2022
Performance Report

Alameda County
Annual Performance Report
Published May 2023

ALAMEDA
County Transportation
Commission

2022 Performance Report

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As the Congestion Management Agency for Alameda County, Alameda CTC is required by Congestion Management Program (CMP) legislation to regularly report on the county's transportation system performance. Over time, Alameda CTC has evolved this process beyond legislative requirements to include more robust data collection and analysis that is presented in two reports – the annually updated Performance Report and the biennially updated Multimodal Monitoring Report.

The Performance Report draws on the latest data available to illuminate changing trends as they unfold related to countywide demographics and the economy, travel demand, active transportation safety, transit performance, and goods movement.

This document includes all materials developed for the 2022 Performance Report. These materials were shared with the Commission in February and May 2023.

The 2022 Performance Report incorporates key findings from the latest Multimodal Monitoring Report, which includes more detailed reporting of auto speeds and level-of-service on the county's road network as mandated by the CMP, along with transit speeds and active transportation data summaries.

The latest Multimodal Monitoring report can be found here:

- 2022 Multimodal Monitoring Report
- 2022 Multimodal Monitoring Webmap

Key findings from the 2022 Performance Report are:

- Population Decline: Alameda County's population declined for the second year in a row, losing 0.6 percent or roughly 10,000 residents, and falling to 1.65 million residents in 2022.[1] The median age rose to almost 39 years in 2021, reflecting an increase of two years over the past decade.[2] Alameda County is the second-most racially and ethnically diverse county in California, behind Solano County.[3]
- Economic Recovery: The county added almost 40,000 jobs in 2022 and unemployment fell below three percent—reflecting a return to economic conditions seen before the pandemic.[4],[5] The median household income was

[1] California Department of Finance, January Population Estimates, 2012-2022, Alameda County
[2] U.S. Census Bureau, American Community Survey (ACS) 1-Year Estimates, 2011-2021, Alameda County
[3] U.S. Census Bureau, Diversity Index, 2020, Alameda County
[4] Bureau of Labor Statistics (BLS), Quarterly Census of Employment and Wages, 2012-2022, Alameda County
[5] BLS, Local Area Unemployment Statistics, 2012-2022, San Francisco-Oakland-Hayward Metropolitan Statistical Area

$109,729 in 2021, which reflected a very slight increase from 2019. Income disparities continued to correlate with race: White and Asian households made more than double what Black and Native American households earned, and one and a half times the income of Hispanic households.[6]

- Telecommuting Continues: As of 2021, the most recent data available, 35 percent of employed Alameda County residents were primarily working from home, up from just seven percent prior to the pandemic. This was nearly double the national average of 18 percent, and resulted in an estimated 225,000 fewer workers regularly commuting compared to 2019.[7]
- Vehicle Travel Up, Congestion Rising: Congestion has increased significantly since 2020 lows, but overall has not yet returned to pre-pandemic levels. Average freeway speeds in 2022 were slightly faster than in 2018 during both peak periods.[8] However, overall driving increased, with countywide vehicle miles traveled (VMT) on freeways surpassing pre-pandemic levels. By the end of the spring monitoring period, VMT had increased seven percent between 2019 and 2022, outpacing the typical one-to-two percent annual increase in countywide VMT that was observed prior to the pandemic.[9] Congestion in 2022 was more widespread in the afternoon peak period, covering 19 percent of the road network compared to seven percent during the morning peak.[10]
- Collision Severity Rising: There were 6,742 collisions in Alameda County for all modes (auto, bike, pedestrian, etc.) in 2021, the most recent data available, which reflects a ten percent increase from 2020 but a 19 percent decline compared to 2019. Bicycle and pedestrian collisions dropped even further, by 27 percent compared to 2019, to a new low of 890 crashes. However, nine percent of all collisions were fatal or resulted in a severe injury, a share that has been steadily rising since 2016 when it hovered between six and seven percent. Excessive speeding remains the most common factor in all collisions.[11]
- Pavement Condition Stable: Alameda County roads received an average Pavement Condition Index (PCI) score of 67 out of 100, reflecting "fair" pavement conditions.[12] Without investment in road maintenance, conditions naturally deteriorate over time due to weather and use. County PCI scores have been stable over the past decade, reflecting investment in ongoing maintenance.

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[6] U.S. Census Bureau, ACS 1-Year Estimates, 2019-2021, Alameda County
[7] Ibid.
[8] Alameda CTC, 2022 Multimodal Monitoring Report, Freeway Speeds, March-May 2018 and 2022, Alameda County
[9] California Department of Transportation, Performance Measurement System, Vehicle Miles Traveled, January 2019 – May 2022, Alameda County
[10] Alameda CTC, 2022 Multimodal Monitoring Report, Freeway Speeds, March-May 2022, Alameda County
[11] University of California, Berkeley Safe Transportation Research and Education Center, Transportation Injury Mapping System**,** Collisions 2011-2021, Alameda County
[12] Metropolitan Transportation Commission, Regional Pavement Condition Summary Report, PCI, 2011-2021, Alameda County

- Slow Ridership Recovery: In 2022, ridership continued to increase year-over-year for all operators in Alameda County, ranging from a 21% increase in AC Transit's ridership to a 62% increase in WETA's ridership compared to October 2021.[13] Despite this steady growth, total ridership remained significantly below pre-pandemic levels, consistent with regional trends. Total Bay Area transit ridership recovered to just 53% of pre-COVID levels as of December 2022. In Alameda County, AC Transit and WETA had recovered the highest share of their pre-pandemic ridership as of November 2022, at 64% and 63%, respectively. In comparison, BART and ACE ridership recovery was much lower at 40% and 33%, respectively.[14]
- Variations in Transit Recovery: In addition to variations by operator, ridership recovery varied significantly by route and day. AC Transit's Bus Rapid Transit line, TEMPO, which opened in 2020, surpassed its predecessor line's pre-pandemic ridership by 6% in 2022.[15] Multiple operators, including BART and WETA, also reported stronger weekend ridership recovery compared to weekdays, which may be attributable to persistently low rates of office occupancy in major Bay Area employment centers such as San Francisco and Oakland.[16]
- Falling Operating Cost per Boarding: As ridership increased, FY2022 operating costs per boarding fell year-over-year for all Alameda County operators after spiking in FY2021. However, costs per boarding still remained well above pre-pandemic levels, which was particularly acute for rail operators given their high degree of fixed costs that do not scale with ridership. While BART's FY2022 operating cost per boarding remained on the higher end at 332% of FY2019 levels, AC Transit's remained closer to pre-pandemic levels at 176%.[17]
- Bus Speeds Mirror Auto Trends: As reported in February, congestion on Alameda County roadways, while increasing in 2022, has yet to fully return to pre-pandemic levels. Consequently, average countywide bus speeds (which reflect total travel time including time spent at stops) were slightly faster in 2022 compared to 2018. AC Transit buses averaged 12-13 mph during the evening peak period, while LAVTA speeds averaged 19 mph. This resulted in a countywide average bus-to-auto speed ratio of 0.63, an important metric for assessing competitiveness of transit compared to auto to support mode shift.[18] Given other benefits, transit is often considered a viable choice even with a longer total travel time, although various improvements such as transit signal priority and all-door boarding can increase mode shift feasibility and would lead to a higher bus-to-auto speed ratio.

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[13] Total October Ridership, Board Reports, Local Transit Agencies, 2022
[14] MTC analysis of data from the National Transit Database, MTC Policy Advisory Council, April 2023
[15] AC Transit, Average Weekday Ridership by Route, 2018 vs. 2022
[16] Board Reports, Local Transit Agencies, 2022
[17] National Transit Database, FY2019- FY2021, *FY2022 data provisionally reported by operators to Alameda CTC
[18] 2022 Multimodal Monitoring Report, Alameda CTC

- Strong Bus Performance: Bus ridership continued to lead the transit recovery; while the share of transit trips in the county made by bus decreased from a high of 77% in FY2021, two-thirds of all transit trips in Alameda County were by bus in FY2022 compared to just half of transit trips in FY2019.[19]
- Port Activity Relatively Stable: Total container volume handled by the Port of Oakland dipped by 4.5% amid the challenging global supply chain conditions of 2022. Despite these fluctuating macroeconomic conditions, the Port is the 9th busiest container port in the United States as total volumes have remained largely stable year-over-year since a high in 2018. Imports through the Port remained roughly balanced with exports, as was the case pre-pandemic.[20]
- Industrial Jobs Growth: The East Bay remains a strong hub of industrial employment activity and this has expanded to all areas of Alameda County. Industrial employment – in the life sciences, manufacturing, transportation, and distribution and logistics – grew at least 20% in every subarea of Alameda County between 2011 and 2021. Just over half of the county's industrial job growth occurred in southern Alameda County.[21]

Attachments:

A. 2022 Performance Report Charts and Maps
B. Performance Data Compendium

[19] National Transit Database, FY2019- FY2021, *FY2022 data provisionally reported by operators to Alameda CTC
[20] Port of Oakland, Historic TEU Data, 2019-2022
[21] Lightcast & Strategic Economics, East Bay EDA Industrial Lands March 2023 Working Group

Attachment A.

