

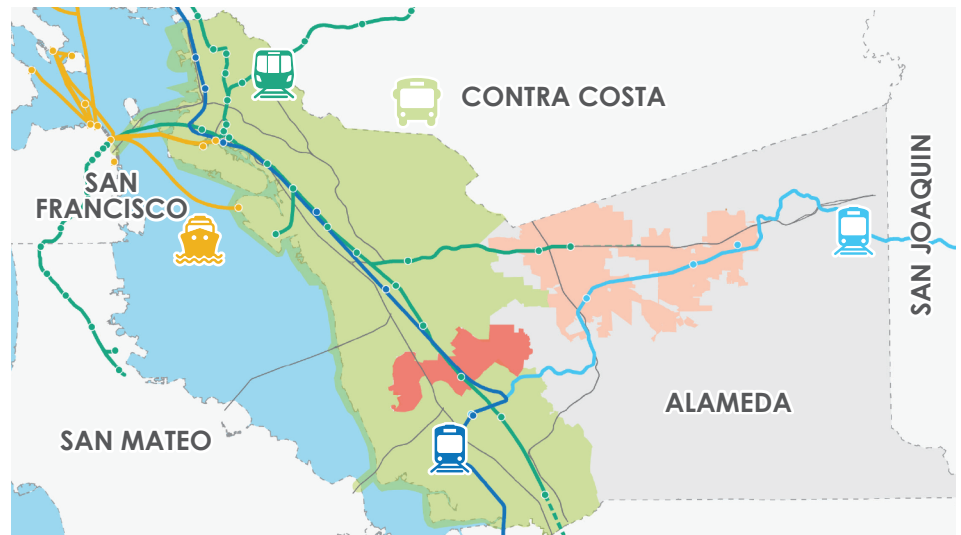


ALAMEDA COUNTY TRANSIT SYSTEM

FACT SHEET | JUNE 2023

Public Transit Service in Alameda County

Public transit plays a vital role in Alameda County's transportation system. Seven major transit operators connect the county to the larger region and provide affordable access to employment centers, schools, and other essential destinations via rail, bus, and ferry. Given that transportation is the single largest source of emissions in California, supporting mode shift towards transit and other low-emission modes is one of the key strategies the state and region have adopted to meet emission reduction targets.



Please note this fact sheet presents data from 2021 and 2022, which was still a period of significant change for transit service and demand during the pandemic.

INTER-REGIONAL

- ACE (Rail)
- Capitol Corridor (Rail)
- ACE Station
- Capitol Corridor Station

INTER-COUNTY

- BART (Rail)
- BART (Proposed Extension)
- SF Bay Ferry
- BART Station
- SF Bay Ferry Station
- AC Transit (Bus) Service Area

LOCAL

- Wheels (LAVTA)
- Union City Transit (Bus) Service Area
- Major Highway
- County Limits

Transit Performance at a Glance

In Fiscal Year (FY) 2022, Alameda County's seven operators provided a total of:

70.6 million
trips

220,680 average
weekday trips

99.1 million
revenue miles

4.3 million
revenue hours

FY 2021–2022	BART	Capitol Corridor	ACE	AC Transit	Wheels (LAVTA)	Union City Transit	SF Bay Ferry
Annual Ridership	38 million	705,000	322,000	29 million	841,000	194,000	1.4 million
Revenue Vehicle Hours	2.4 million	770,475	22,000	1.6 million	90,000	35,000	24,000
Directional Route Miles	263	342	86	1,206	228	61	133

