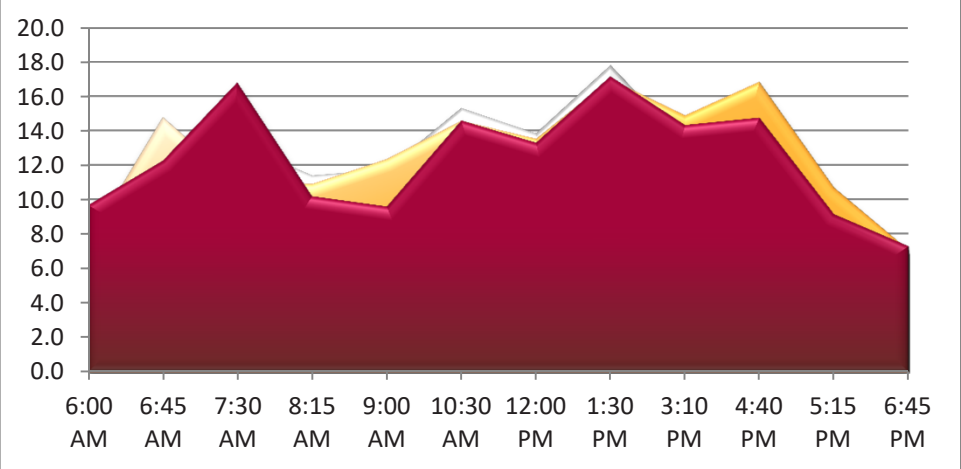
Disabled	No Car	Youth	(Legend)
13%	11%	22%	(route value)
16%	38%	3%	(% diff from AVG)

ROUTE 11 TRIP LEVEL RIDERSHIP FY2015-2017

Trip Start '15 '16 '17

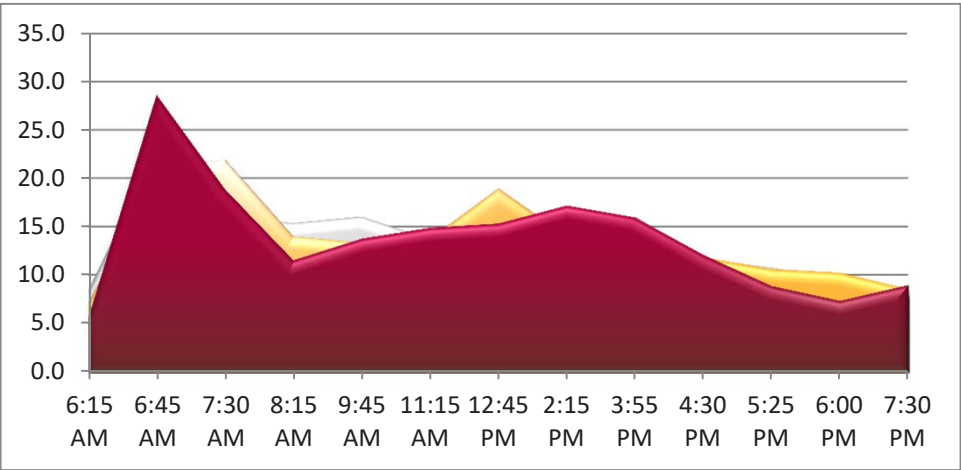
Route #11	145	152	150
6:00 AM	8.6	7.6	9.7
6:45 AM	10.8	14.8	12.3
7:30 AM	13.2	11.0	16.8
8:15 AM	11.4	10.9	10.2
9:00 AM	11.7	12.4	9.6
10:30 AM	15.3	14.6	14.6
12:00 PM	13.8	13.6	13.3
1:30 PM	17.7	17.0	17.2
3:10 PM	13.1	14.9	14.4
4:40 PM	13.7	16.9	14.8
5:15 PM	8.7	10.7	9.2
6:45 PM	6.8	7.1	7.3

Eastbound to Concord BART via Treat/Oak Grove



Route #11	178	179	179
6:15 AM	8.1	7.1	5.5
6:45 AM	22.5	20.9	28.6
7:30 AM	16.0	22.0	18.9
8:15 AM	15.3	14.0	11.5
9:45 AM	15.9	13.3	13.8
11:15 AM	13.5	13.8	14.9
12:45 PM	17.4	19.0	15.3
2:15 PM	14.0	14.0	17.2
3:55 PM	15.9	14.0	16.0
4:30 PM	11.5	11.9	12.1
5:25 PM	10.7	10.6	8.9
6:00 PM	9.4	10.3	7.4
7:30 PM	7.8	8.5	9.0

Westbound to Pleasant Hill BART via Oak Grove/Treat

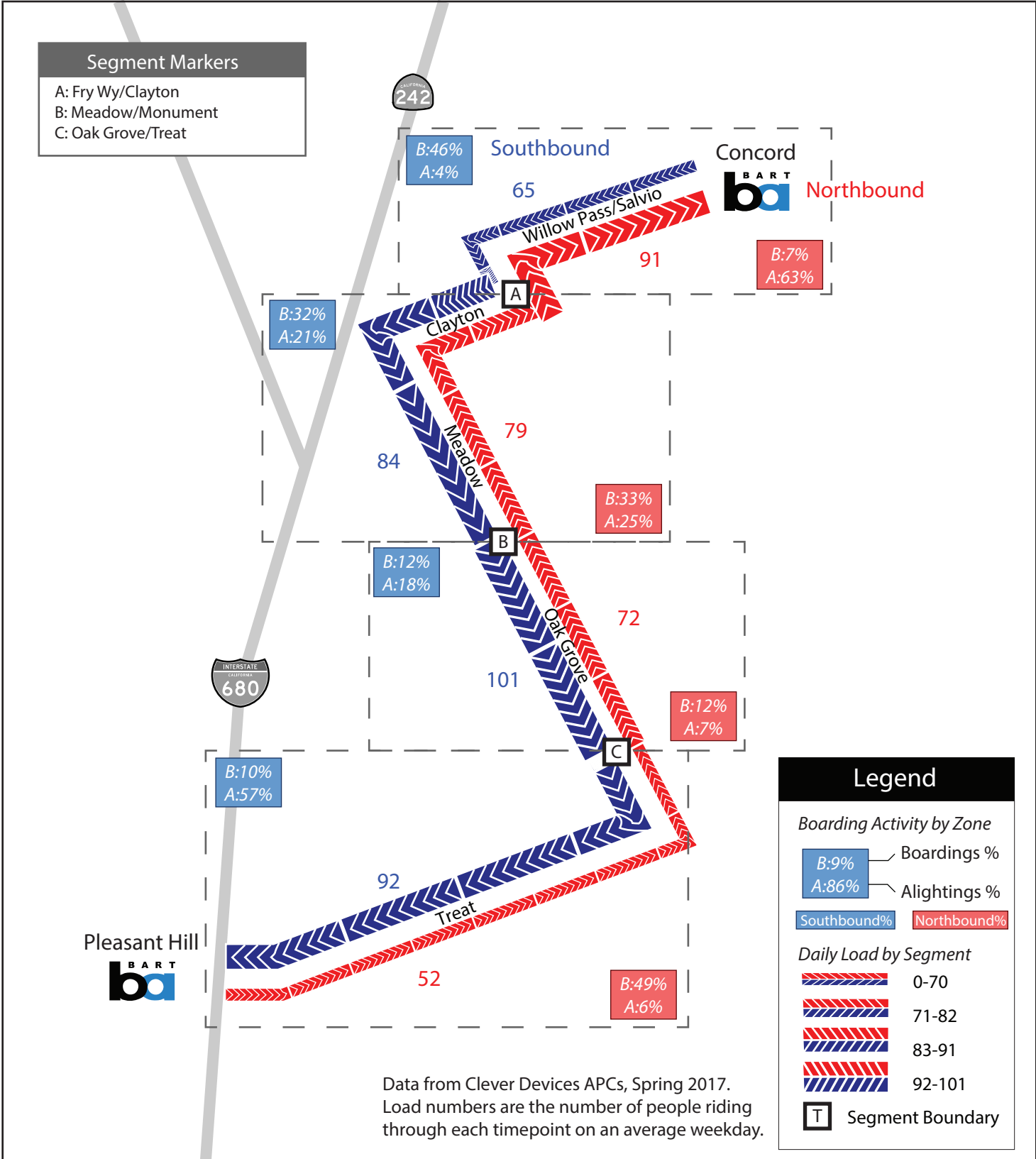


'14/15 '15/16 '16/17

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

Route 11 Segment Map

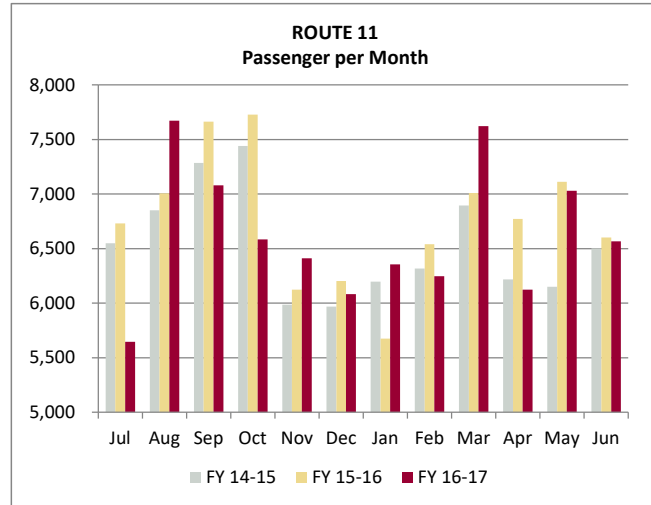
Average Ridership % and Load by Segment and Direction



ROUTE 11

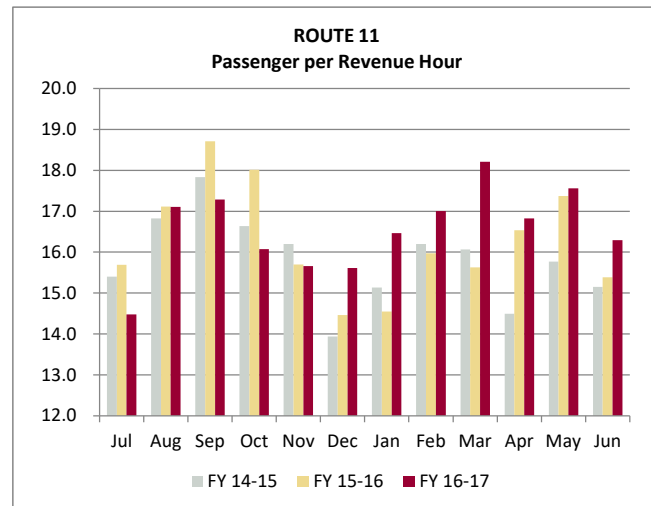
Passenger per Month

	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



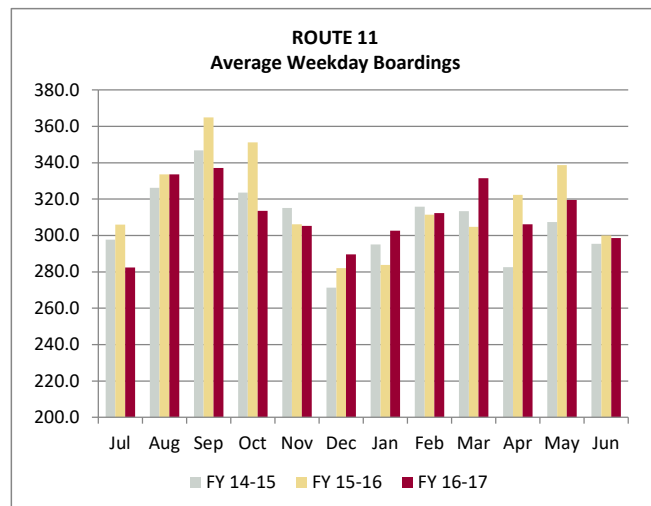
Passenger per Revenue Hour

	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

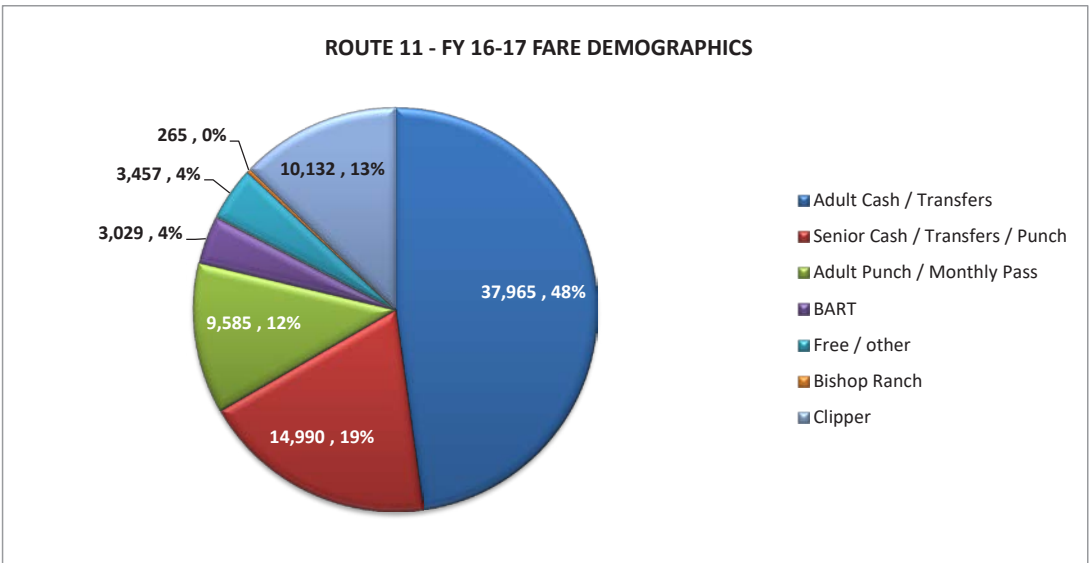
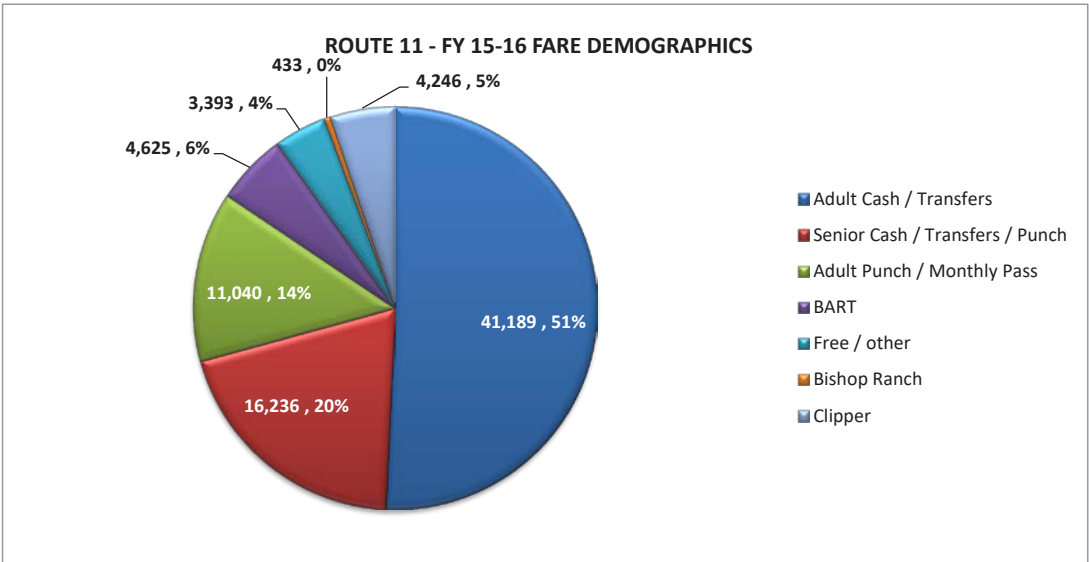
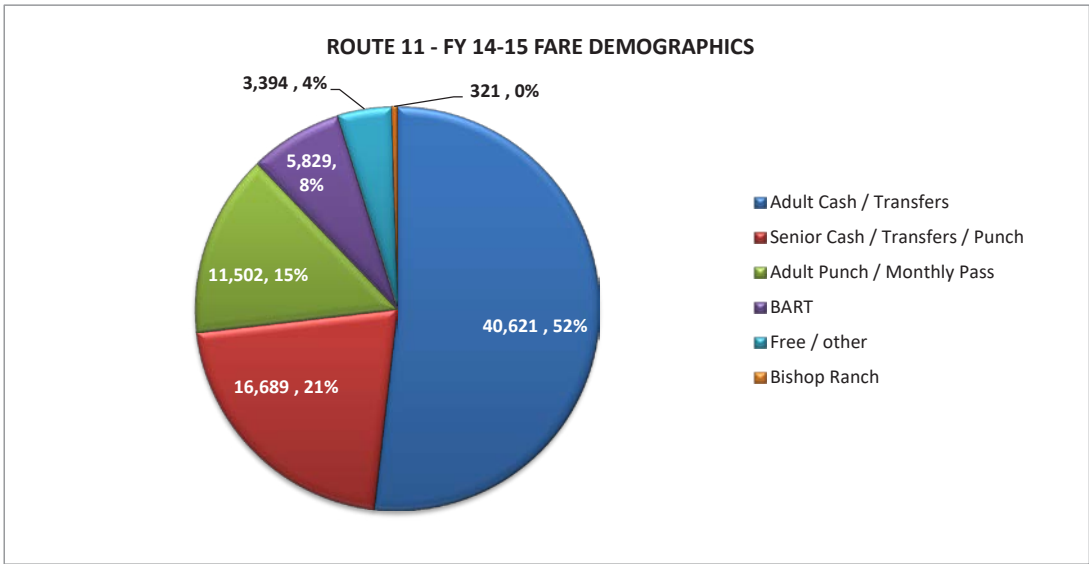


Avg Wkdy Boardings

	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

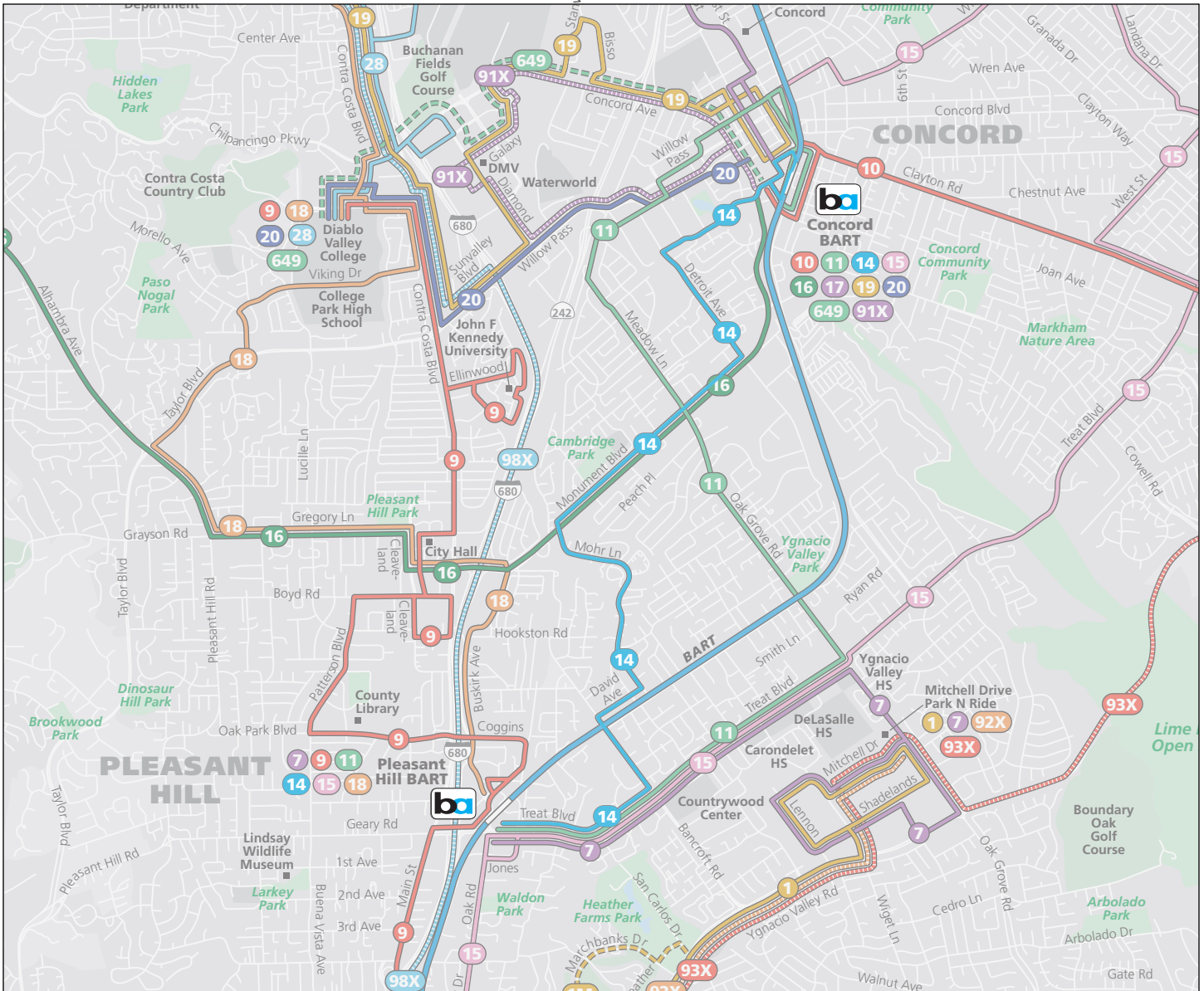


FARE DEMOGRAPHIC CHART by Fiscal Year



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 major 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 (mi)	# of Rights	# of Lefts
46	0.25	9	13
-22%	-8%	-36%	-9%

In-Service Time	Layover	Deadhead	Total Hours
61%	36%	3%	40.8
-11%	65%	-69%	30%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
9,675	33,013	42,688	3,751
-52%	75%	11%	22%

Poverty	Limited English	Minority	Senior
23%	19%	67%	8%
82%	92%	45%	-37%

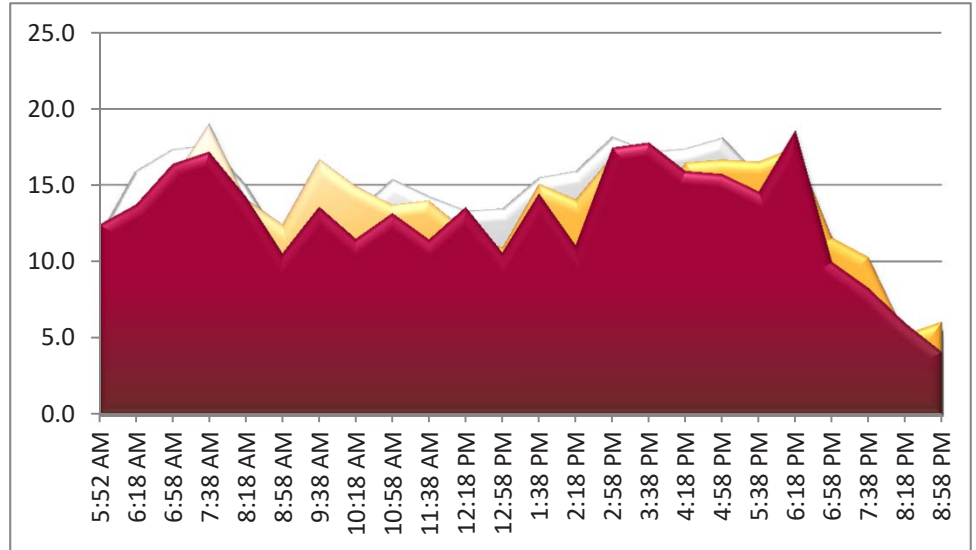
Disabled	No Car	Youth	(Legend)
10%	9%	25%	(route value)
-7%	17%	21%	(% diff from AVG)

ROUTE 14 TRIP LEVEL RIDERSHIP FY2015-2017

Trip Start '15 '16 '17

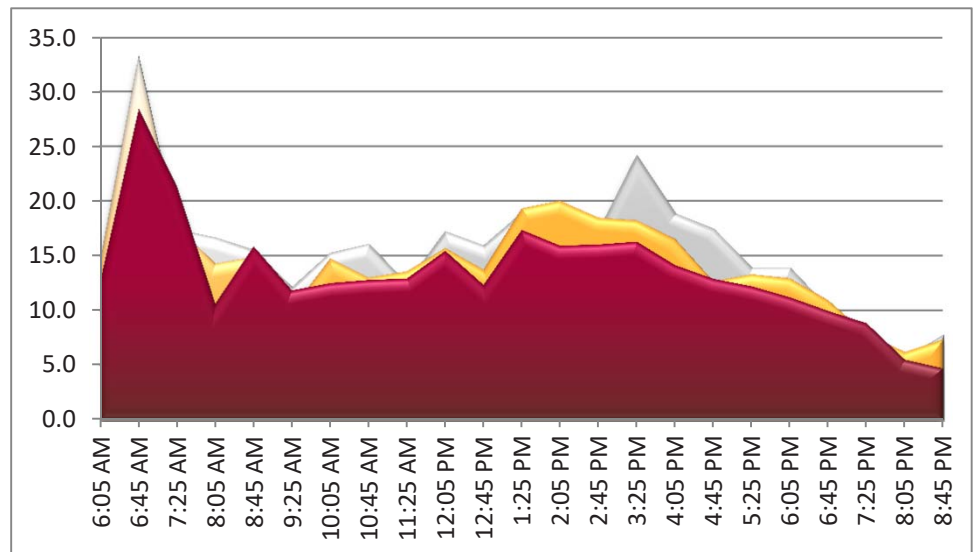
Route #14	334	327	313
5:52 AM	11.6	12.0	12.5
6:18 AM	15.9	12.2	13.8
6:58 AM	17.3	15.4	16.4
7:38 AM	17.6	19.1	17.2
8:18 AM	14.9	14.2	14.3
8:58 AM	11.1	12.5	10.6
9:38 AM	13.7	16.7	13.6
10:18 AM	13.2	15.0	11.5
10:58 AM	15.4	13.8	13.2
11:38 AM	14.2	14.0	11.5
12:18 PM	13.3	12.0	13.6
12:58 PM	13.4	11.0	10.6
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

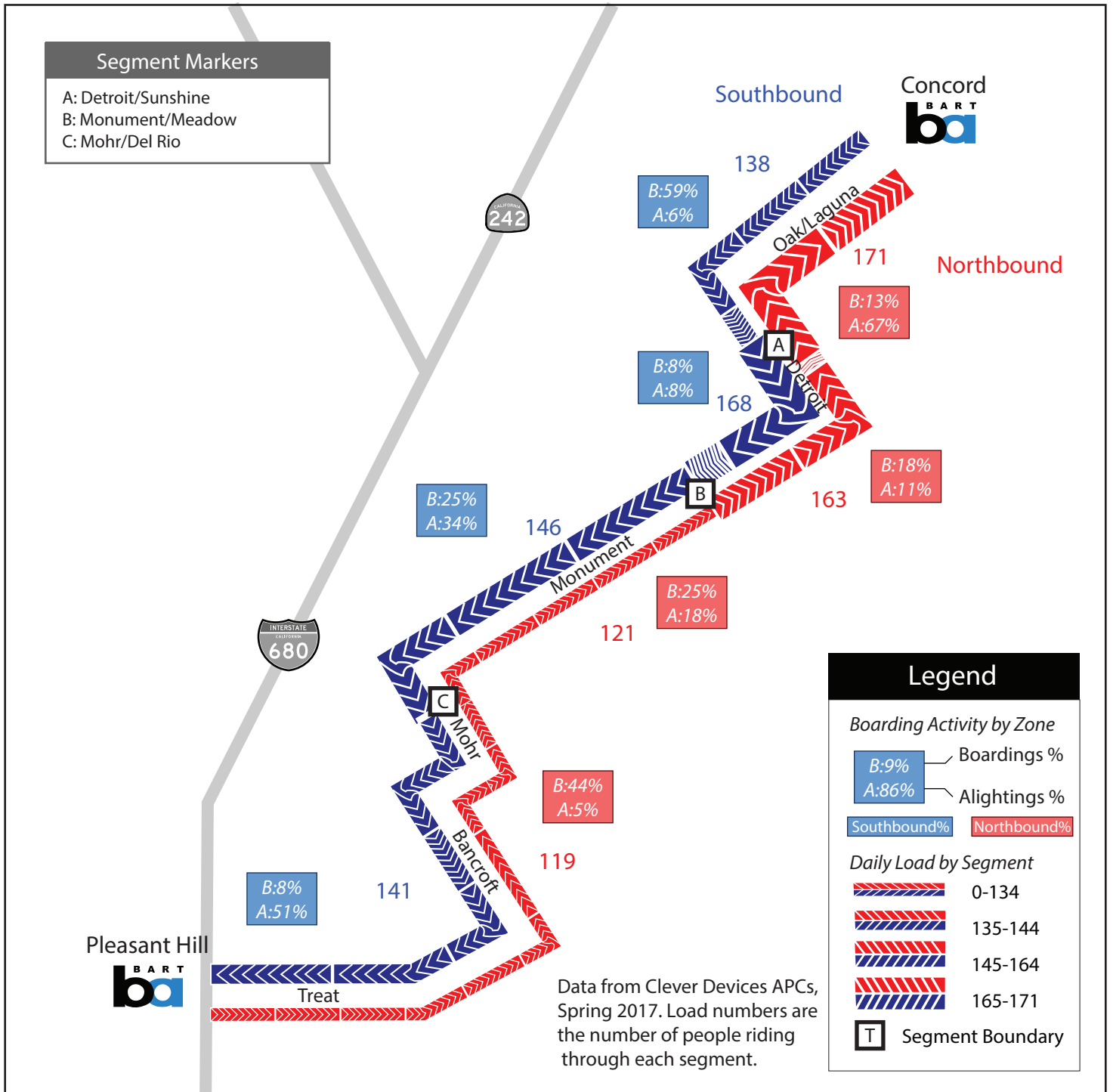


'14/15
 '15/16
 '16/17

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

Route 14 Segment Map

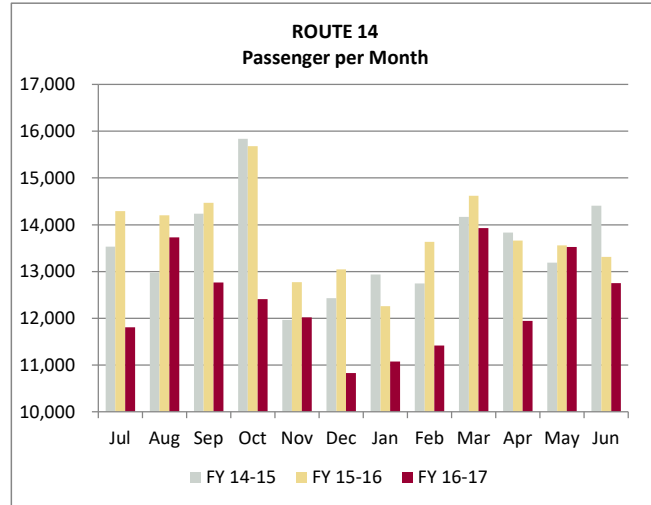
Average Ridership % and Load by Segment and Direction



ROUTE 14

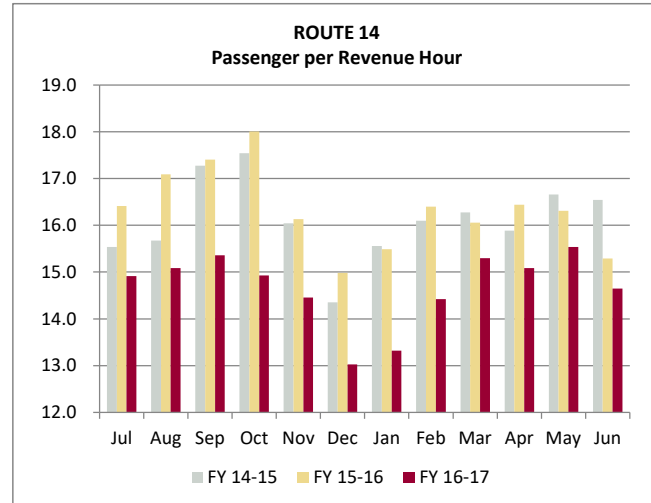
Passenger per Month

	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



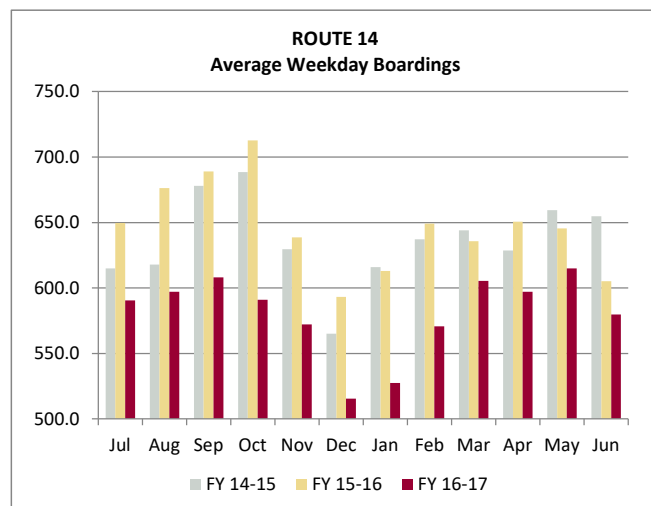
Passenger per Revenue Hour

	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

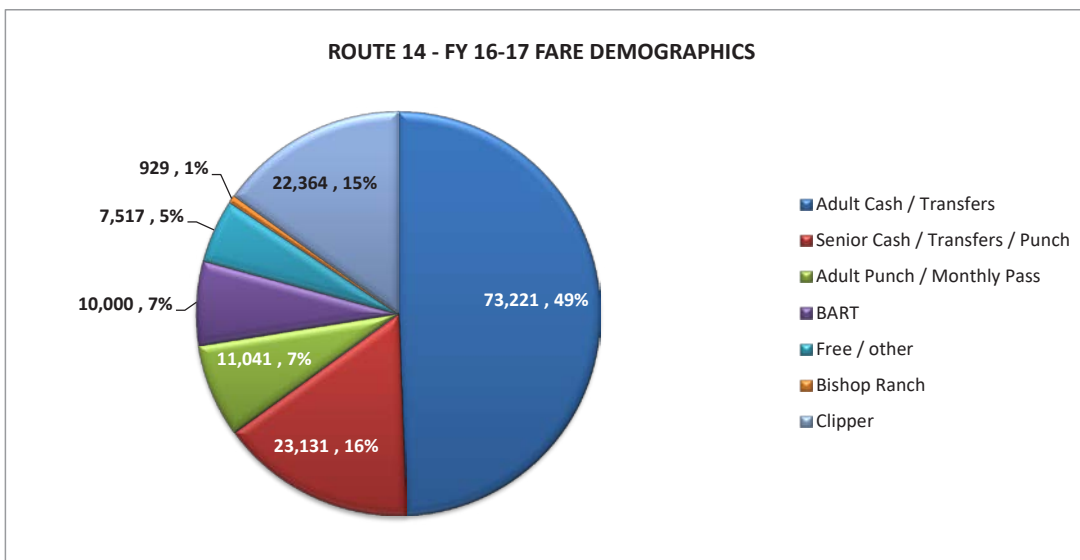
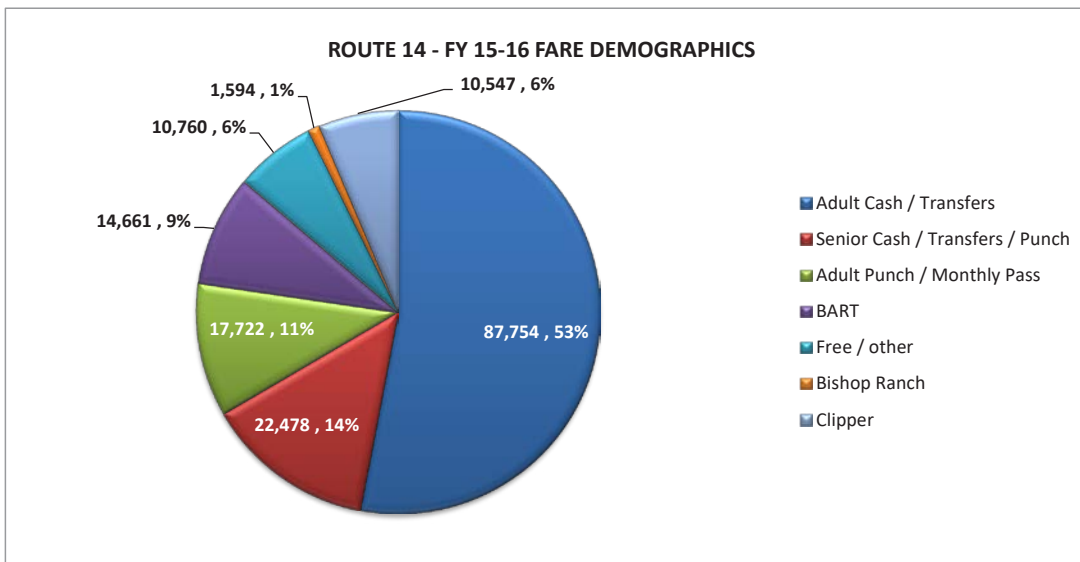
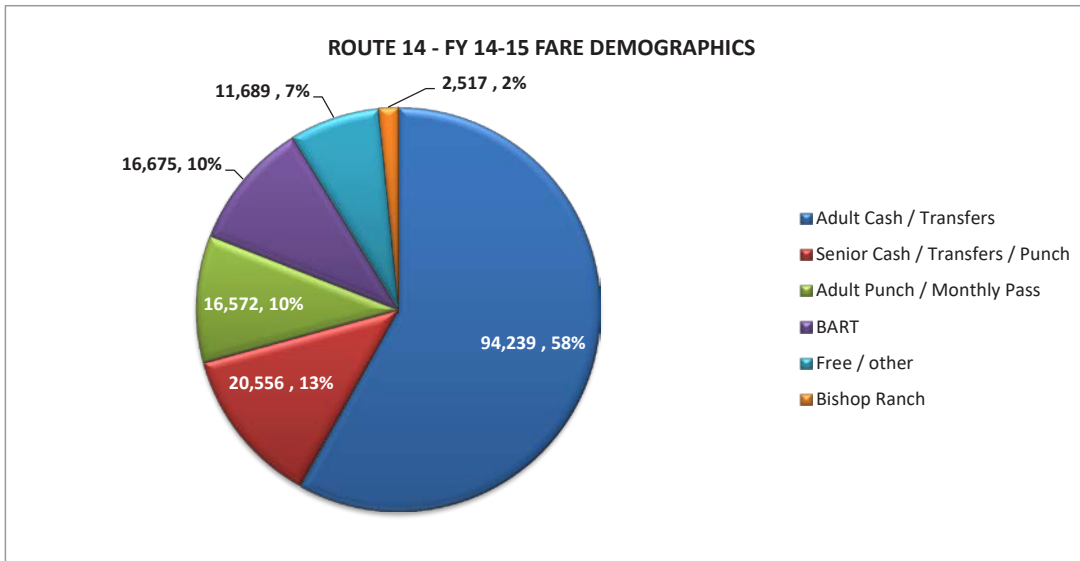