2022 Performance Report Charts & Maps

ALAMEDA
County Transportation Commission

2022 Performance Report

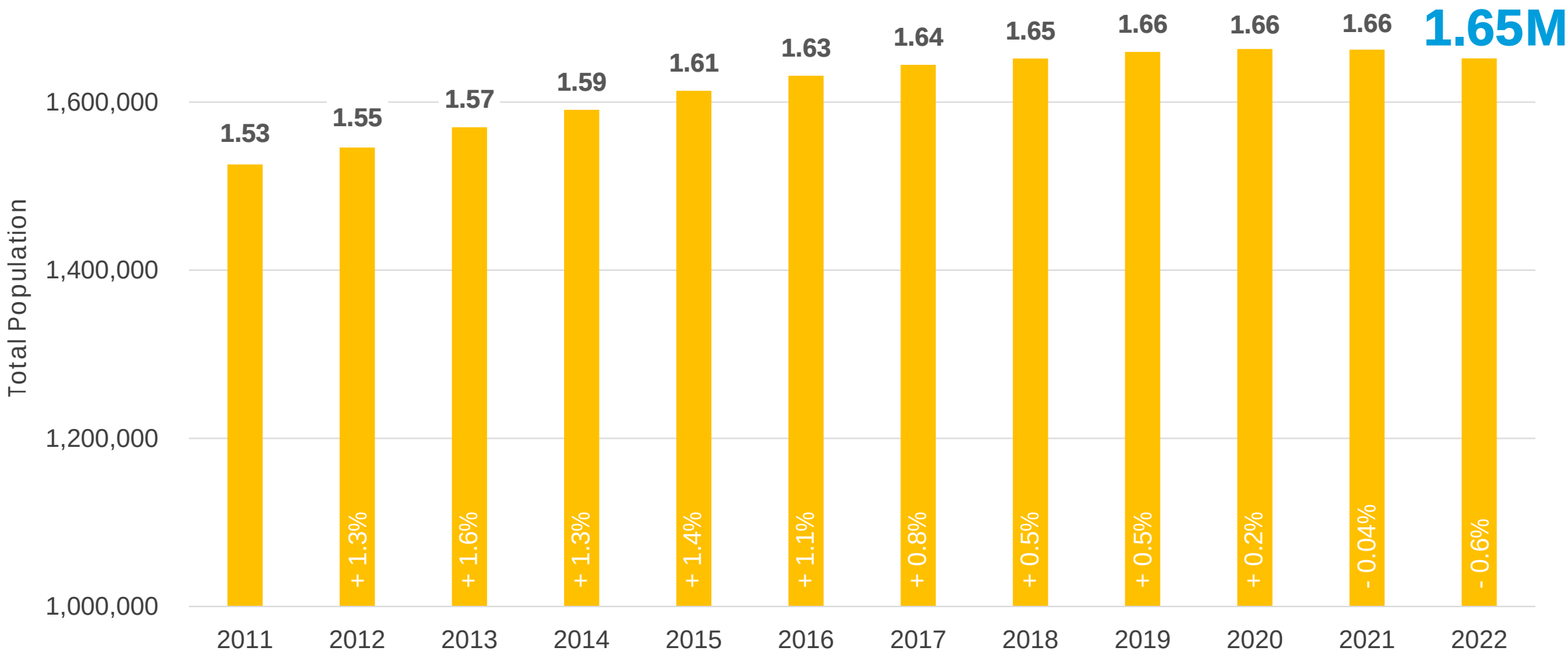
Travel Demand, Auto Performance, Safety, Transit Performance, Goods Movement

ALAMEDA County Transportation Commission

1

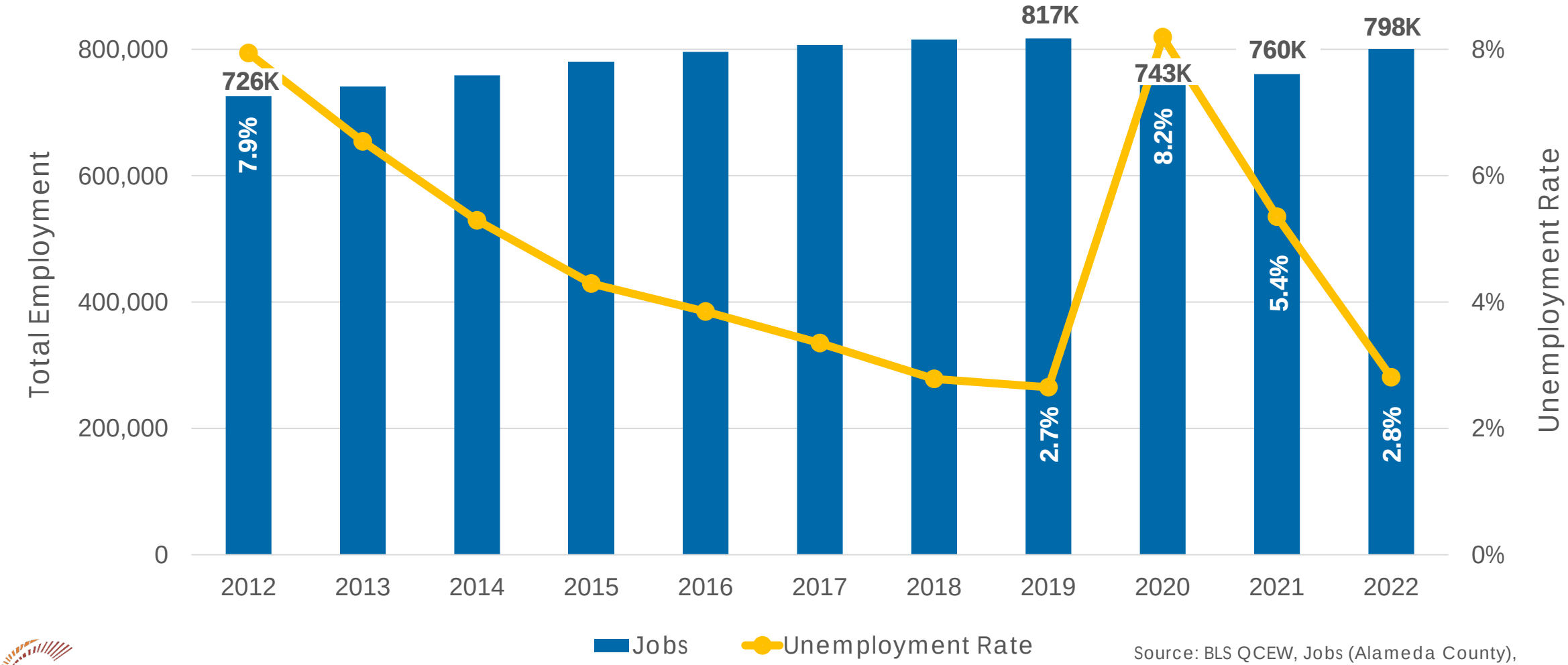
Travel Demand

Population Declining



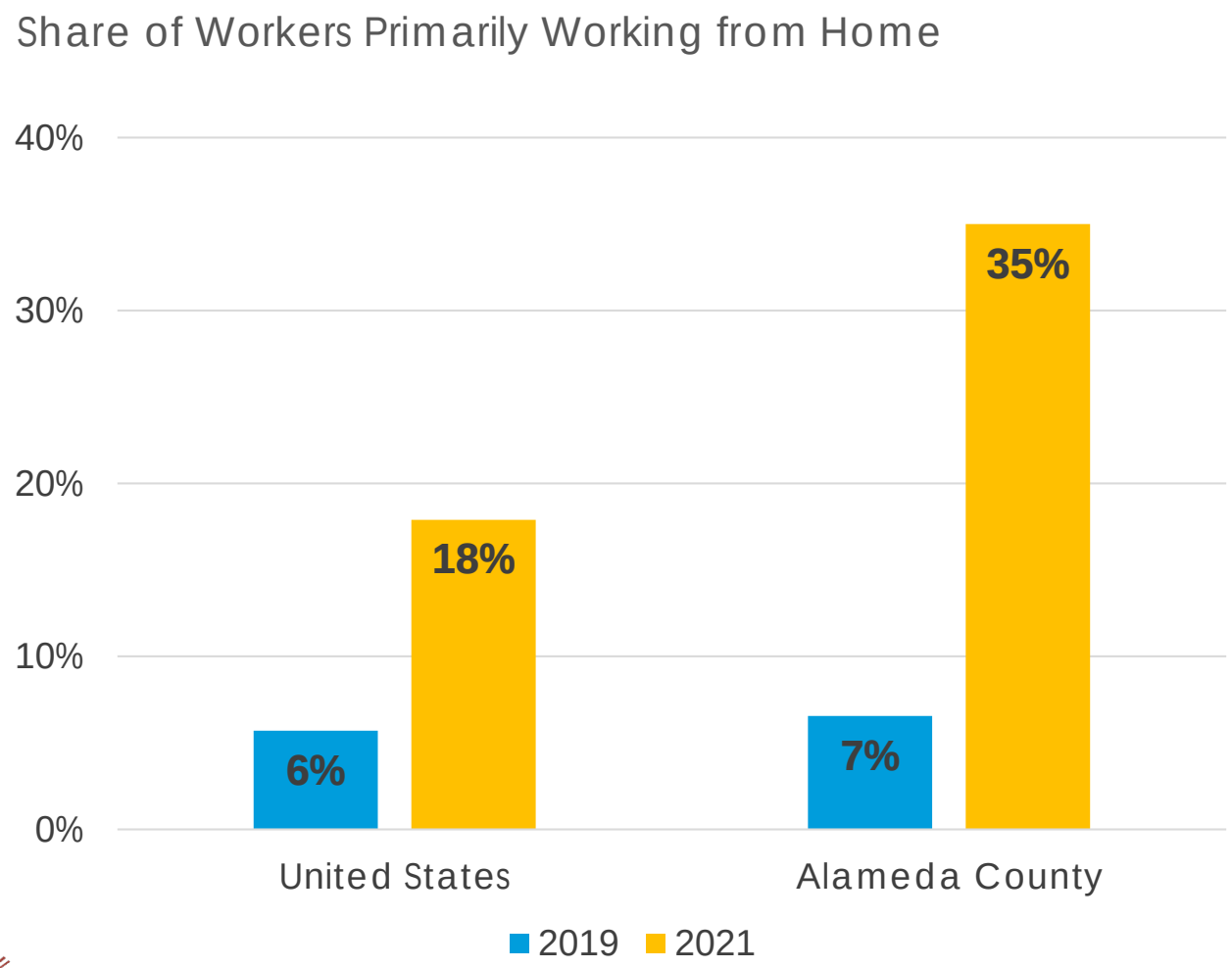
Source: California DOF, Alameda County, January

