# Alameda-Contra Costa Transit District (AC Transit)

## General Information

**Urbanized Area (UZA) Statistics - 2000 Census**
- San Francisco-Oakland, CA
  - Square Miles: 524
  - Annual Passenger Miles: 104,037,098
  - Annual Unlinked Trips: 54,390,770
  - Average Weekly Unlinked Trips: 170,361
  - Average Saturday Unlinked Trips: 89,101
  - Average Sunday Unlinked Trips: 82,468
- Population: 3,281,212
- Other UZAs Served: 29

**Service Area Statistics**
- Square Miles: 524
- Annual Vehicle Revenue Miles: 24,621,807
- Annual Vehicle Revenue Hours: 2,027,970
- Vehicles Operated in Maximum Service: 872
- Vehicles Available for Maximum Service: 702
- Base Period Requirement: 290

## Financial Information

**Fare Revenues Earned**
- $56,919,345

**Sources of Operating Funds Expended**
- Fare Revenues: (13%)
- State Funds: (17%)
- Federal Assistance: (10%)
- Other Funds: (11%)

**Total Operating Expenses**
- $332,610,795

**Total Capital Funds Expended**
- $41,577,106

## Vehicles Operated in Maximum Service and Uses of Capital Funds

<table>
<thead>
<tr>
<th>Mode</th>
<th>Directly Operated</th>
<th>Purchased Transportation</th>
<th>Revenue Vehicles</th>
<th>Systems and Outdoors</th>
<th>Facilities and Stations</th>
<th>Other</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
<td>483</td>
<td>0</td>
<td>$37,765,795</td>
<td>$3,493,793</td>
<td>$6,491,054</td>
<td>$89,456</td>
<td>$47,877,106</td>
</tr>
<tr>
<td>Demand Response</td>
<td>0</td>
<td>190</td>
<td>$2,798,397</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
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<td><strong>Total</strong></td>
<td>483</td>
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</tr>
</tbody>
</table>

## Modal Characteristics

<table>
<thead>
<tr>
<th>Mode</th>
<th>Operating Expenses</th>
<th>Fare Revenues</th>
<th>Uses of Capital</th>
<th>Annual Passenger Miles</th>
<th>Annual Vehicle Revenue Miles</th>
<th>Annual Unlinked Trips</th>
<th>Annual Vehicle Revenue Hours</th>
<th>Fixed Outlierway Directional Route</th>
<th>Vehicles Available for Maximum Service</th>
<th>Average Fleet Age in Years</th>
<th>Vehicles Operated in Maximum Service</th>
<th>Peak to Base Ratio</th>
<th>Percent Spares</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
<td>$294,245,623</td>
<td>$57,120,448</td>
<td>$47,877,056</td>
<td>187,388,396</td>
<td>18,247,579</td>
<td>53,942,388</td>
<td>1,814,880</td>
<td>54.2</td>
<td>577</td>
<td>0.3</td>
<td>483</td>
<td>1.55</td>
<td></td>
</tr>
<tr>
<td>Demand Response</td>
<td>$35,959,297</td>
<td>$2,798,397</td>
<td>$0</td>
<td>7,638,912</td>
<td>6,374,048</td>
<td>753,906</td>
<td>413,390</td>
<td>NA</td>
<td>215</td>
<td>5.1</td>
<td>190</td>
<td>14%</td>
<td></td>
</tr>
</tbody>
</table>

## Performance Measures

<table>
<thead>
<tr>
<th>Mode</th>
<th>Operating Expense per Vehicle Revenue Mile</th>
<th>Operating Expense per Vehicle Revenue Hour</th>
<th>Operating Expense per Passenger Mile</th>
<th>Operating Expense per Unlinked Passenger Trip</th>
<th>Unlinked Passenger Trips per Vehicle Revenue Mile</th>
<th>Unlinked Passenger Trips per Vehicle Revenue Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
<td>$16.13</td>
<td>$182.30</td>
<td>$3.57</td>
<td>$4.71</td>
<td>2.44</td>
<td>0.15</td>
</tr>
<tr>
<td>Demand Response</td>
<td>$18.00</td>
<td>$202.30</td>
<td>$4.57</td>
<td>$5.49</td>
<td>2.94</td>
<td>0.15</td>
</tr>
</tbody>
</table>

1 Excludes data for purchased transportation reported separately

Data Source: 2012 National Transit Database