

# Alameda County Transit System

## FACT SHEET

March 2018



## Alameda County: Central Hub of Bay Area Travel



**15%** of Alameda County residents commute to work by transit each day.

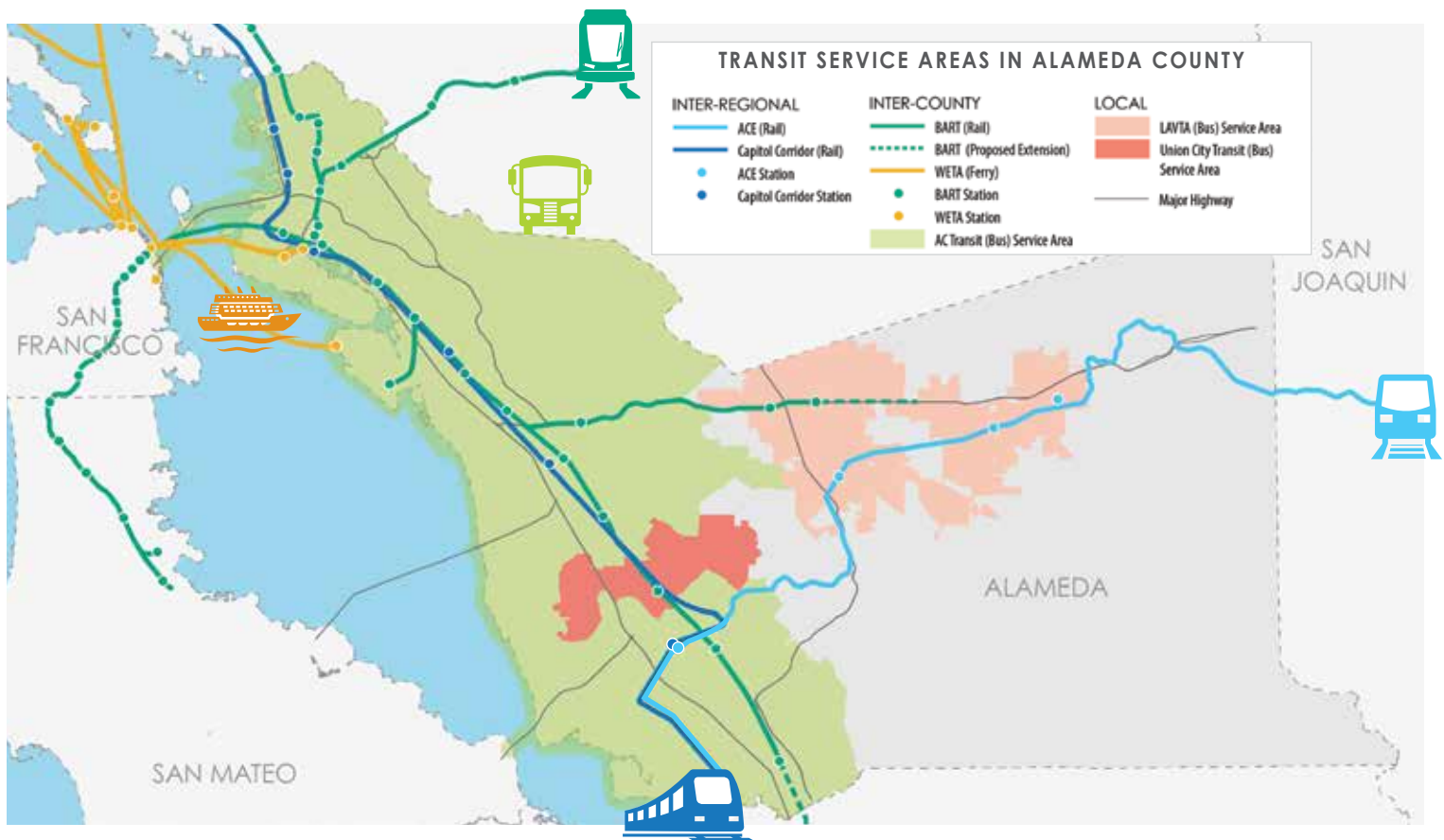
Alameda County is one of California's and the nation's most transit-rich, multimodal environments. Public transit plays a vital role in Alameda County's transportation network. Annual transit ridership in Alameda County has grown incrementally over the last decade to just under 100 million trips in 2016.

### EMISSIONS REDUCTION

Transportation is the single largest contributor of emissions. Shifting the balance from single-driver cars to transit and other modes can help reduce emissions (both greenhouse gases and air pollutants) and enhance the quality of life and the environment in Alameda County.

### ACCESS AND MOBILITY FOR EVERYONE

Transit provides access to work, school, medical appointments, and other important destinations for everyone. Access to high-quality transit service is essential to expanding travel choices and meeting the growing travel demand in the county.