Economic Recovery



Source: BLS QCEW, Jobs (Alameda County), Unemployment (SF-Oakland-Hayward Metro Area)

Bay Area Lagging in Return to Office



Remote Workers Are More Likely to be…

Asian or White

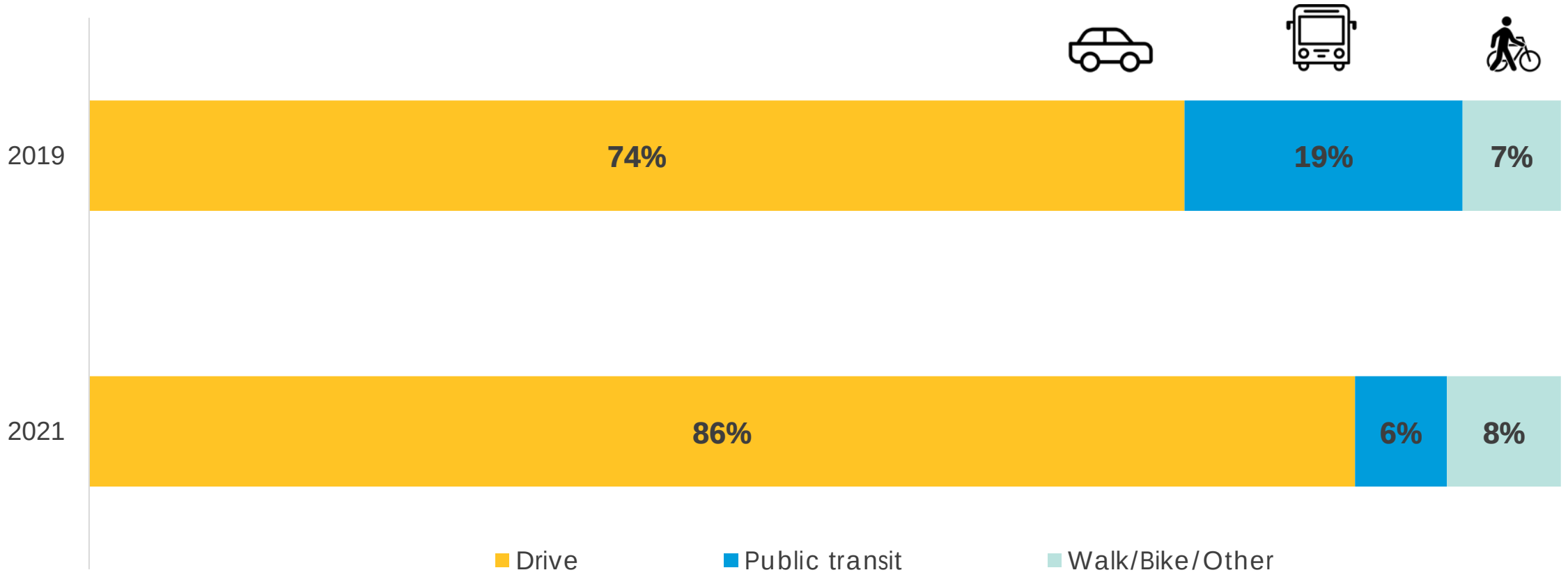
High income

Impacts on Travel

- 225,600 commuters

Sources: Telecommuting (ACS 2019 & 2021 1-Year), Remote Worker Disparities (KHN, CA Census Pulse Surveys 2022)

