Alameda County Transit System

FACT SHEET

January 2020

ALAMEDA County Transportation Commission

Alameda County: Central Hub of Bay Area Transit

16 percent of Alameda County residents commute to work by transit, the second highest percent in the State.

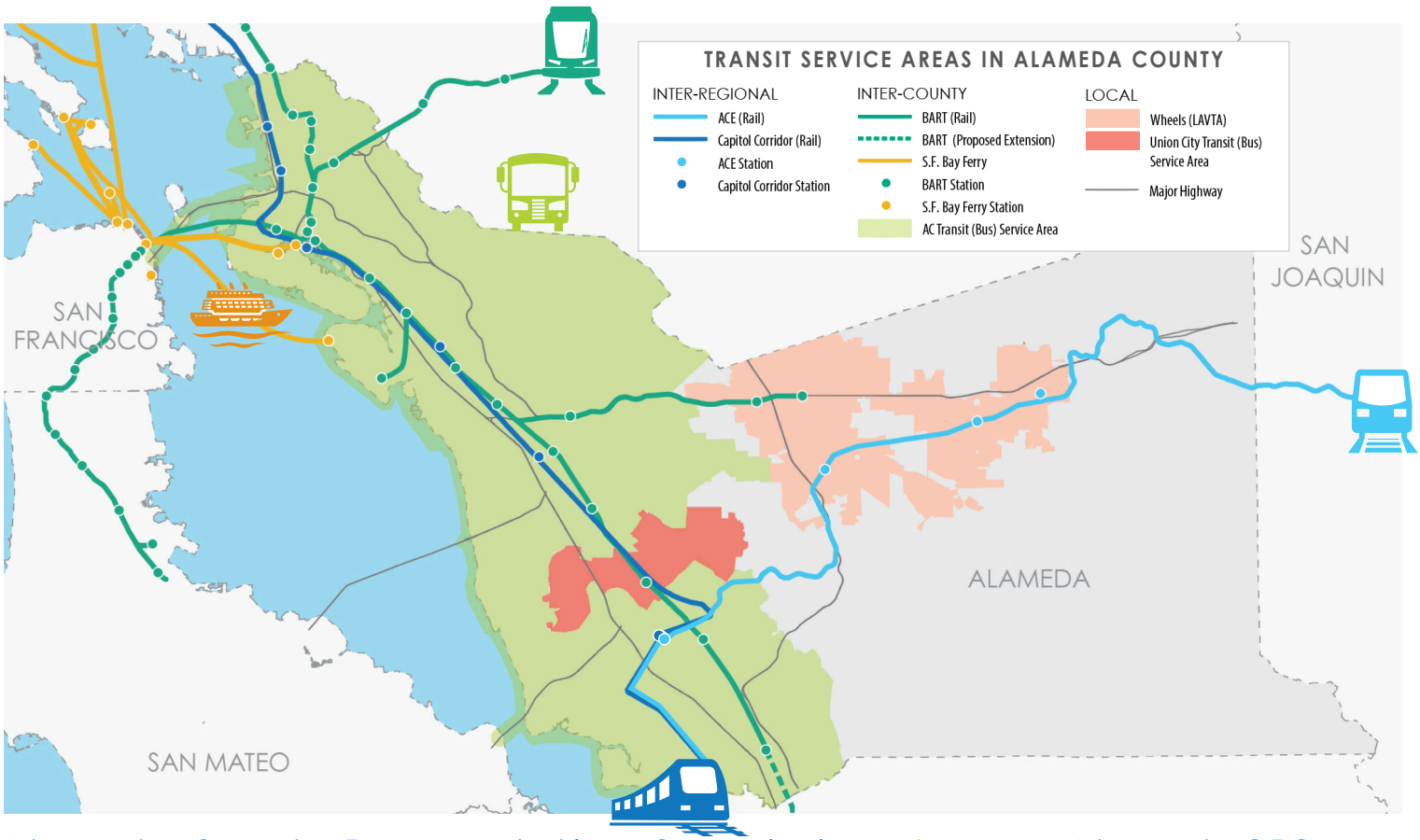
Alameda County is one of California's and the nation's most transit-rich, multimodal environments — with the second highest transit commute mode share in the state. Public transit plays a vital role in Alameda County's transportation network. Alameda County's seven major transit operators carried 96 million passenger trips in 2019.

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. Widespread access to high quality transit service expands individual travel choice and helps meet growing travel demand.



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 2018-2019 appear below. Annual numbers reflect statistics for Alameda County only, unless otherwise noted.

BART

- **150,000 average weekday riders**
- **44 million annual riders, 46% of annual countywide transit ridership**
- **2nd largest transit provider in the Bay Area**
- 1.0 million hours of train car service
- 61% fare box recovery ratio*
- 22 of 48 stations are in Alameda County
- 103 of 243 route miles
- More than 100 new cars*
- 90% on-time performance

SF BAY FERRY

- **10,000 weekday riders***
- **1.8 million annual riders**
- 11,500 hours of ferry service
- 57% fare box recovery ratio*
- 15 ferries,* serving three terminals

AC TRANSIT

- **154,000 average weekday riders**
- **47 million annual riders, 51% of countywide annual transit ridership**
- **3rd largest transit provider in the Bay Area**
- 1.8 million hours of bus service
- 15% fare box recovery ratio*
- 1,300 route miles on 151 routes
- 640 buses*
- 10.3 mph average bus speed
- 72% on-time performance*

UNION CITY TRANSIT

- **1,000 average weekday riders**
- **264,000 total annual riders**
- 40,000 hours of bus service
- 7% fare box recovery ratio
- 105 route miles on eight routes

