



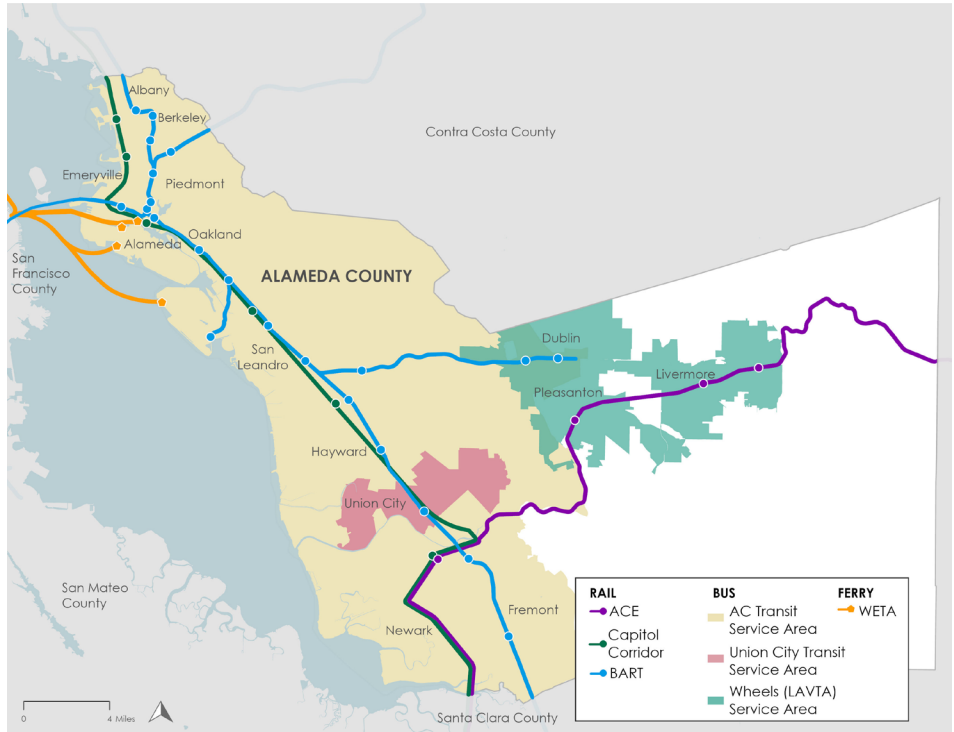
ALAMEDA COUNTY TRANSIT SYSTEM

FACT SHEET | MARCH 2024

Public Transit in Alameda County

Public transit plays a vital role in Alameda County's transportation system. Seven major transit operators, shown on the map to the right, 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.



Transit Performance at a Glance

In Alameda County, transit operators provided a total of:

50.8 million trips

160,000 average weekday trips

64.2 million revenue miles

2.9 million revenue hours

FY 2022-2023	BART	Capitol Corridor	ACE	AC Transit	Wheels (LAVTA)	Union City Transit	SF Bay Ferry
Annual Ridership	17.7 million	270,000	134,000	30.1 million	1.1 million	239,000	1.1 million
Revenue Vehicle Hours	1.3 million	22,000*	13,000	1.5 million	101,000	41,000	12,000
Directional Route Miles	120	86	45	1,123	308	61	133*

All values reflect Fiscal Year (FY) 2023 performance in Alameda County specifically, as estimated by transit operators

*Systemwide number is used as Alameda County specific data is not available

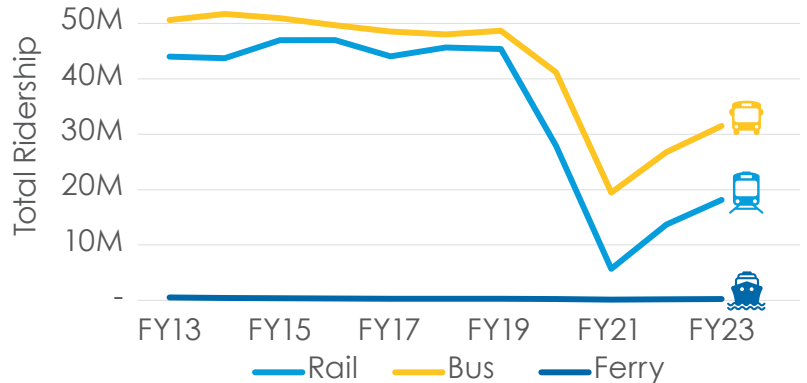
All data on next page reflects systemwide performance