Mode Shift Among Workers Still Commuting

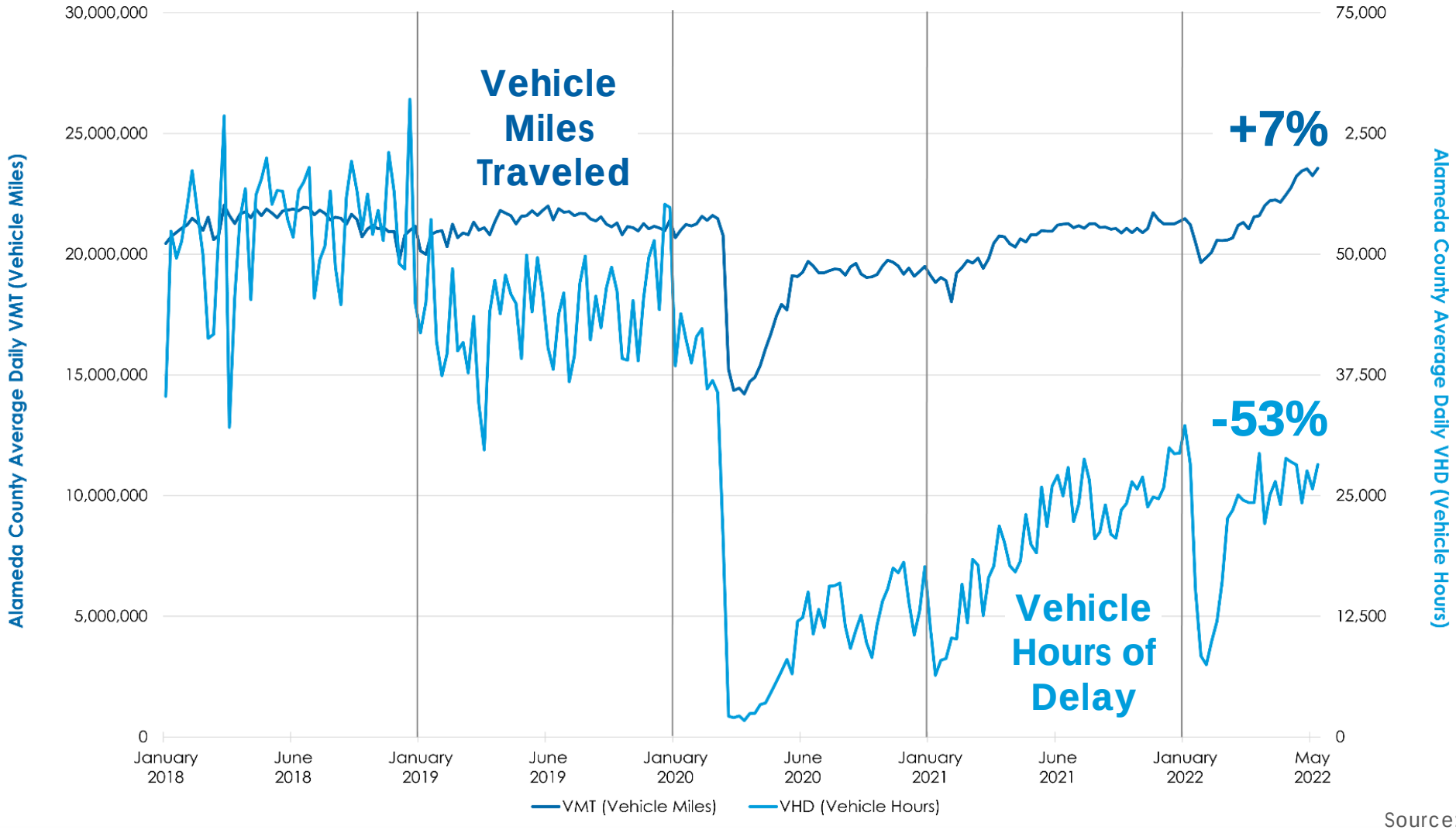


Source: ACS 2021 1-Year, Alameda County

2

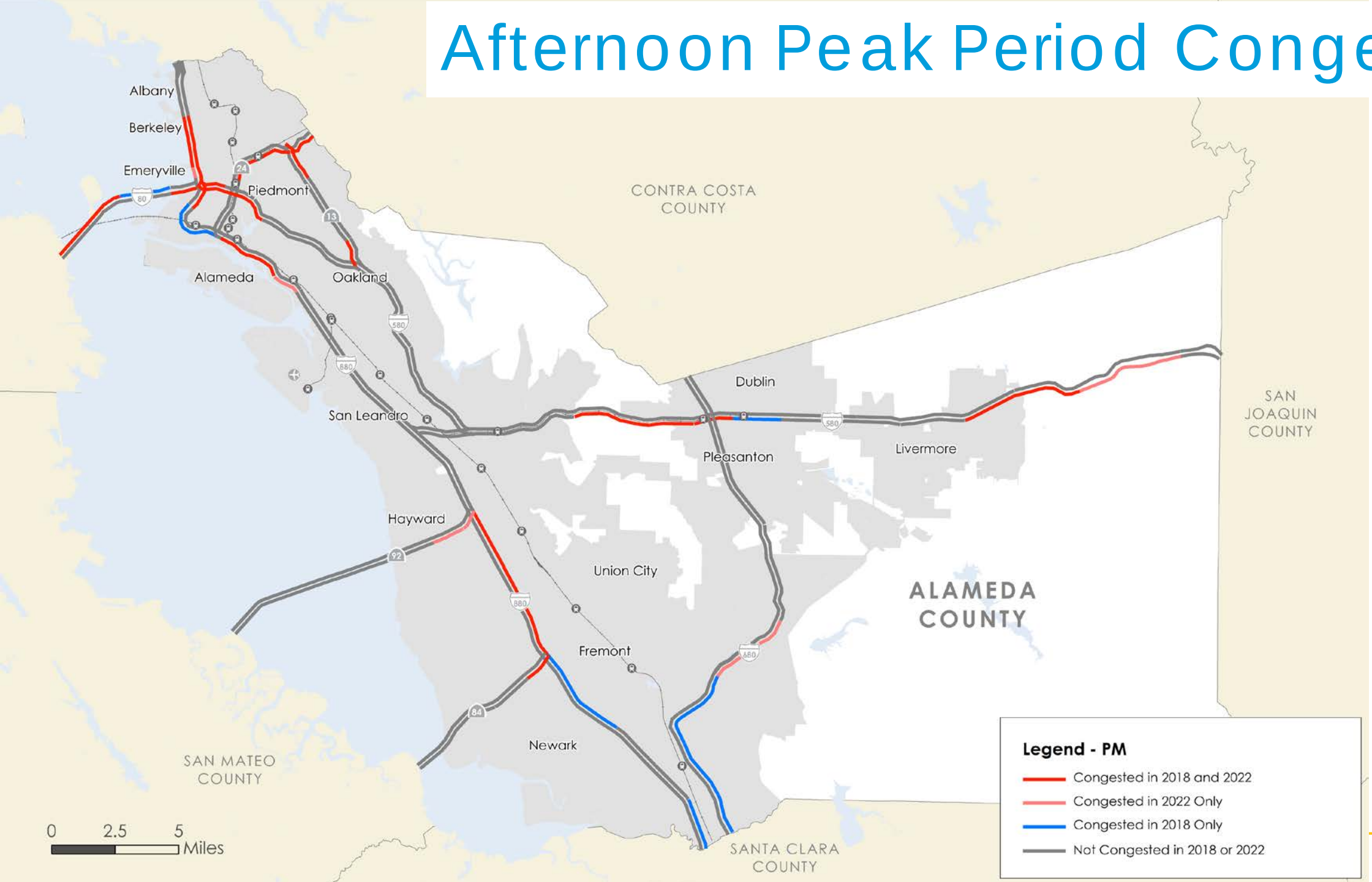
Auto Performance

Freeway Travel Up, Delay Down



Source: Caltrans PeMS

Afternoon Peak Period Congestion

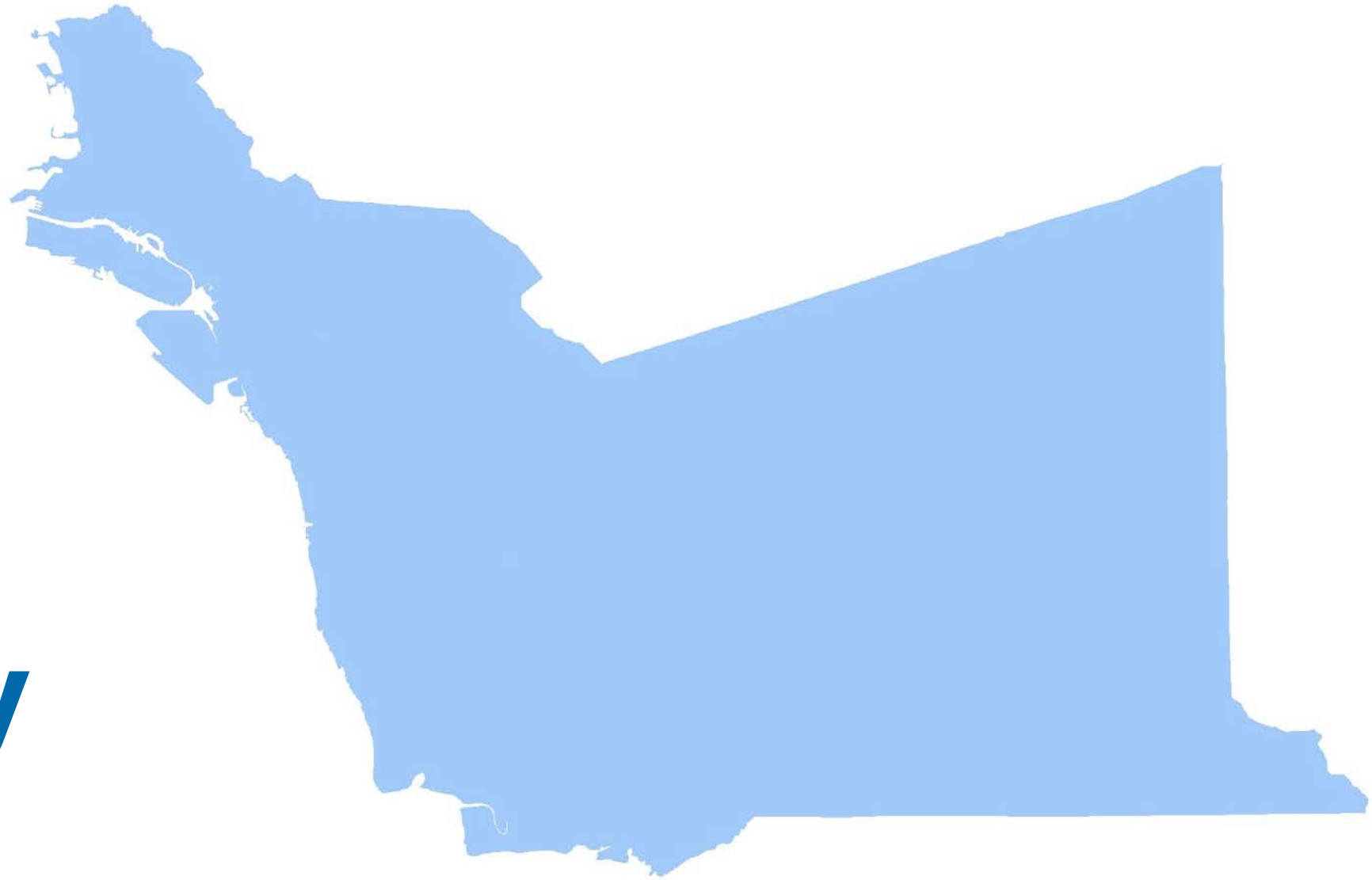


Source: INRIX (March – May)

Congestion defined as LOS F (Avg. Peak Speeds <30MPH)

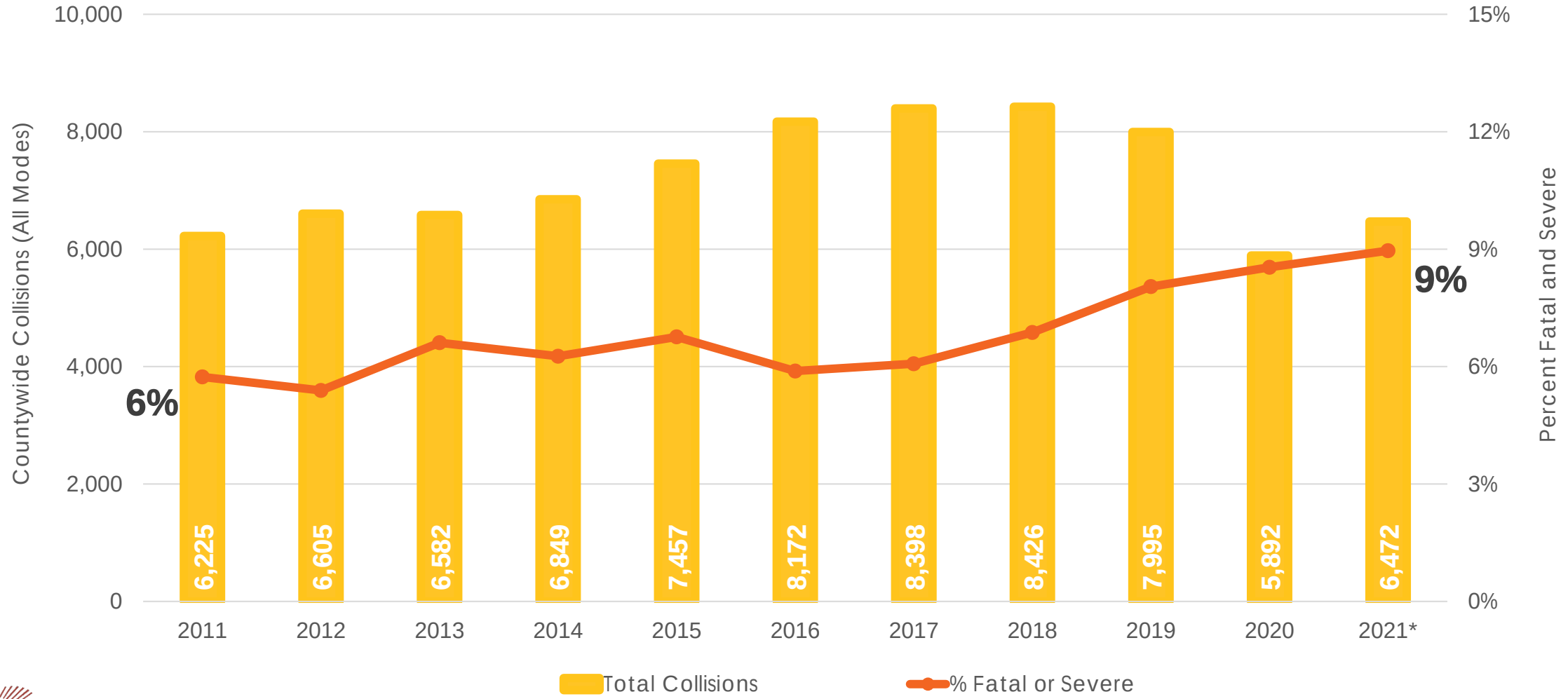
Note: This reflects a technical correction from the version presented to the PPLC on 2/13/23