Avg Wkdy Boardings

	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

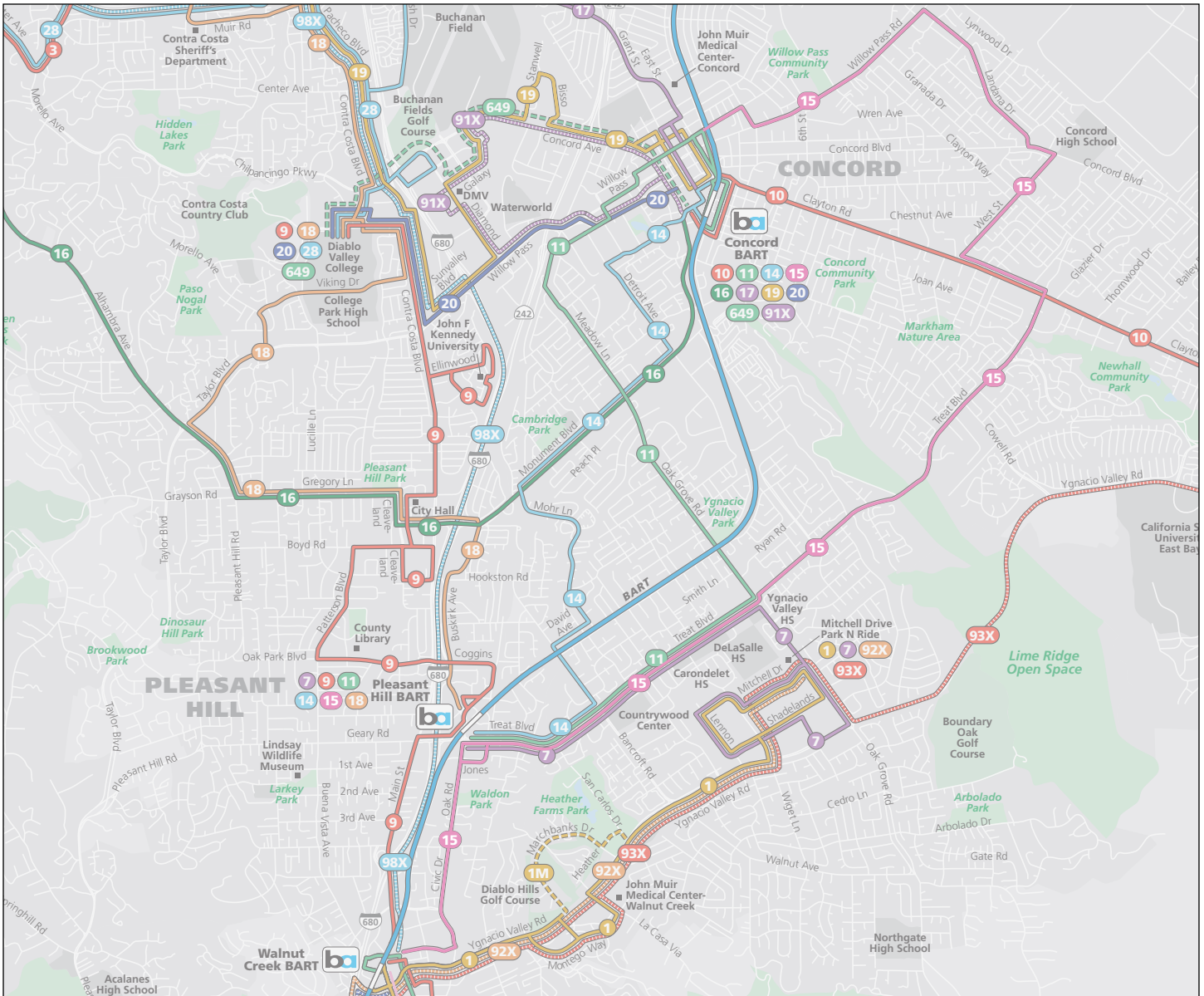


FARE DEMOGRAPHIC CHART by Fiscal Year



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. Since 2009, two new trips were added in the morning from Concord BART.

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: Pleasant Hill 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 (mi)	# of Rights	# of Lefts
92	0.26	19	19
56%	-2%	35%	34%

In-Service Time	Layover	Deadhead	Total Hours
76%	14%	10%	34.4
10%	-36%	10%	10%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
21,940	33,717	55,657	2,301
10%	78%	45%	-25%

Poverty	Limited English	Minority	Senior
11%	9%	40%	16%
-13%	-12%	-13%	25%

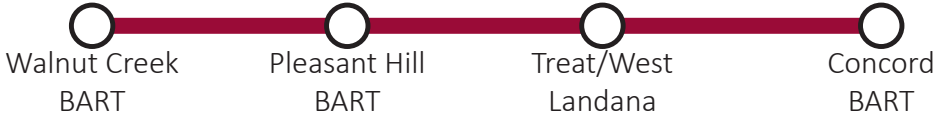
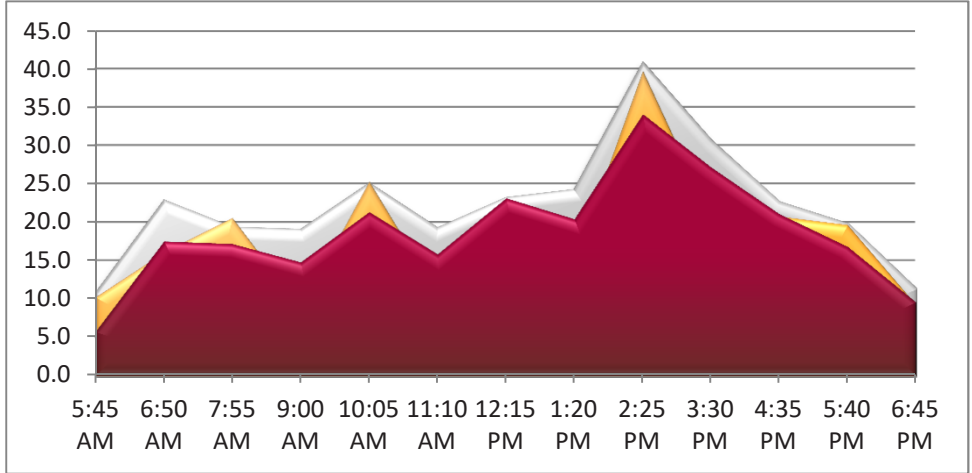
Disabled	No Car	Youth	(Legend)
13%	8%	19%	(route value)
17%	-4%	-10%	(% diff from AVG)

ROUTE 15 TRIP LEVEL RIDERSHIP FY2015-2017

Trip Start '15 '16 '17

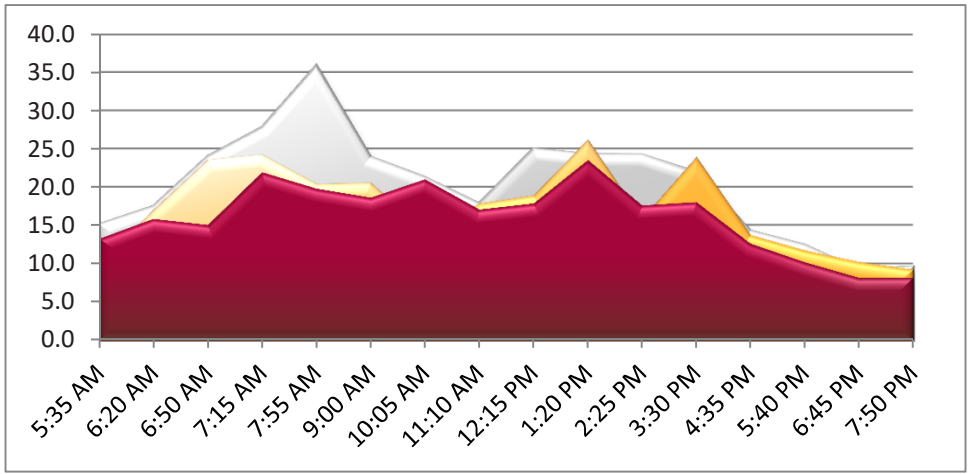
Route #15	288	238	245
5:45 AM	10.7	10.2	5.7
6:50 AM	22.8	16.1	17.5
7:55 AM	19.3	20.6	17.2
9:00 AM	19.0	8.8	14.8
10:05 AM	25.0	25.3	21.3
11:10 AM	19.2	10.6	15.8
12:15 PM	23.1	21.2	23.2
1:20 PM	24.2	14.9	20.4
2:25 PM	40.8	39.7	34.1
3:30 PM	30.6	20.6	27.2
4:35 PM	22.6	20.8	21.1
5:40 PM	19.7	19.6	16.8
6:45 PM	11.3	9.2	9.6

Eastbound to Concord BART via Treat/West/Landana



Route #15	325	278	259
5:35 AM	15.2	9.7	13.3
6:20 AM	17.5	17.1	15.9
6:50 AM	24.0	23.6	15.1
7:15 AM	27.8	24.3	22.0
7:55 AM	35.9	20.4	19.8
9:00 AM	24.0	20.6	18.6
10:05 AM	21.3	14.3	21.0
11:10 AM	17.9	17.9	17.1
12:15 PM	25.0	18.9	17.9
1:20 PM	24.3	26.2	23.5
2:25 PM	24.2	15.9	17.6
3:30 PM	22.0	23.9	18.0
4:35 PM	14.3	13.8	12.6
5:40 PM	12.5	11.7	10.2
6:45 PM	9.2	10.3	8.2
7:50 PM	9.7	9.2	8.2

Westbound to Walnut Creek BART via Landana/Treat

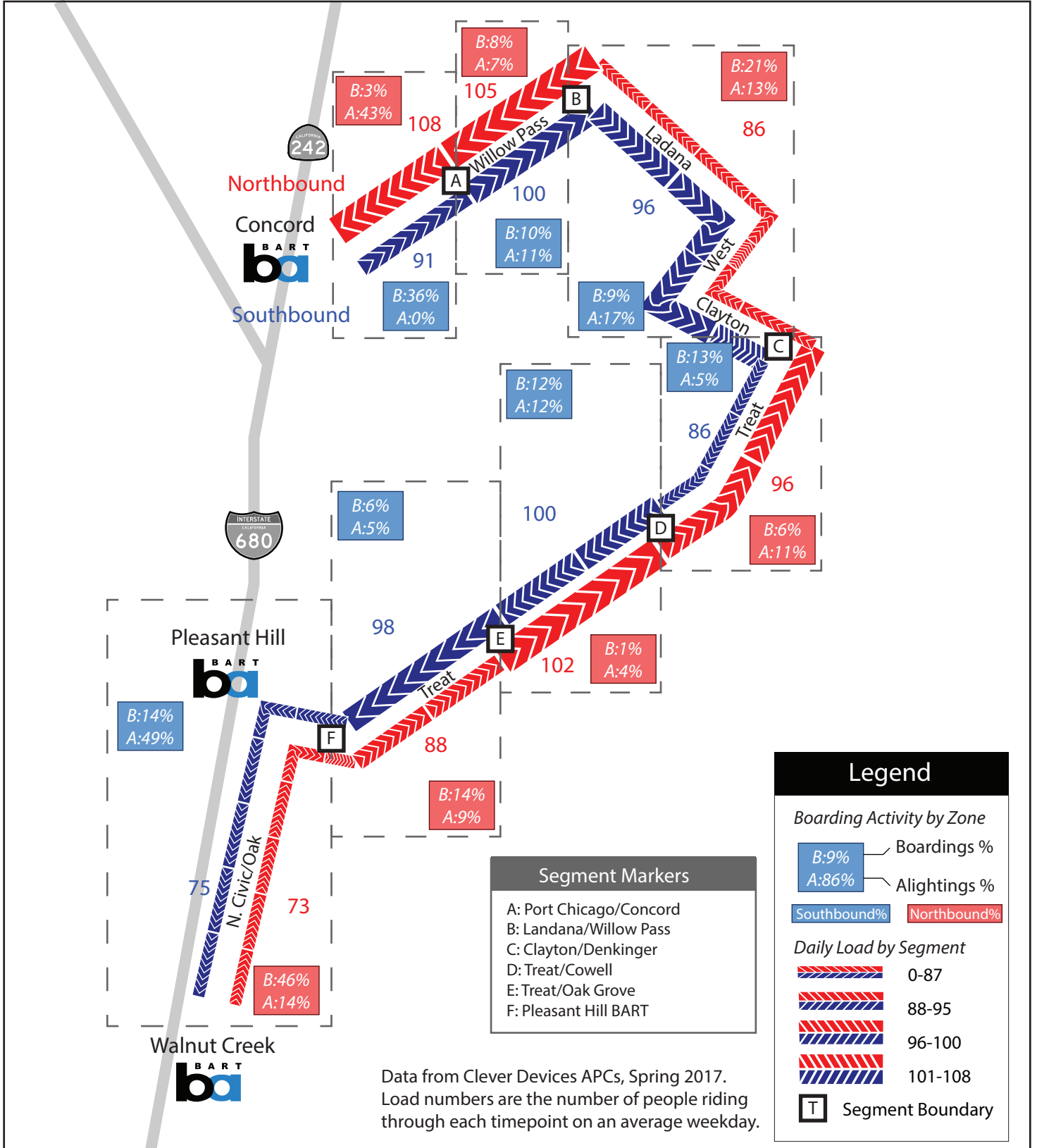


'14/15
 '15/16
 '16/17

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

Route 15 Segment Map

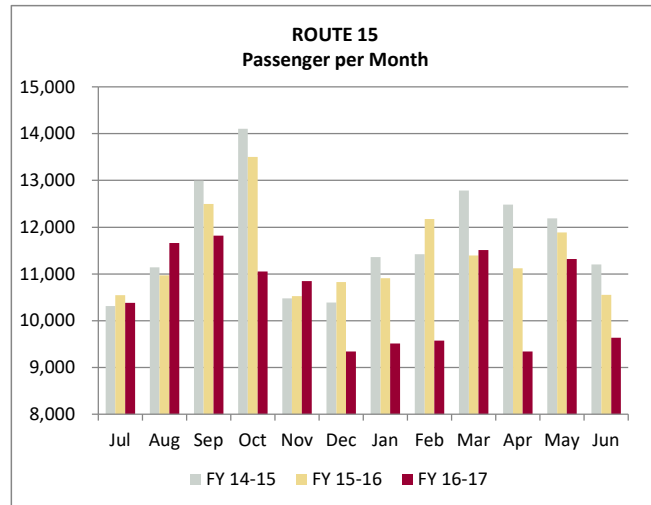
Average Ridership % and Load by Segment and Direction



ROUTE 15

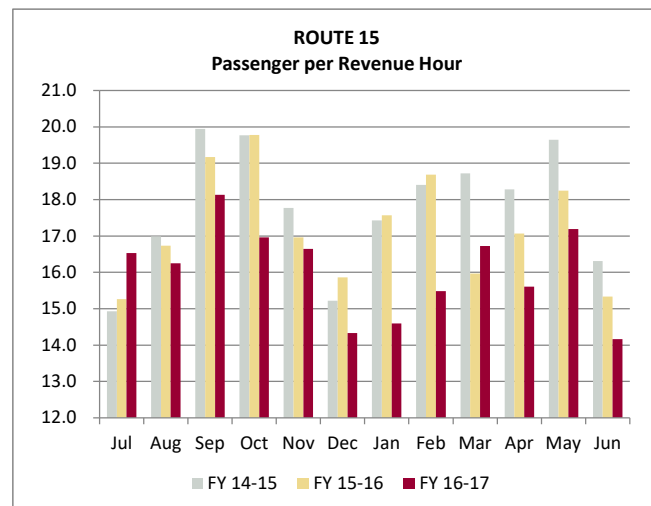
Passenger per Month

	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



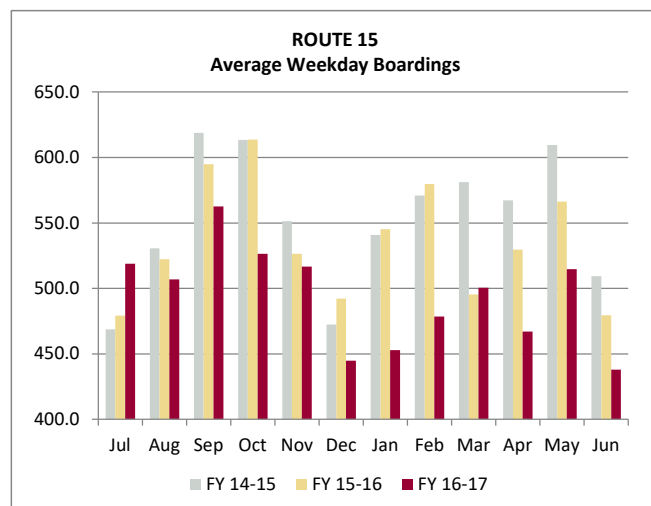
Passenger per Revenue Hour

	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

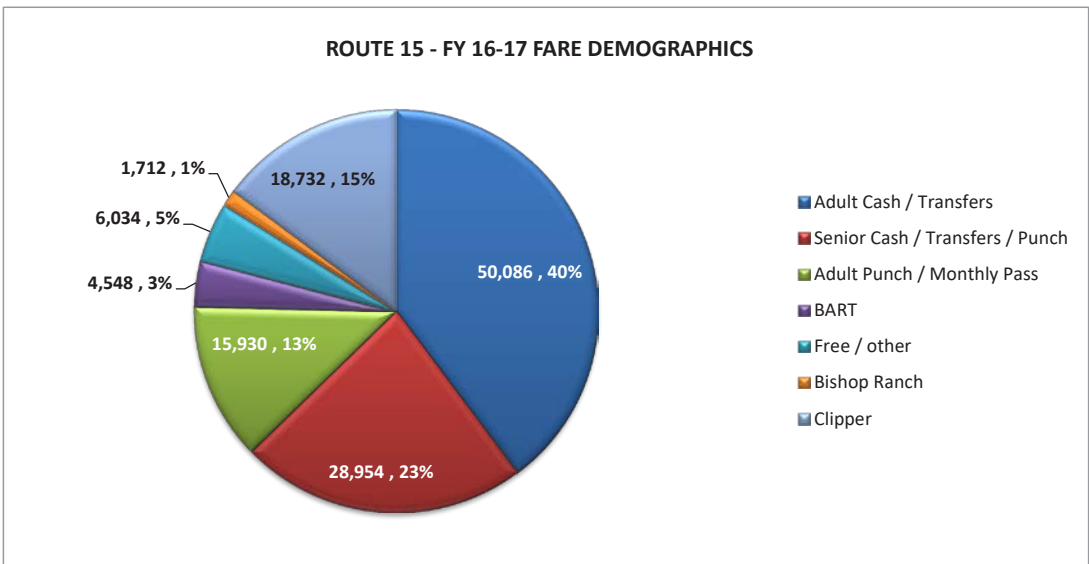
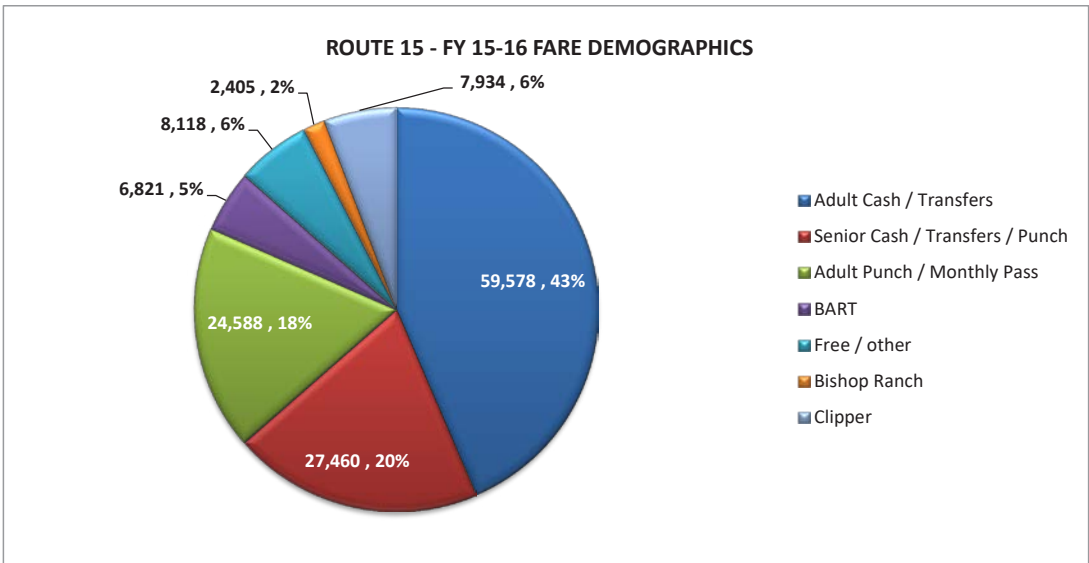
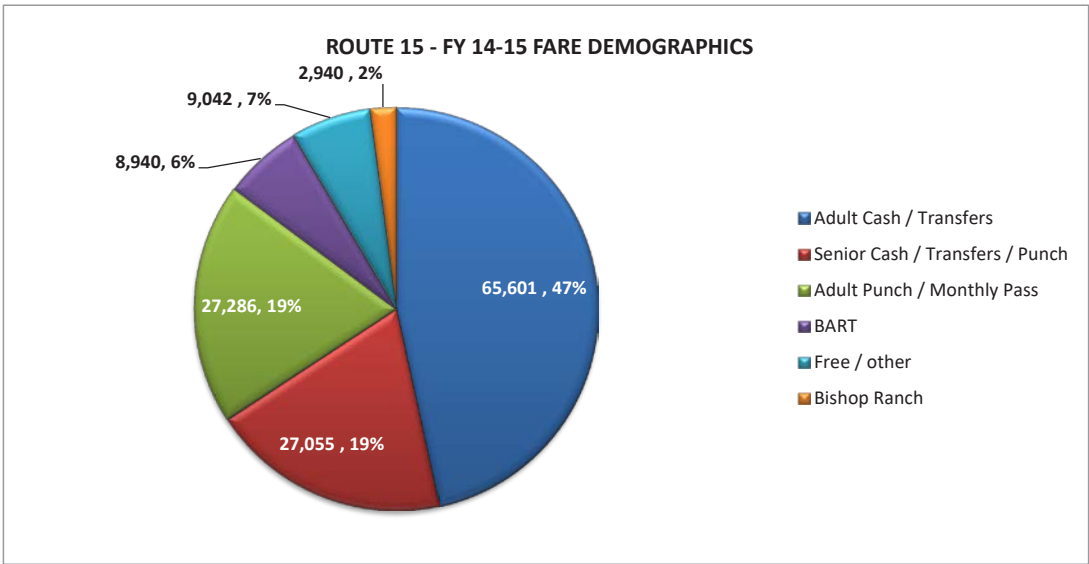


Avg Wkdy Boardings

	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

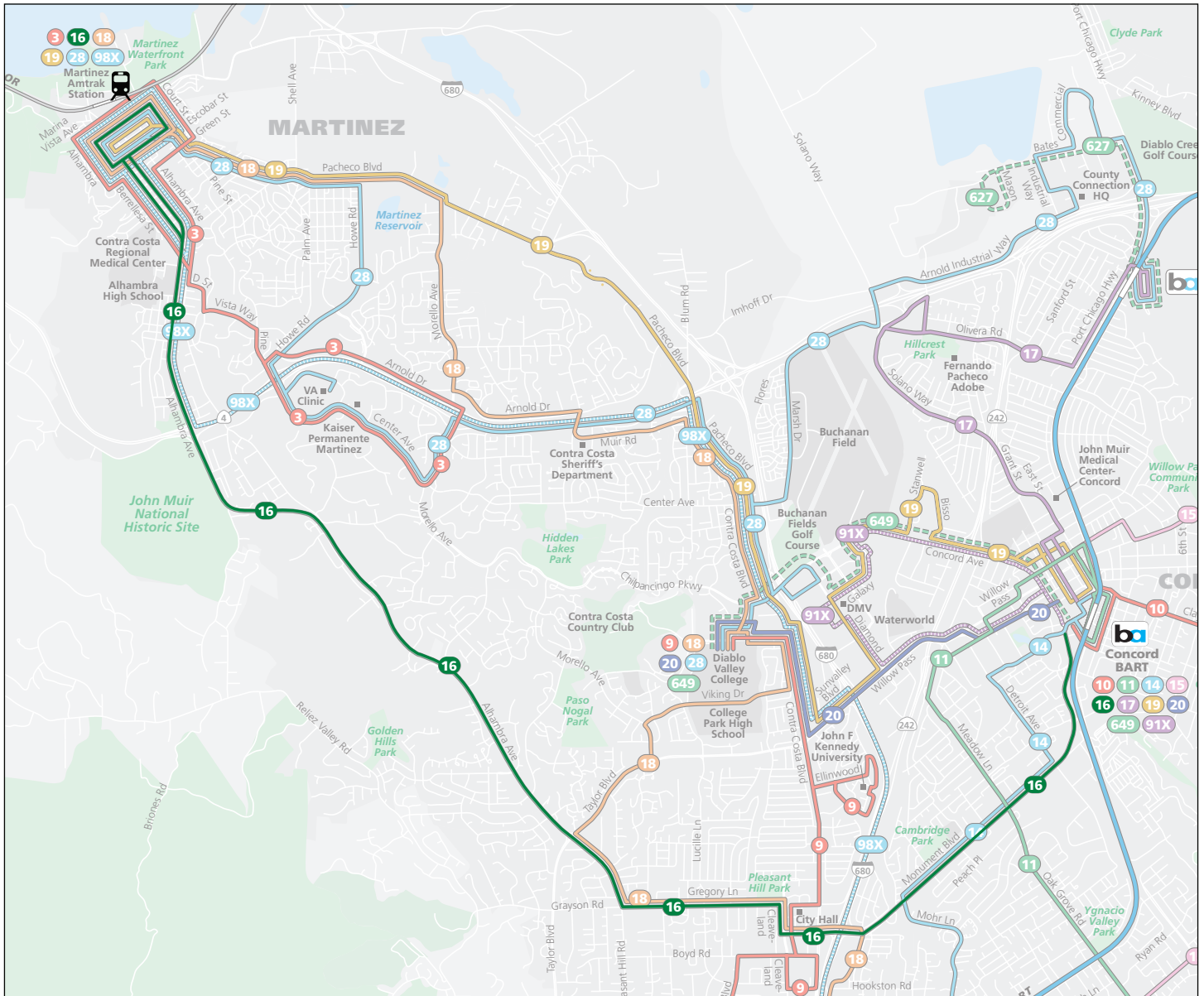


FARE DEMOGRAPHIC CHART by Fiscal Year



Route 16: Martinez Amtrak to Concord BART via Alhambra

Every 40 Minutes, 5:15am to 10:00pm



Origin and Recent Service Changes

Route 16 was created in 2009 as part of a large service restructuring. Route 16 was born out of Route 116, which followed a similar route to Martinez but served Pleasant Hill BART with no service to the Monument Corridor. Route 16 has been more productive than its predecessor with this new alignment. Since 2009, two early morning trips were deleted in 2010, and two evening trips were deleted in Fall 2012 then retained that winter when 1 new southbound trip was added.

Alignment Statistics and Connections

Route 16's northern 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 CCCTA routes (3, 18, 19, 28, 98X). The route then takes Alhambra, sharing the same corridor as Route 3, 98X, 30Z, and 200. It then turns onto Gregory Lane and serves Downtown Pleasant Hill before serving the Monument Corridor. The Monument Corridor creates a combined frequency of 20 minutes to Concord BART with Route 14. Route 16 continues down Monument to Concord BART, with connections to BART, Delta Breeze 201, as well as CCCTA routes (10, 11, 14, 15, 17, 19, 20, 91X, 260, 611, 612, 613, 614, 615, 616). This route provides service to residential areas, shopping areas, senior centers and city and county facilities.

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 (mi)	# of Rights	# of Lefts
88	0.25	9	10
50%	-6%	-36%	-30%

In-Service Time	Layover	Deadhead	Total Hours
67%	29%	4%	54.3
-3%	32%	-52%	73%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
19,866	31,241	51,107	2,310
-1%	65%	33%	-25%

Poverty	Limited English	Minority	Senior
19%	12%	53%	11%
53%	22%	14%	-20%

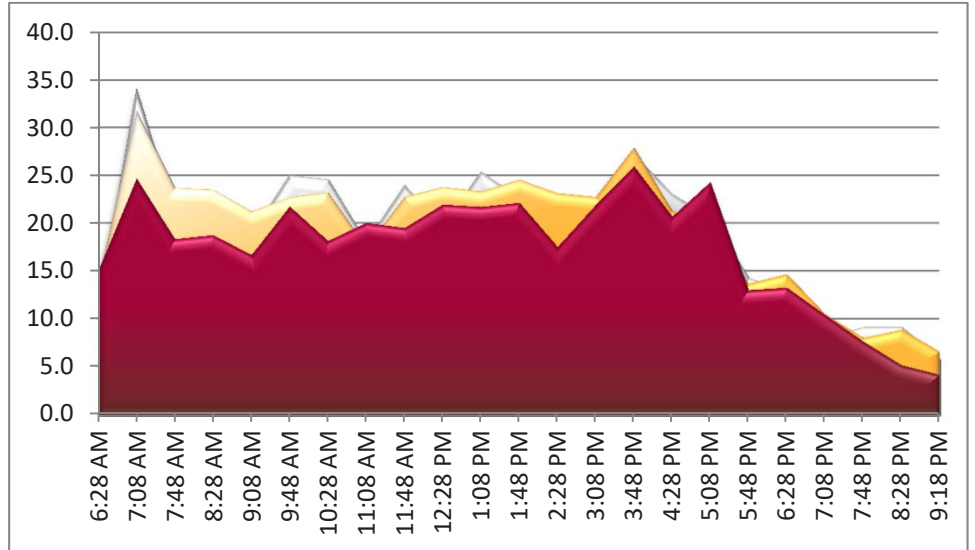
Disabled	No Car	Youth	(Legend)
10%	8%	24%	(route value)
-4%	-1%	16%	(% diff from AVG)

ROUTE 16 TRIP LEVEL RIDERSHIP FY2015-2017

Trip Start '15 '16 '17

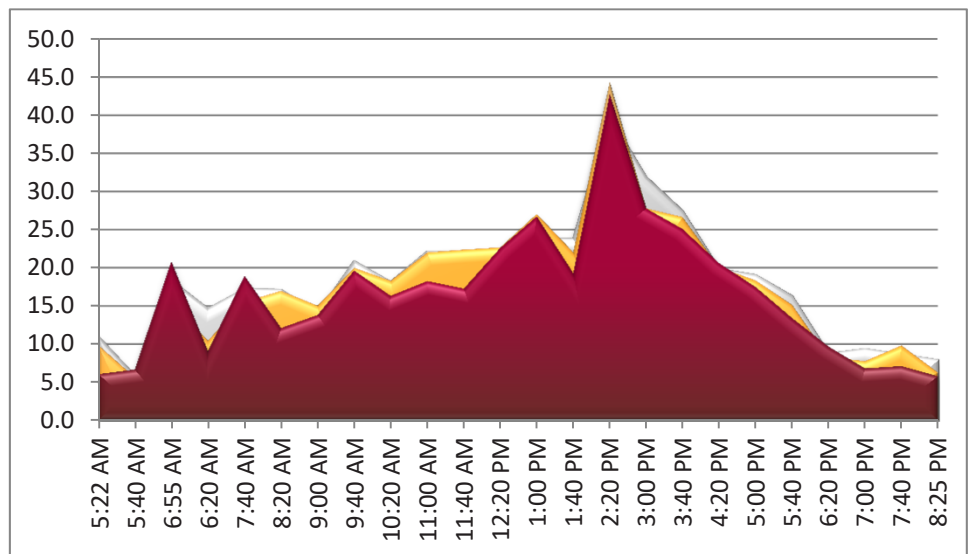
Route #16	433	450	404
6:28 AM	10.6	14.1	15.1
7:08 AM	33.7	31.8	24.7
7:48 AM	20.6	23.7	18.4
8:28 AM	21.9	23.6	18.8
9:08 AM	18.7	21.3	16.7
9:48 AM	24.9	22.8	21.8
10:28 AM	24.5	23.3	18.2
11:08 AM	17.9	17.6	20.1
11:48 AM	23.8	22.8	19.5
12:28 PM	19.7	23.8	22.0
1:08 PM	25.3	23.4	21.7
1:48 PM	22.6	24.6	22.2
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

