



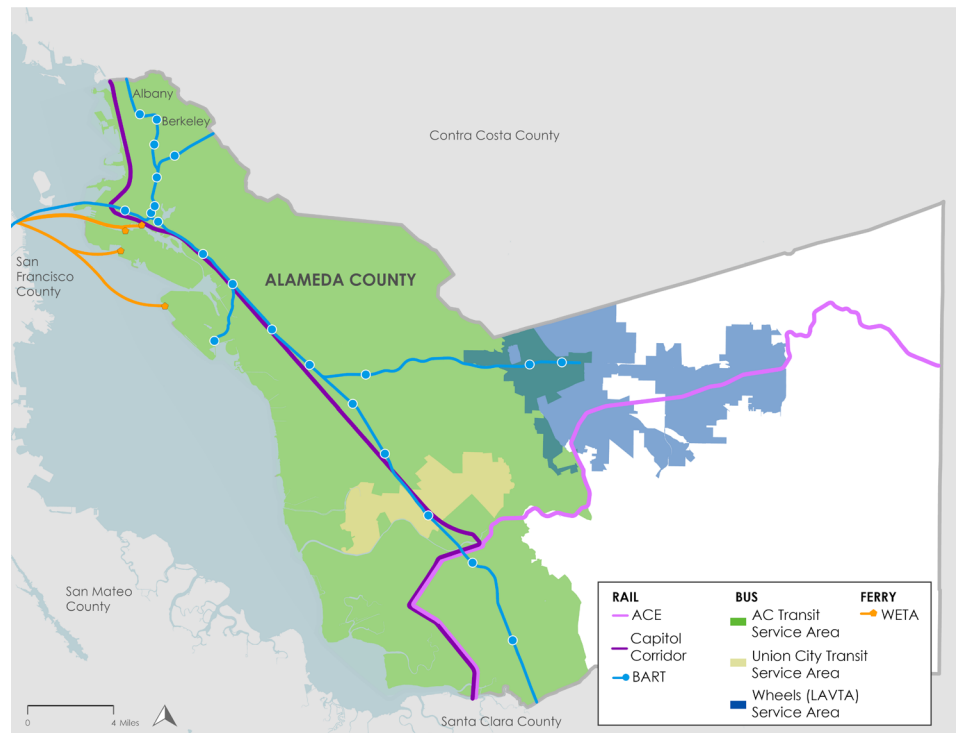
ALAMEDA COUNTY TRANSIT SYSTEM

FACT SHEET | MARCH 2025

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:

58 million trips

190,000 average weekday trips

54.6 million revenue miles

2.7 million revenue hours

FY 2023-2024	BART	Capitol Corridor	ACE	AC Transit	Wheels (LAVTA)	Union City Transit	SF Bay Ferry
Annual Ridership	19.3 million	270,000	196,000	35.5 million	1.3 million	269,000	1.3 million
Revenue Vehicle Hours	900,000	28,000*	12,000	1.6 million	111,000	42,000	15,000
Directional Route Miles	120	86	47	1,137	329	75	133*

All values reflect Fiscal Year (FY) 2024 performance in Alameda County specifically, as estimated by transit operators. Data on next page reflects systemwide performance.

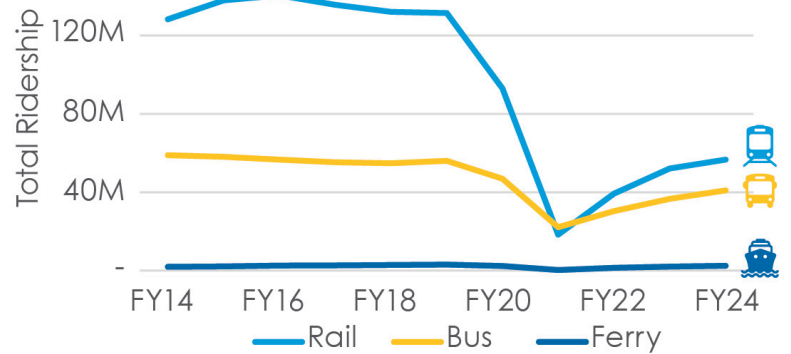
*Systemwide number is used as Alameda County specific data is not available

FY2024 Transit Trends

Transit ridership across the region has continued to grow, with bus and ferry services recovering faster than rail. As ridership has grown, operating costs per boarding have decreased, and transit agencies have adjusted their services to align with changing travel patterns.