## Public Transit Providers Serving Alameda County

Seven transit agencies operate heavy rail, commuter rail, bus, ferry, and automated guideway services in Alameda County. Operational highlights from the fiscal year 2015-2016 appear below. Numbers reflect statistics for Alameda County only, unless otherwise noted.



### BART

- 157,000 average weekday riders
- 47 million annual riders, 47% of annual countywide transit ridership
- 2nd largest transit provider in the Bay Area
- 900,000 hours of train car service
- 78% fare box recovery ratio\*
- 22 of 46 stations are in Alameda County
- 100 route miles
- 669 rail cars\*
- 37 years average fleet age\*
- 92% on-time performance

### SF BAY FERRY

- 1,600 average weekday riders
- 1.6 million annual riders
- 13,000 hours of ferry service
- 62% fare box recovery ratio\*
- 11 ferries,\* serving three ports.

\*Systemwide.



### AC TRANSIT

- 154,000 average weekday riders
- 48 million annual riders, 48% of countywide annual transit ridership
- 3rd largest transit provider in the Bay Area
- 1.6 million hours of bus service
- 18% fare box recovery ratio\*
- 1,200 route miles on 150 routes
- 598 buses\*
- 11 mph average bus speed
- 70% on-time performance\*

### UNION CITY TRANSIT

- 1,100 average weekday riders
- 310,000 total annual riders
- 35,600 hours of bus service
- 9% fare box recovery ratio
- 105 route miles on nine routes
- 96% on-time performance



### CAPITOL CORRIDOR

- 4.5 million total annual riders
- 5.4 million hours of train car service
- 55% system operating ratio\*
- 86 track miles
- 94% on-time performance\*

### ACE

- 458,000 total annual riders
- 1,800 average weekday riders
- 14,600 hours of train car service
- 49% fare box recovery ratio\*
- 90 track miles
- 90% on-time performance\*

### WHEELS (LAVTA)

- 6,000 average weekday riders
- 1.6 million total annual riders
- 125,000 hours of bus service
- 15% fare box recovery ratio
- 350 route miles on 30 routes
- 80% on-time performance



## Transit System Performance 2016

Over the last decade, BART, commuter rail, ferry, and Transbay bus services have seen significant growth as the Bay Area's population and jobs continue growing. In contrast, local bus ridership has fallen, while congestion increases, negatively impacting bus operations.

Despite a declining national trend, transit ridership in Alameda County has held steady over the last decade with increases in rail and bus ridership in key markets.



### Total annual ridership holding steady, but not keeping pace with growth

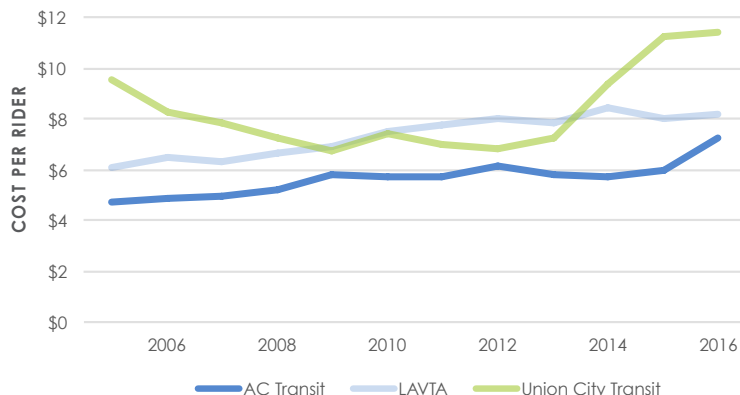
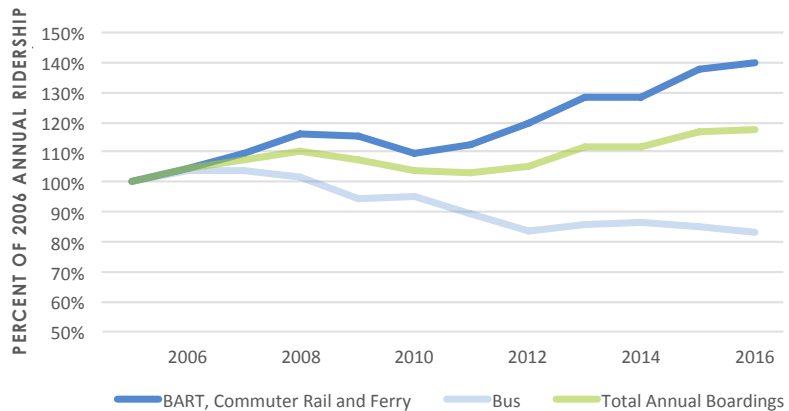
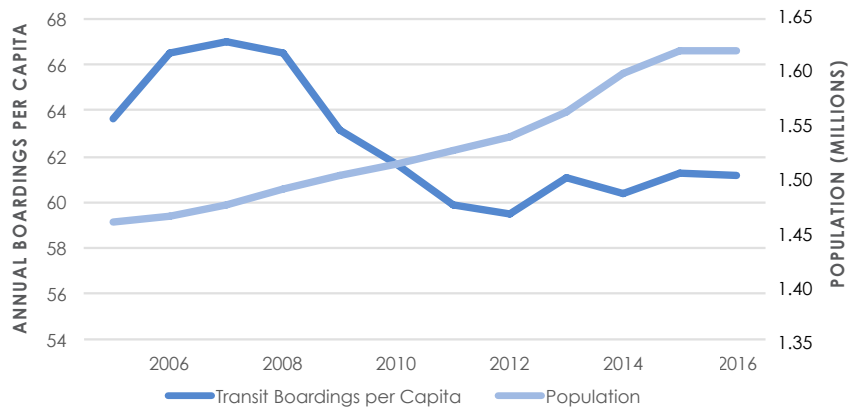
Transit ridership per capita has been falling. However, strong population and job growth along with significant increases in congestion have stabilized total ridership in the county, despite a nationwide decline.