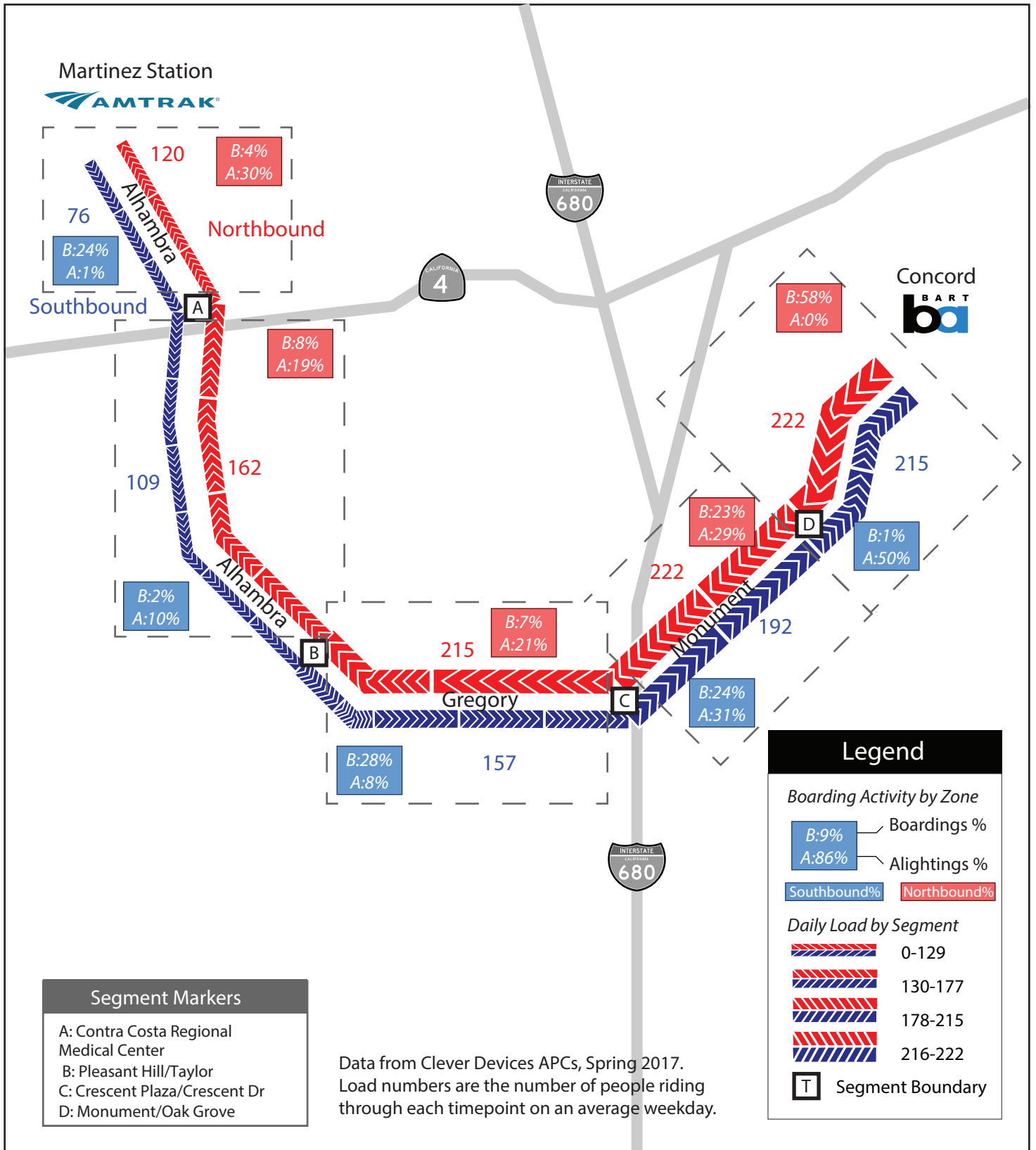


'14/15
 '15/16
 '16/17

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

Route 16 Segment Map

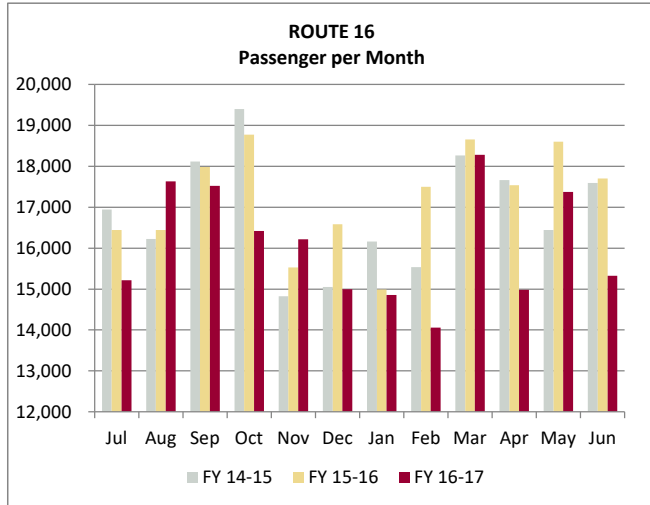
Average Ridership % and Load by Segment and Direction



ROUTE 16

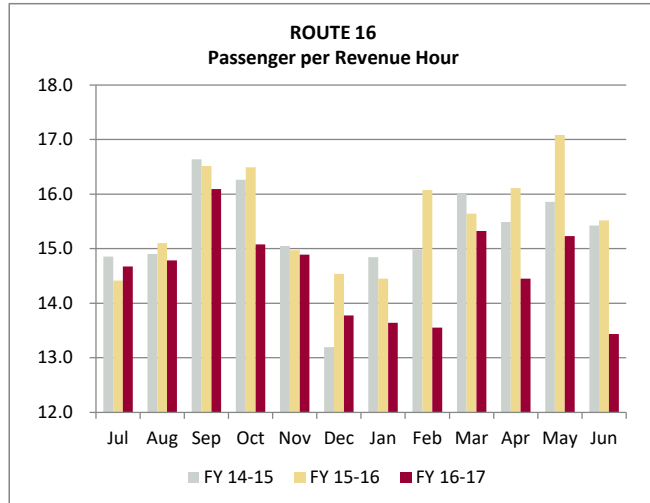
Passenger per Month

	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



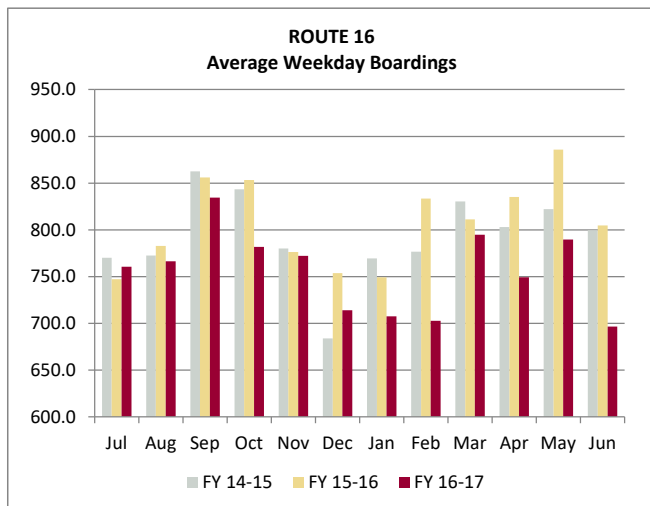
Passenger per Revenue Hour

	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

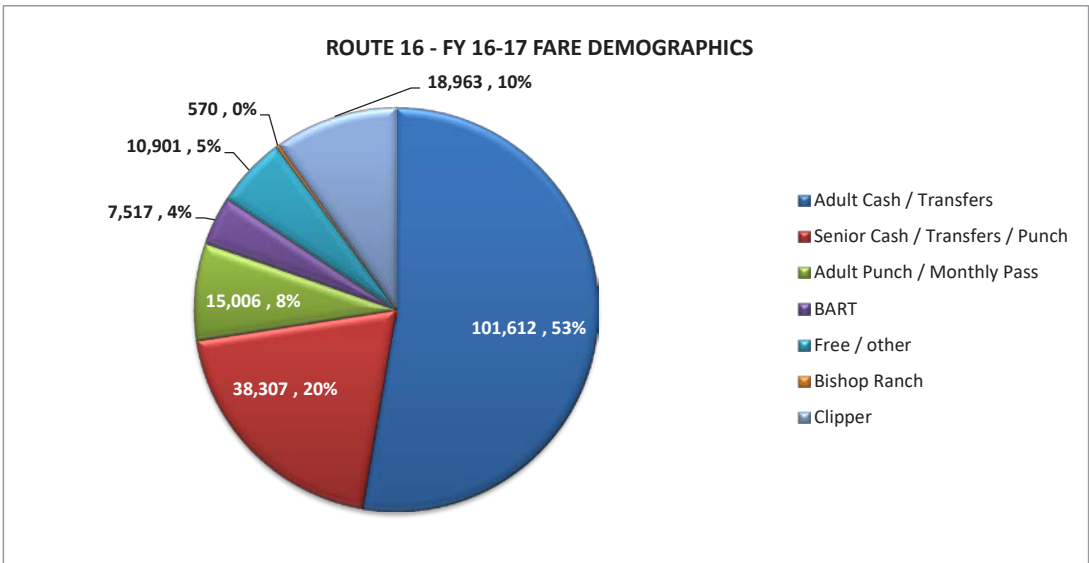
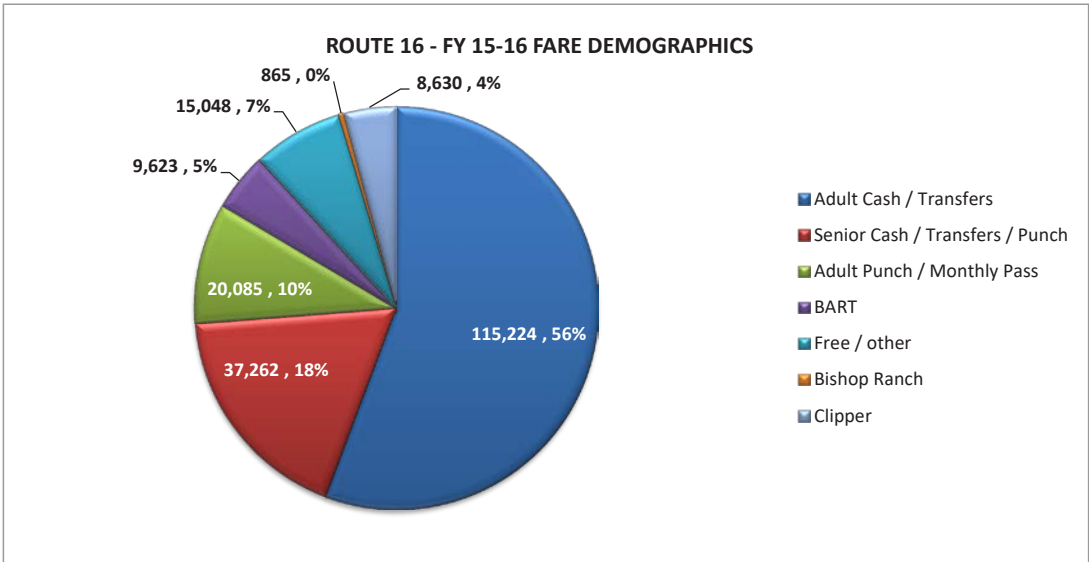
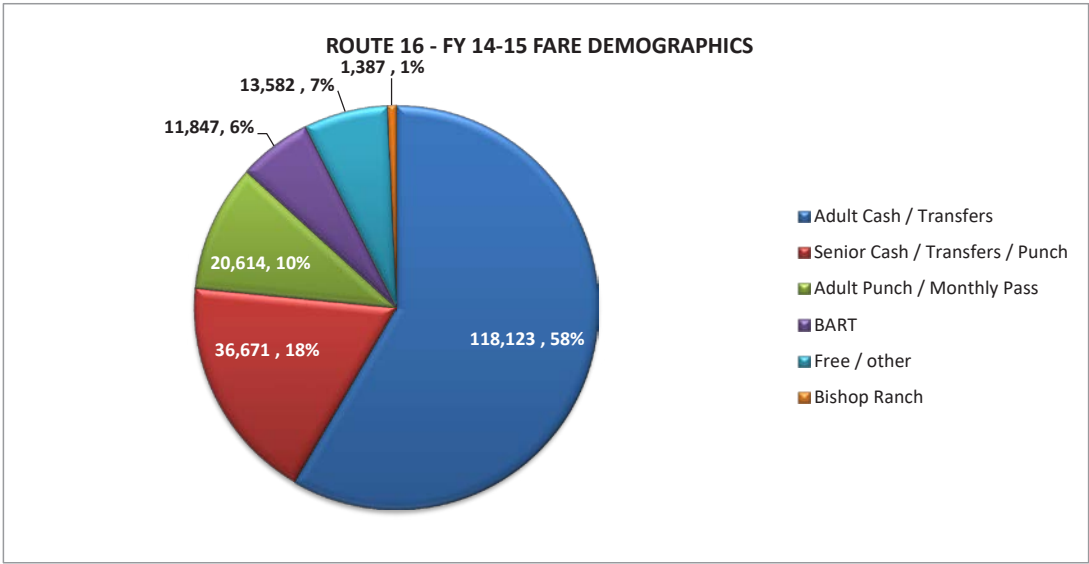


Avg Wkdy Boardings

	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

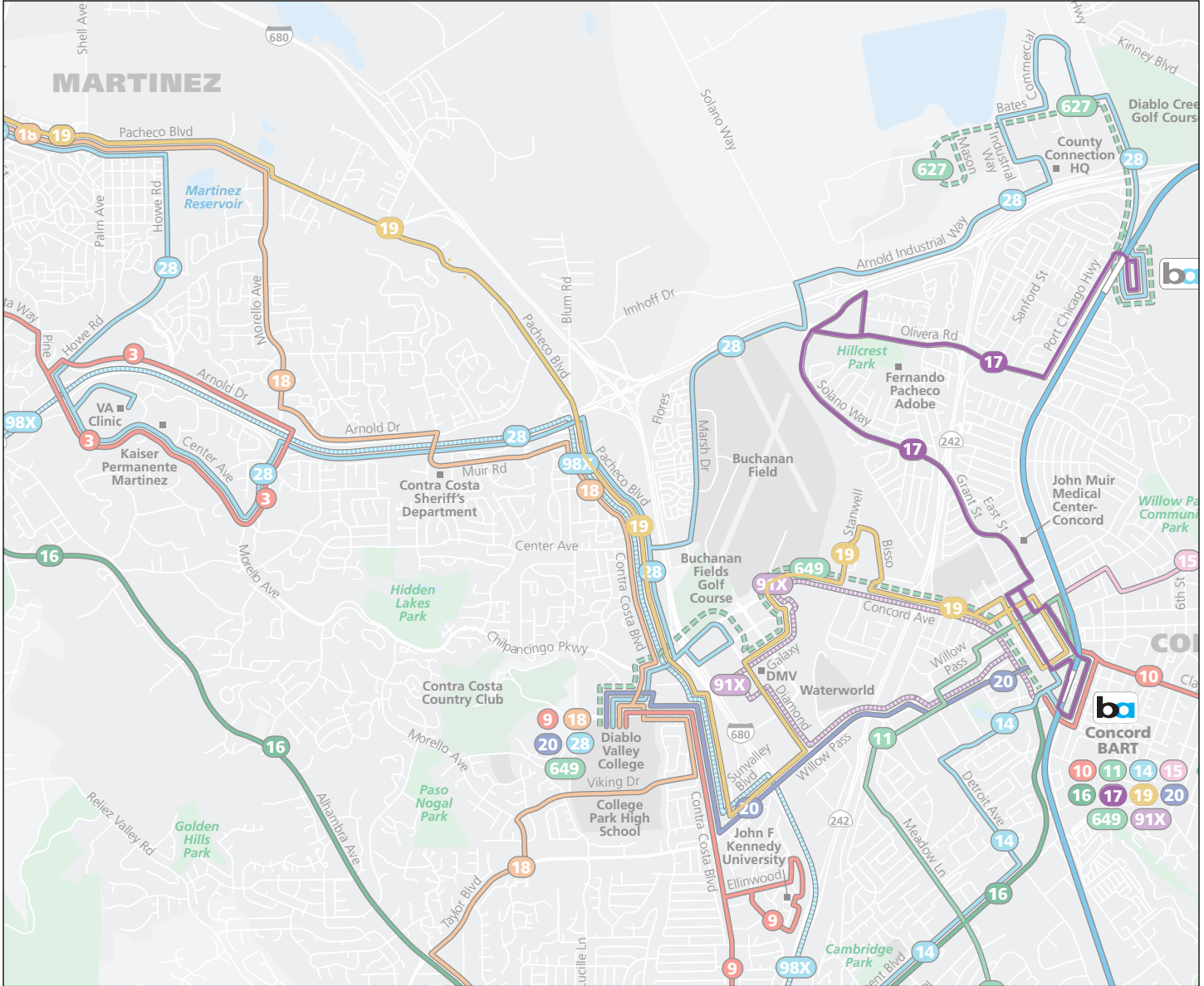


FARE DEMOGRAPHIC CHART by Fiscal Year



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. Since 2009, one school day only trip was deleted in 2011.

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 (mi)	# of Rights	# of Lefts
45	0.23	11	13
-24%	-15%	-22%	-9%

In-Service Time	Layover	Deadhead	Total Hours
67%	29%	4%	19.3
-3%	36%	-58%	-38%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
7,370	13,072	20,442	2,002
-63%	-31%	-47%	-35%

Poverty	Limited English	Minority	Senior
15%	10%	52%	12%
19%	6%	13%	-9%

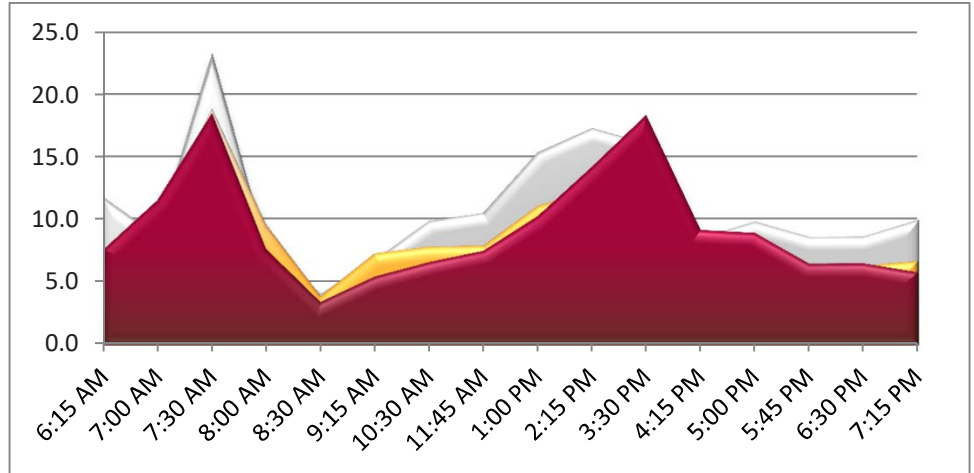
Disabled	No Car	Youth	(Legend)
14%	9%	21%	(route value)
31%	15%	1%	(% diff from AVG)

ROUTE 17 TRIP LEVEL RIDERSHIP FY2015-2017

Trip Start '15 '16 '17

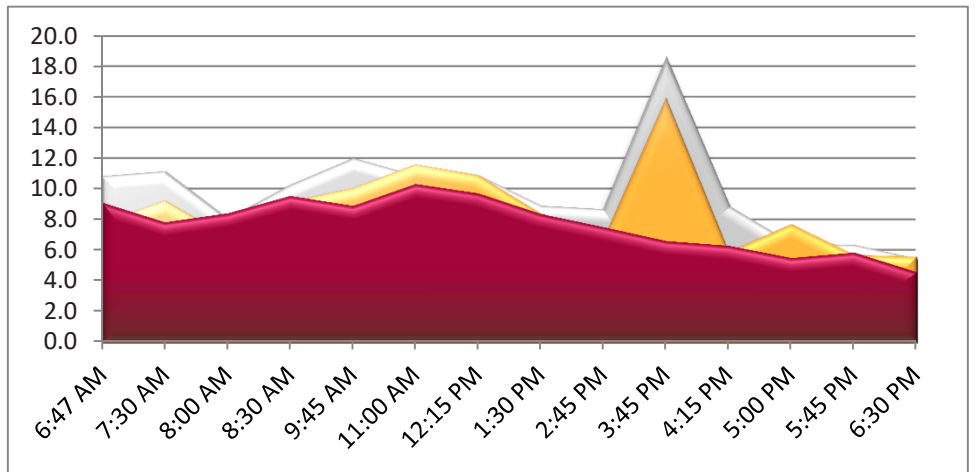
Route #17	175	149	148
6:15 AM	11.7	6.9	7.6
7:00 AM	8.6	10.0	11.6
7:30 AM	23.0	18.9	18.5
8:00 AM	7.3	9.6	7.6
8:30 AM	3.9	3.9	3.4
9:15 AM	6.6	7.3	5.4
10:30 AM	9.8	7.8	6.6
11:45 AM	10.4	7.9	7.5
1:00 PM	15.3	11.1	10.3
2:15 PM	17.2	12.4	14.2
3:30 PM	16.0	17.6	18.4
4:15 PM	8.4	8.6	9.2
5:00 PM	9.7	8.4	8.9
5:45 PM	8.5	6.2	6.5
6:30 PM	8.5	6.3	6.5
7:15 PM	9.9	6.7	5.8

Westbound to North Concord BART via Oliveria/Solano



Route #17	136	122	109
6:47 AM	10.8	7.8	9.1
7:30 AM	11.1	9.3	7.8
8:00 AM	8.0	6.9	8.4
8:30 AM	10.2	9.2	9.5
9:45 AM	11.9	10.1	8.9
11:00 AM	10.8	11.6	10.3
12:15 PM	10.8	10.9	9.7
1:30 PM	8.8	8.4	8.4
2:45 PM	8.6	6.8	7.5
3:45 PM	18.4	16.0	6.6
4:15 PM	8.8	5.9	6.3
5:00 PM	6.4	7.7	5.5
5:45 PM	6.3	5.7	5.9
6:30 PM	5.4	5.6	4.6

Eastbound to Concord BART via Oliveria/Solano

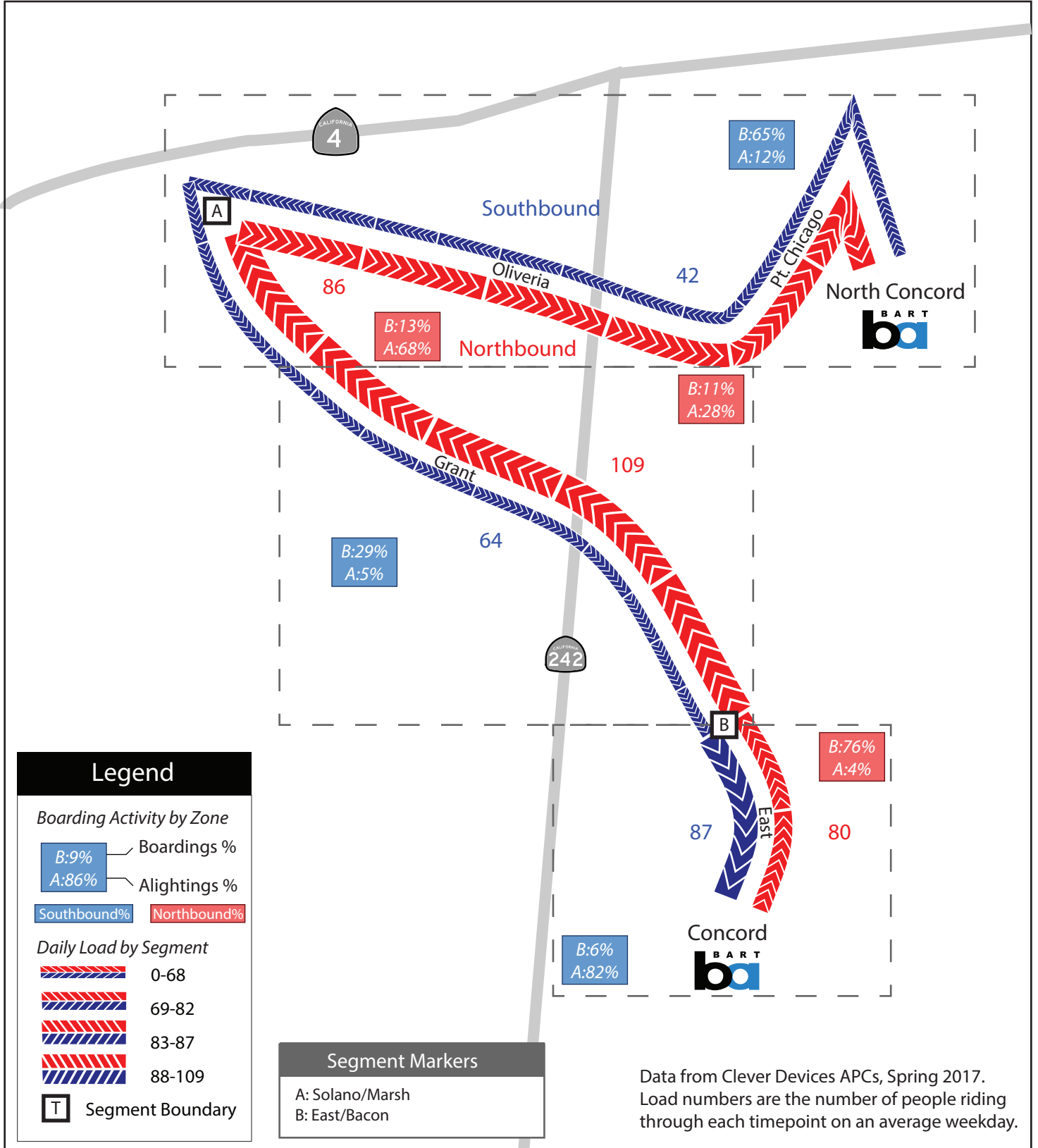


Legend: '14/15 (grey), '15/16 (yellow), '16/17 (maroon)

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

Route 17 Segment Map

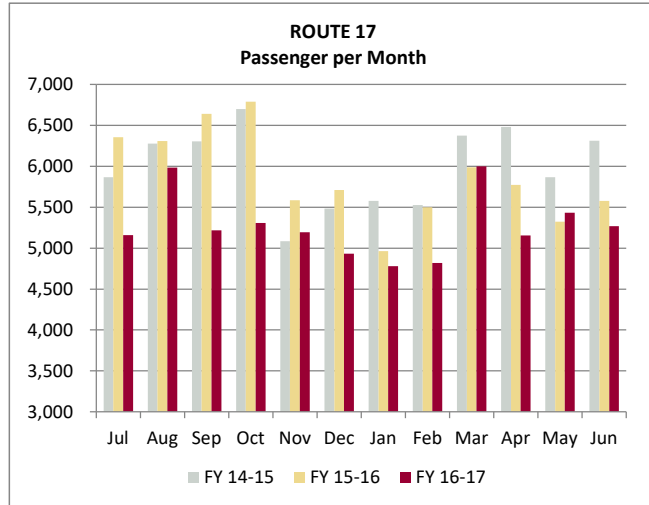
Average Ridership % and Load by Segment and Direction



ROUTE 17

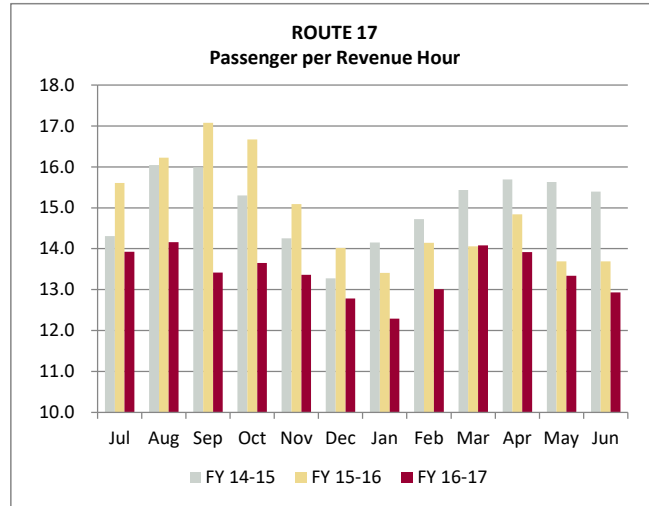
Passenger per Month

	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



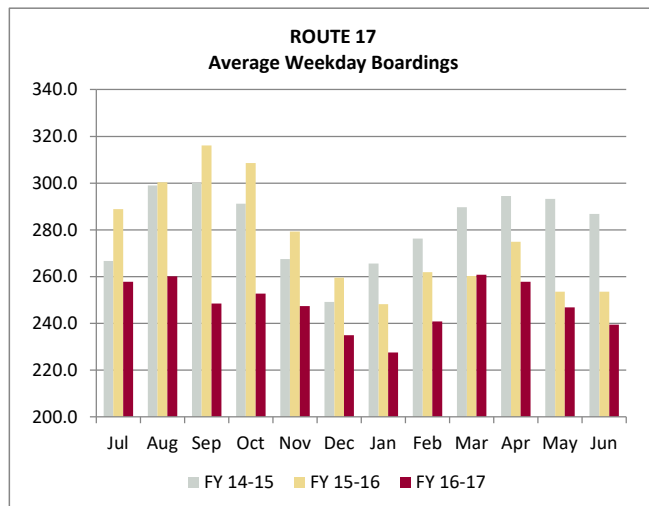
Passenger per Revenue Hour

	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

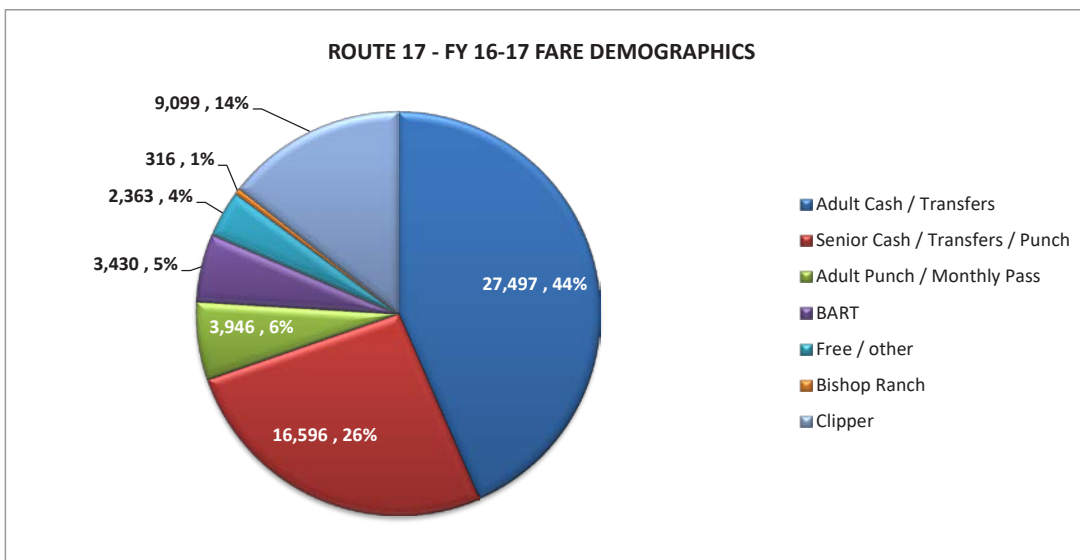
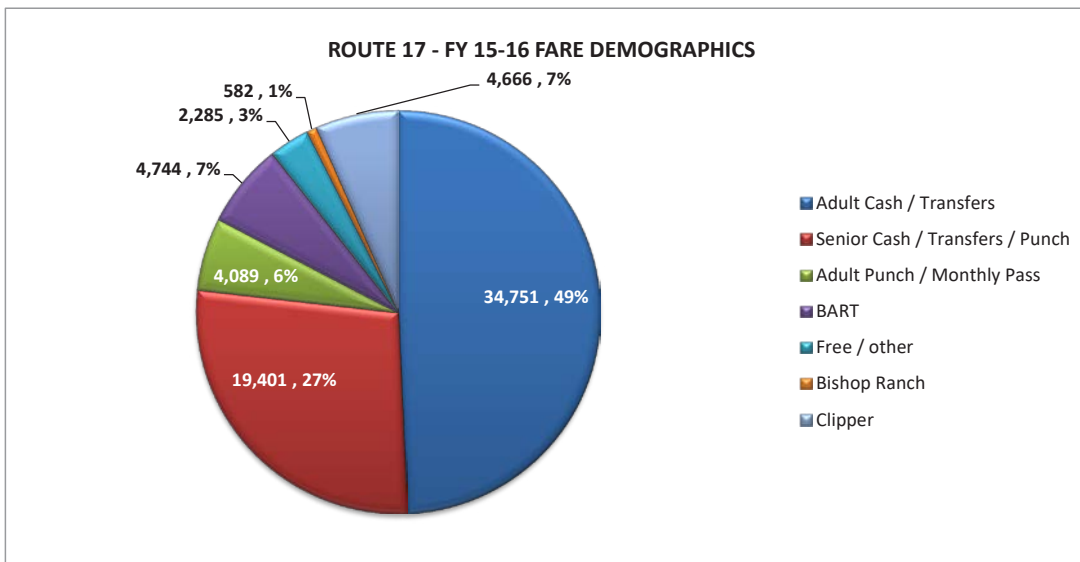
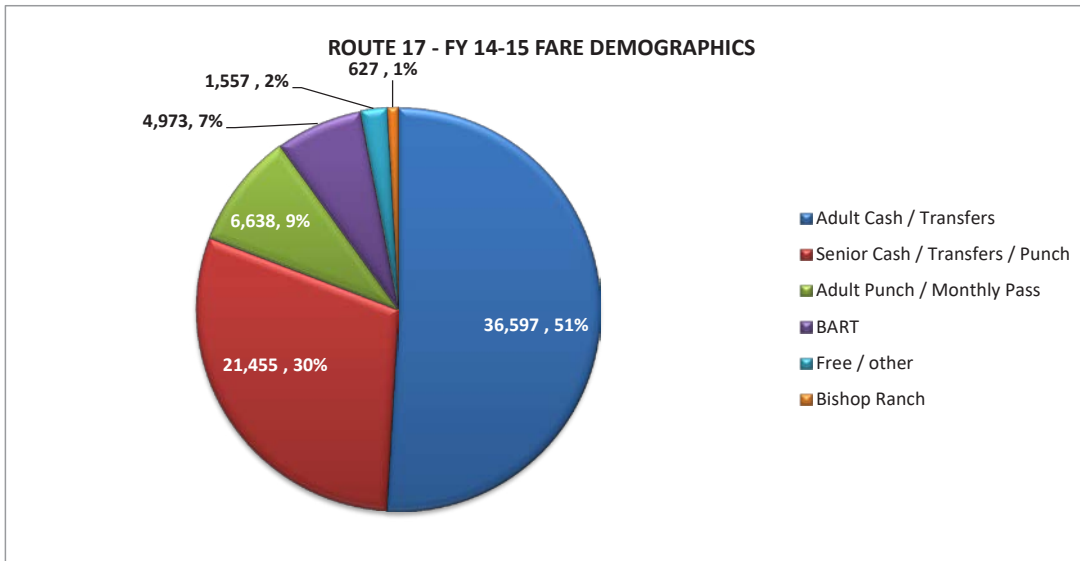


Avg Wkdy Boardings

	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

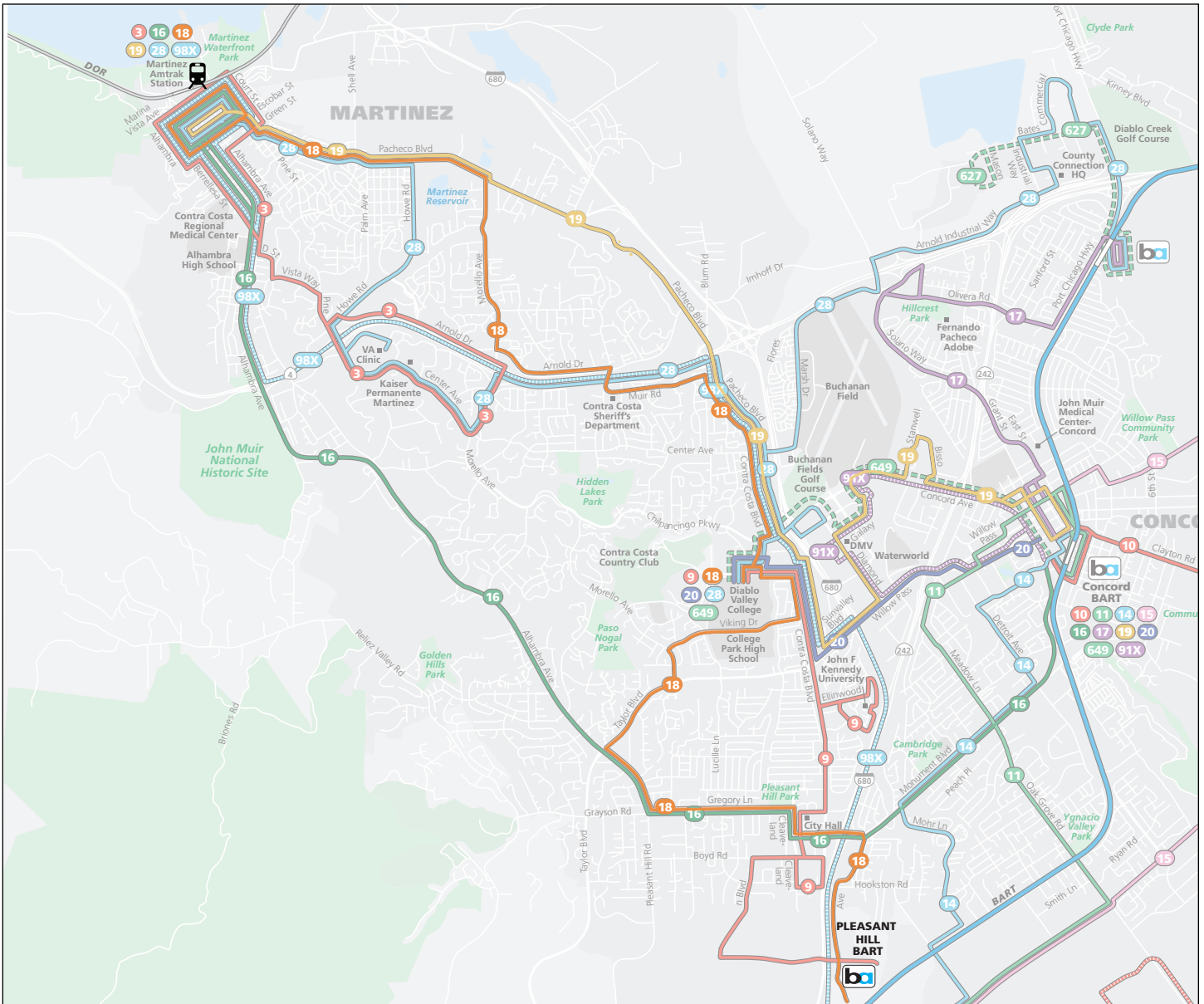


FARE DEMOGRAPHIC CHART by Fiscal Year



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. Since 2009, a new trip was added from Pleasant Hill BART in 2010, when some trip start times shifted, with more shifts in 2012.

