

A VISION FOR TRANSIT SERVICE FOR THE NEXT 25 YEARS

Winter 2016

The Alameda County Transportation Commission (Alameda CTC) is developing its first stand-alone Countywide Transit Plan to help guide future public transit investments, programs, and policies for Alameda County through 2040.

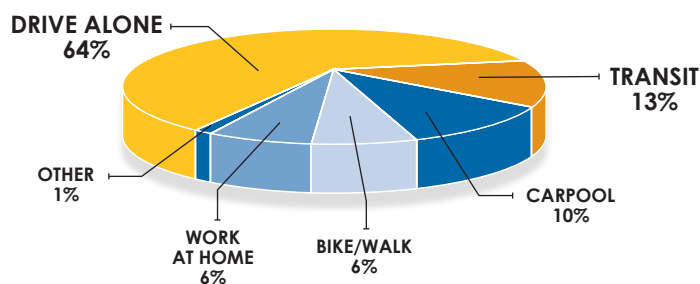
This comprehensive vision will help Alameda CTC and transit providers improve transit services in Alameda County by making services more convenient and reliable, adopting new technologies, and enhancing services to the elderly and disabled. By taking land use and population characteristics into account, an improved public transit system will provide the right services at the right locations, as well as support the development of sustainable communities.

Alameda CTC plans, funds, and delivers transportation programs and projects in Alameda County. Using revenue from the county's transportation sales tax along with some state and federal funding, Alameda CTC provides substantial funding to all seven of Alameda County's transit providers (see page 2 for list).

WHY IS A TRANSIT PLAN IMPORTANT NOW?

Currently, the majority of Alameda County residents traveling to work drive alone, while only 13% use public transit. As the number of people who live and work in Alameda County continues to grow, we will need a transit network that can more effectively meet people's transportation needs. If more people are able to use transit for more of their trips, the result will be fewer cars on our roadways and lower greenhouse gas and other air pollutant emissions.

More than one-third of AC Transit bus riders don't have access to a car, and rely largely on transit to get around. Transit provides the elderly, people with disabilities, students, and the general public the means to travel to work, school, medical appointments, and other important destinations. Improving our transit network can make it easier and less expensive for more people to get to work, go to school, visit the doctor, go shopping, and spend time with friends and family.



Source: Alameda CTC, Journey-to-Work Mode Share, Transportation Performance Report. 2013



KEY TRANSIT ISSUES

- With the exception of BART, the number of people riding transit has not increased significantly, while the costs of providing transit service have continued to go up.
- Given the residential and employment densities in much of Alameda County, we would expect to find that a greater number of people ride transit than currently do.
- Large numbers of people use Transbay service between Alameda County and San Francisco, and overcrowding is a problem.
- Use of private, employer-operated shuttles and ridesharing is increasing.
- Alameda County's population and employment is expected to grow by over 30% by 2040, creating even more demand for transit services.
- How can we focus limited financial resources to best meet current and future needs and improve our ability to travel to different destinations?

ALAMEDA COUNTY TRANSIT SERVICE PROVIDERS | WINTER 2016

ALAMEDA COUNTY PROVIDERS:

