



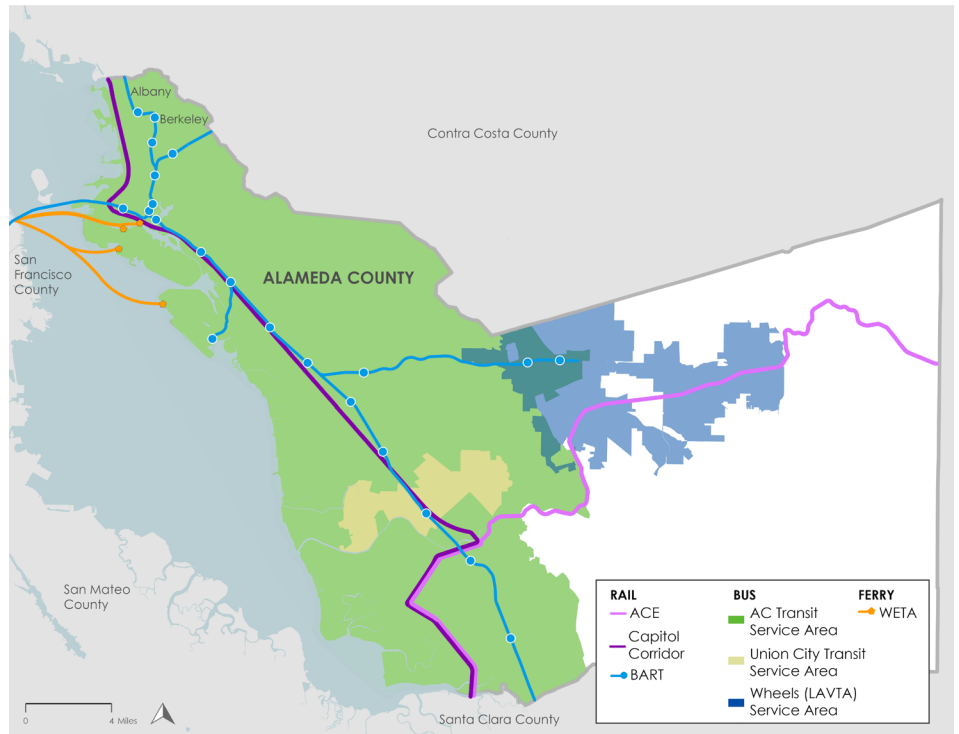
ALAMEDA COUNTY TRANSIT SYSTEM

FACT SHEET | MARCH 2026

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

Transit operators serving Alameda County provided a systemwide total of:

106 million trips

338,000 average weekday trips

100.6 million revenue miles

4.7 million revenue hours

	BART	Capitol Corridor	ACE	AC Transit	Wheels (LAVTA)	Union City Transit	SF Bay Ferry
FY 2024-2025							
Annual Ridership	58.4 million	1.1 million	847,000	40.7 million	1.3 million	281,000	2.8 million
Revenue Vehicle Hours	2.2 million	96,000	28,000	2.1 million	112,000	41,000	28,000
Directional Route Miles	257	342	172	1,268	334	75	133

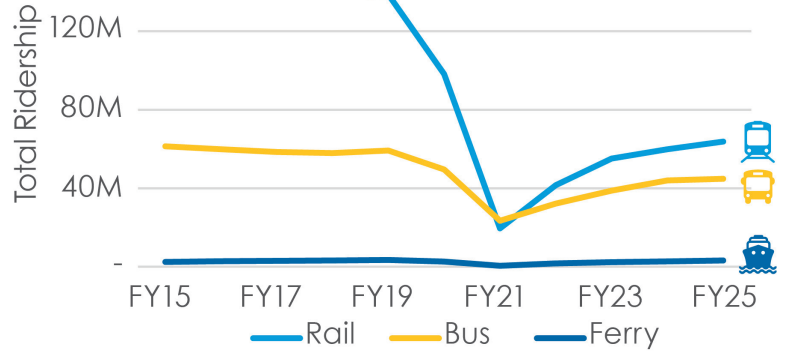
Values on this page and next page reflect Fiscal Year (FY) 2025 systemwide performance, which are not available in National Transit Database (NTD) and are provisionally provided by transit operators.