3



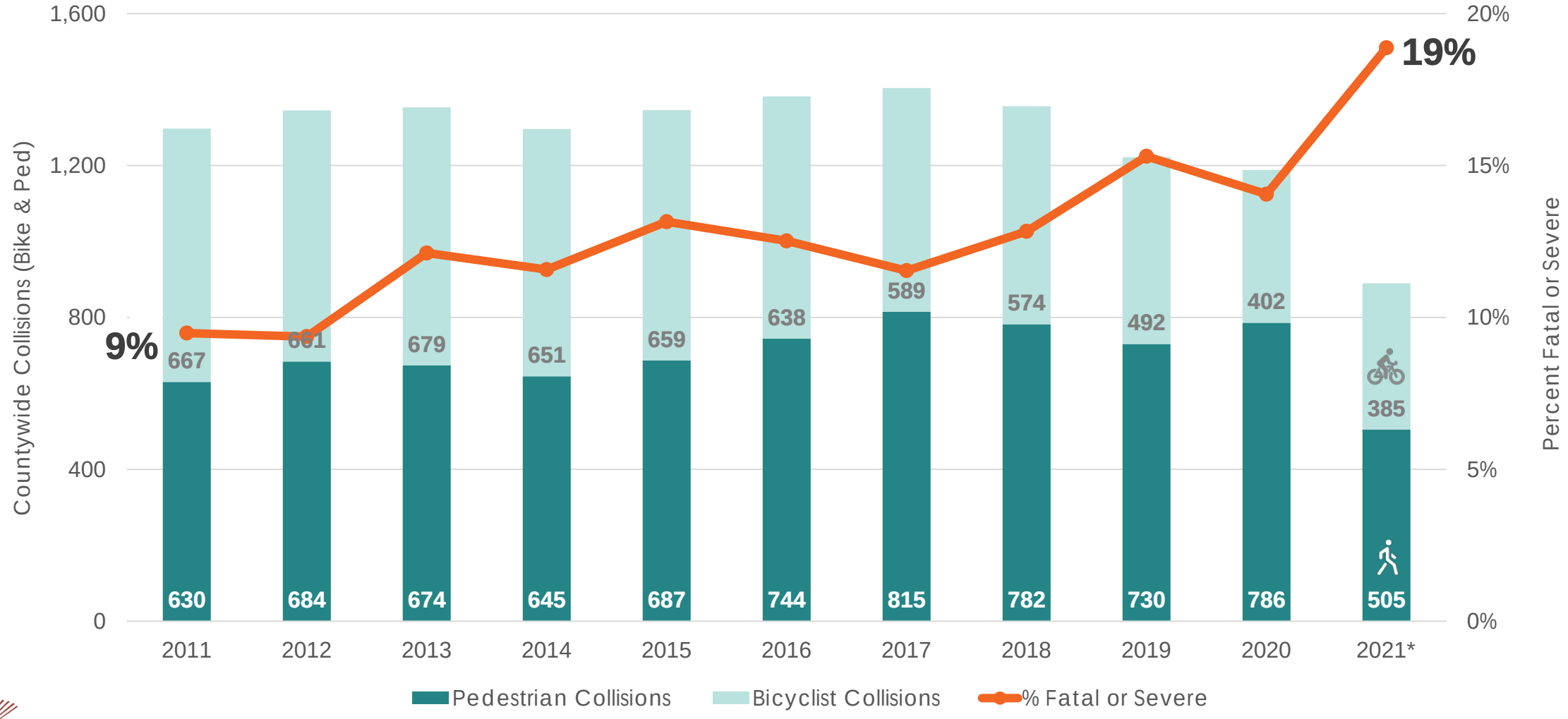
Safety

Total Collisions and Severity Rising



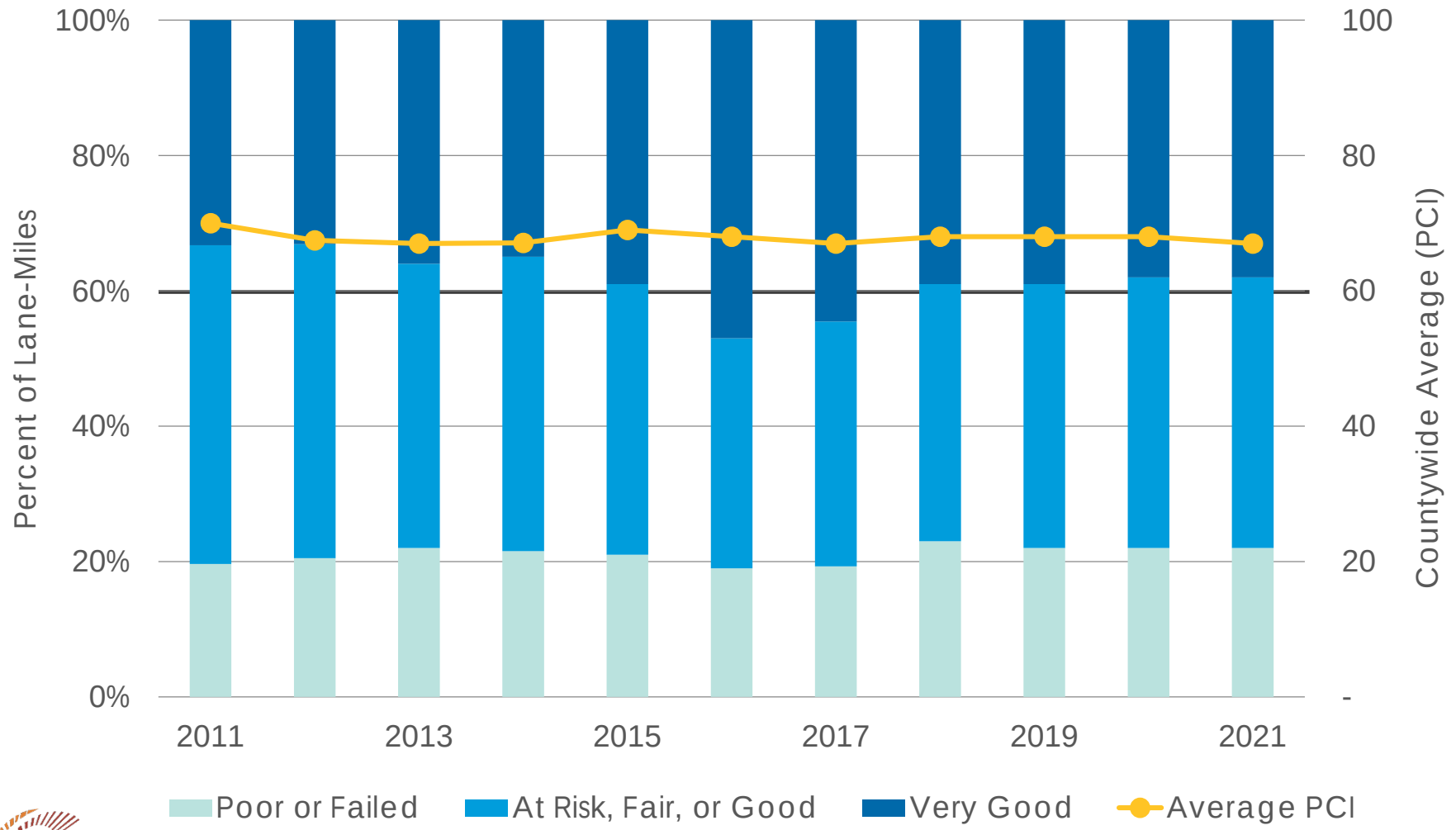
Source: TIMS, Alameda County, *Provisional

Bike & Ped Collisions Falling, Severity Rising



Source: TIMS, Alameda County *Provisional

Stable Pavement Condition Index



Countywide PCI

67 (Fair)