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 (mi)	# of Rights	# of Lefts
102	0.27	24	25
73%	0%	71%	76%

In-Service Time	Layover	Deadhead	Total Hours
75%	17%	8%	34.2
9%	-20%	-19%	9%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
22,065	30,573	52,638	1,918
10%	62%	37%	-38%

Poverty	Limited English	Minority	Senior
12%	8%	40%	14%
-3%	-23%	-13%	3%

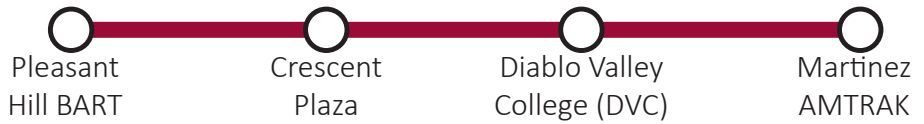
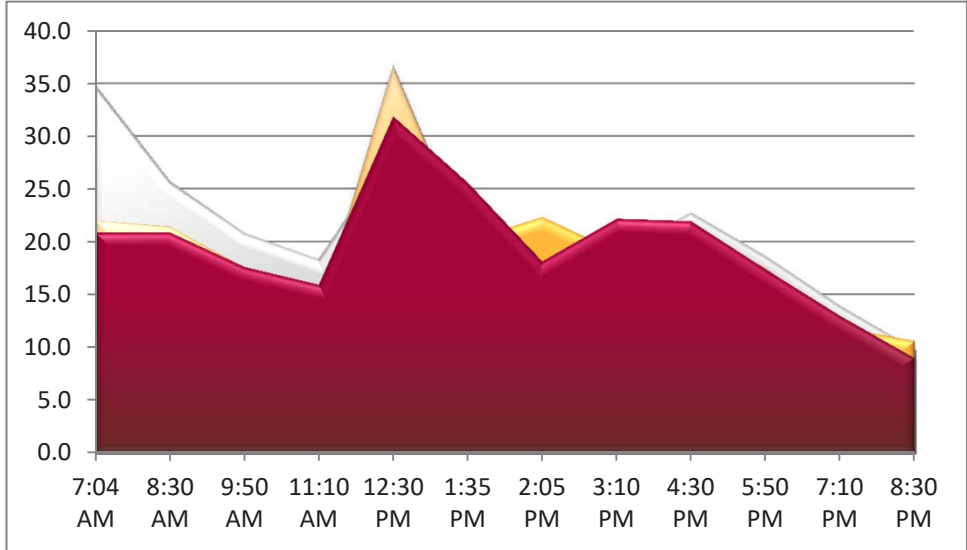
Disabled	No Car	Youth	(Legend)
13%	7%	18%	(route value)
15%	-6%	-15%	(% diff from AVG)

ROUTE 18 TRIP LEVEL RIDERSHIP FY2015-2017

Trip Start '15 '16 '17

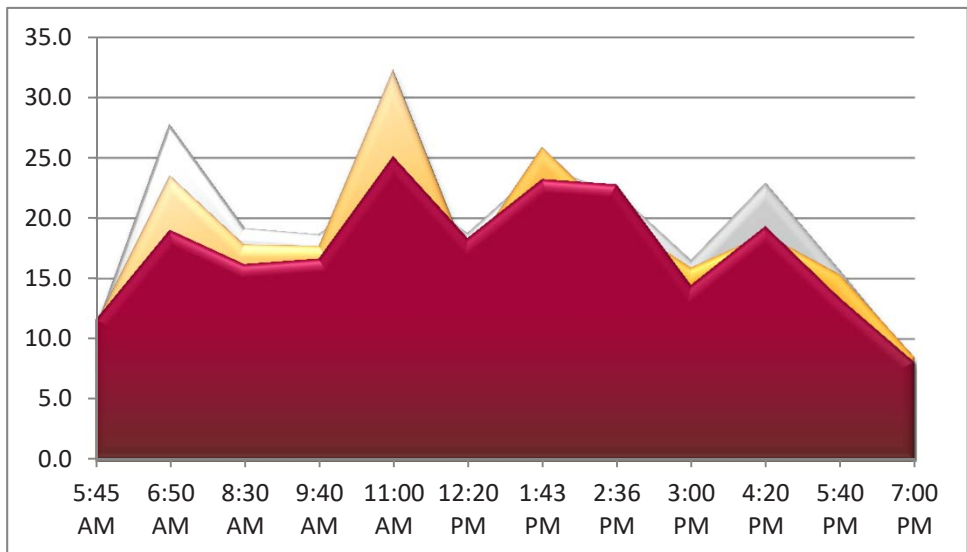
Route #18	253	234	235
7:04 AM	34.7	22.1	20.9
8:30 AM	25.6	21.5	20.9
9:50 AM	20.8	17.6	17.7
11:10 AM	18.2	13.4	16.0
12:30 PM	28.7	36.8	31.9
1:35 PM	20.9	20.1	25.6
2:05 PM	20.3	22.4	18.2
3:10 PM	18.9	19.1	22.2
4:30 PM	22.7	21.0	22.0
5:50 PM	18.5	17.5	17.4
7:10 PM	13.8	11.9	13.0
8:30 PM	9.7	10.6	9.0

Northbound to AMTRAK via Crescent Plaza/DVC



Route #18	226	224	209
5:45 AM	10.5	11.2	11.6
6:50 AM	27.6	23.6	19.1
8:30 AM	19.1	17.9	16.2
9:40 AM	18.6	17.7	16.7
11:00 AM	22.8	32.4	25.2
12:20 PM	18.7	16.8	18.4
1:43 PM	24.2	26.0	23.3
2:36 PM	22.1	19.9	22.8
3:00 PM	16.4	15.9	14.5
4:20 PM	22.8	18.7	19.4
5:40 PM	15.5	15.4	13.4
7:00 PM	8.0	8.5	8.1

Southbound to Pleasant Hill BART via Diablo Valley Coll.

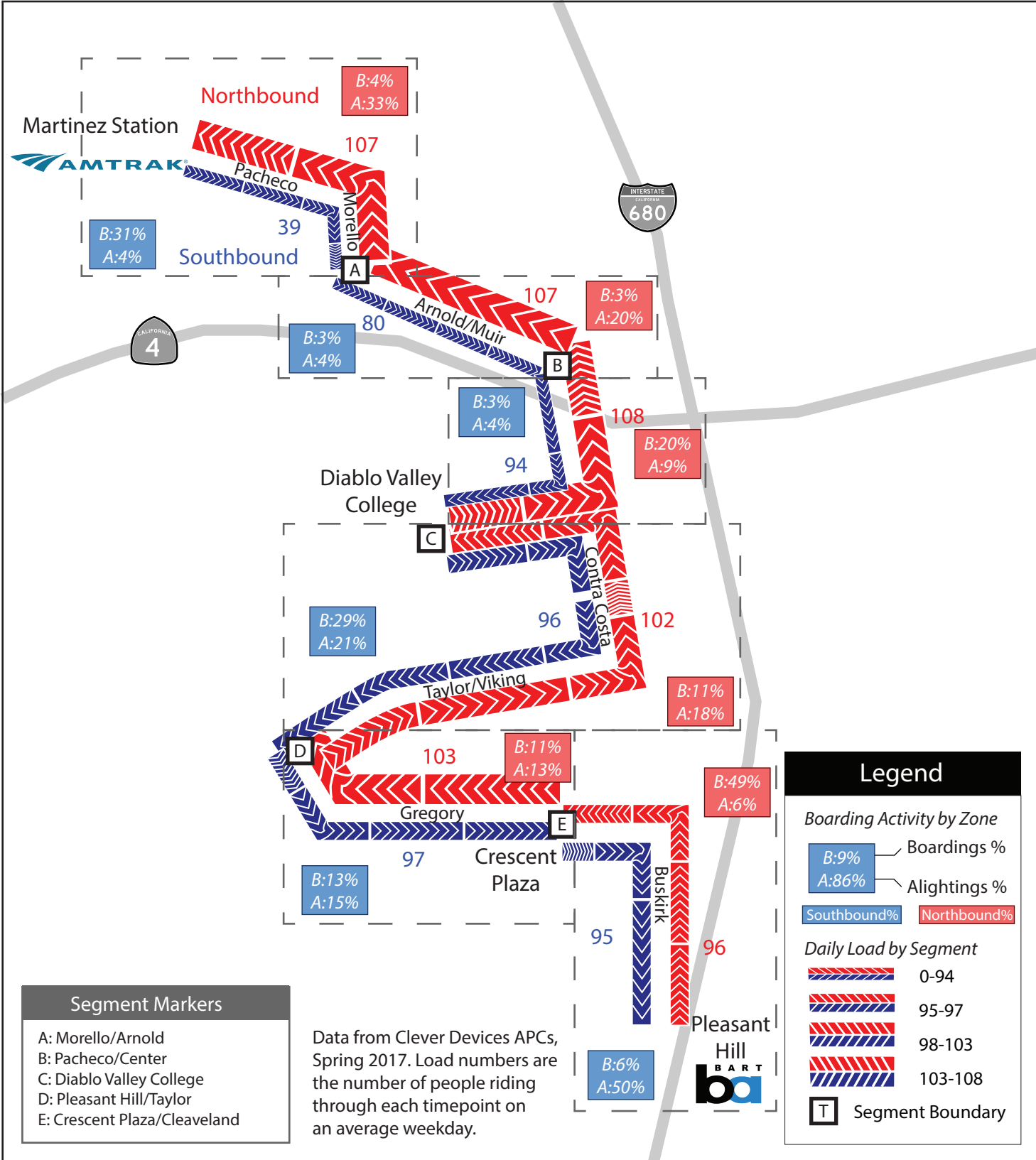


Legend: '14/15 (grey), '15/16 (yellow), '16/17 (dark red)

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

Route 18 Segment Map

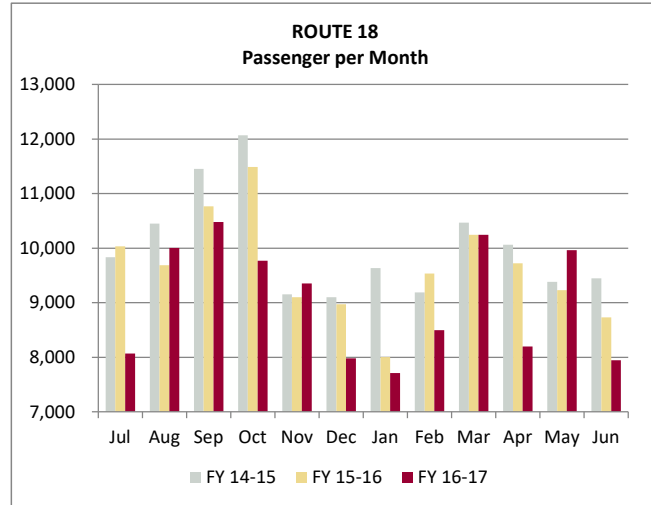
Average Ridership % and Load by Segment and Direction



ROUTE 18

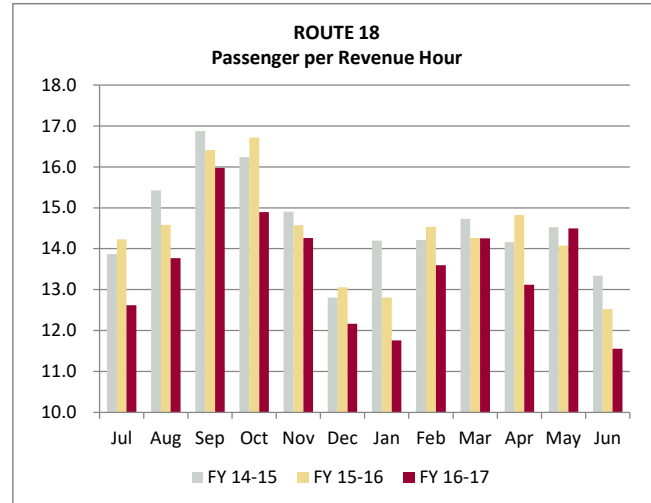
Passenger per Month

	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



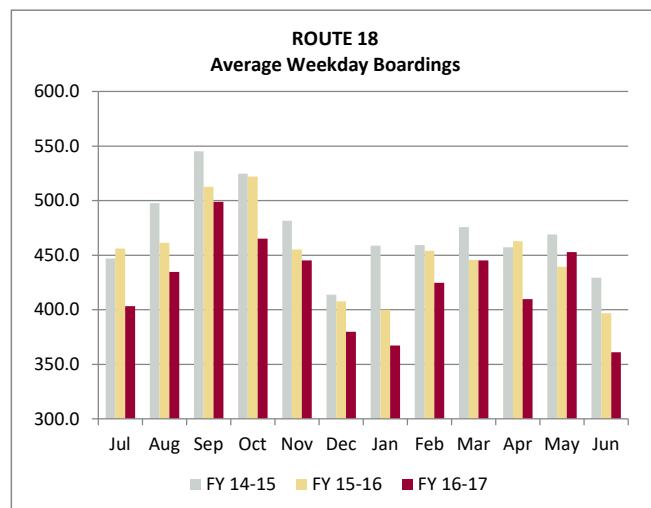
Passenger per Revenue Hour

	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

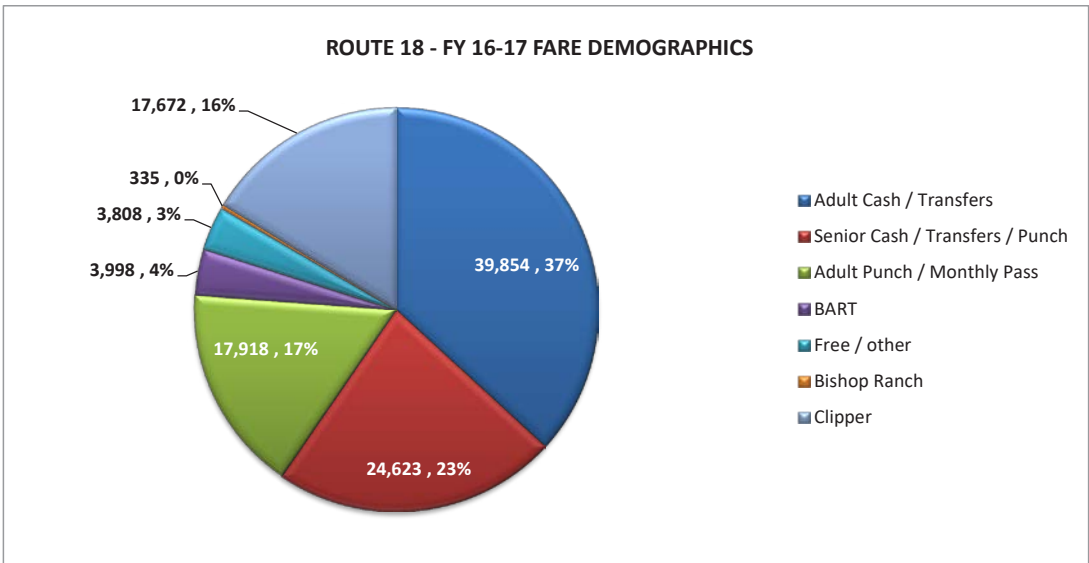
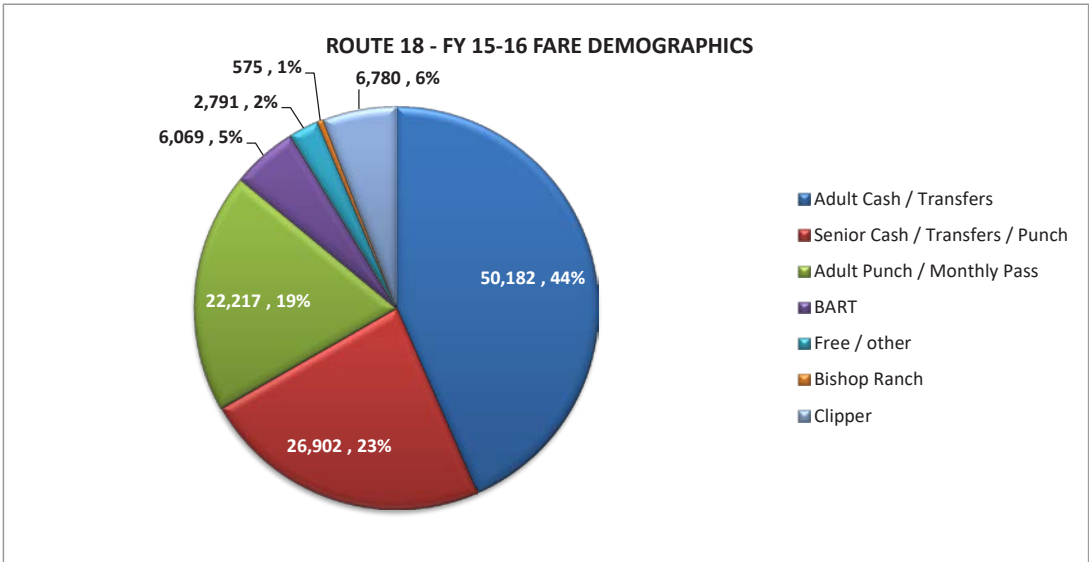
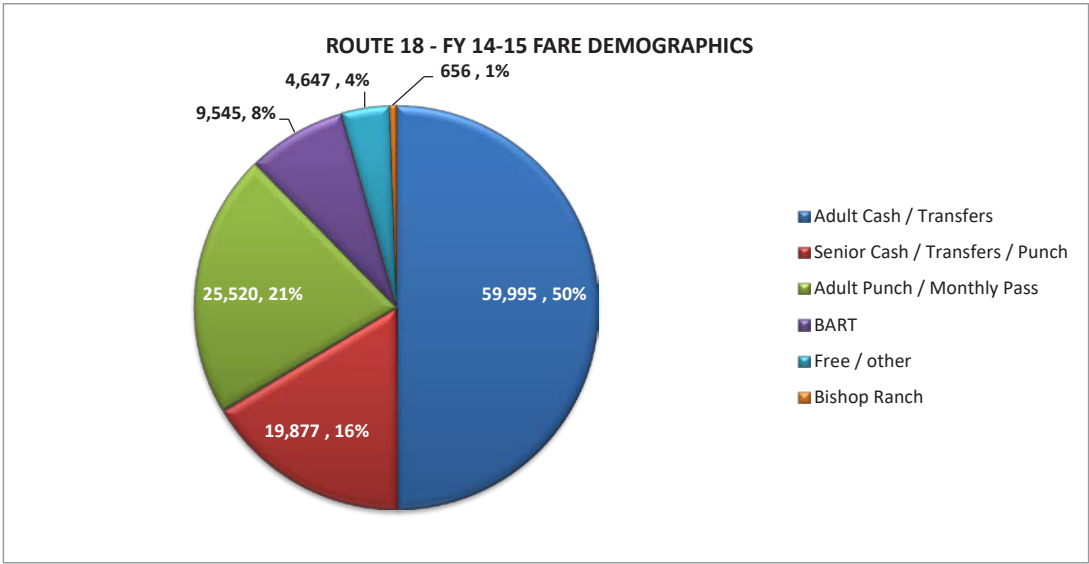


Avg Wkdy Boardings

	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

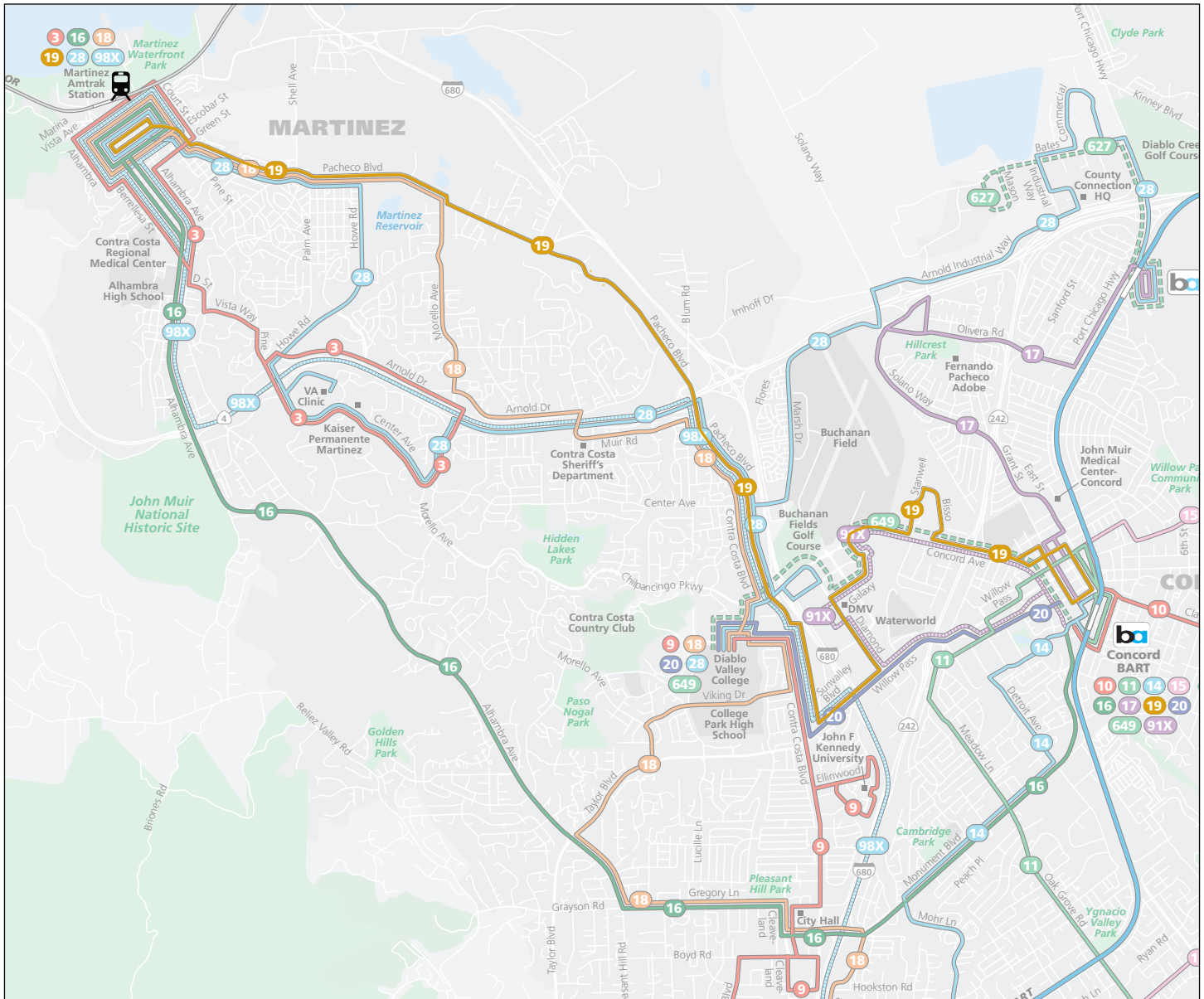


FARE DEMOGRAPHIC CHART by Fiscal Year



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. Since 2009, running times have been adjusted in 2010 and 2011, and the route was rerouting to serve Sun Valley Mall in 2015.

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 (mi)	# of Rights	# of Lefts
77	0.29	19	20
31%	8%	35%	41%

In-Service Time	Layover	Deadhead	Total Hours
78%	17%	5%	14.5
14%	-22%	-50%	-54%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
28,544	15,880	44,424	1,995
43%	-16%	16%	-35%

Poverty	Limited English	Minority	Senior
18%	8%	48%	13%
43%	-18%	3%	-3%

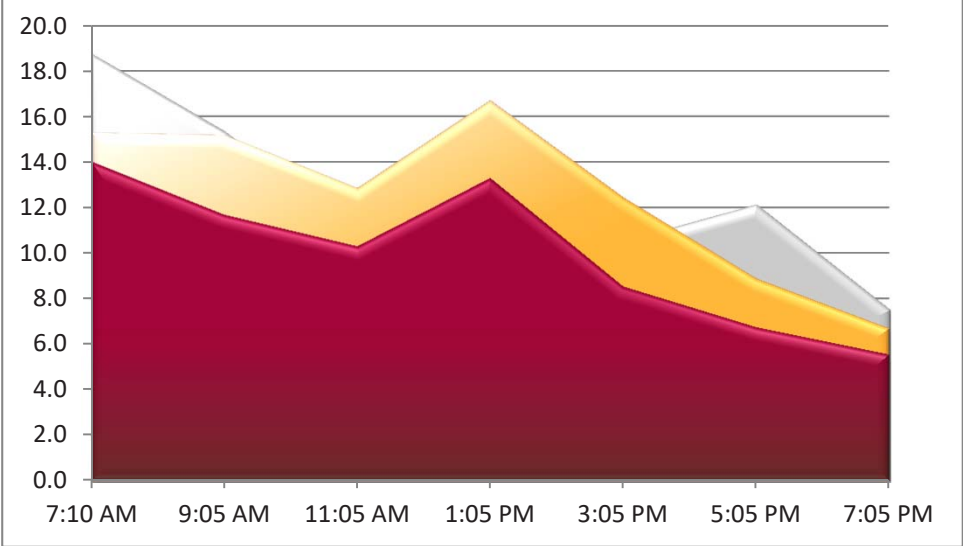
Disabled	No Car	Youth	(Legend)
14%	10%	18%	(route value)
31%	29%	-13%	(% diff from AVG)

ROUTE 19 TRIP LEVEL RIDERSHIP FY2015-2017

Trip Start '15 '16 '17

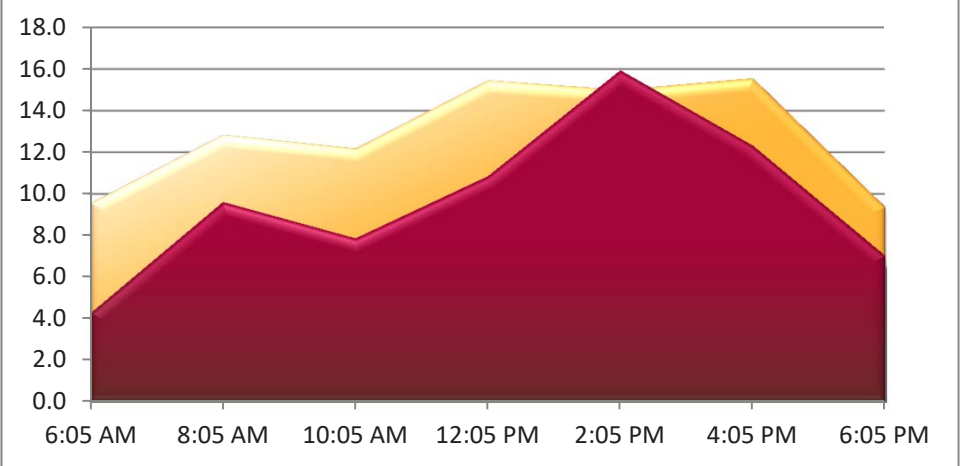
Route #19	89	88	70
7:10 AM	18.7	15.3	14.1
9:05 AM	15.3	15.2	11.7
11:05 AM	10.8	12.9	10.3
1:05 PM	13.7	16.7	13.3
3:05 PM	10.5	12.5	8.6
5:05 PM	12.1	8.9	6.8
7:05 PM	7.5	6.7	5.6

Northbound to AMTRAK via Galaxy/Pacheco



Route #19	81	90	68
6:05 AM	9.5	9.6	4.3
8:05 AM	11.4	12.9	9.6
10:05 AM	11.2	12.2	7.9
12:05 PM	13.9	15.5	10.9
2:05 PM	13.8	15.0	16.0
4:05 PM	14.5	15.6	12.3
6:05 PM	6.4	9.4	7.0

Southbound to Concord BART via Pacheco/Galaxy

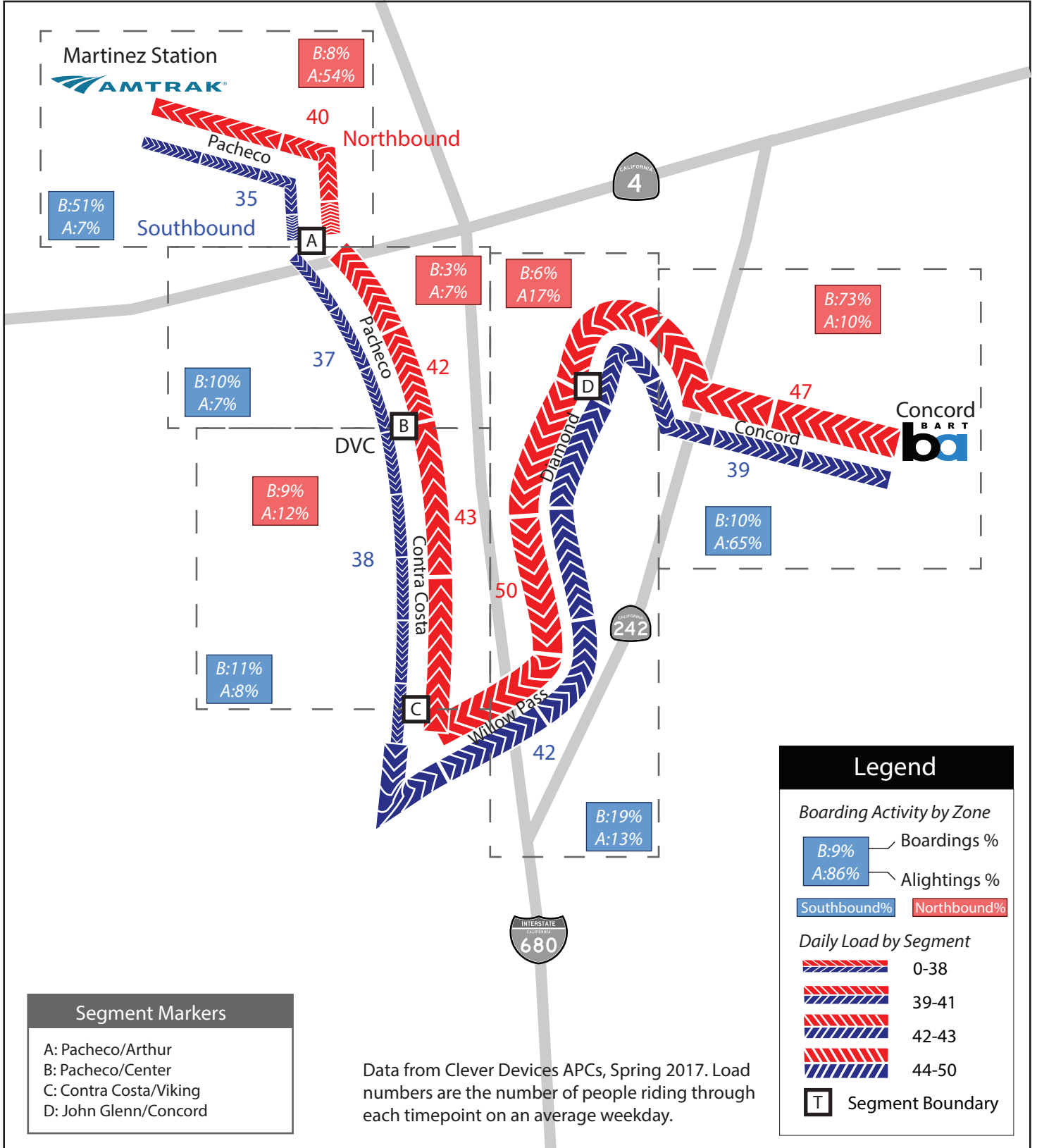


'14/15 '15/16 '16/17

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

Route 19 Segment Map

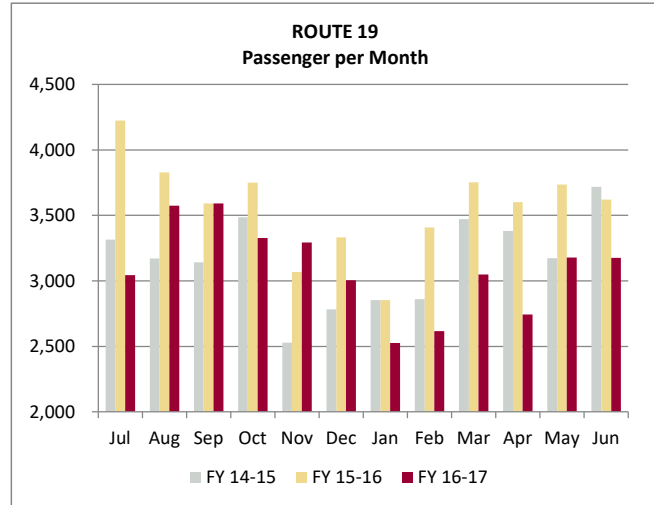
Average Ridership % and Load by Segment and Direction