FY2023 Transit Trends

Regionwide, transit ridership remains below pre-pandemic levels, due in part to changing travel patterns as well as persistently high rates of telecommuting. However ridership has continued to steadily recover for all operators, albeit with some variation depending on the types of destinations and rider demographics they serve.

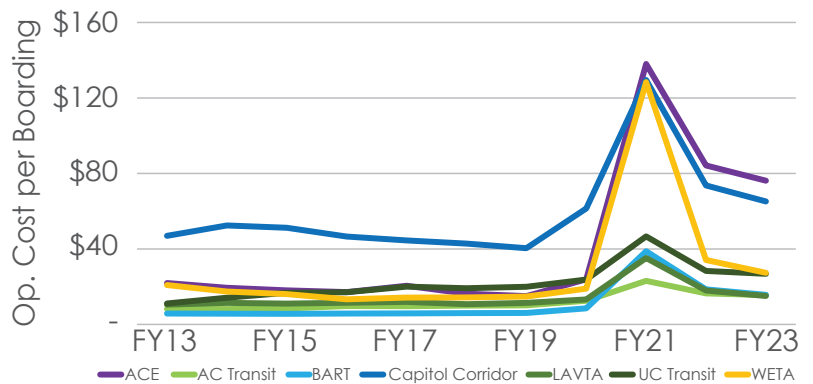
Ridership Steadily Recovering

Total transit ridership increased year-over-year for all Alameda County operators in FY2023. As of October 2023, ridership recovery ranged from 42% and 45% of 2019 levels for regional rail operators ACE and BART respectively, to 70% for AC Transit and LAVTA, and 89% for UC Transit, which provide more local bus service.



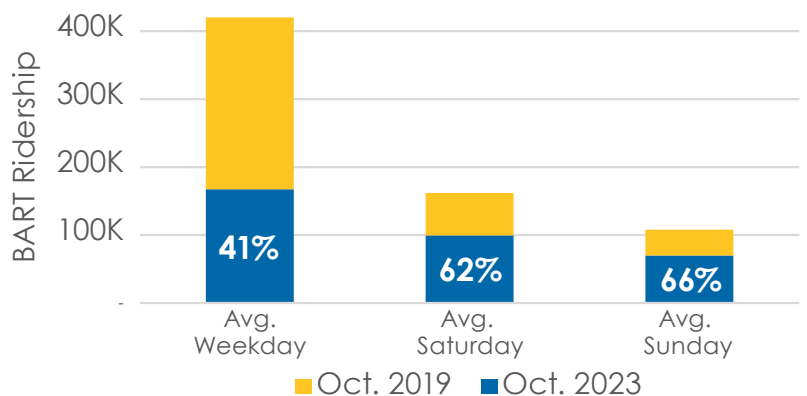
Falling Operating Cost Per Boarding

As ridership continued to increase, operating costs per boarding fell or remained stable year-over-year for all operators in FY2023. Despite this, costs per boarding remain well above pre-pandemic levels, particularly for operators with high fixed costs that do not scale with ridership.

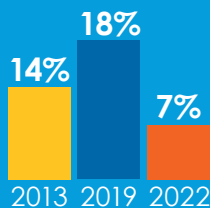


Weekday Ridership Outpaces Strong Weekend Recovery Rates

While multiple operators have reported stronger weekend and off-peak ridership recovery relative to pre-pandemic levels, average weekday ridership is still significantly higher for most operators. As of October 2023, BART provided in a single weekday as many trips as they provided on an average Saturday and Sunday combined.



Alameda County Transit Commute Mode Share



Transit agencies have continued to reorient their service throughout the pandemic 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.