Deterioration Threshold

Below 60, deterioration accelerates

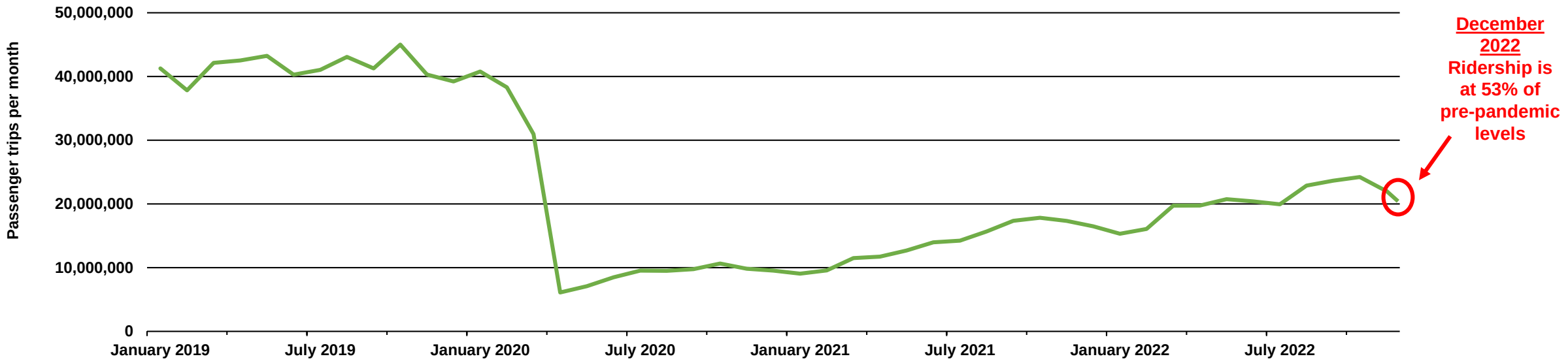
Source: MTC PCI, Alameda County

4

Transit Performance

Transit Ridership – All Bay Area Operators

Transit ridership across the Bay Area remains at only 53% of pre-pandemic levels.
But over 20 million passenger trips were still taken on transit during the month of December 2022.



Source: National Transit Database

A Challenged Business Model

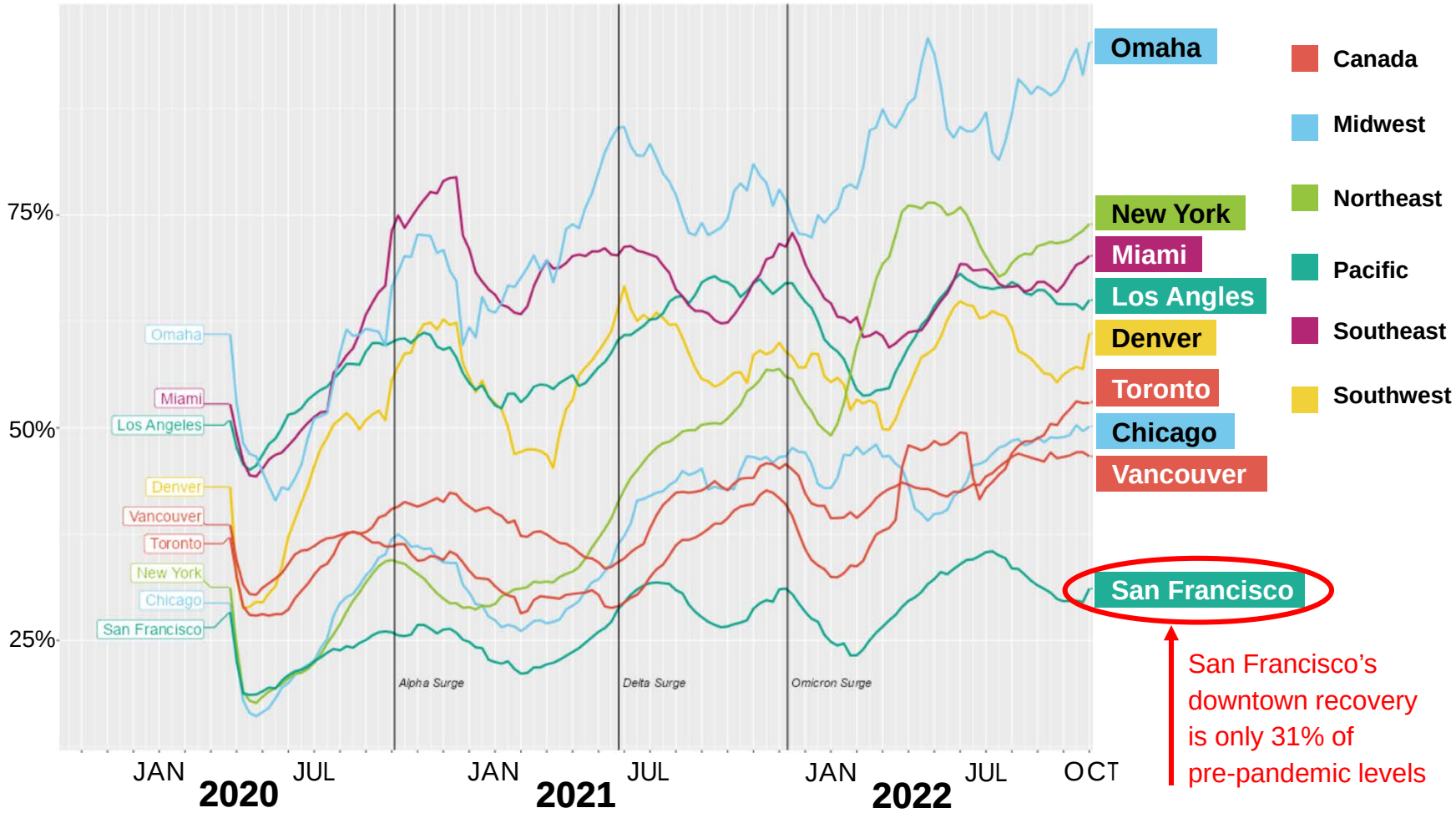
Population Loss

150,000 fewer people lived in the Bay Area 2022 than in 2015*

Workplace Changes

Downtown SF and Oakland have the *lowest rate of office in-person occupancy* in North America*.

UC Berkeley Downtown Recovery Quotient Trajectories in 9 Select North American Cities*