ROUTE 19

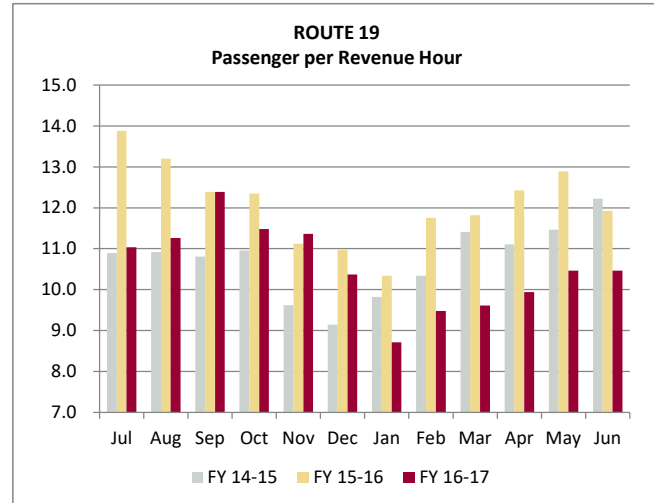
Passenger per Month

	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



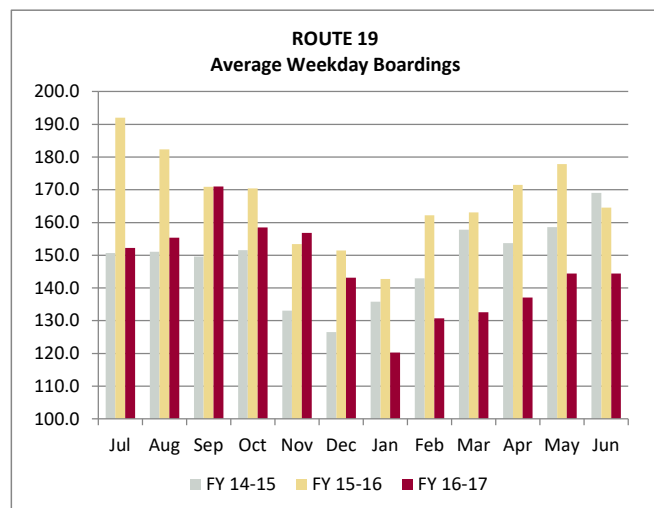
Passenger per Revenue Hour

	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

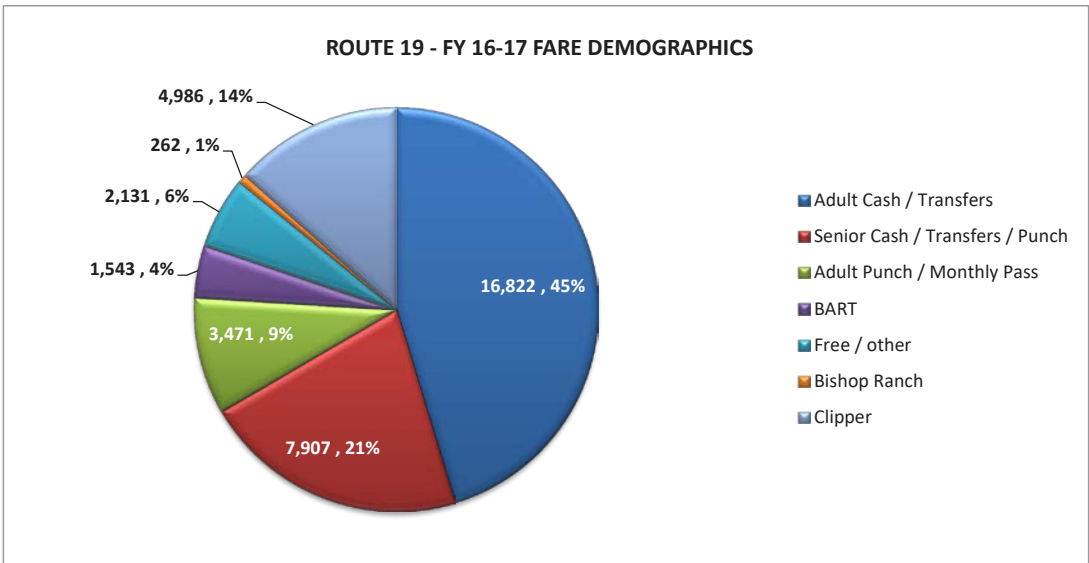
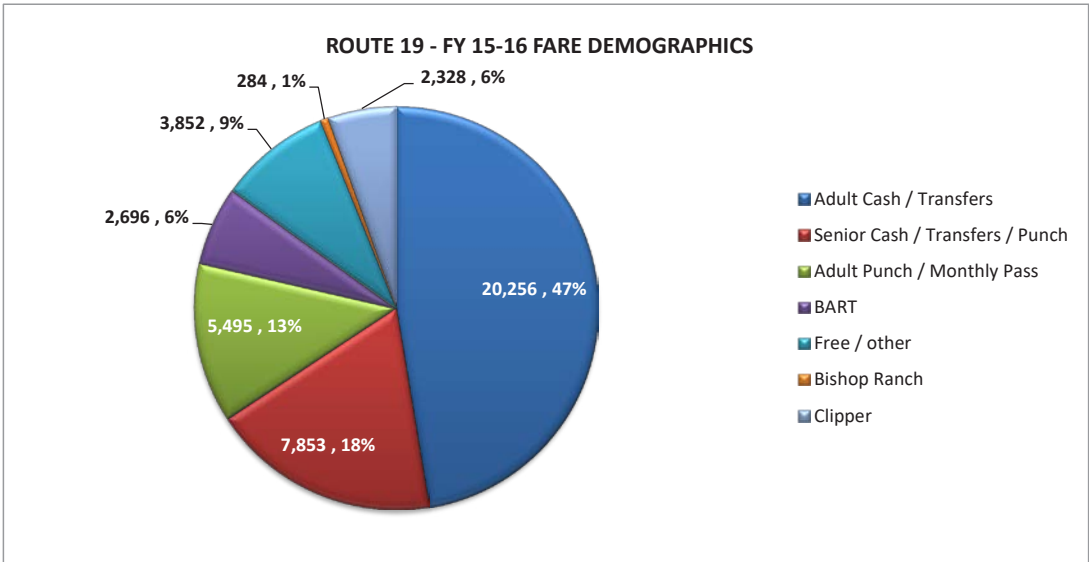
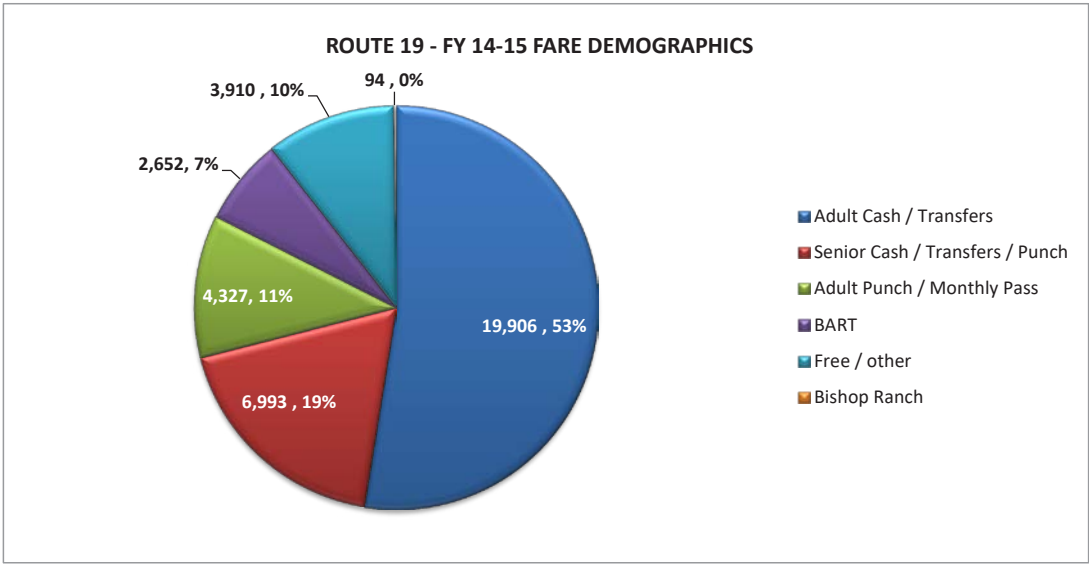


Avg Wkdy Boardings

	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

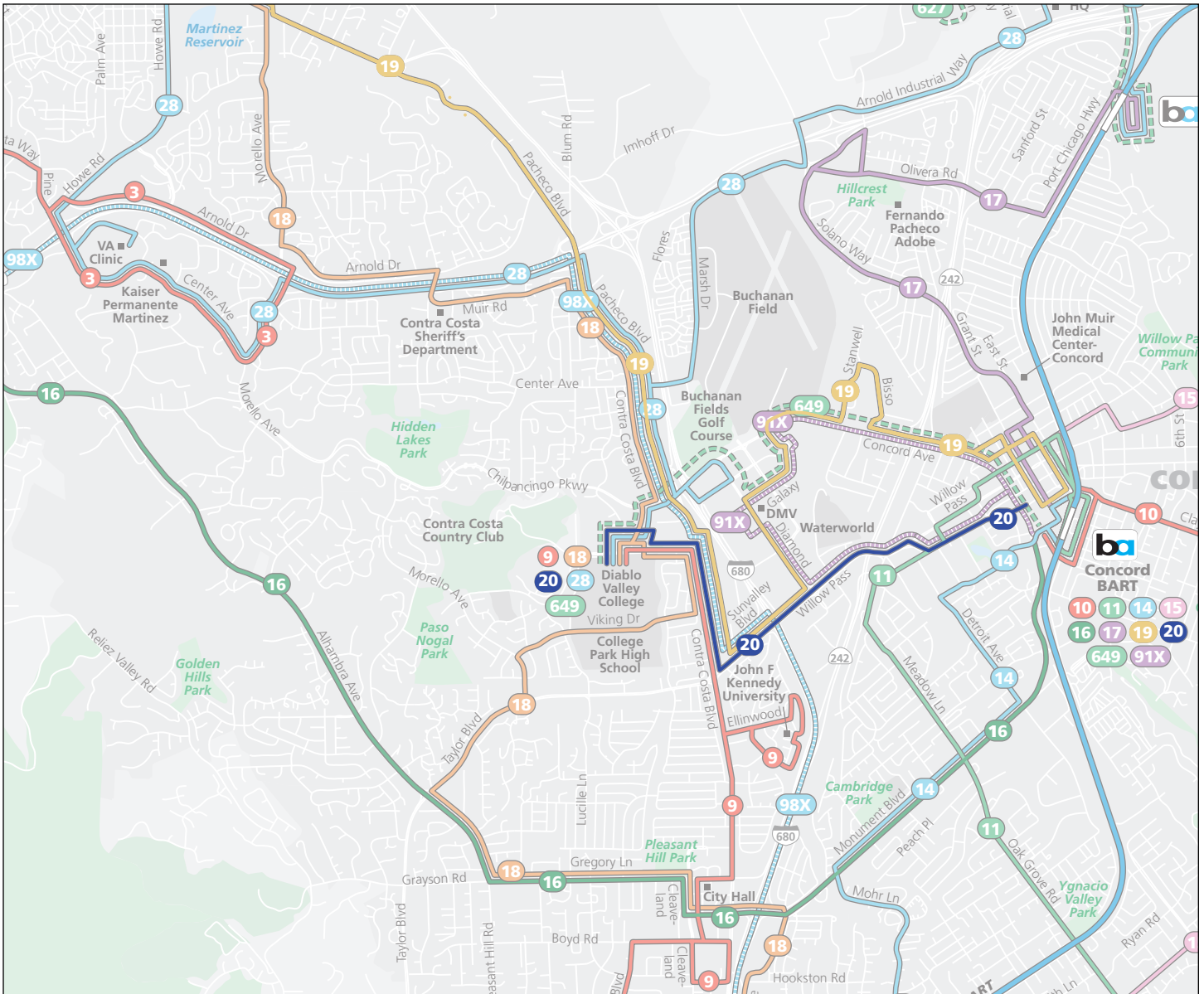


FARE DEMOGRAPHIC CHART by Fiscal Year



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. Since 2009, some trips were shifted around in 2011 and one new trip was added, leaving BART Concord starting in 2012.

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 (mi)	# of Rights	# of Lefts
23	0.32	8	9
-61%	20%	-43%	-37%

In-Service Time	Layover	Deadhead	Total Hours
58%	26%	16%	56.6
-16%	20%	71%	81%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
13,614	12,346	25,960	3,522
-32%	-35%	-32%	15%

Poverty	Limited English	Minority	Senior
26%	18%	73%	11%
107%	81%	59%	-19%

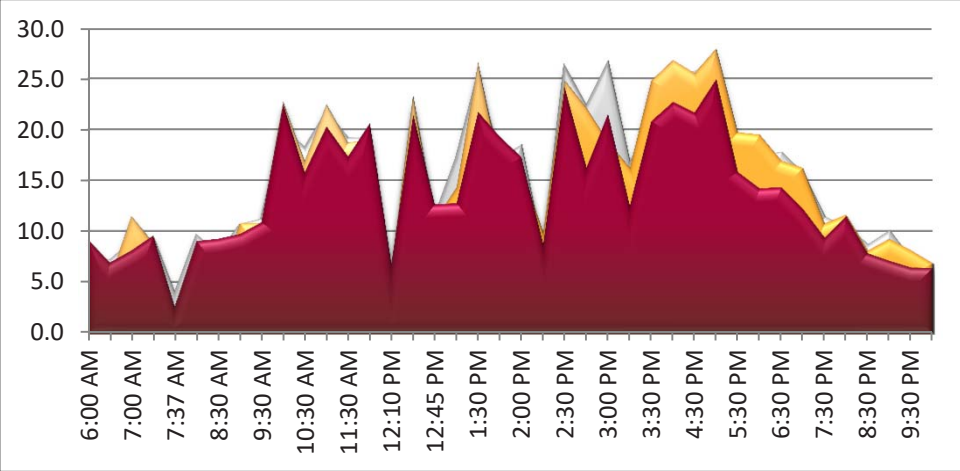
Disabled	No Car	Youth	(Legend)
15%	16%	19%	(route value)
39%	109%	-9%	(% diff from AVG)

ROUTE 20 TRIP LEVEL RIDERSHIP FY2015-2017

Trip Start '15 '16 '17

Route #20	611	606	563
6:00 AM	7.6	5.6	9.2
6:30 AM	7.2	5.3	7.0
7:00 AM	9.0	11.6	8.2
7:30 AM	9.3	8.9	9.6
7:37 AM	3.8	2.3	2.7
8:00 AM	9.6	6.9	9.1
8:30 AM	7.7	4.5	9.3
9:00 AM	10.6	10.9	9.8
9:30 AM	11.2	10.9	10.9
10:00 AM	20.2	22.8	22.5
10:30 AM	18.2	17.0	15.8
11:00 AM	21.7	22.5	20.3
11:30 AM	19.1	18.8	17.4
12:00 PM	19.1	19.1	20.6
12:10 PM	5.0	6.4	6.9
12:30 PM	22.3	23.4	21.5
12:45 PM	11.3	11.1	12.7
1:00 PM	17.2	14.3	12.8
1:30 PM	25.3	26.6	21.8
1:50 PM	17.1	16.4	19.3
2:00 PM	18.4	16.3	17.3
2:10 PM	7.7	9.9	8.8
2:30 PM	26.2	24.9	24.1
2:45 PM	22.2	22.2	16.3
3:00 PM	26.5	18.9	21.6
3:15 PM	16.6	16.3	12.5
3:30 PM	20.5	24.8	20.8
4:00 PM	25.1	26.9	22.7
4:30 PM	25.7	25.6	21.7
5:00 PM	26.6	28.0	25.0
5:30 PM	18.5	19.7	15.9
6:00 PM	17.3	19.5	14.3
6:30 PM	17.7	17.0	14.4
7:00 PM	15.7	16.3	12.2
7:30 PM	11.4	10.8	9.4
8:00 PM	10.4	11.7	11.5
8:30 PM	8.6	8.2	7.9
9:00 PM	10.0	9.3	7.1
9:30 PM	7.2	8.2	6.5
10:00 PM	6.8	6.9	6.4

Eastbound to Concord BART via Sun Valley Mall



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

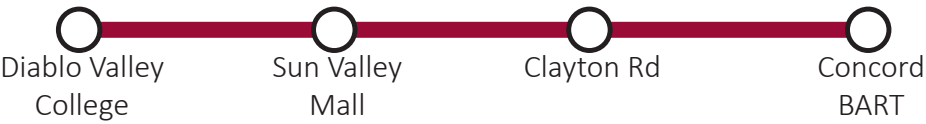
Data derived from Clever Devices APCs. Trip totals may not add up to monthly ridership due to sampling methodology.

ROUTE 20 TRIP LEVEL RIDERSHIP FY2015-2017

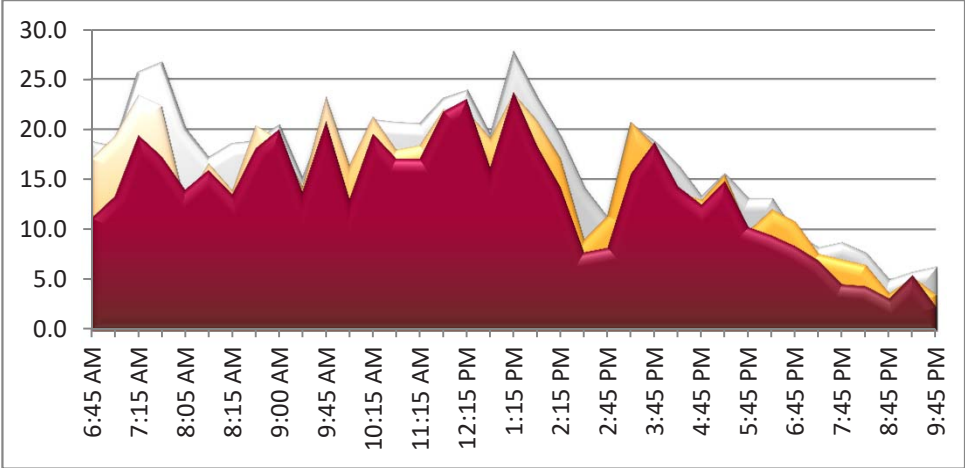
Trip Start '15 '16 '17

Route #20	618	569	508
6:45 AM	18.7	17.1	11.1
7:00 AM	18.2	19.3	13.3
7:15 AM	25.6	23.4	19.4
7:45 AM	26.6	22.4	17.3
8:05 AM	20.0	12.7	14.0
8:30 AM	17.1	16.6	16.0
8:15 AM	18.5	13.9	13.5
8:45 AM	18.7	20.4	18.1
9:00 AM	20.3	19.0	20.0
9:15 AM	14.9	14.3	13.8
9:45 AM	20.8	23.2	20.8
10:00 AM	15.4	16.4	13.1
10:15 AM	20.9	21.3	19.6
10:45 AM	20.6	17.9	17.1
11:15 AM	20.5	18.4	17.0
11:45 AM	23.0	22.0	21.8
12:15 PM	23.8	21.8	23.0
12:45 PM	19.2	19.1	16.2
1:15 PM	27.5	23.6	23.8
1:45 PM	23.0	20.8	18.3
2:15 PM	19.1	17.1	14.2
2:30 PM	14.1	9.0	7.7
2:45 PM	11.1	11.4	8.2
3:15 PM	20.5	20.7	15.6
3:45 PM	18.7	18.4	18.7
4:15 PM	16.3	13.7	14.3
4:45 PM	13.2	13.0	12.5
5:15 PM	15.5	15.5	14.8
5:45 PM	13.0	9.9	10.3
6:15 PM	13.0	12.0	9.4
6:45 PM	9.5	10.8	8.4
7:15 PM	8.1	7.6	6.9
7:45 PM	8.6	7.0	4.6
8:15 PM	7.6	6.5	4.4
8:45 PM	4.9	3.6	3.2
9:15 PM	5.7	5.3	5.5
9:45 PM	6.2	3.5	2.3

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Westbound to Diablo Valley College via Sun Valley Mall



'14/15

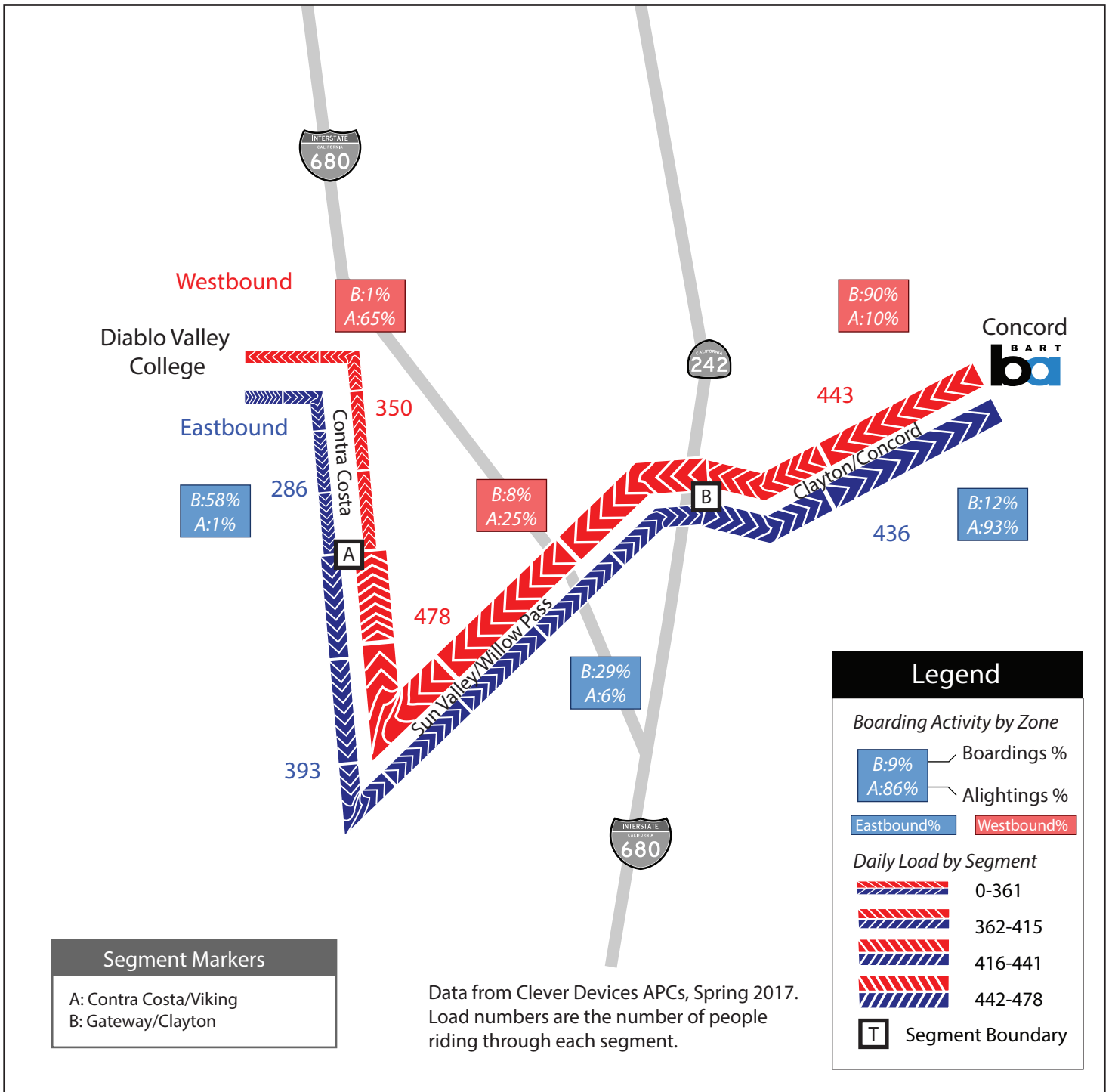
 '15/16

 '16/17

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

Route 20 Segment Map

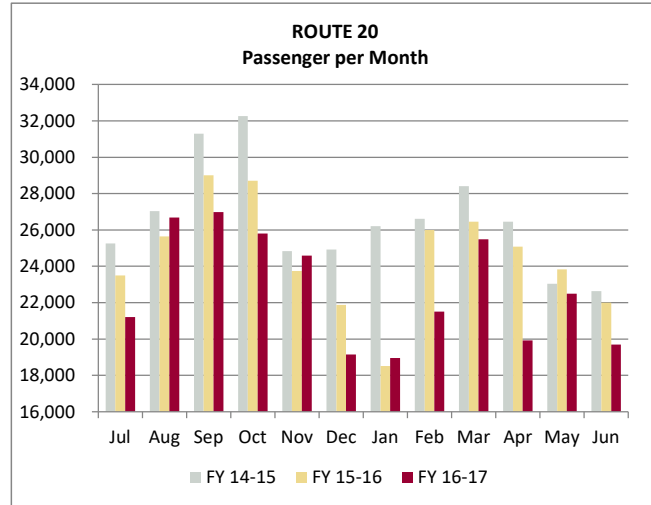
Average Ridership % and Load by Segment and Direction



ROUTE 20

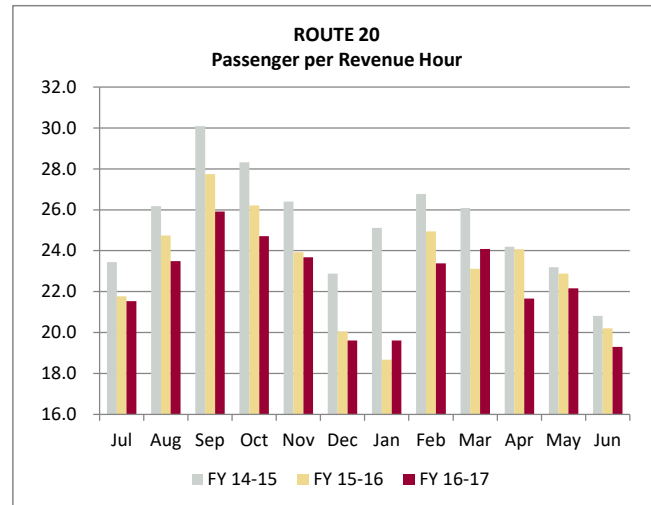
Passenger per Month

	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



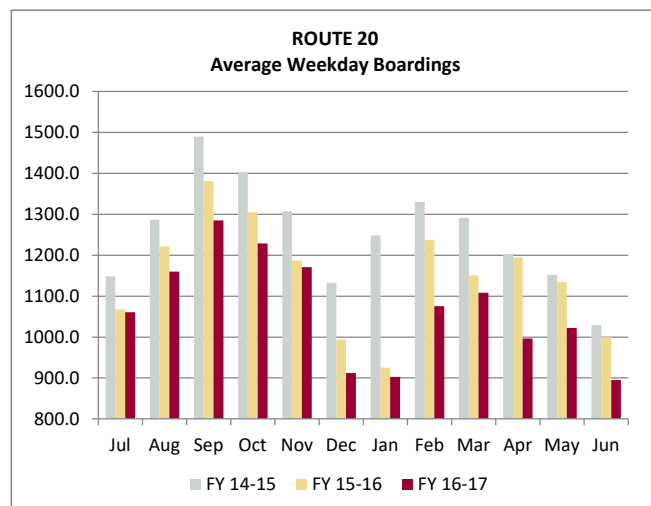
Passenger per Revenue Hour

	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

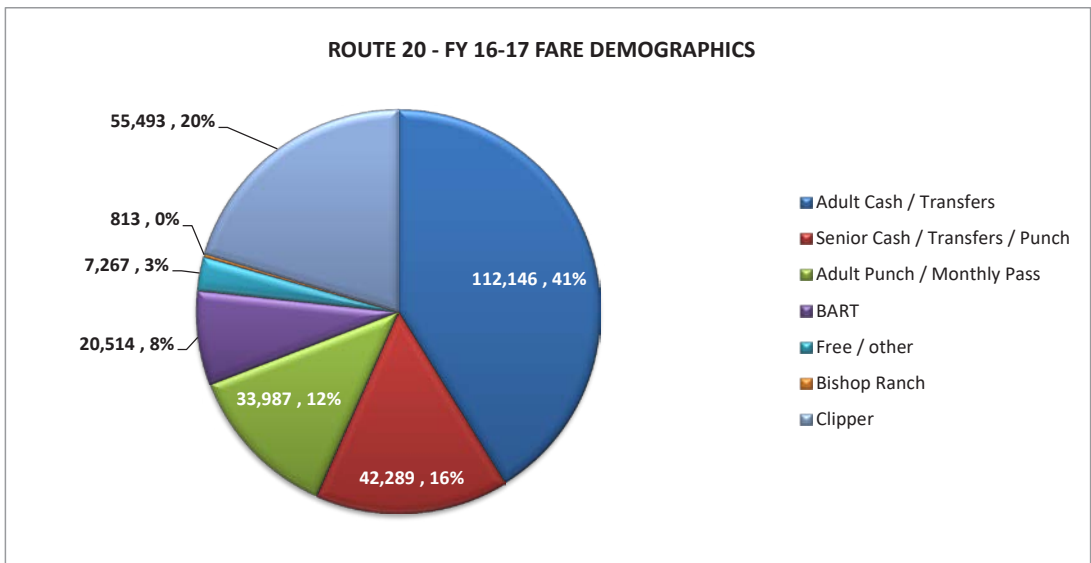
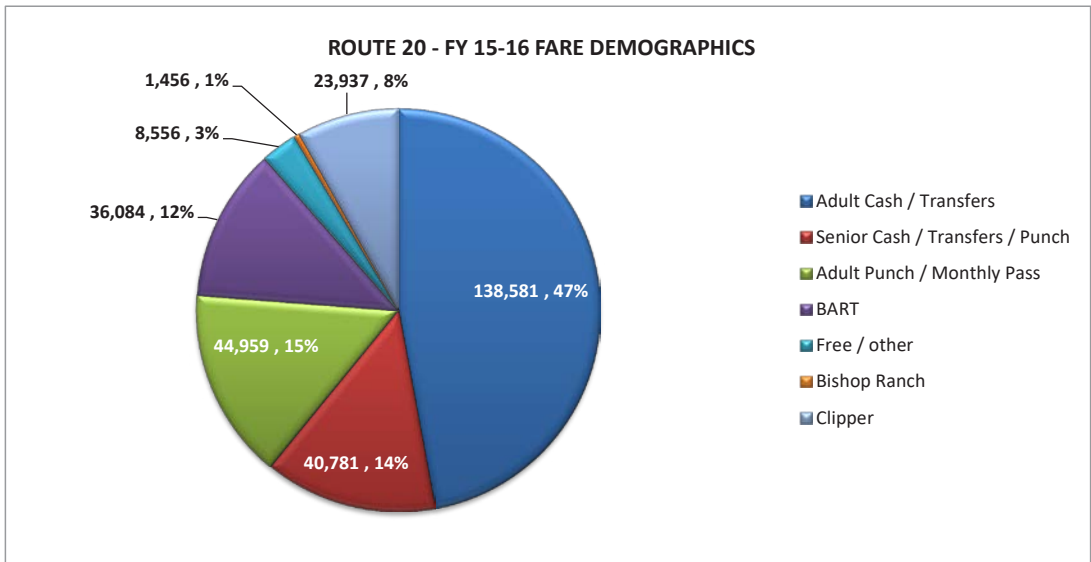
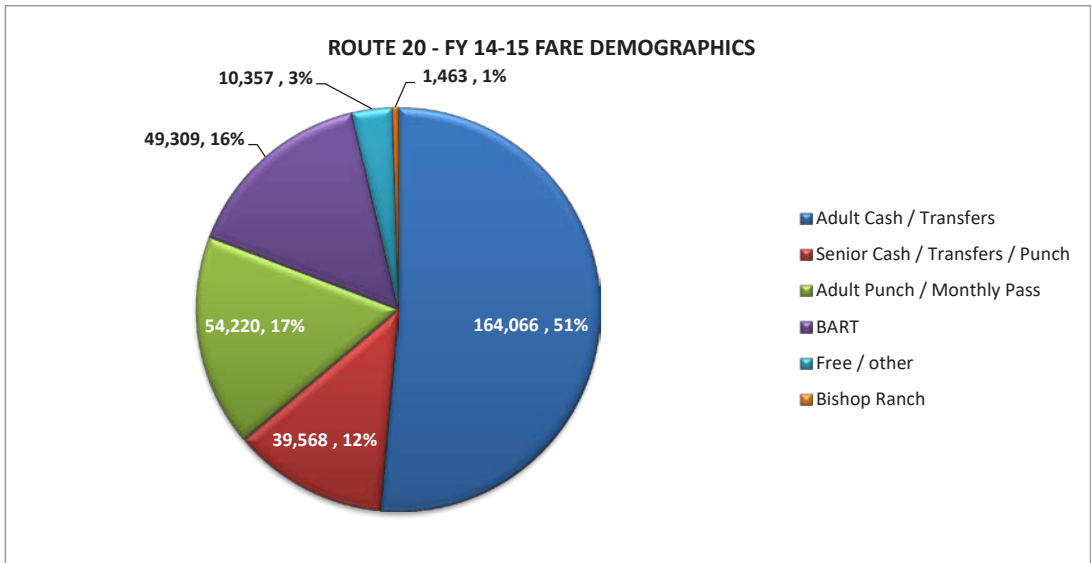


Avg Wkdy Boardings

	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

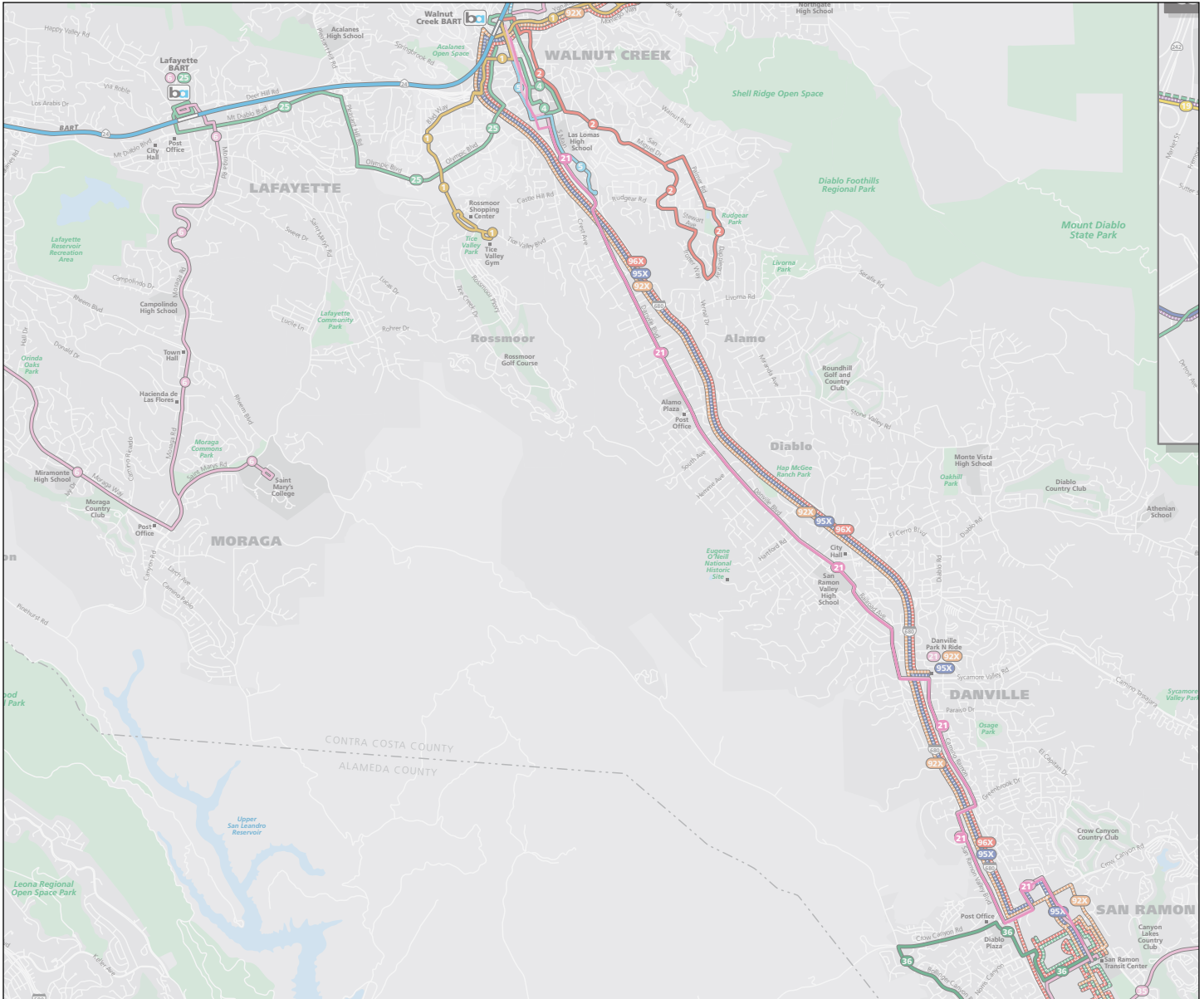


FARE DEMOGRAPHIC CHART by Fiscal Year



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. Since 2009, one roundtrip was added in the evening in 2011.