### Transbay ridership has increased, while local ridership has declined

Inter-county services like BART, commuter rail, and ferry have grown, while overall bus ridership has declined, matching regional trends. Some key bus markets have remained resilient, like AC Transit's Transbay service which grew 30 percent in the last four years.

### Local bus service becoming less competitive

Local bus service costs are increasing, as congestion on local roadways slows service and harms its competitiveness. Simultaneously, bus operators are facing new competition from ride-hailing services like Uber and Lyft. The result has been declining ridership and cost efficiency; the cost per rider for all bus operators has risen over the past decade.



## Transit System Challenges and Opportunities

Alameda County's transit operators are at a critical moment. Inter-county services, especially in heavily congested and capacity-constrained parts of the system like the Transbay Corridor, have stayed competitive and attracted new riders. However, these systems are suffering from overcrowding. At the same time, local transit services struggle to provide competitive service on increasingly congested roadways and are faced with competition from a new range of on-demand mobility services.



Alameda County has the **third fastest** average commute time on transit in the Bay Area – 52 minutes.

AC Transit's Transbay service **grew 30 percent** in the last four years.



Data sources:  
Operator facts and trends: 2016 Alameda CTC Performance Report, National Transit Database (FY2006-2015) and provisional data provided by transit operators.  
Transbay growth: AC Transit Staff Report Subject: Transbay Tomorrow, September 13, 2017.  
Transit commute time: 2015 American Community Survey 1-year estimates, average commute time by county of residence.  
Transit mode share: 2016 American Community Survey, 2016 PUMS data.

### CHALLENGES

**Speed, frequency, and reliability:** Many buses operate on congested roadways and struggle to stay on time and keep viable transit speeds.

**Poor transit system integration:** There are multiple transit systems in Alameda County, each with its own fare structure, ticketing system, and information which can lead to confusion for passengers.

**High need for reinvestment in aging systems:** BART has the oldest fleet of all major metropolitan transit providers in the United States. The average age of the fleet is 15 years older than the typical useful life of the trains. AC Transit stops and shelters are also old and declining in quality.

**Increasing competition from new mobility services:** The emergence of companies like Uber and Lyft appear to have coincided with a declining transit ridership nationwide. These companies may present both challenges as well as opportunities, particularly regarding first- and last-mile connections to transit.

### OPPORTUNITIES

**Strong transit market in Alameda County:** Alameda County has many strong transit markets due to local land use patterns, demographics, and projected growth. Transit has a real potential to be a competitive choice over driving, with better performance.

**Growing Transbay market:** Transit trips by bus, ferry, and BART between Alameda County and San Francisco have grown over the last decade. Transit demand is only expected to increase, so this represents an opportunity for strategic investment in Transbay operations to support growing ridership.

**New funding and opportunity for investment:** Investments that improve transit reliability, speed, and quality, especially on major travel corridors, will improve transit performance and competitiveness, making it a more attractive choice. This can help maintain current riders and attract new riders. New potential funding streams like Senate Bill 1 and Regional Measure 3 make more of these investments possible.

**System integration:** Clipper 2.0 presents an opportunity to create a seamless network, perhaps for the entire Bay Area. This integration is necessary to take full advantage of Alameda County's rich transit network and diverse operators.

Data sources: National Transit Database (FY2007-FY2015), provisional data from transit operators (FY2016), 2016 Performance Report: State of the Transportation System in Alameda County, Alameda CTC.



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