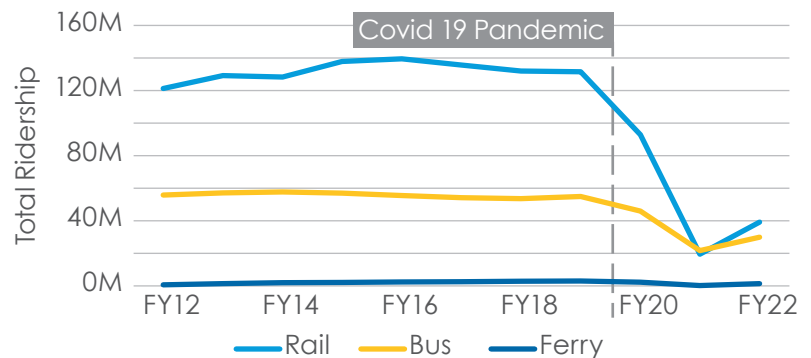
* All numbers are systemwide

Fiscal Year 2022 Transit Trends

Regionwide, transit ridership remains well below pre-pandemic levels, due in part to changing travel patterns as well as persistently high rates of telecommuting. However ridership has been slowly yet steadily recovering, with significant variation between operators depending on the types of destinations and rider demographics they serve. FY2022 reflects this initial recovery period, however transit performance has continued to evolve in the wake of the pandemic. Alameda CTC monitors and updates these trends on an annual basis.

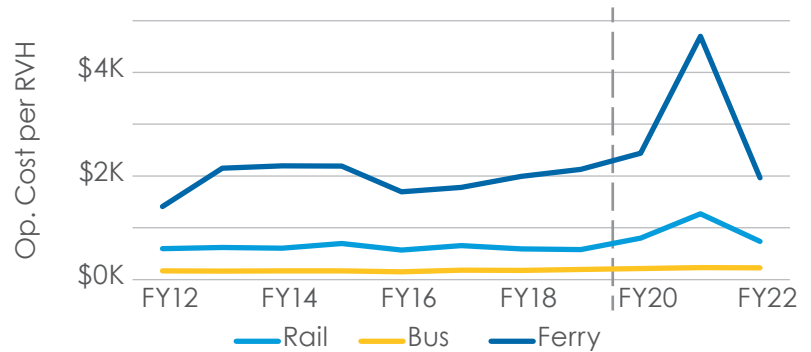
Ridership Increasing from Pandemic Low

Total transit ridership had begun to decline slightly prior to the pandemic, but dropped sharply with its onset in 2020. As of October 2022, ridership recovery ranged from 29% and 38% of 2019 levels for regional rail operators such as ACE and BART respectively, to 60% for AC Transit and WETA, which provide more local and recreational service respectively.



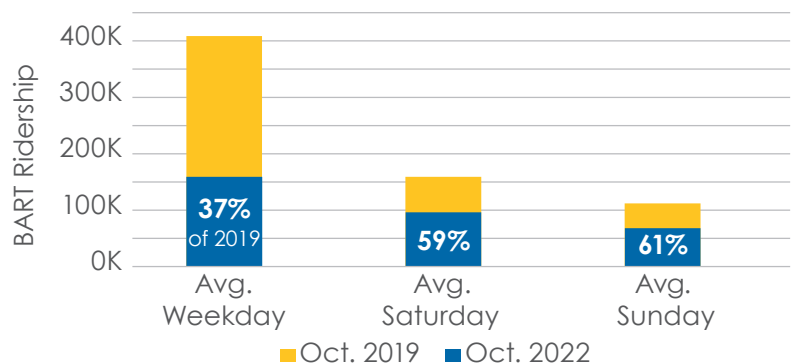
Falling Operating Cost Per Revenue Vehicle Hour (RVH)

As ridership increased and some operators began to restore service levels, operating costs per boarding and RVH fell year-over-year for all transit operators after spiking in FY2021. However, costs per boarding and RVH remained above pre-pandemic levels for most operators.

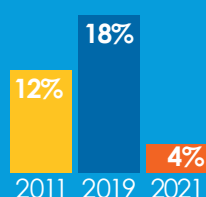


Weekend and Off-Peak Ridership Recovering Faster

Multiple operators have reported stronger weekend and off-peak ridership recovery, which may be attributable to the Bay Area's particularly high rates of telecommuting on weekdays, as well as some mode shift towards driving among those who continue to work in person.



Alameda County Transit Commute Mode Share



In response to changing transit commute mode share, transit agencies are reorienting their service to best serve evolving travel patterns, such as the shift away from typical commute flows, by prioritizing routes that serve the county's equity communities and boosting off-peak and weekend service.