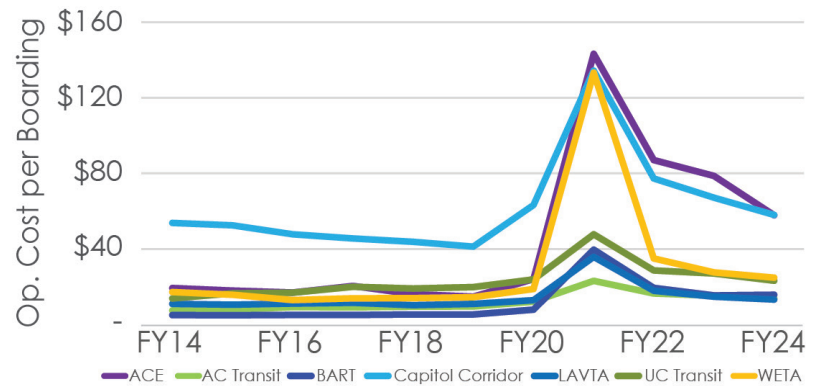
Ridership Steadily Recovering

Total transit ridership increased year-over-year for all Alameda County operators in FY2024. While bus and ferry services recovered a higher share of pre-pandemic ridership than rail, BART alone provided over half of all trips.



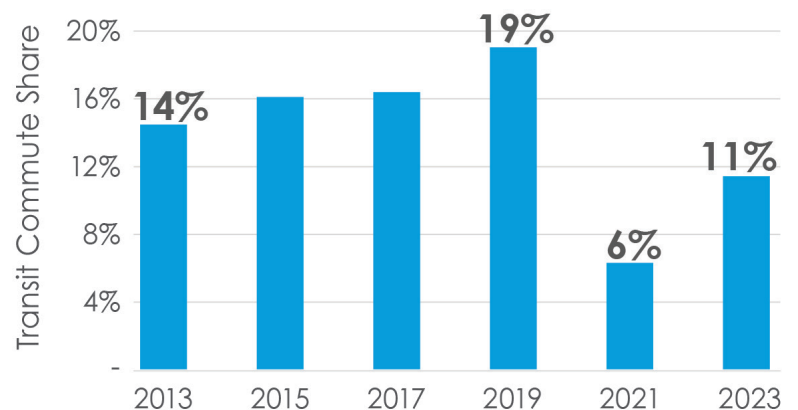
Falling Operating Cost Per Boarding

As ridership continued to increase, operating costs per boarding decreased and remained stable year-over-year for all operators in FY2024. Notably, ACE and Capitol Corridor saw significant declines in their per-boarding costs.

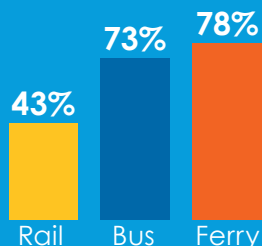


Transit Commute Share Recovering

The share of commute trips by public transit in Alameda County fell sharply from 19% in 2019 to 6% in 2021 due to the pandemic. However, by 2023, transit accounted for 11% of all commute trips (excluding remote work) indicating a steady recovery similar to overall transit ridership trends.



Ridership Recovery Rate by Mode of Transit



Post-pandemic, transit agencies have adjusted their services to better align with 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. As a result, UC Transit's ridership is now 4% higher than it was before the pandemic.