

Transit in Alameda County

Facts, Challenges and Opportunities



TRANSIT – THE FACTS

Public transit plays a vital role in Alameda County's transportation network. The number of trips made on transit in Alameda County has grown steadily over the past three years to a total of **95 millions trips** in fiscal year 2013–2014.

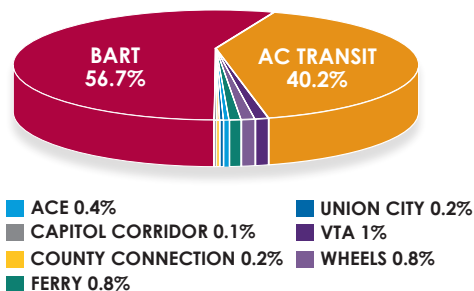
ALAMEDA COUNTY TRANSIT SERVICE

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

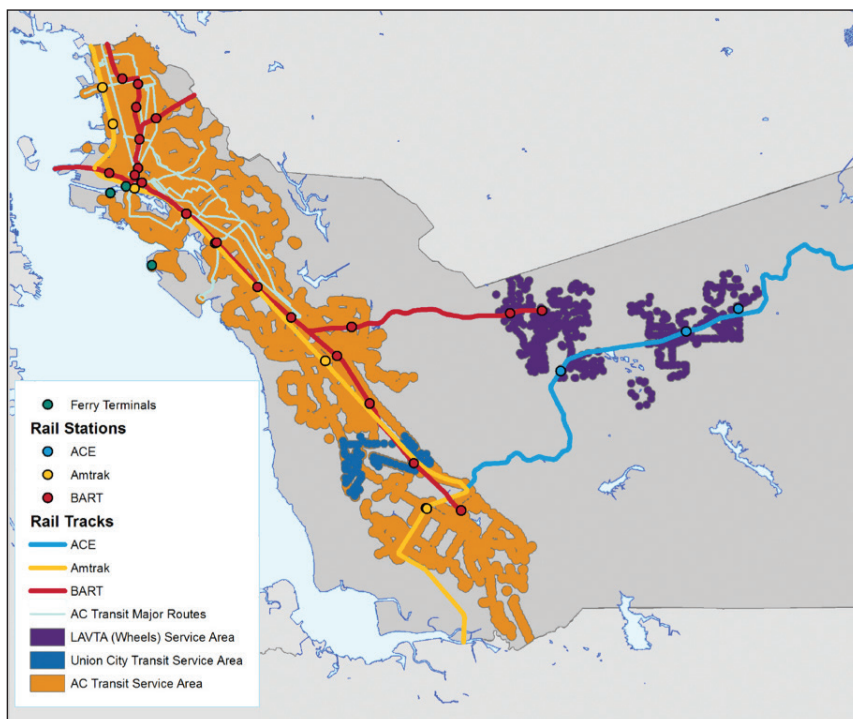
CONNECTING PROVIDERS:

- Contra Costa County Connection
- Santa Clara Valley Transportation Authority

TRANSIT RIDERSHIP BY PROVIDER



Source: Alameda CTC, 2013 Performance Report



IMPORTANCE OF TRANSIT

- **Alameda County is a central hub of Bay Area travel:** 37 percent of Bay Area workers travel to, from, or through Alameda County. Shifting more of these trips from our roads and highways onto passenger rail, buses and shuttles will help the entire region accommodate more trips.

- **Reduces emissions:** Transportation is the single largest contributor of emissions. Shifting travel away from cars and onto transit can help reduce emissions (both greenhouse gases and air pollutants) and enhance the quality of life and the environment in Alameda County.

- **Provides access and mobility for everyone.** More than one-third of AC Transit bus riders do not have access to a car. Transit provides access to work, school, medical appointments and other important destinations for the elderly, people with disabilities and students, as well as the general population.

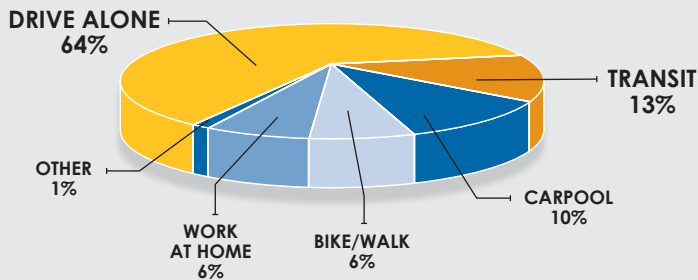


40%
of the AC Transit riders do not have a vehicle in their household.

CHALLENGES

- **Low transit use:** Transit currently only captures approximately 13 percent of the daily commute trips in Alameda County.

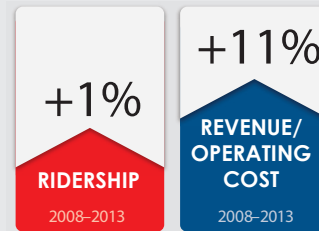
HOW ALAMEDA RESIDENTS COMMUTE TO WORK



Source: Alameda CTC, 2013 Performance Report

- **Speed, frequency and reliability:** Poor on-time performance and variable transit travel times experienced on many bus routes can be addressed through transit-related improvements to roadways.

- **Systemwide operating costs are increasing faster than ridership:**



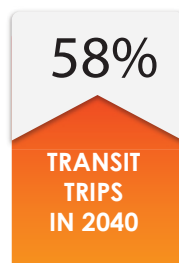
In the Bay Area over the past five years, transit rider growth has seen a 1 percent increase. Both revenues and operating costs have increased about 11 percent.

- **Poor transit system integration:** Multiple fare structures, different ticketing systems and poorly integrated transit information make the region's transit systems difficult to use.
- **Gaps in service coverage:** Gaps in hours of operation, frequency of service and in-route capacity can deter transit riders.

OPPORTUNITIES

- **Transit market is strong:** Alameda County has a strong need for transit. This reflects favorable land use characteristics and population and employment growth projections that make transit a competitive choice over driving.

- **Transit demand is expected to increase:** Our strong markets are expected to become even stronger. By 2040, the transit markets forecast that 58 percent of all trips and 48 percent of work trips will be made in transit-competitive markets.



- **Investments to improve transit service will shift even more trips onto transit:** By providing reliable transit service that gets people to their destinations quickly and directly, we can better serve those who already use transit and further increase the number of transit users.

- **Large numbers of riders use Transbay service:** Transit trips between Alameda County and San Francisco have grown over the last decade and are expected to continue to increase.
- **Privately operated transit is increasing:** The number of commuters using ridesharing shuttles is increasing, and this number is projected to grow.