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 (mi)	# of Rights	# of Lefts
93	0.27	19	15
58%	2%	35%	6%

In-Service Time	Layover	Deadhead	Total Hours
74%	18%	9%	55.4
7%	-19%	-6%	77%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
45,715	18,878	64,593	2,551
128%	0%	68%	-17%

Poverty	Limited English	Minority	Senior
5%	7%	32%	15%
-61%	-34%	-32%	15%

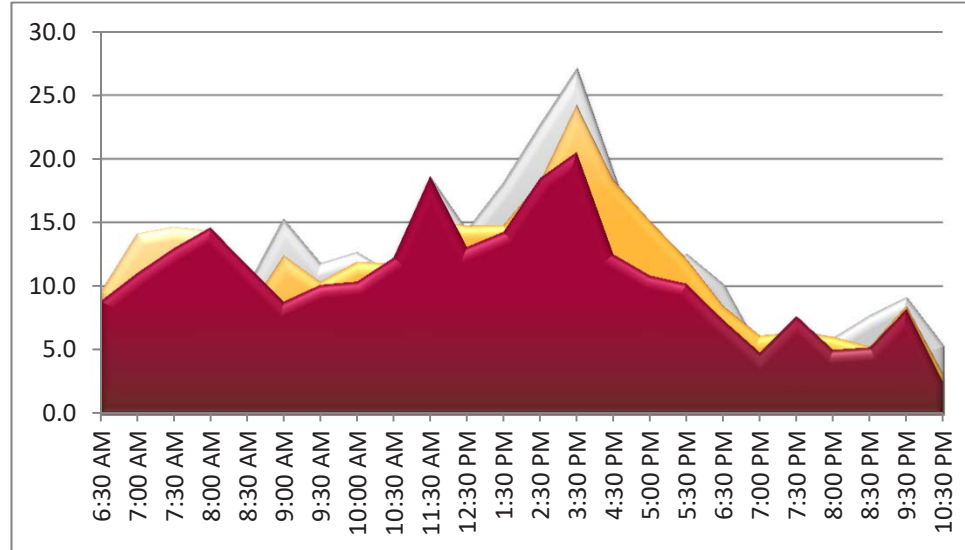
Disabled	No Car	Youth	(Legend)
10%	7%	23%	(route value)
-11%	-10%	10%	(% diff from AVG)

ROUTE 21 TRIP LEVEL RIDERSHIP FY2015-2017

Trip Start '15 '16 '17

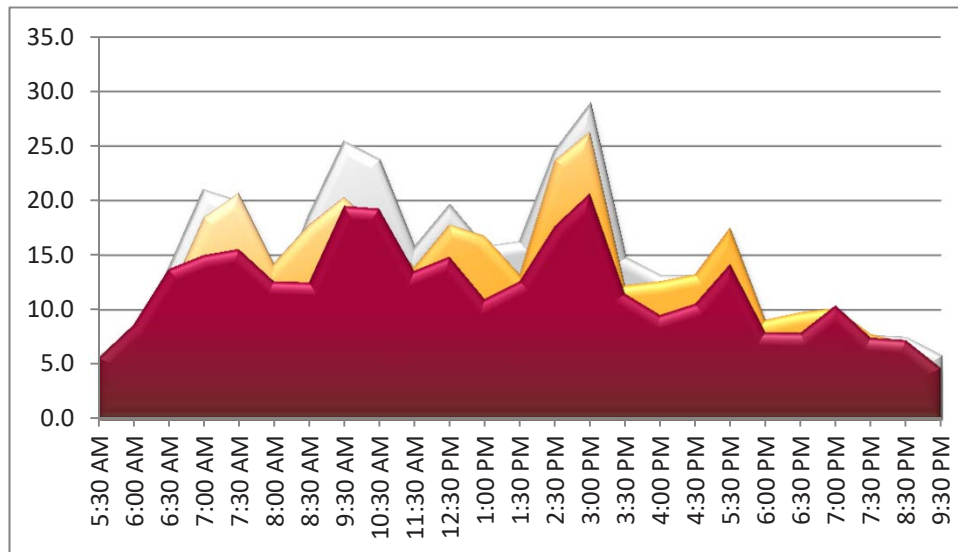
Route #21	298	285	261
6:30 AM	8.1	9.6	8.9
7:00 AM	11.8	14.2	11.1
7:30 AM	12.9	14.7	13.0
8:00 AM	13.0	14.4	14.7
8:30 AM	9.8	8.1	11.7
9:00 AM	15.2	12.5	8.8
9:30 AM	11.8	10.4	10.2
10:00 AM	12.6	12.0	10.4
10:30 AM	10.9	11.8	12.3
11:30 AM	18.5	15.3	18.7
12:30 PM	14.3	14.8	13.1
1:30 PM	18.1	14.9	14.3
2:30 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

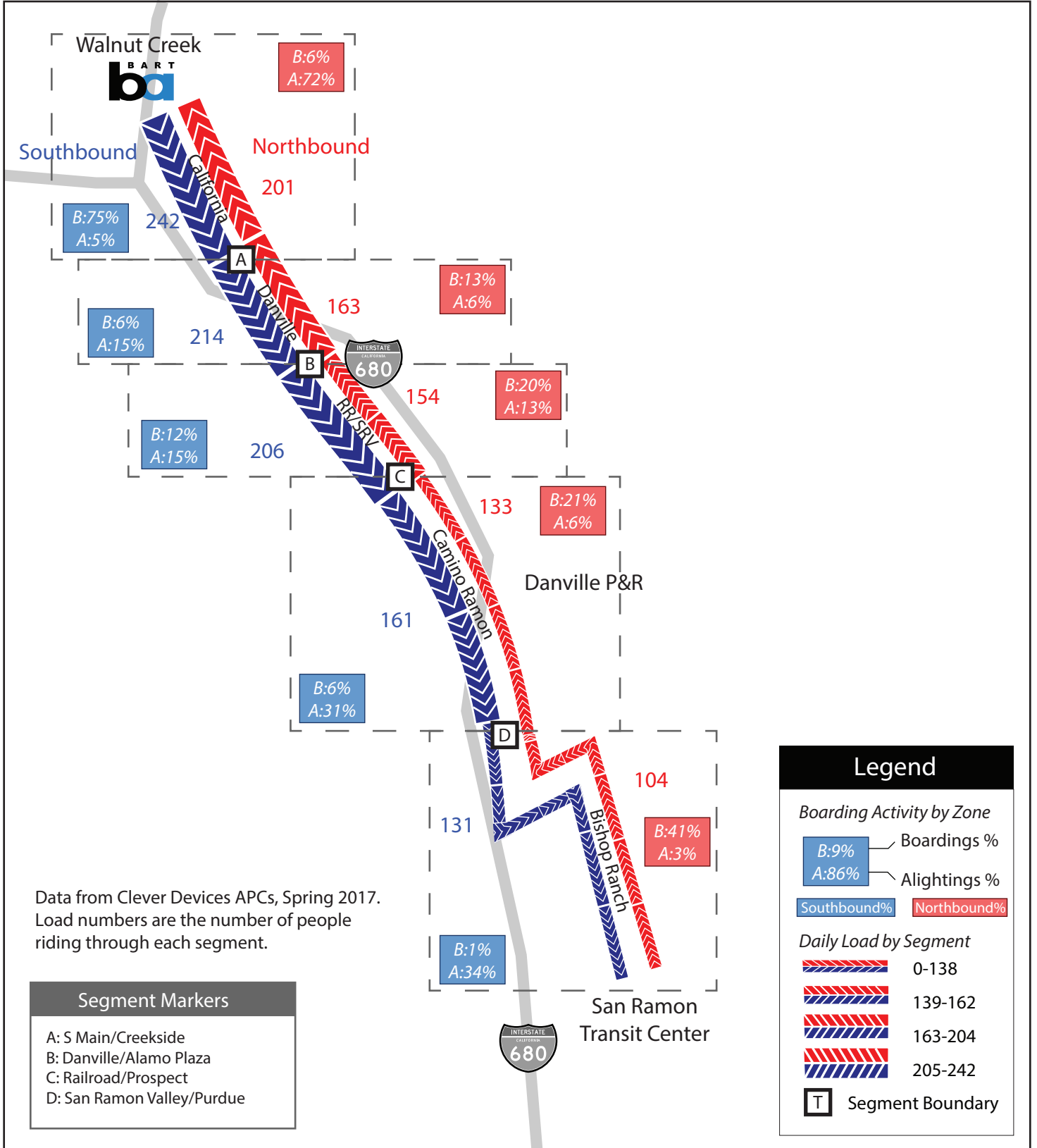


'14/15
 '15/16
 '16/17

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

Route 21 Segment Map

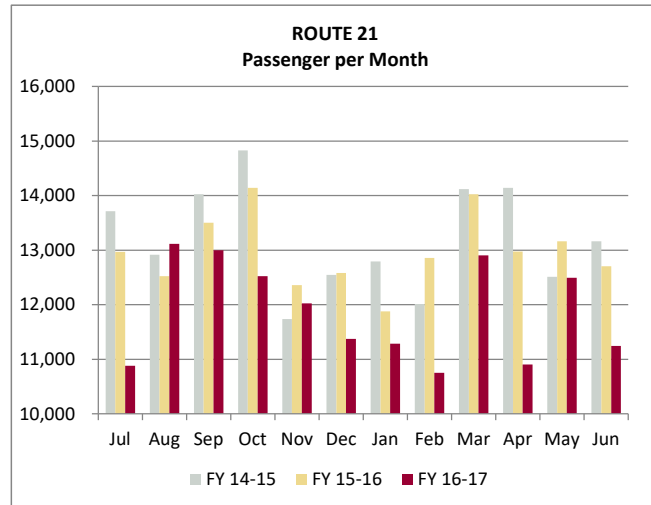
Average Ridership % and Load by Segment and Direction



ROUTE 21

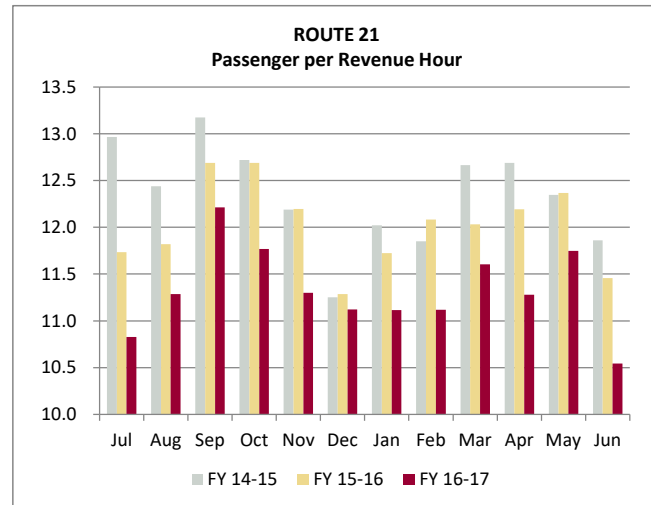
Passenger per Month

	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



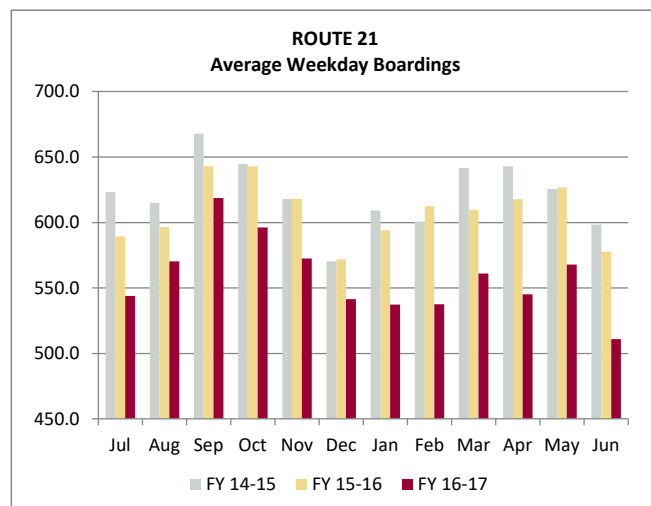
Passenger per Revenue Hour

	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

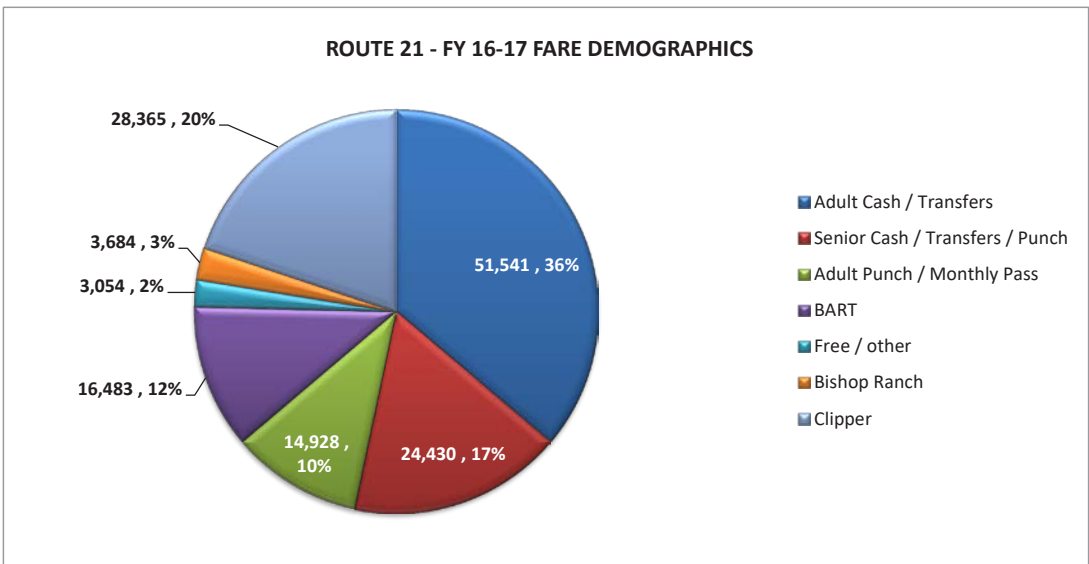
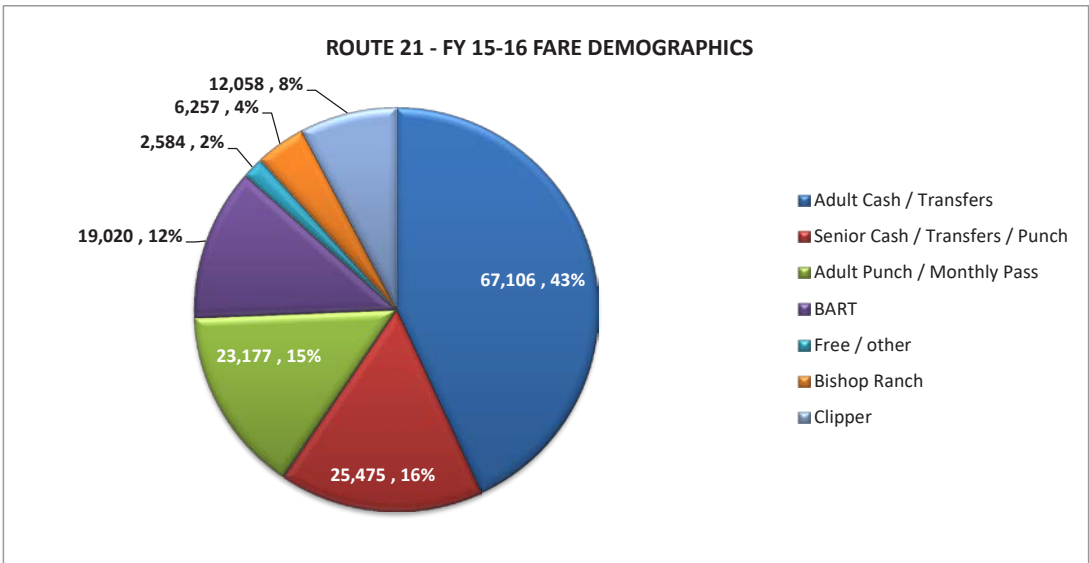
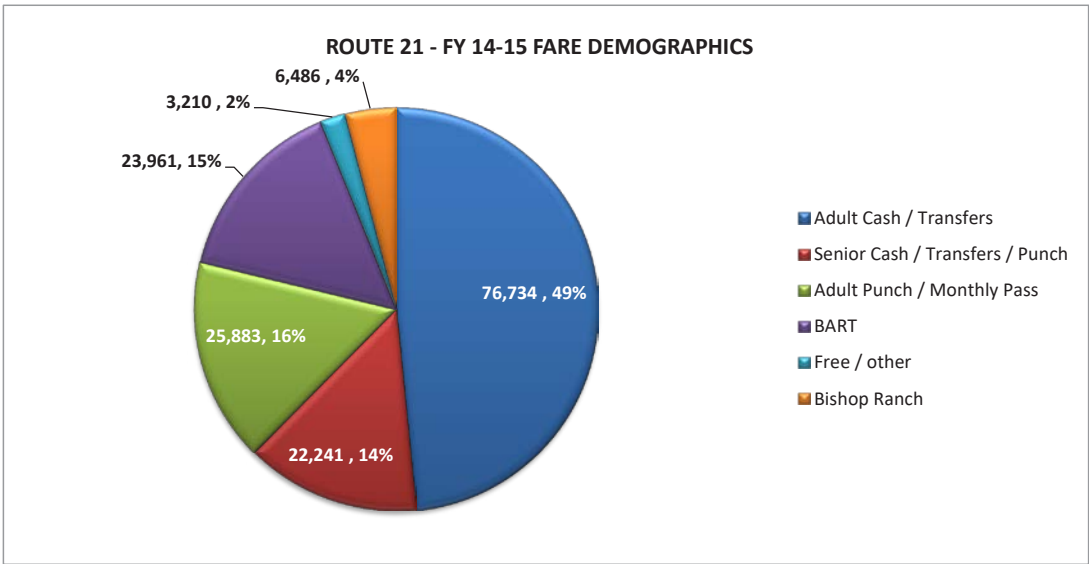


Avg Wkdy Boardings

	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

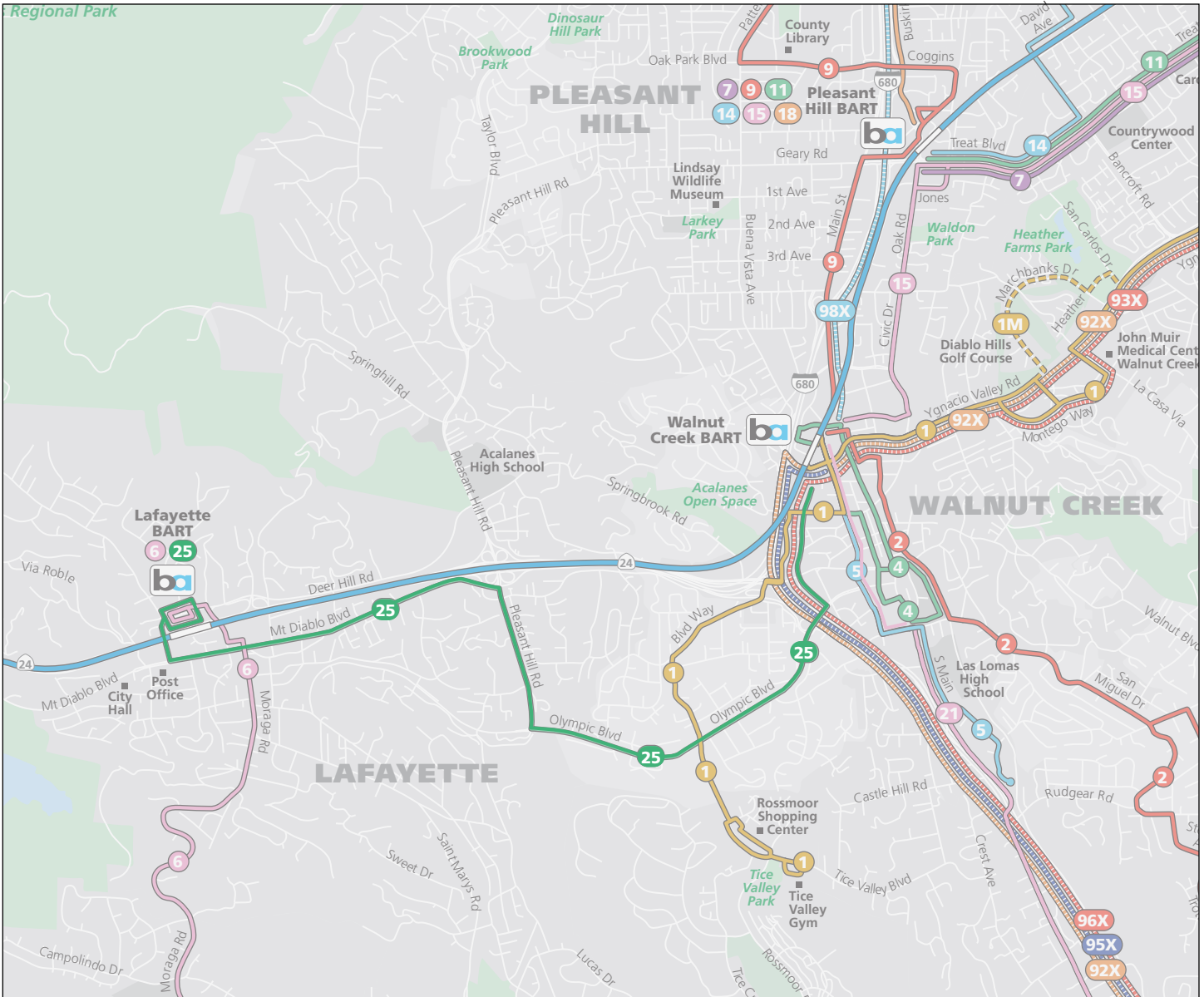


FARE DEMOGRAPHIC CHART by Fiscal Year



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 (mi)	# of Rights	# of Lefts
36	0.33	12	9
-39%	22%	-15%	-37%

In-Service Time	Layover	Deadhead	Total Hours
65%	19%	16%	11.3
-6%	-12%	75%	-64%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
12,978	8,536	21,514	1,822
-35%	-55%	-44%	-41%

Poverty	Limited English	Minority	Senior
12%	6%	31%	14%
-8%	-44%	-32%	6%

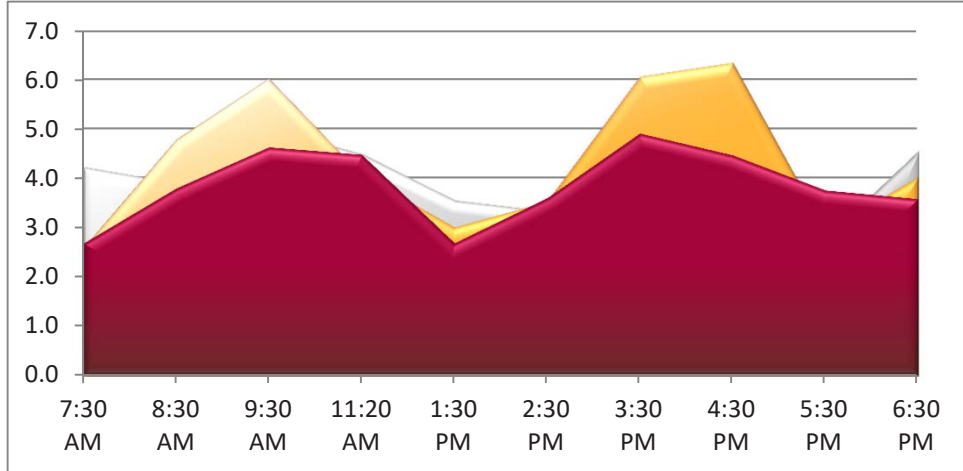
Disabled	No Car	Youth	(Legend)
7%	6%	21%	(route value)
-33%	-24%	2%	(% diff from AVG)

ROUTE 25 TRIP LEVEL RIDERSHIP FY2015-2017

Trip Start '15 '16 '17

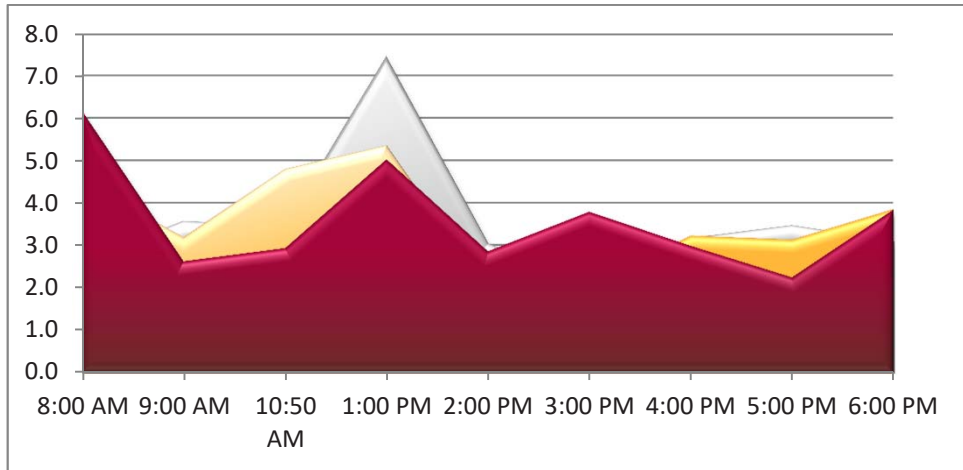
Route #25	42	43	39
7:30 AM	4.2	2.6	2.7
8:30 AM	3.9	4.8	3.8
9:30 AM	5.0	6.0	4.6
11:20 AM	4.5	4.1	4.5
1:30 PM	3.5	3.0	2.7
2:30 PM	3.3	3.5	3.6
3:30 PM	5.1	6.1	4.9
4:30 PM	5.0	6.3	4.5
5:30 PM	2.7	2.9	3.8
6:30 PM	4.5	4.0	3.6

Eastbound to Walnut Creek BART via Mt. Diablo Blvd



Route #25	32	32	32
8:00 AM	2.6	4.5	6.2
9:00 AM	3.5	3.2	2.6
10:50 AM	3.4	4.8	2.9
1:00 PM	7.4	5.4	5.0
2:00 PM	3.0	2.0	2.9
3:00 PM	2.0	2.0	3.8
4:00 PM	3.1	3.2	3.0
5:00 PM	3.4	3.1	2.2
6:00 PM	3.1	3.9	3.8

Westbound to Lafayette BART via Mt. Diablo Blvd

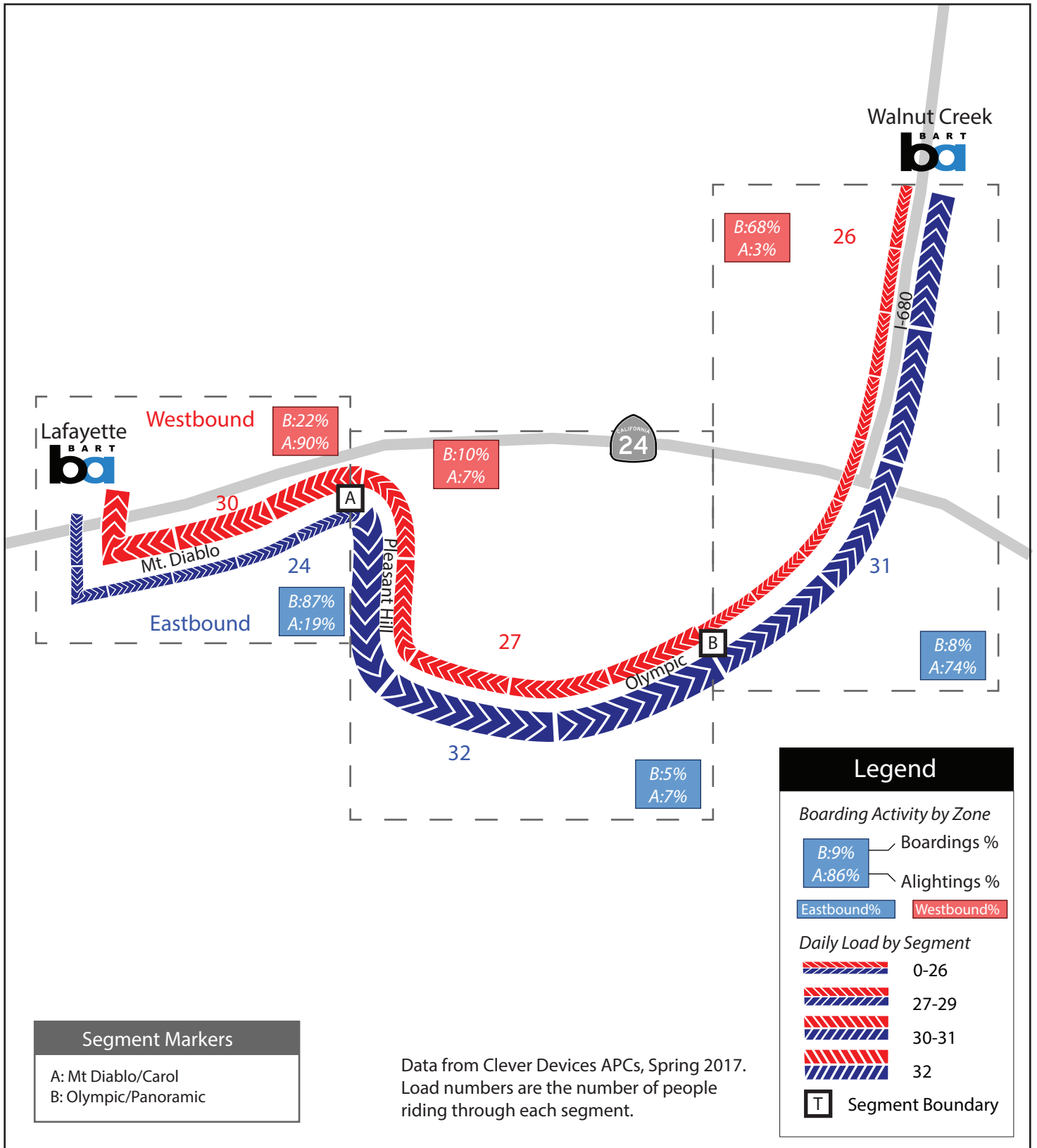


'14/15 '15/16 '16/17

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

Route 25 Segment Map

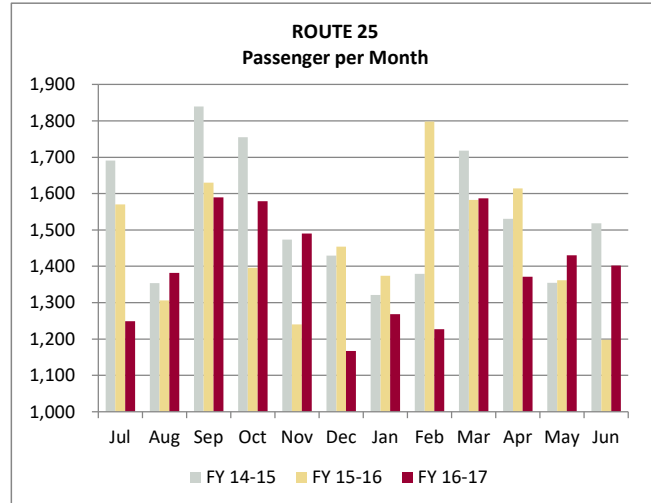
Average Ridership % and Load by Segment and Direction



ROUTE 25

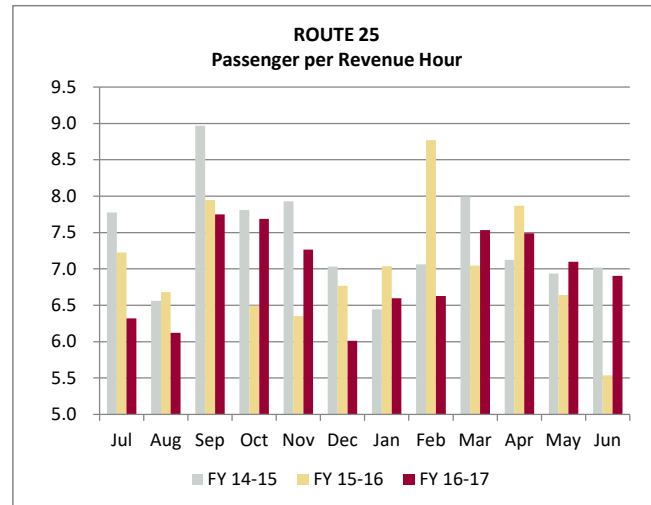
Passenger per Month

	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



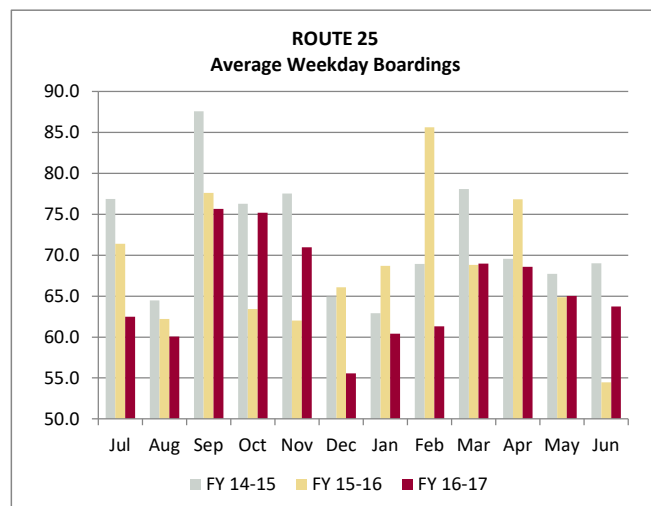
Passenger per Revenue Hour

	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

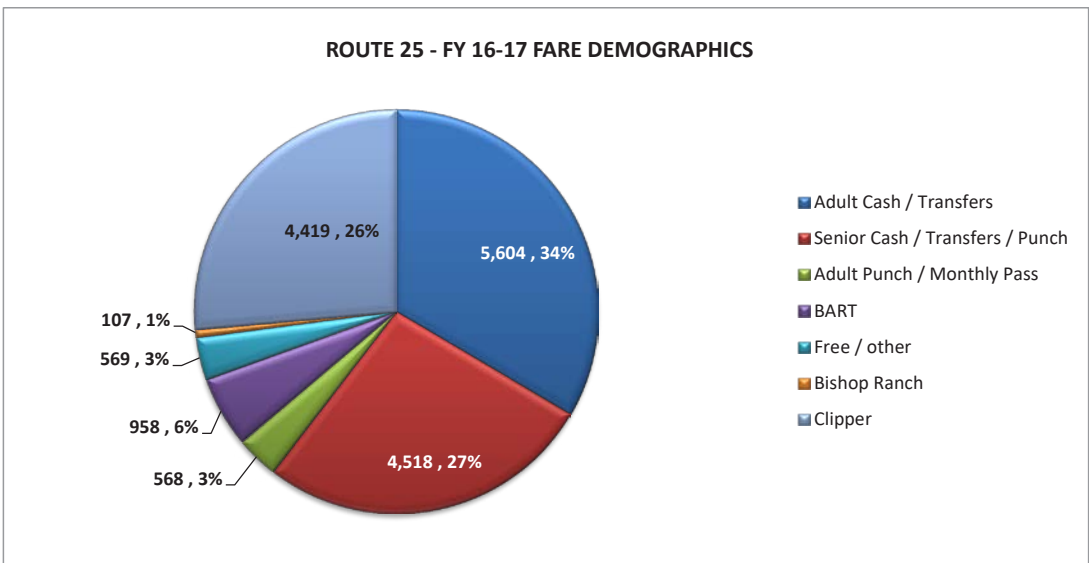
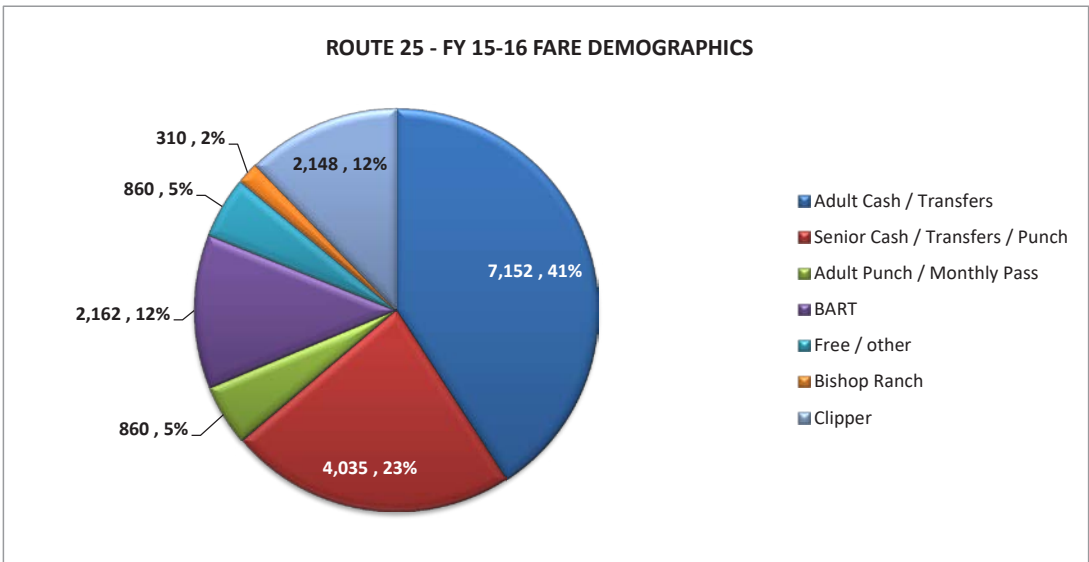
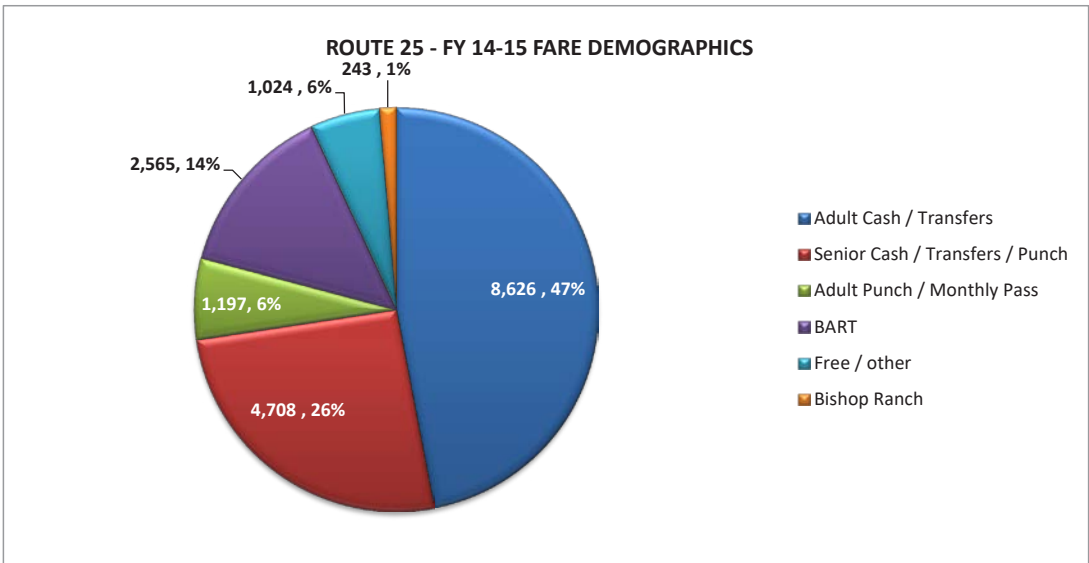