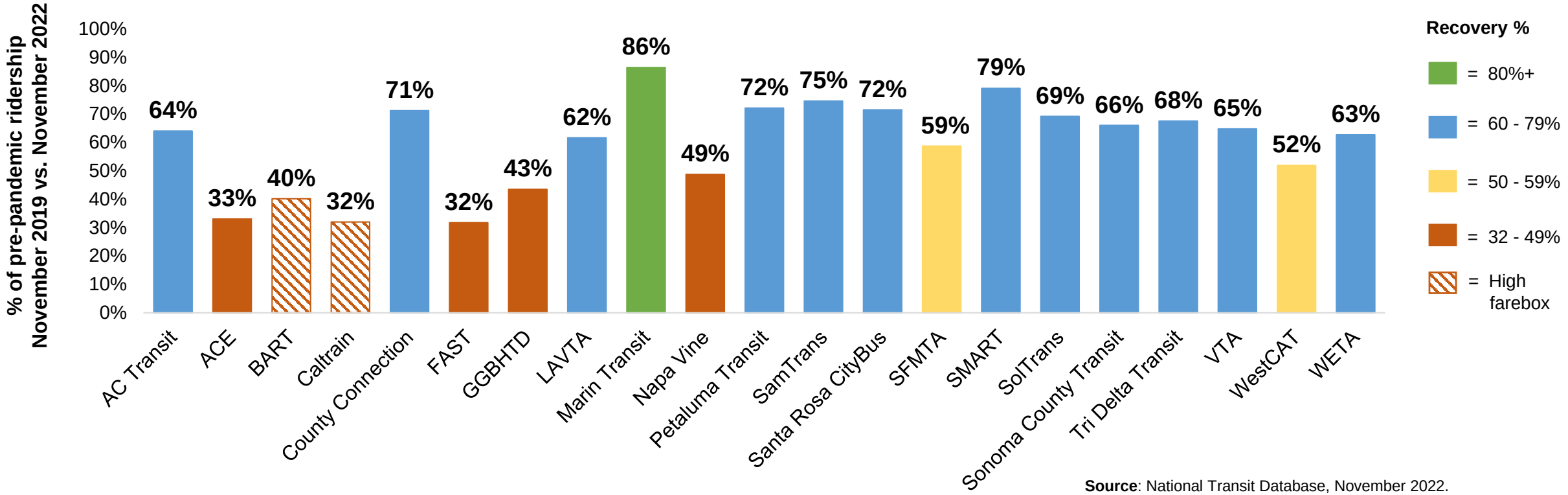


San Francisco's downtown recovery is only 31% of pre-pandemic levels

***Sources**: UC Berkeley/U of Toronto – Downtown Recovery Study; CA Dept. of Finance

Ridership Recovery Varies Greatly by Operator

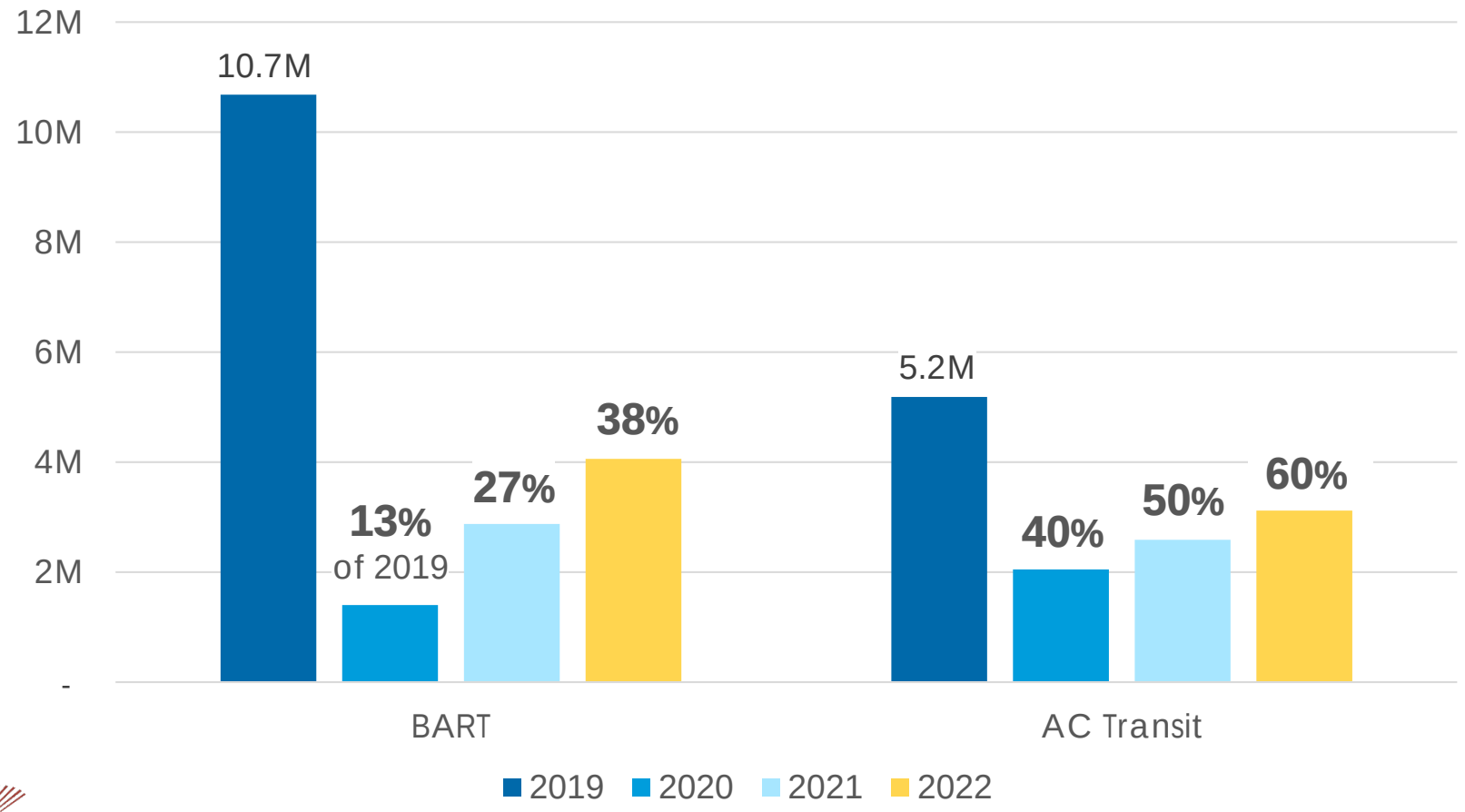
Ridership recovery by operator generally reflects the type of destinations served and the demographics of riders of each agency. Operators primarily serving riders without access to other modes of transportation have seen the most robust recovery.



Source: National Transit Database, November 2022.
Note: Data for Vacaville CityCoach and Union City Transit is not available.