FY2025 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.

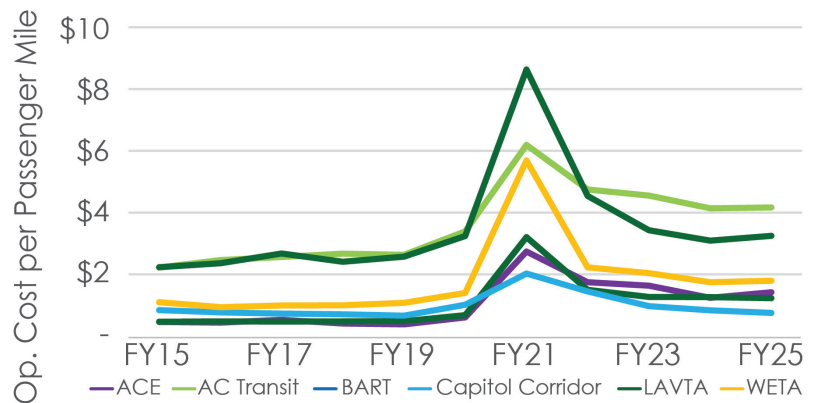
Ridership Steadily Recovering

Total transit ridership increased year-over-year for most Alameda County operators in FY2025. While bus and ferry services have recovered a higher share of pre-pandemic ridership than rail, BART alone provided over half of all trips. ACE, Capitol Corridor, and WETA also saw year-over-year growth of above 10% compared to FY2024.



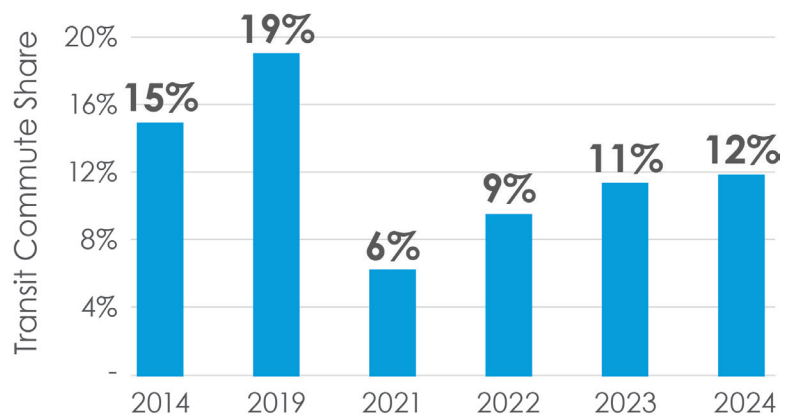
Stabilizing Operating Cost per Passenger Mile

After spiking in FY 2021, operating costs per passenger mile fell and remained largely stable year-over-year for most operators in FY 2025. Most operators saw costs fall back within \$1 of their pre-pandemic levels. BART, which consistently operated with the lowest cost per passenger mile prior to the pandemic at \$0.45, saw costs stabilize at \$1.17 per passenger mile.

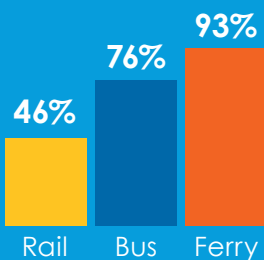


Transit Commute Share Recovering

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 2024, transit accounted for 12% 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 made service adjustments and introduced new customer service initiatives to cater to shifting travel patterns and win back riders. In October 2025, BART average weekday ridership reached 199,000, the highest level since the pandemic began. BART also reported significant declines in both violent and property crime in 2025 following investments in security measures such as new fare gates. Additionally, the contactless Tap and Ride payment system, introduced in September 2025, accounted for over 10 percent of all trips by the end of 2025.