Avg Wkdy Boardings

	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

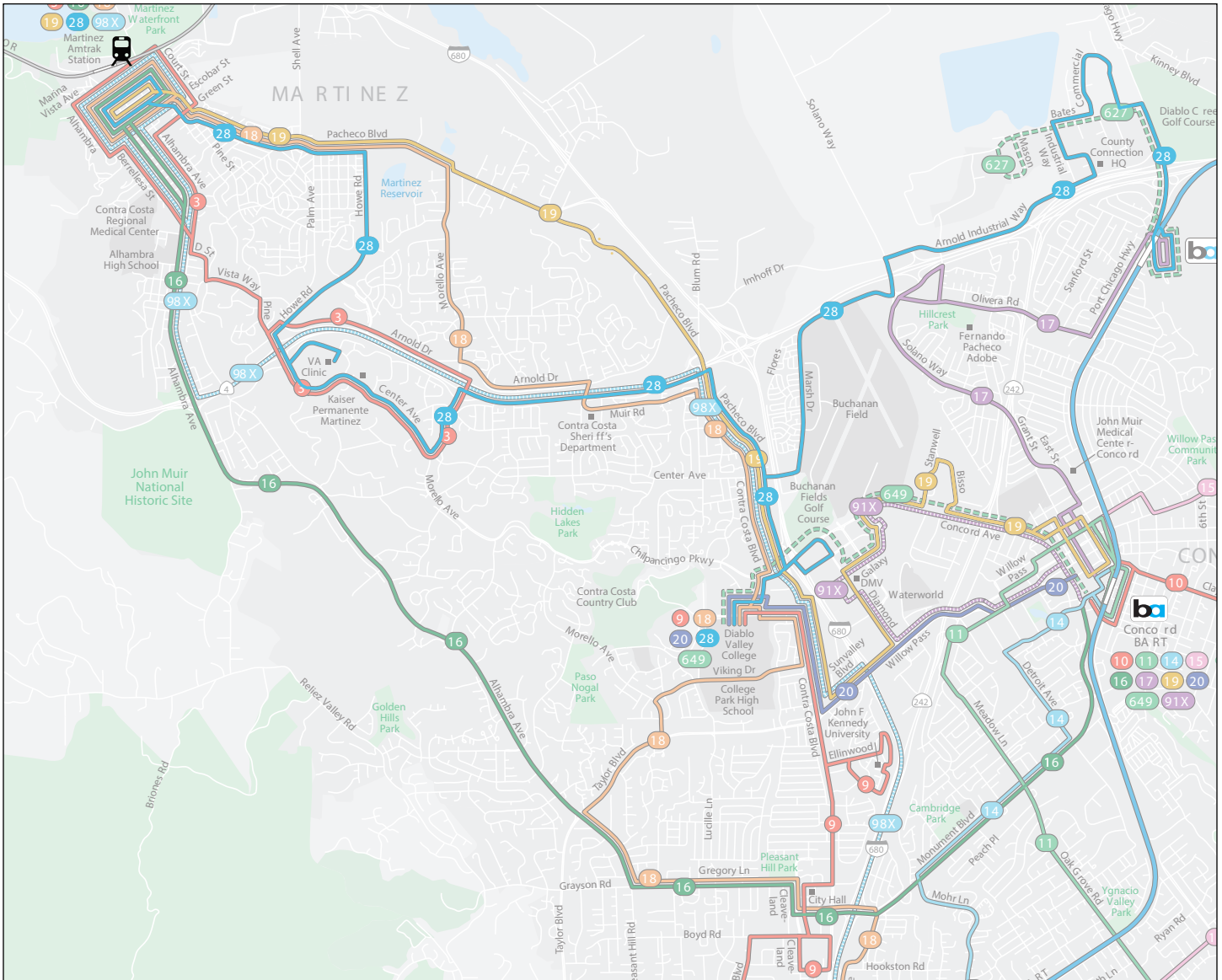


FARE DEMOGRAPHIC CHART by Fiscal Year



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 follows the 127 to Buchanan Field to the Arnold Industrial Area. Here it picks up the 108 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 108 in 2012, with no service except one trip on the new 627 to Mason 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 (mi)	# of Rights	# of Lefts
112	0.29	36	35
90%	9%	156%	146%

In-Service Time	Layover	Deadhead	Total Hours
80%	17%	3%	31.0
16%	-21%	-71%	-1%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
21,228	18,424	39,652	1,209
6%	-3%	3%	-61%

Poverty	Limited English	Minority	Senior
14%	6%	41%	12%
11%	-41%	-11%	-13%

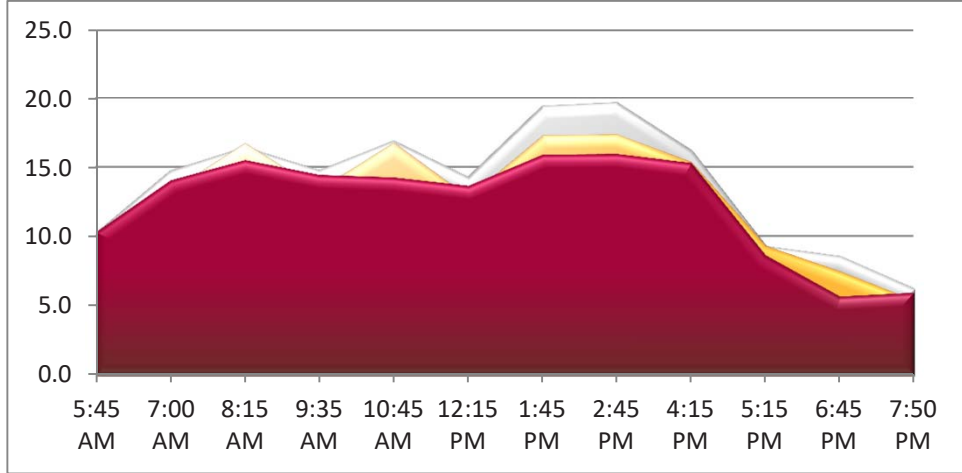
Disabled	No Car	Youth	(Legend)
13%	4%	18%	(route value)
16%	-44%	-14%	(% diff from AVG)

ROUTE 28 TRIP LEVEL RIDERSHIP FY2015-2017

Trip Start '15 '16 '17

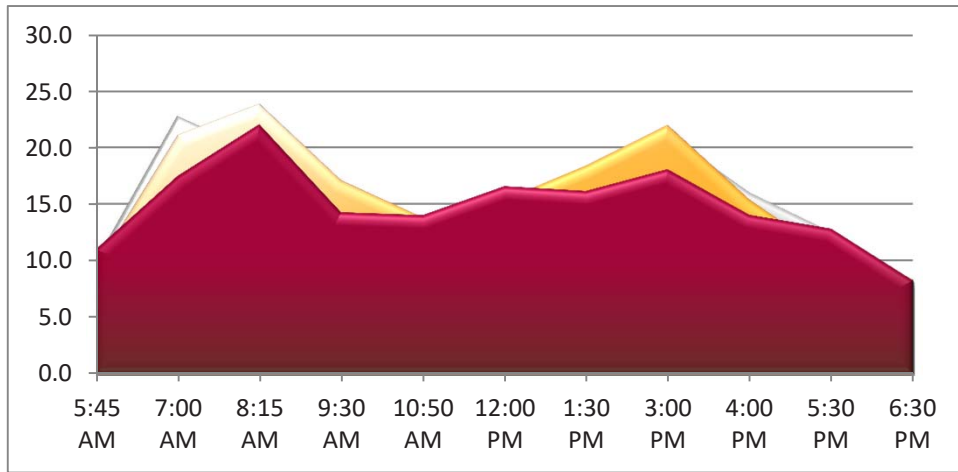
Route #28	166	154	150
5:45 AM	10.2	8.4	10.3
7:00 AM	14.7	13.3	14.1
8:15 AM	16.4	16.8	15.5
9:35 AM	14.7	13.4	14.5
10:45 AM	16.9	16.8	14.3
12:15 PM	14.2	12.9	13.7
1:45 PM	19.4	17.3	15.9
2:45 PM	19.6	17.4	16.0
4:15 PM	16.2	15.4	15.3
5:15 PM	9.2	9.3	8.6
6:45 PM	8.5	7.5	5.7
7:50 PM	6.2	5.4	5.9

Eastbound to North Concord BART via DVC



Route #28	178	183	172
5:45 AM	9.8	9.4	11.0
7:00 AM	22.7	21.1	17.5
8:15 AM	19.4	23.9	22.1
9:30 AM	16.9	17.1	14.3
10:50 AM	13.1	13.8	14.0
12:00 PM	13.9	15.4	16.6
1:30 PM	17.4	18.4	16.2
3:00 PM	21.0	22.0	18.1
4:00 PM	15.9	15.4	14.1
5:30 PM	12.4	10.4	12.8
6:30 PM	8.1	8.3	8.3
8:00 PM	7.4	7.1	7.1

Westbound to Martinez AMTRAK via DVC

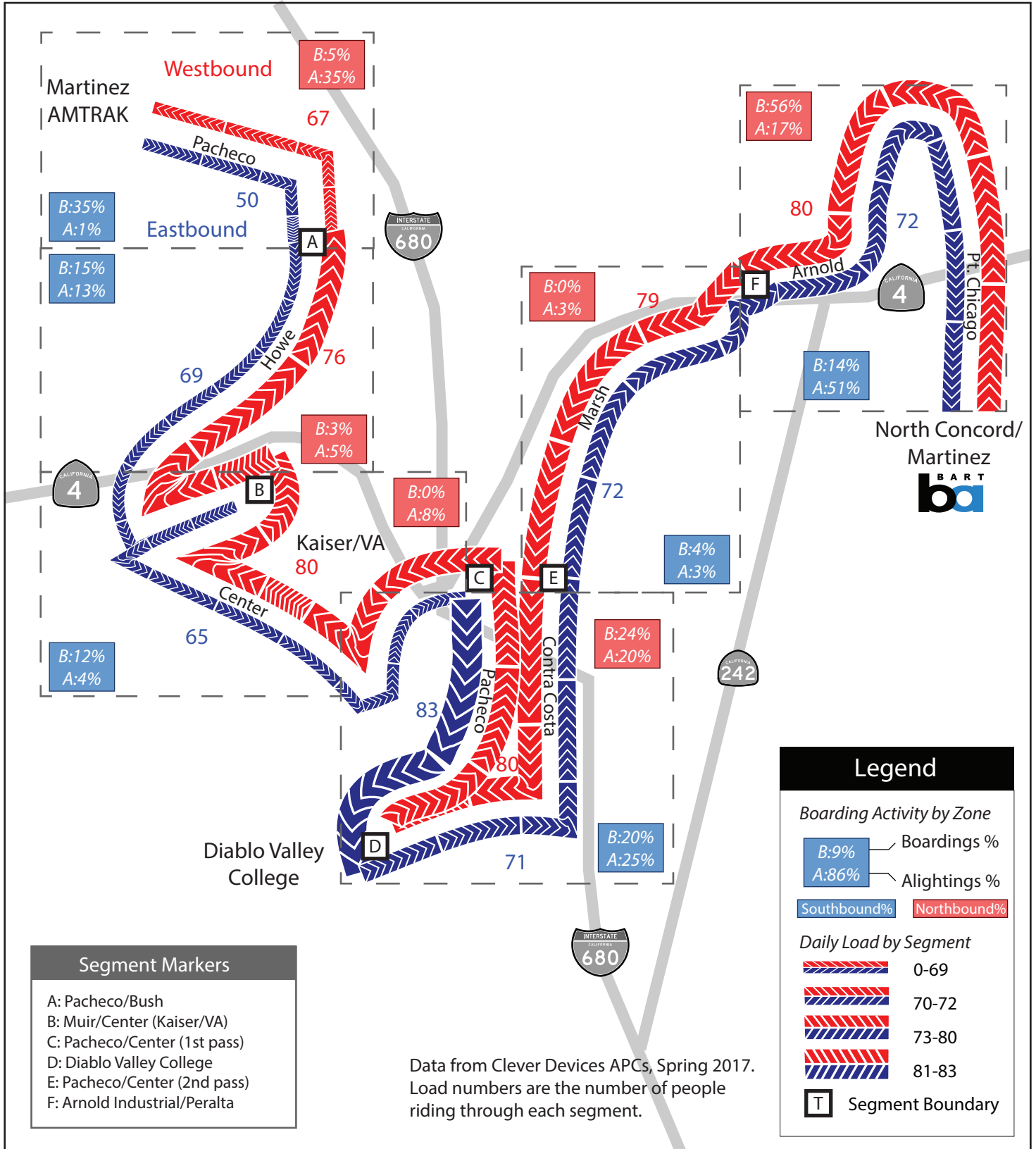


'14/15 '15/16 '16/17

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

Route 28 Segment Map

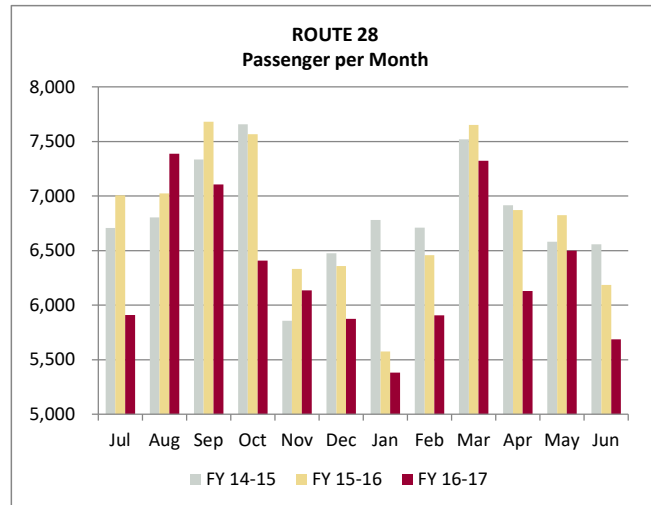
Average Ridership % and Load by Segment and Direction



ROUTE 28

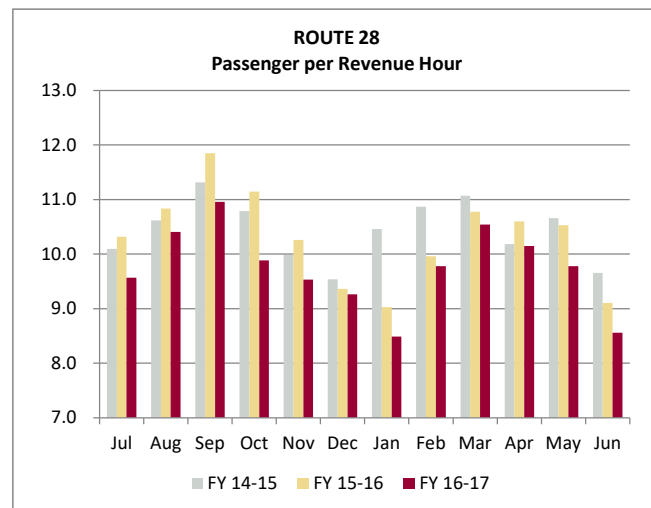
Passenger per Month

	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



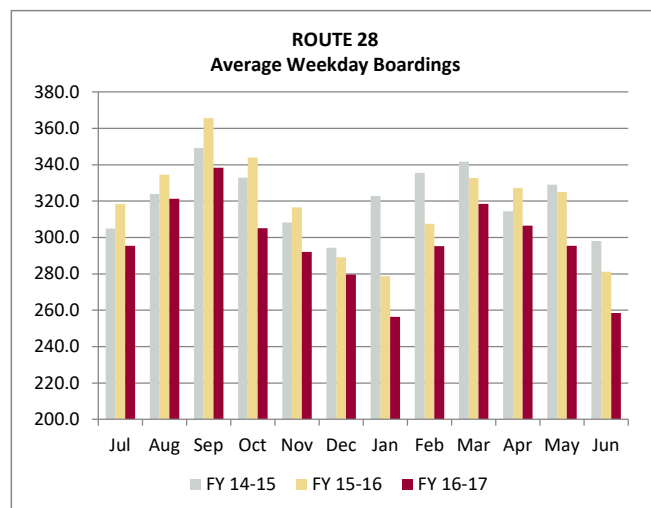
Passenger per Revenue Hour

	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

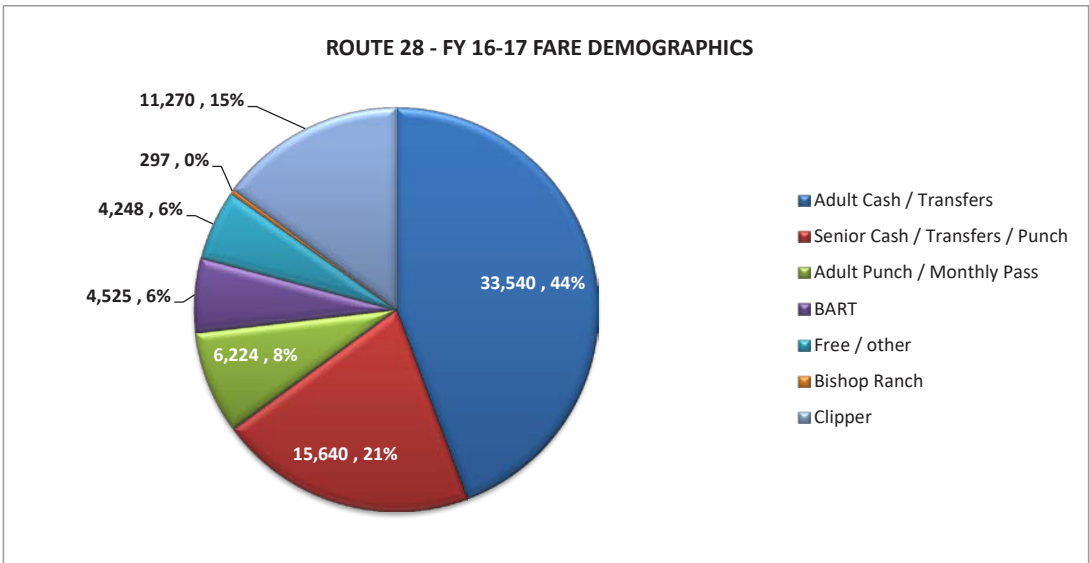
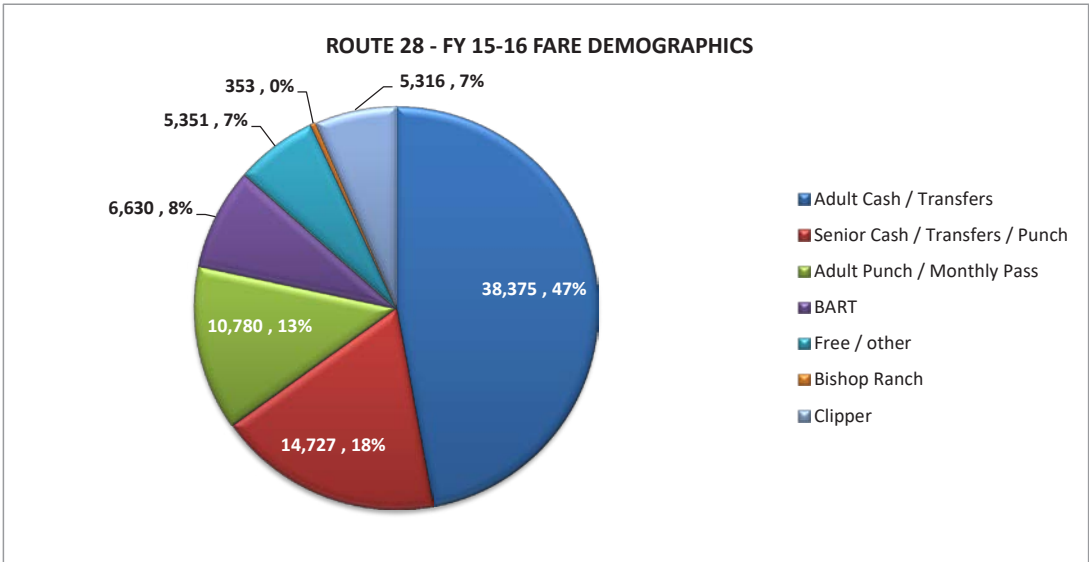
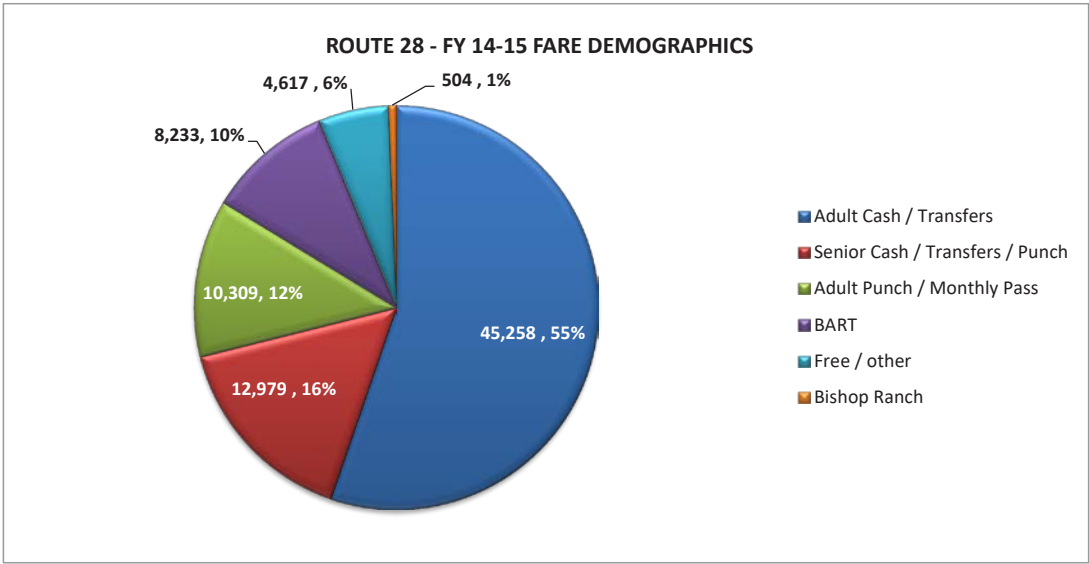


Avg Wkdy Boardings

	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

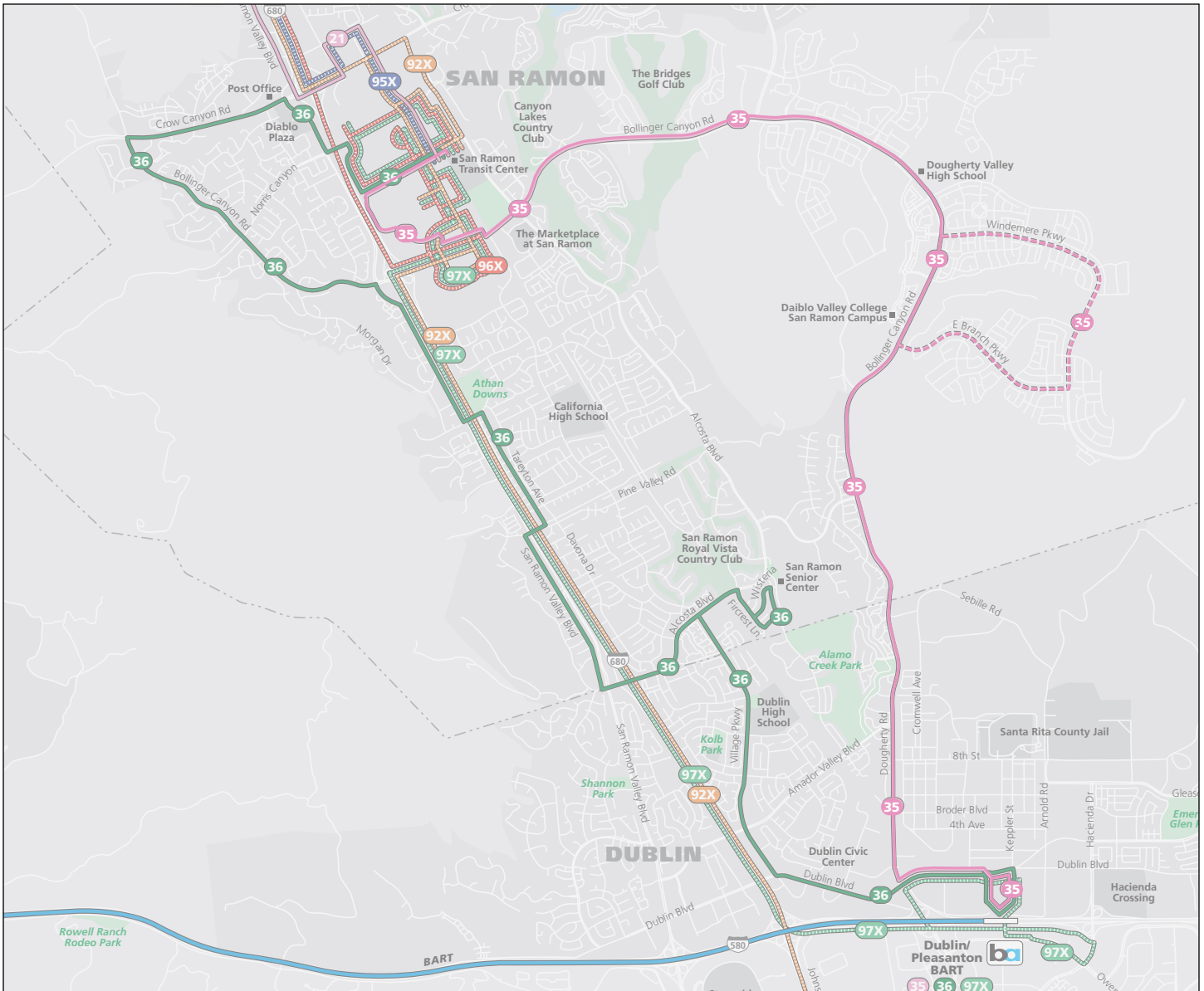


FARE DEMOGRAPHIC CHART by Fiscal Year



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. Since 2009, one trip was added in 2013, leaving BART Dublin in the afternoon.

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 (mi)	# of Rights	# of Lefts
46	0.44	6	6
-22%	66%	-57%	-58%

In-Service Time	Layover	Deadhead	Total Hours
57%	24%	20%	42.1
-18%	9%	113%	34%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
19,299	15,982	35,281	1,725
-4%	-15%	-8%	-44%

Poverty	Limited English	Minority	Senior
7%	10%	64%	7%
-46%	3%	38%	-48%

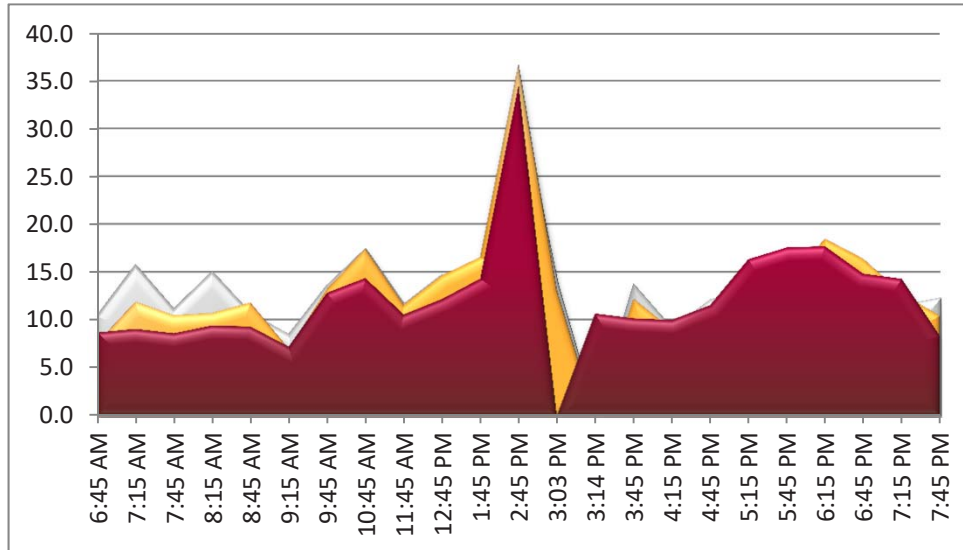
Disabled	No Car	Youth	(Legend)
5%	2%	31%	(route value)
-59%	-69%	48%	(% diff from AVG)

ROUTE 35 TRIP LEVEL RIDERSHIP FY2015-2017

Trip Start '15 '16 '17

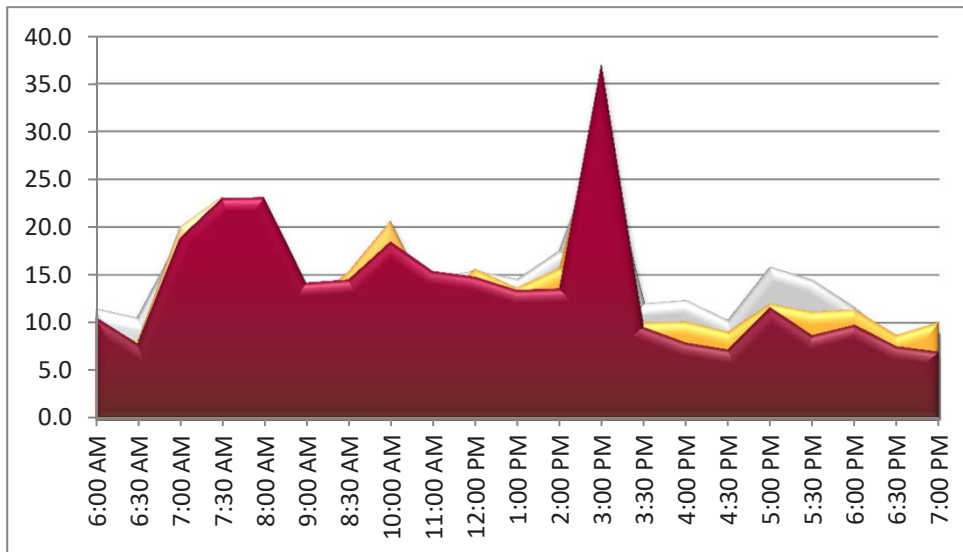
Route #35	302	301	284
6:45 AM	10.4	7.7	8.7
7:15 AM	15.7	12.0	9.1
7:45 AM	11.1	10.5	8.6
8:15 AM	15.0	10.8	9.5
8:45 AM	10.7	11.9	9.4
9:15 AM	8.4	7.0	7.3
9:45 AM	13.6	13.3	12.9
10:45 AM	17.4	17.5	14.4
11:45 AM	11.6	11.6	10.6
12:45 PM	14.7	14.7	12.2
1:45 PM	12.2	16.6	14.4
2:45 PM	33.3	36.8	34.6
3:03 PM	13.8	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

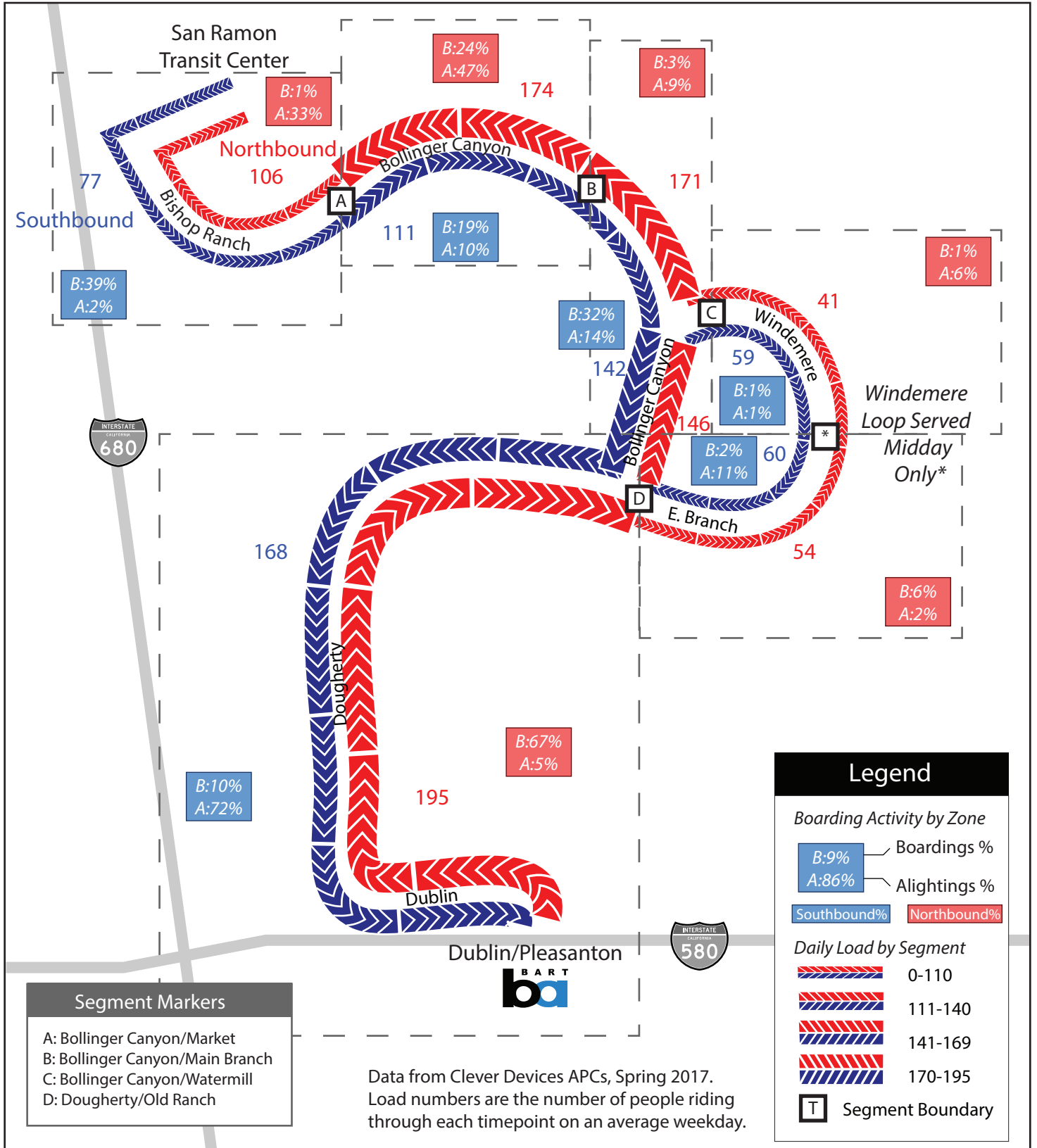


'14/15
 '15/16
 '16/17

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

Route 35 Segment Map

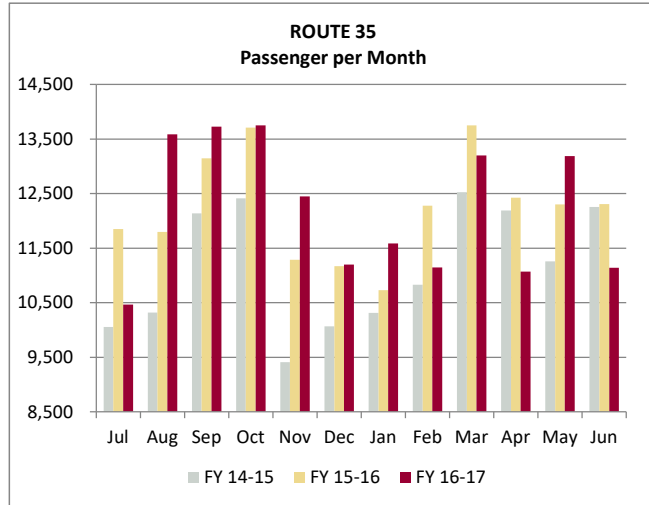
Average Ridership % and Load by Segment and Direction