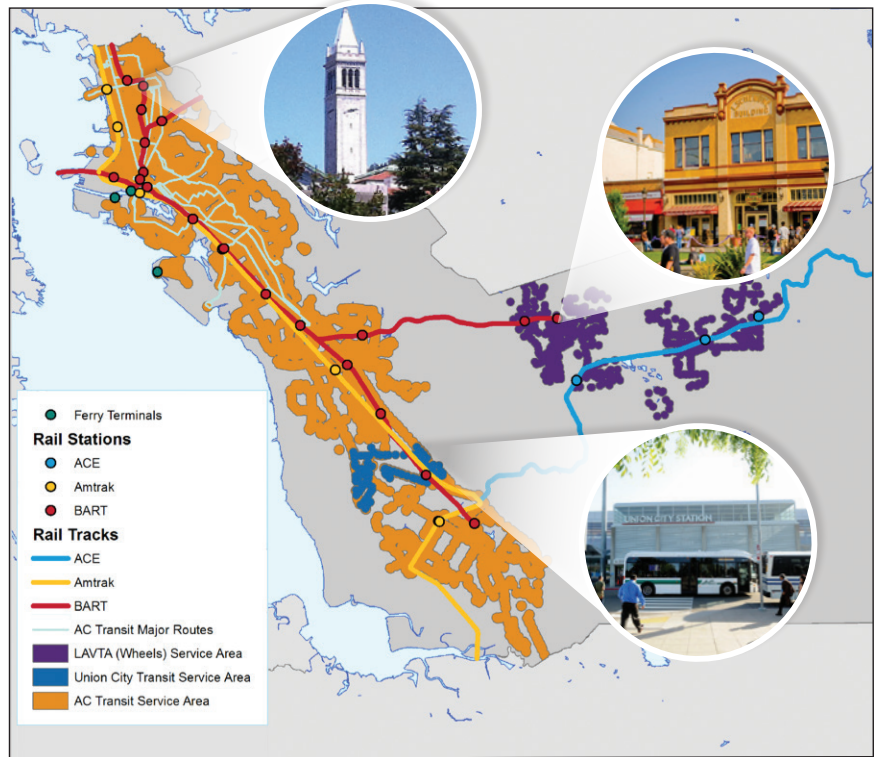
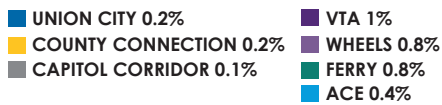
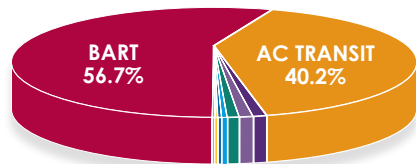
- BART
- AC Transit
- LAVTA (Wheels)
- SF Bay Ferry
- Altamont Corridor Express (ACE)
- Union City Transit
- Amtrak Capitol Corridor

CONNECTING PROVIDERS:

- Contra Costa County Connection
- Santa Clara Valley Transportation Authority

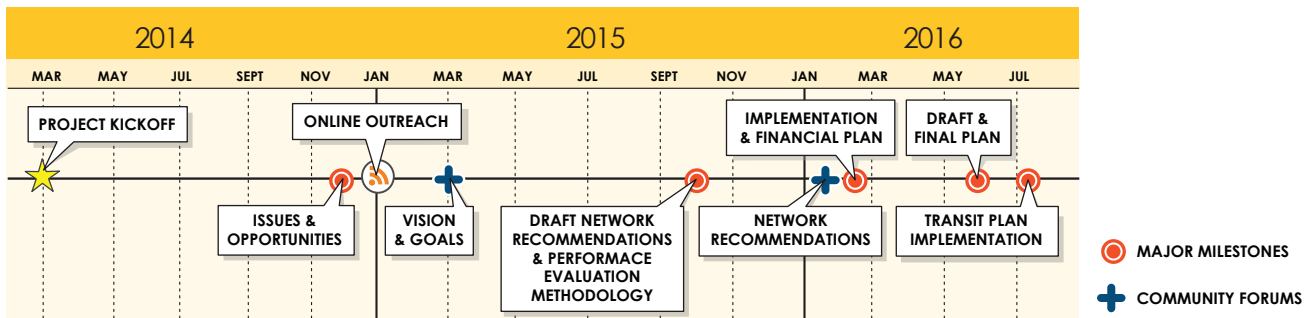
TRANSIT RIDERSHIP BY PROVIDER:

Approximate transit trips for FY 2013-14: 95 million



Source: National Transit Database (FY2005-FY2013); provisional data from transit operators (FY2014).

PROJECT SCHEDULE



HOW TO GET INVOLVED

Alameda CTC welcomes your input on how to improve your ride to work, school, shopping, and other important destinations.

- **Learn more and attend an Open House.** Check for dates and locations near you at: www.alamedactc.org/TransitPlan.