CAPITOL CORRIDOR

- **1.8 million total annual riders***
- 7.0 million miles of train car service*
- 60% system operating ratio*
- 87 of 342 route miles
- 89% on-time performance*

ACE

- **510,000 total annual riders**
- **2,000 average weekday riders**
- 500,000 hours of train car service
- 56% fare box recovery ratio*
- 90 of 172 route miles
- 81% on-time performance*

WHEELS (LAVTA)

- **6,000 average weekday riders**
- **1.7 million total annual riders**
- 125,000 hours of bus service
- 17% fare box recovery ratio
- 300 route miles on 14 routes
- 84% on-time performance

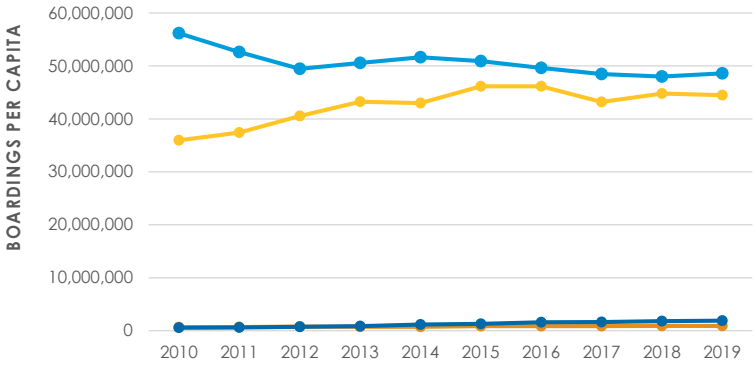
* Systemwide.

Source: National Transit Database (FY2007-16), provisional data from transit operators (FY2017).

Transit System Performance 2019

Over the last decade, total annual ridership in Alameda County had remained strong, primarily due to population and job growth. After stumbles in 2016 and 2017, total ridership has stabilized for nearly all operators in 2018 and 2019 with growth for five of the seven major operators.

Transit ridership has remained strong in commuters markets — especially the transbay corridor.

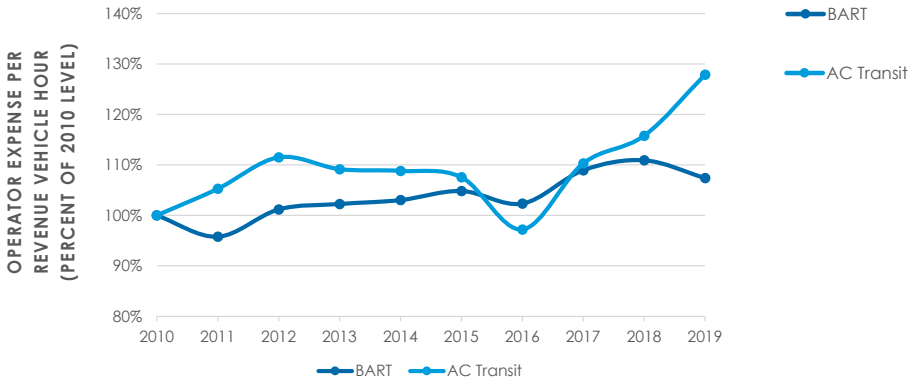


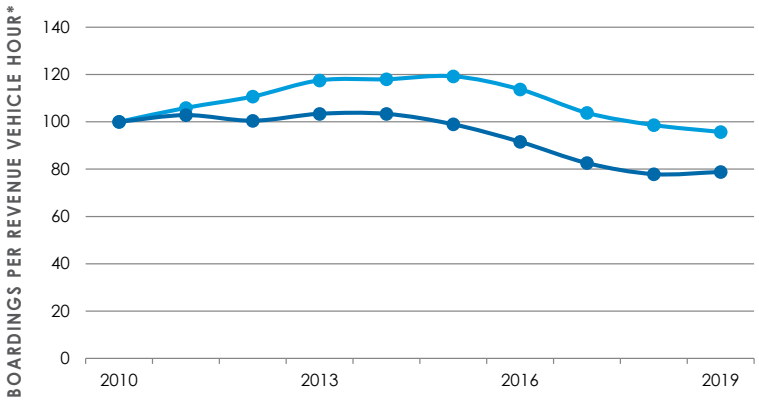
Total annual transit ridership grew in 2019

Alameda County has the second highest share of residents who commute by transit in the state — second only to San Francisco — most of these trips are on BART or a bus. Many fewer trips are carried by commuter rail and ferries, but they are growing fast.

Cost of providing transit service rising

Congestion on arterials for buses, strongly-peaked demand, and rising maintenance and labor costs have increased the overall cost of providing service for most operators over the last decade.





Service utilization decreased as costs increase

AC Transit and BART both expanded service significantly over the last decade, combined with overall sagging ridership over the last four years, the cost per trip for the major operators has increased significantly. In 2019, however, that trend showed signs it may reverse, as overall ridership improves.

*Percent of 2010.

Transit System Challenges and Opportunities

Alameda County's transit operators are at a critical juncture. 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 operators struggle to provide competitive service on increasingly congested roadways and are also faced with competition from a new range of on-demand mobility services.

Alameda County has the **third shortest** average commute time on transit in the Bay Area — 53 minutes.

AC Transit's Transbay ridership **grew 12 percent** in the last three 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 Average Weekday Transbay Bridge Ridership (FY 2011/2012-FY2016-2017).

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.

ALAMEDA County Transportation Commission

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CHALLENGES

Speed, frequency, and reliability: Many buses operate on congested roadways and struggle to stay on time and operate at competitive 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: Even with the integration of the new trains, 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 declining transit ridership nationwide. These companies 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 relative to personal cars.

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 services 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.

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.