ROUTE 35

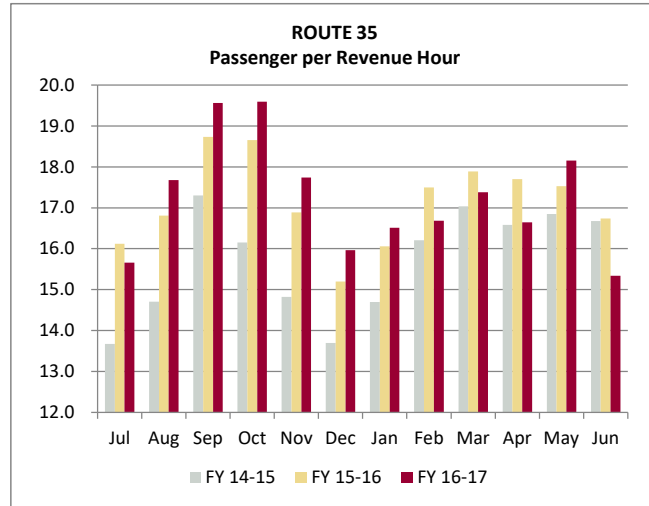
Passenger per Month

	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



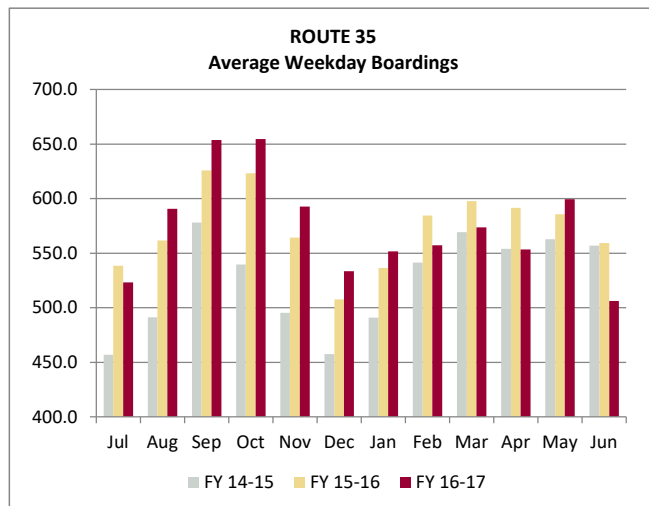
Passenger per Revenue Hour

	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

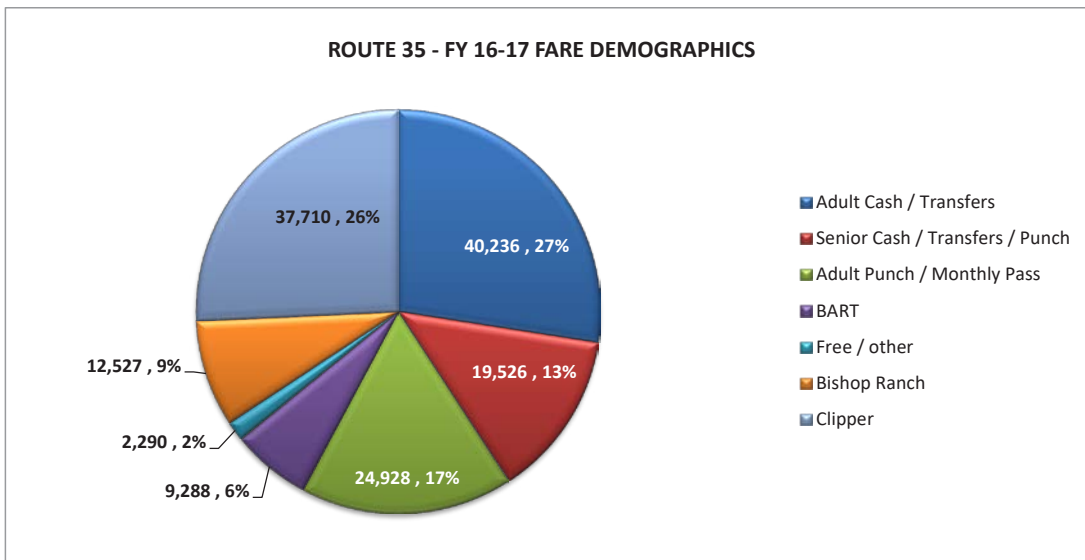
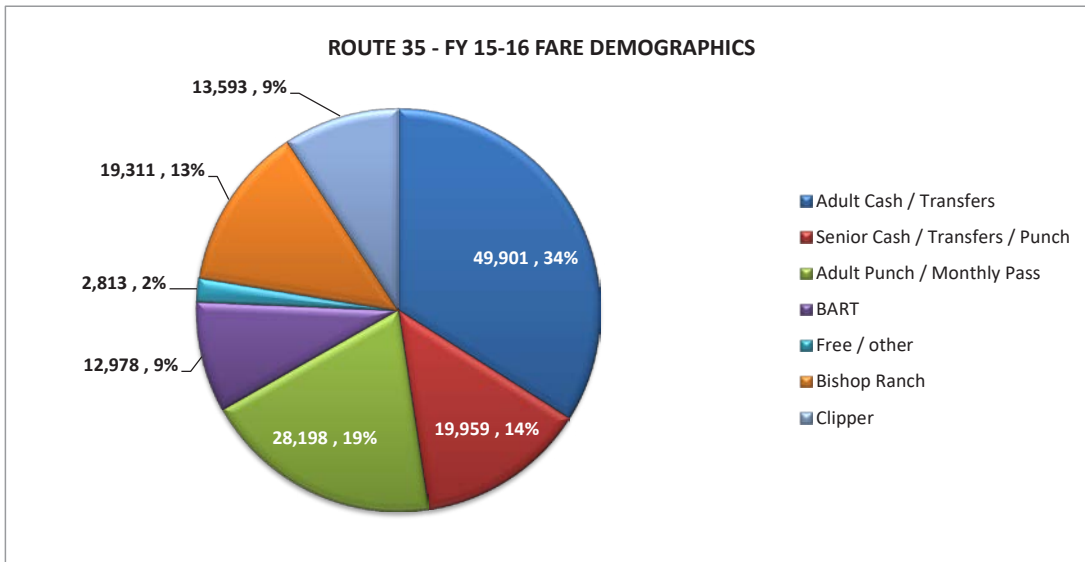
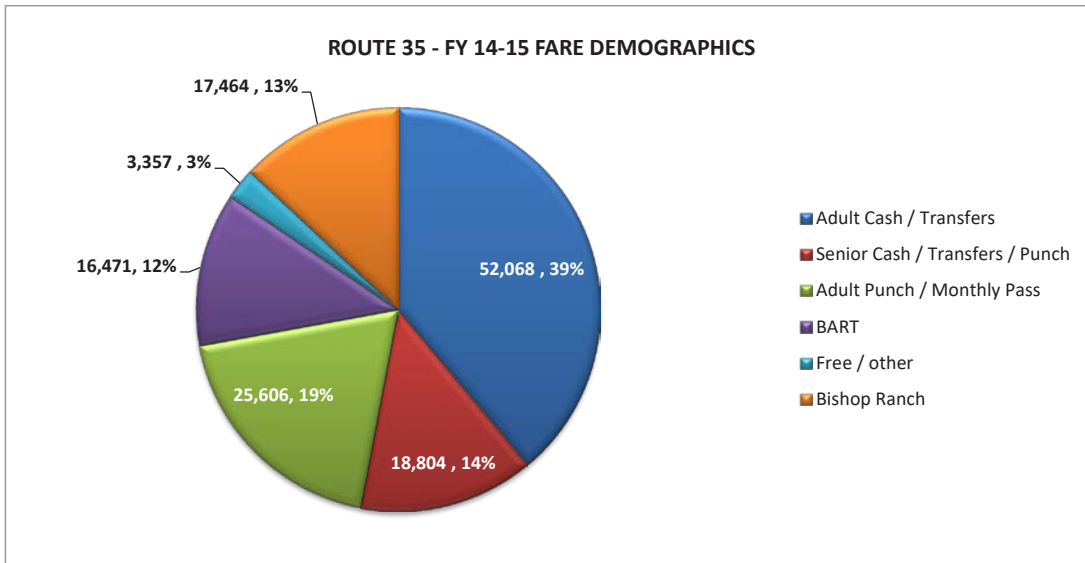


Avg Wkdy Boardings

	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

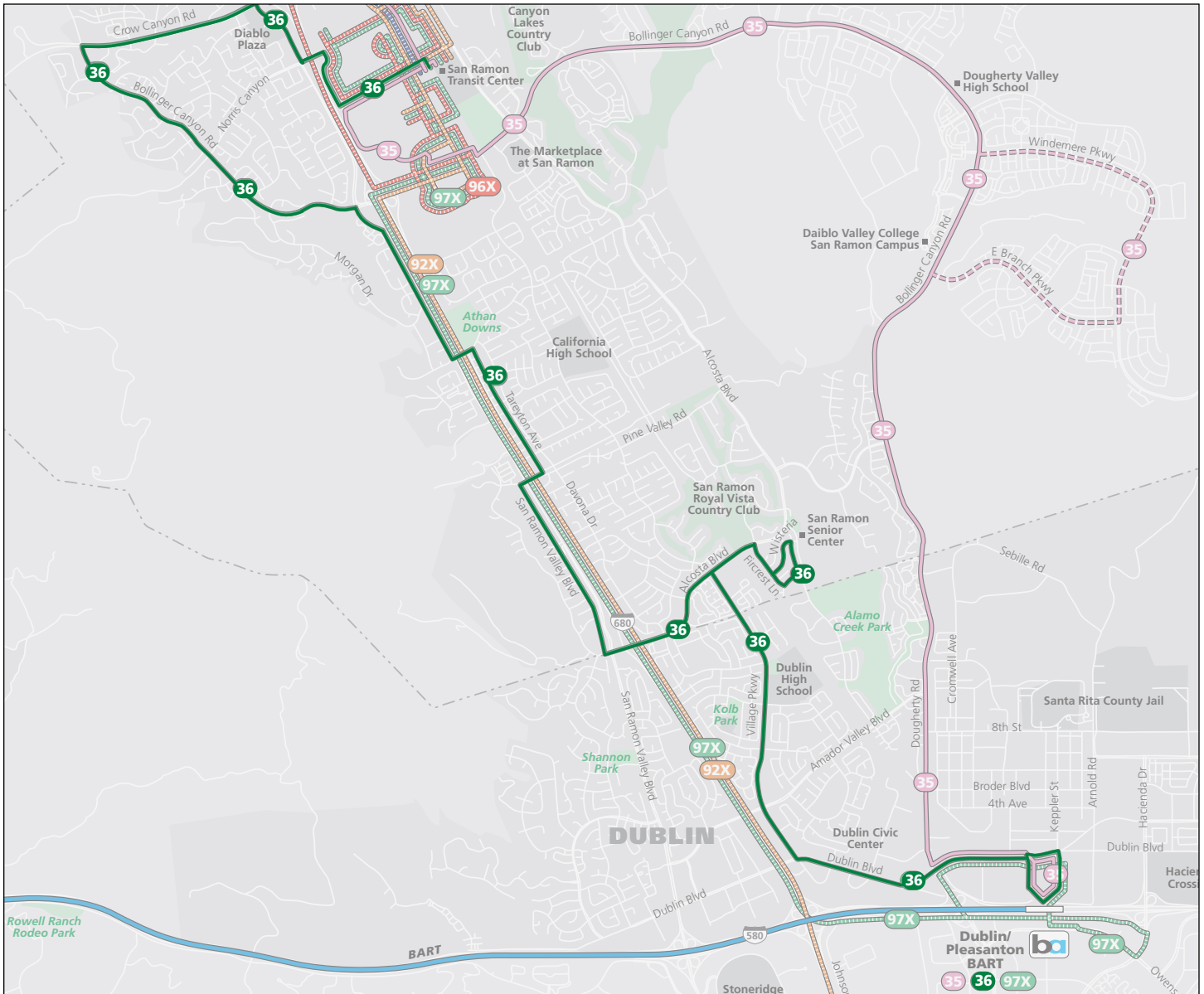


FARE DEMOGRAPHIC CHART by Fiscal Year



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, Alcosta Blvd, Village Pkwy, 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 (mi)	# of Rights	# of Lefts
95	0.29	19	23
61%	7%	35%	62%

In-Service Time	Layover	Deadhead	Total Hours
68%	20%	12%	30.8
-1%	-8%	28%	-2%

Census Population, Jobs, and Demographics by Route

Jobs	Population	Jobs+Pop	J+P/mile
26,968	22,589	49,557	1,827
35%	20%	29%	-41%

Poverty	Limited English	Minority	Senior
4%	5%	44%	11%
-65%	-49%	-4%	-19%

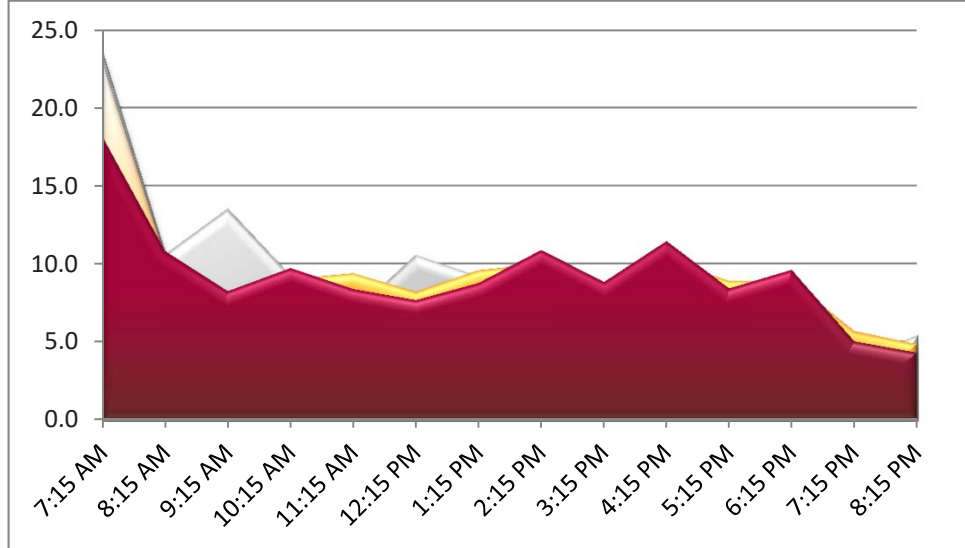
Disabled	No Car	Youth	(Legend)
7%	4%	24%	(route value)
-34%	-55%	17%	(% diff from AVG)

ROUTE 36 TRIP LEVEL RIDERSHIP FY2015-2017

Trip Start '15 '16 '17

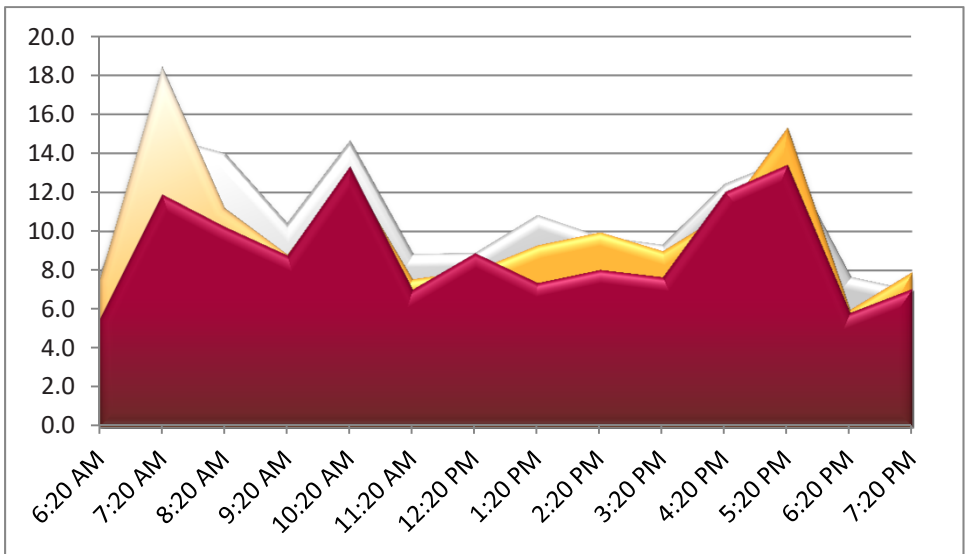
Route #36	135	133	131
7:15 AM	23.4	23.1	18.2
8:15 AM	10.5	10.6	10.8
9:15 AM	13.5	8.2	8.3
10:15 AM	9.2	9.0	9.7
11:15 AM	6.8	9.4	8.4
12:15 PM	10.5	8.2	7.7
1:15 PM	9.1	9.6	8.8
2:15 PM	10.5	10.0	10.9
3:15 PM	8.0	6.4	8.9
4:15 PM	10.5	10.3	11.5
5:15 PM	7.6	8.9	8.4
6:15 PM	7.0	8.9	9.6
7:15 PM	3.6	5.7	5.0
8:15 PM	5.3	4.9	4.3

Northbound to San Ramon TC via San Ramon Valley



Route #36	149	143	127
6:20 AM	7.7	7.5	5.5
7:20 AM	14.8	18.5	11.9
8:20 AM	13.9	11.2	10.3
9:20 AM	10.3	8.8	8.8
10:20 AM	14.6	13.0	13.4
11:20 AM	8.8	7.6	7.0
12:20 PM	8.8	8.0	8.9
1:20 PM	10.8	9.3	7.4
2:20 PM	9.7	10.0	8.0
3:20 PM	9.3	9.0	7.7
4:20 PM	12.4	11.0	12.0
5:20 PM	13.7	15.4	13.4
6:20 PM	7.6	6.0	5.8
7:20 PM	6.9	7.9	7.1

Southbound to Dublin/Pleasanton BART via San Ramon

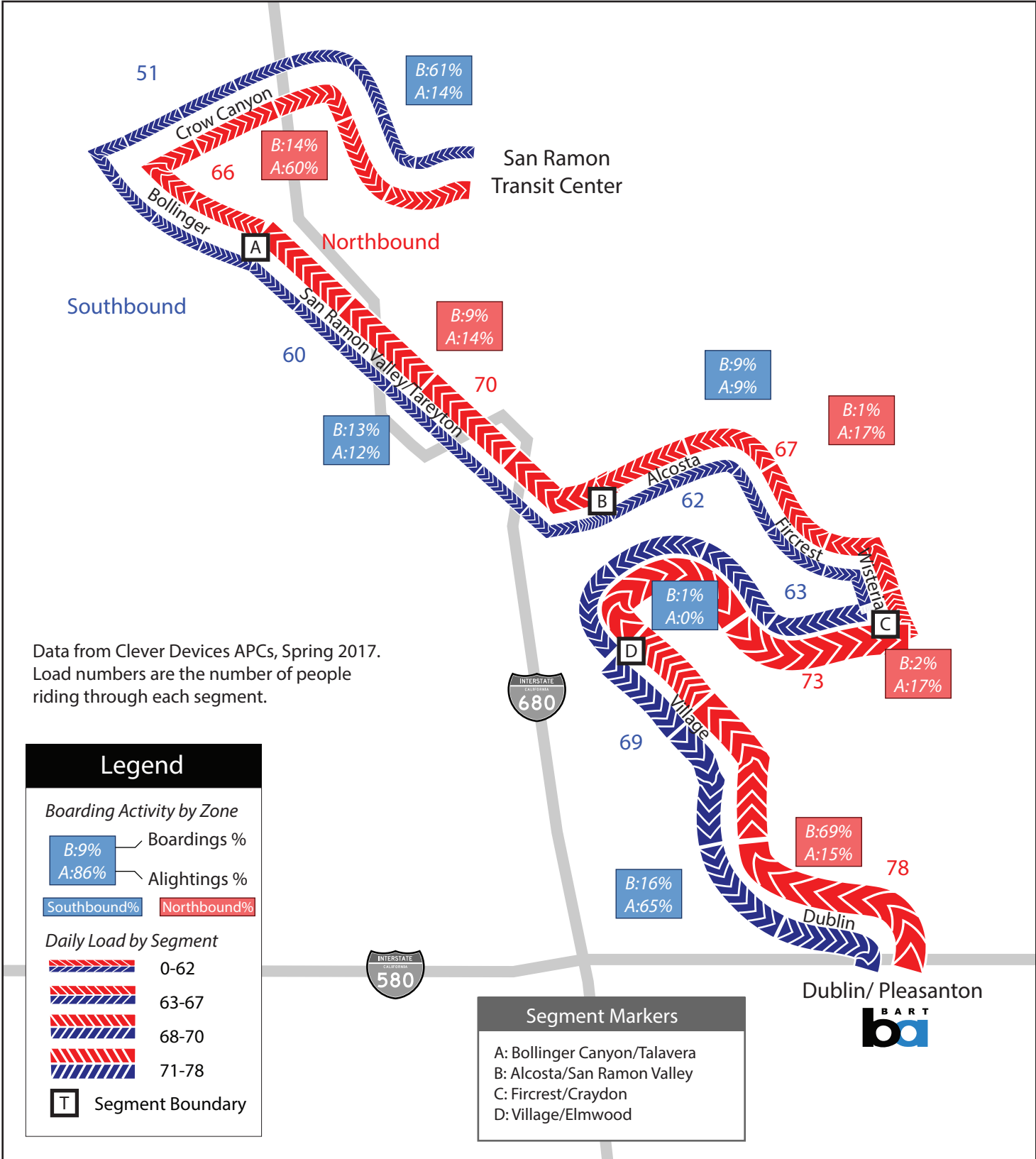


'14/15
 '15/16
 '16/17

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

Route 36 Segment Map

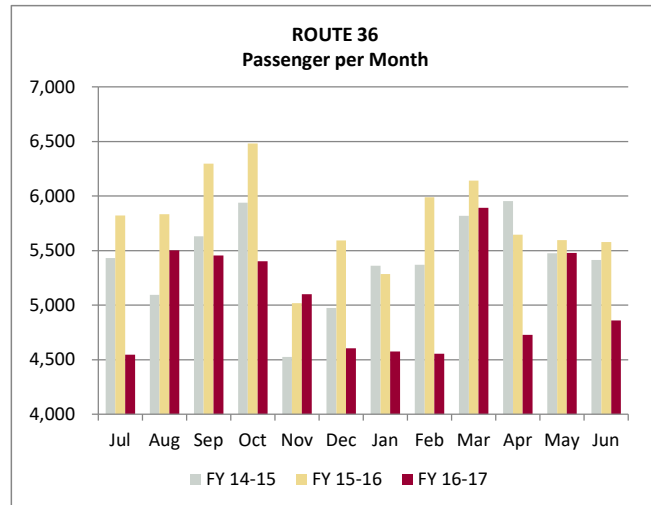
Average Ridership % and Load by Segment and Direction



ROUTE 36

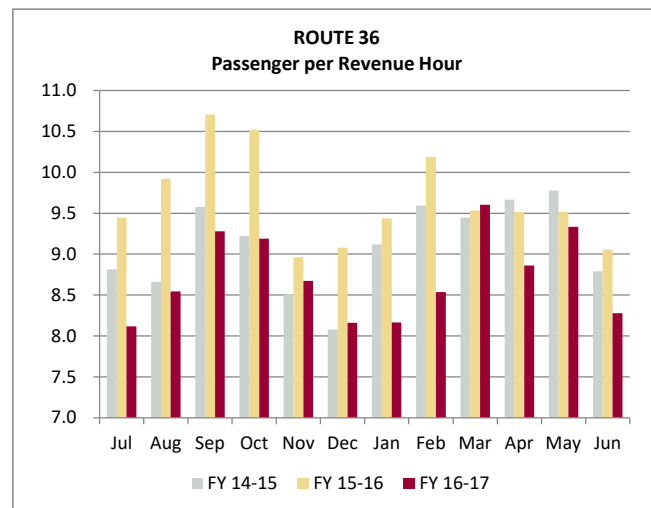
Passenger per Month

	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



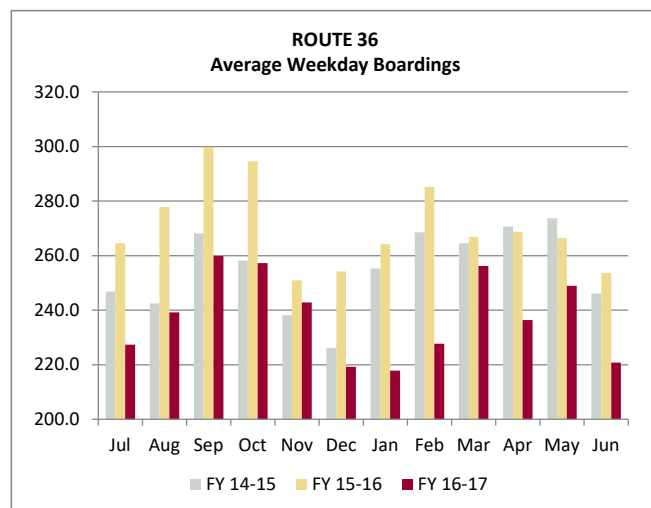
Passenger per Revenue Hour

	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

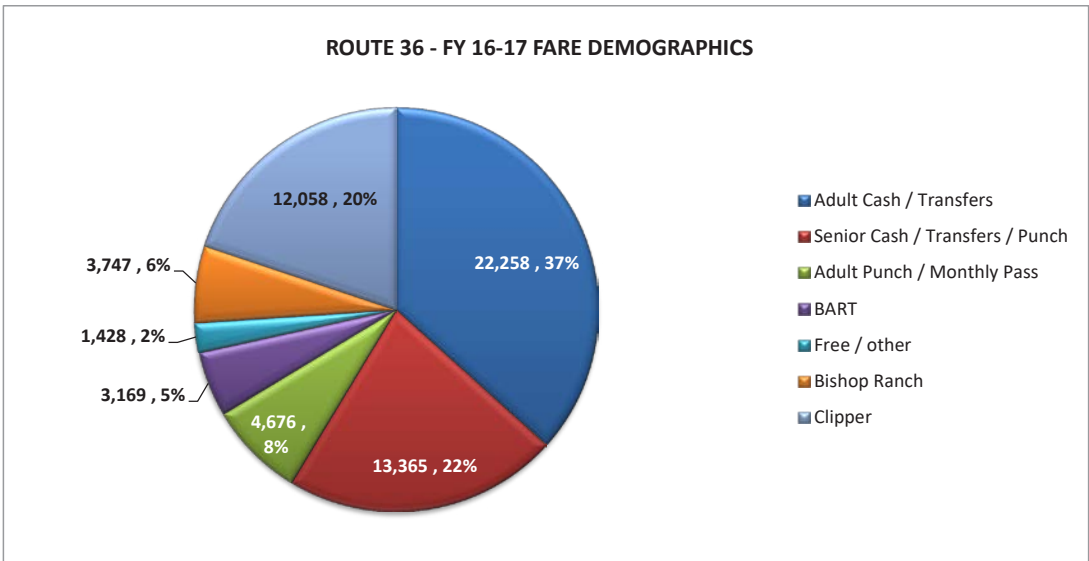
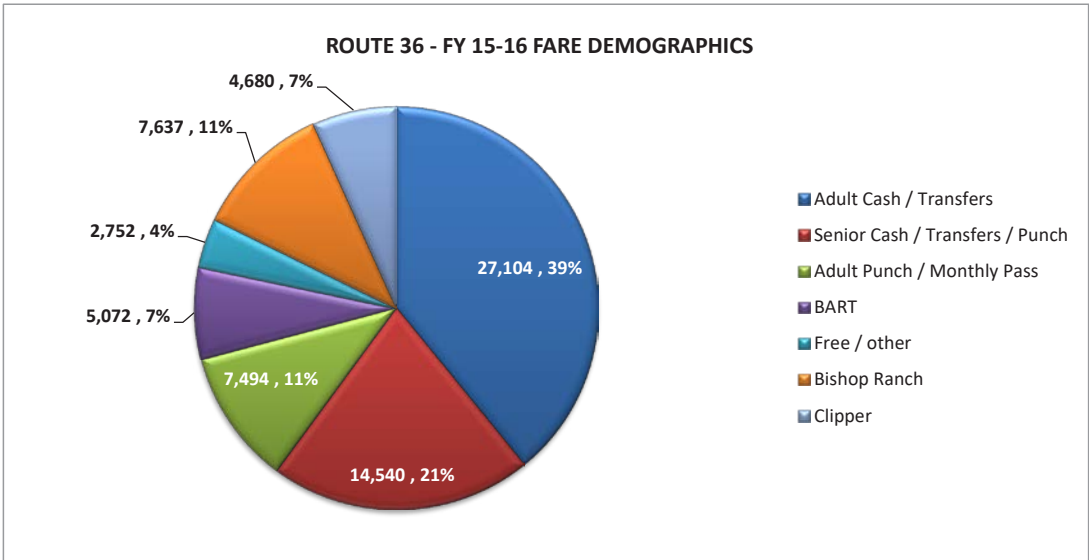
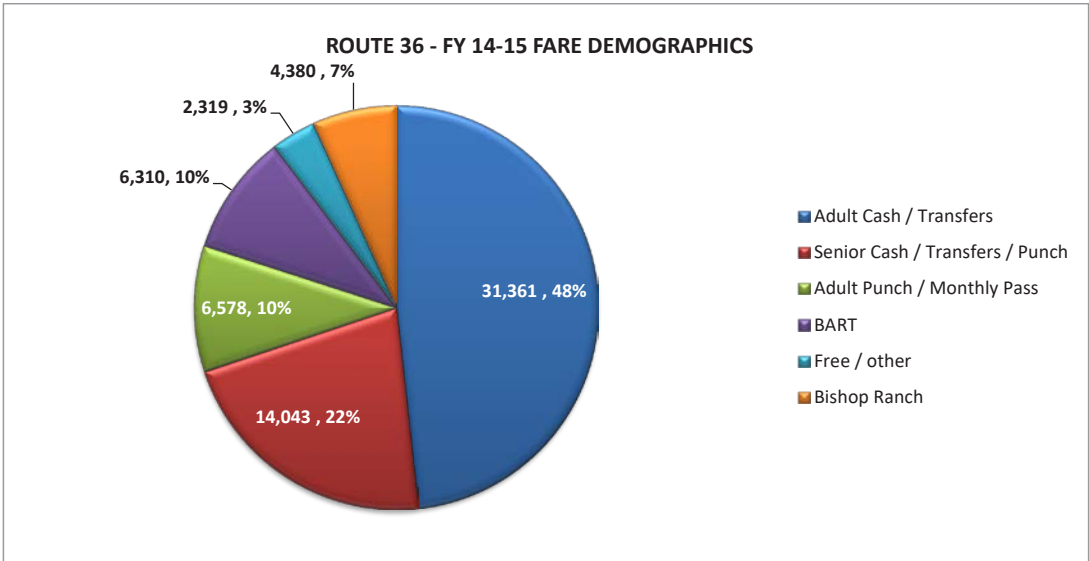


Avg Wkdy Boardings

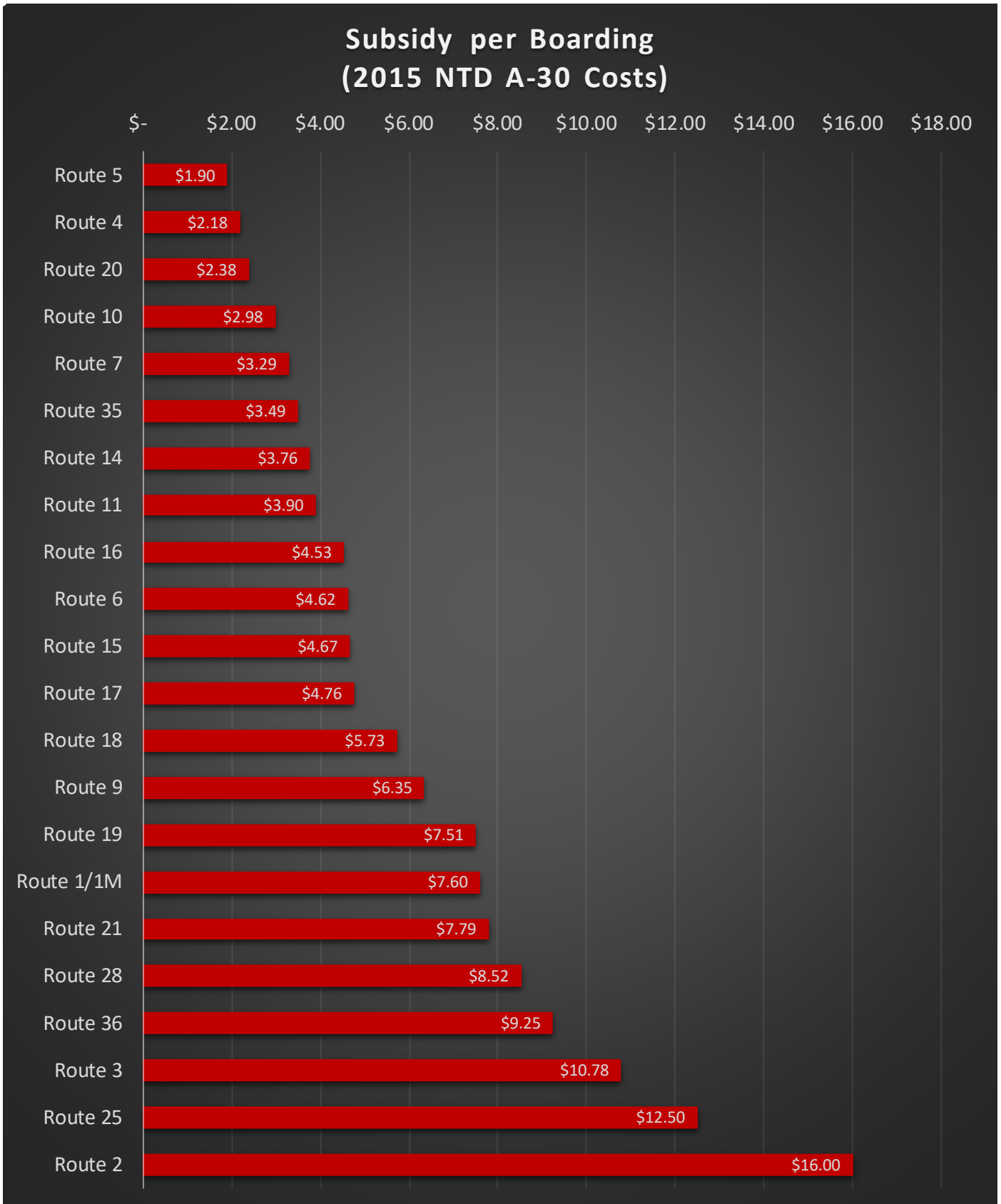
	FY 14-15	FY 15-16	FY 16-17
Jul	246.8	264.6	227.3
Aug	242.5	277.8	239.3
Sep	268.2	299.8	259.8
Oct	258.2	294.5	257.3
Nov	238.2	250.9	242.9
Dec	226.2	254.3	219.2
Jan	255.3	264.2	217.8
Feb	268.5	285.2	227.8
Mar	264.5	267.0	256.2
Apr	270.6	268.8	236.4
May	273.8	266.5	249.0
Jun	246.1	253.6	220.8
FY AVG	254.9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



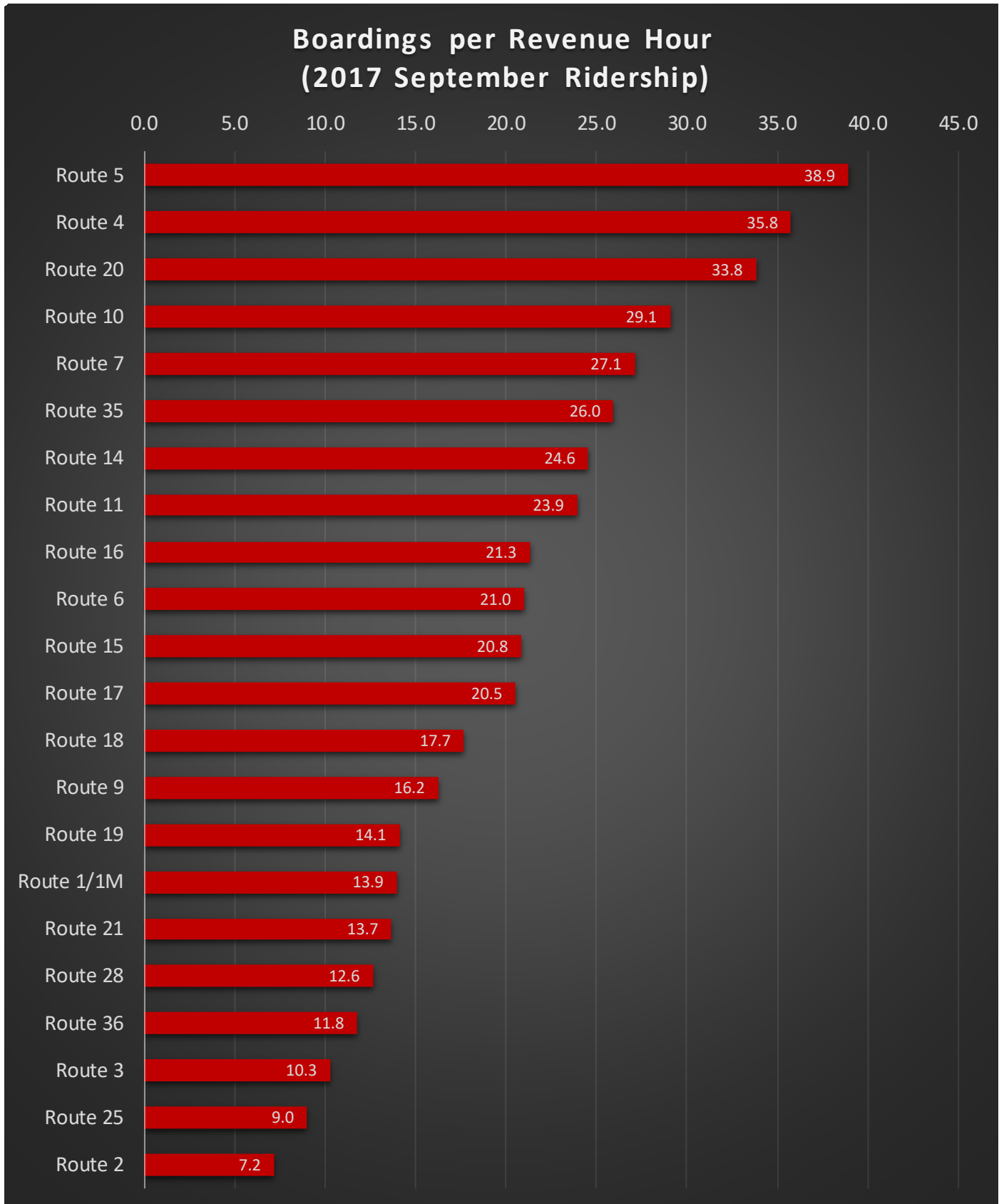
FARE DEMOGRAPHIC CHART by Fiscal Year



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.

Central Contra Costa County Transit Authority

Comprehensive Operations Analysis

Local Weekday Routes, FY 2016/17

County Connection Administrative Offices

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Concord, CA 94520

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Customer Service: 925-676-7500

customerservice@countyconnection.com

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Report prepared in November 2017