2022 Ridership Increased for All Operators

Total October Ridership For Larger Transit Operators



Variation by Day of Week

BART October 2022

Avg. Weekday Ridership

37% of Pre-Pandemic

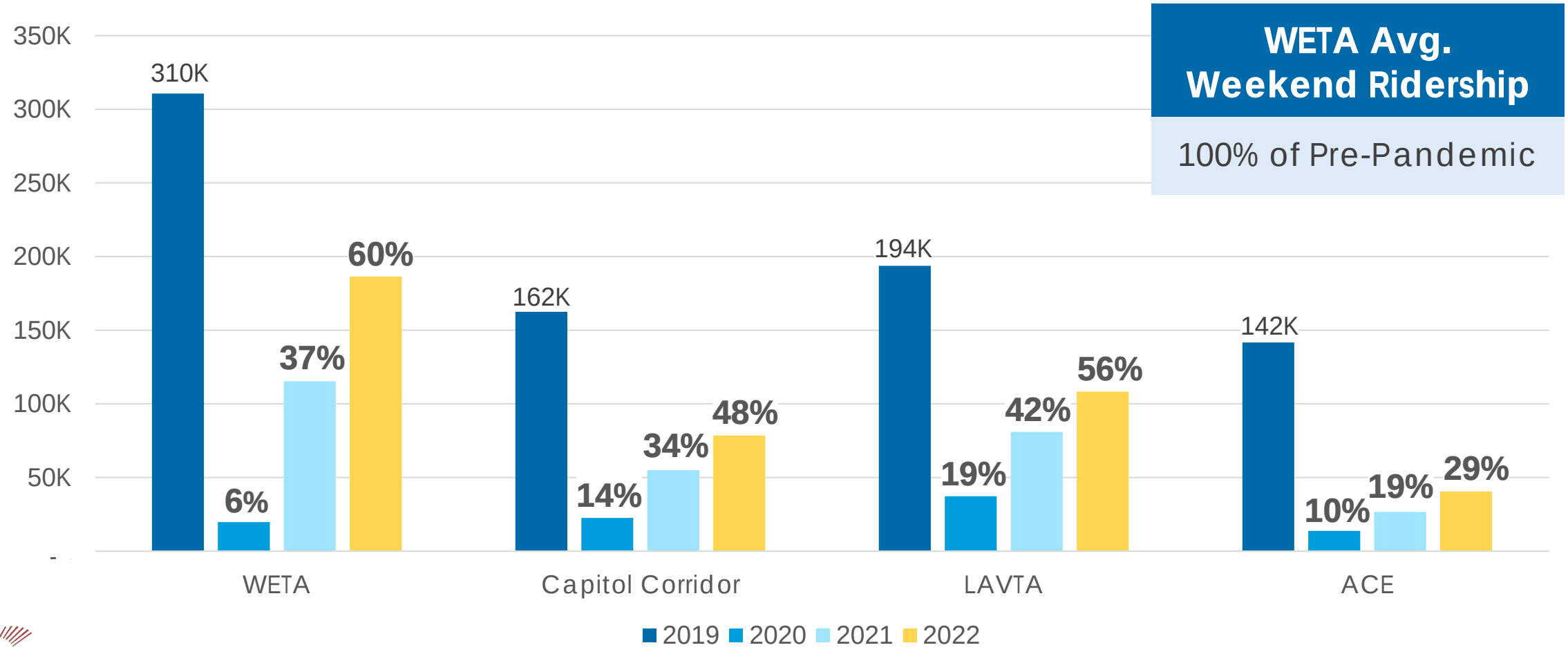
Avg. Weekend Ridership

60% of Pre-Pandemic

Source: Transit Agency Board Reports

2022 Ridership Increased for All Operators

Total October Ridership For Smaller Transit Operators

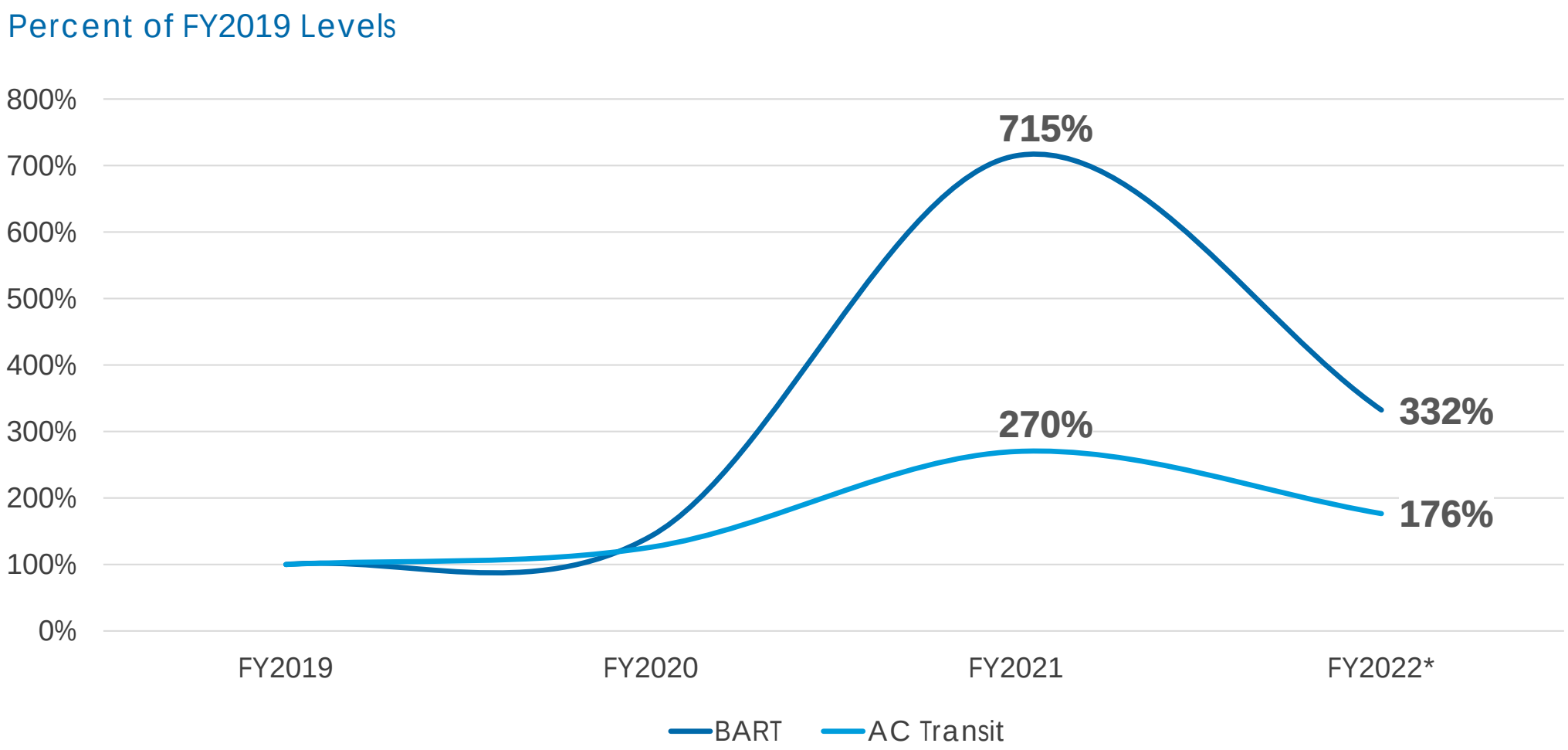


WETA Avg. Weekend Ridership

100% of Pre-Pandemic

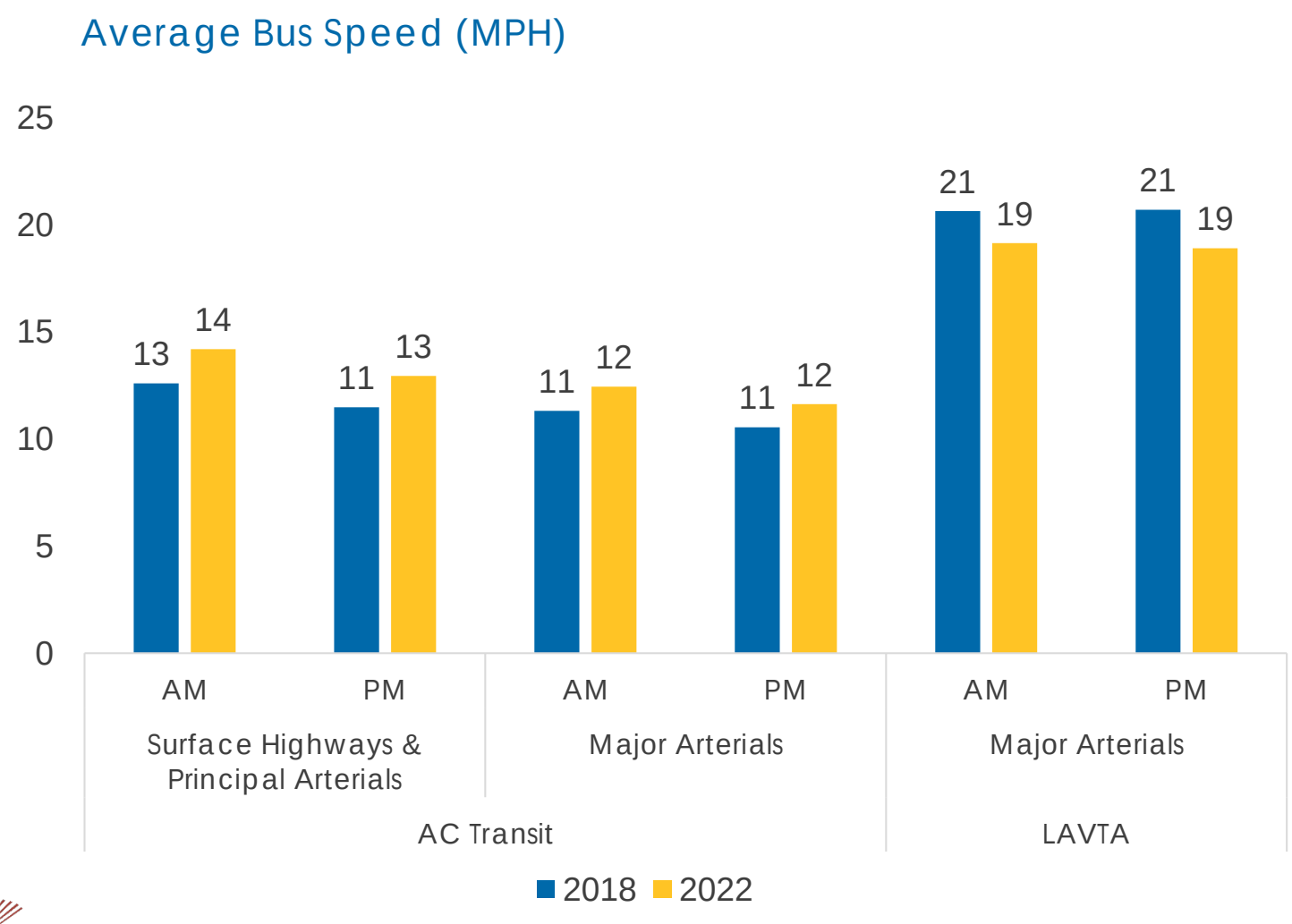
Source: Transit Agency Board Reports (UC Transit not available)

Falling Operating Cost per Boarding



Source: NTD FY2012-2022, Adjusted for inflation to $2022, *FY2022 = Provisional

Bus Speeds Mirrored Auto Trends



Countywide Avg. PM Peak Bus Speed

13.5 MPH

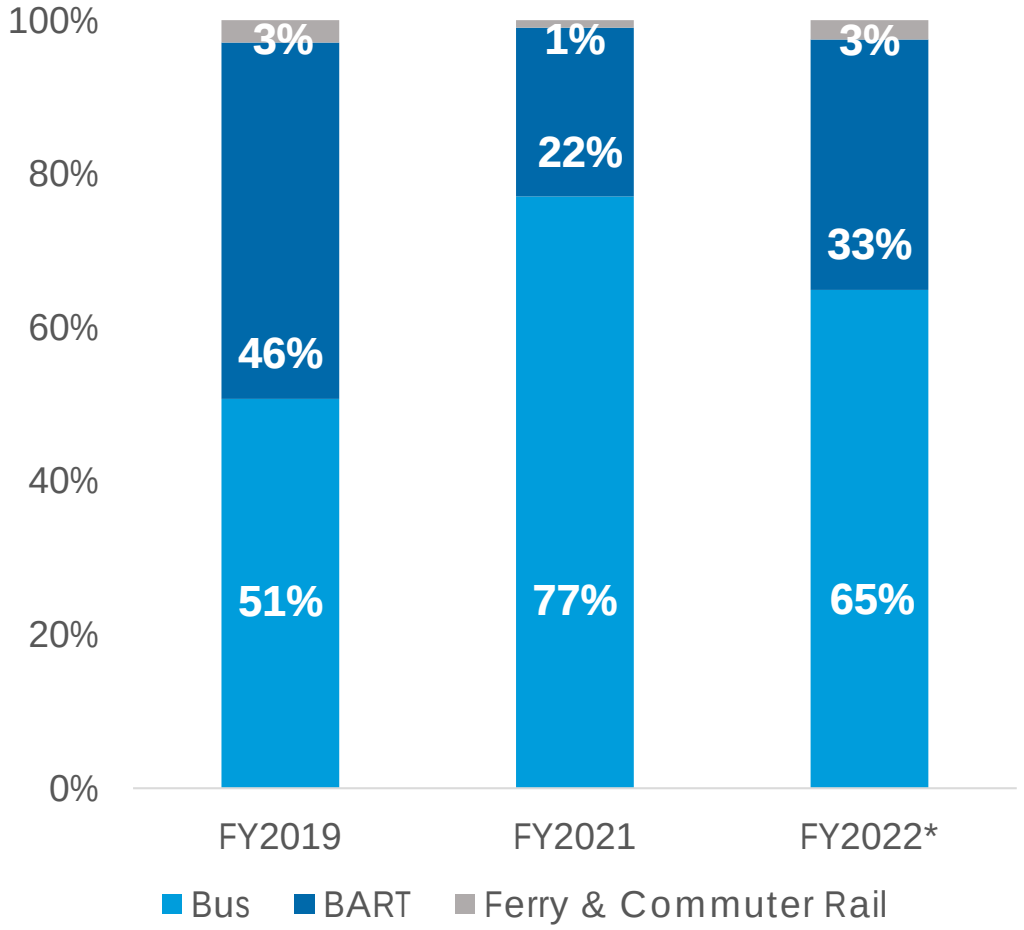
Countywide Avg. Bus-to-Auto Speed Ratio

0.63

Source: 2022 Multimodal Monitoring Report, Alameda CTC

Bus Performance Remains Strong

Alameda County Transit Ridership by Mode



- 2/3 of transit trips were by bus in FY2022
- Investments in bus priority paying off:
  - TEMPO surpassed pre-pandemic ridership

Average Weekday Ridership

AC Transit Route	2018	2021 *vs. 2018*	2022 *vs. 2018*
1	11,930		
TEMPO		9,167 *-23%*	12,625 *+6%*

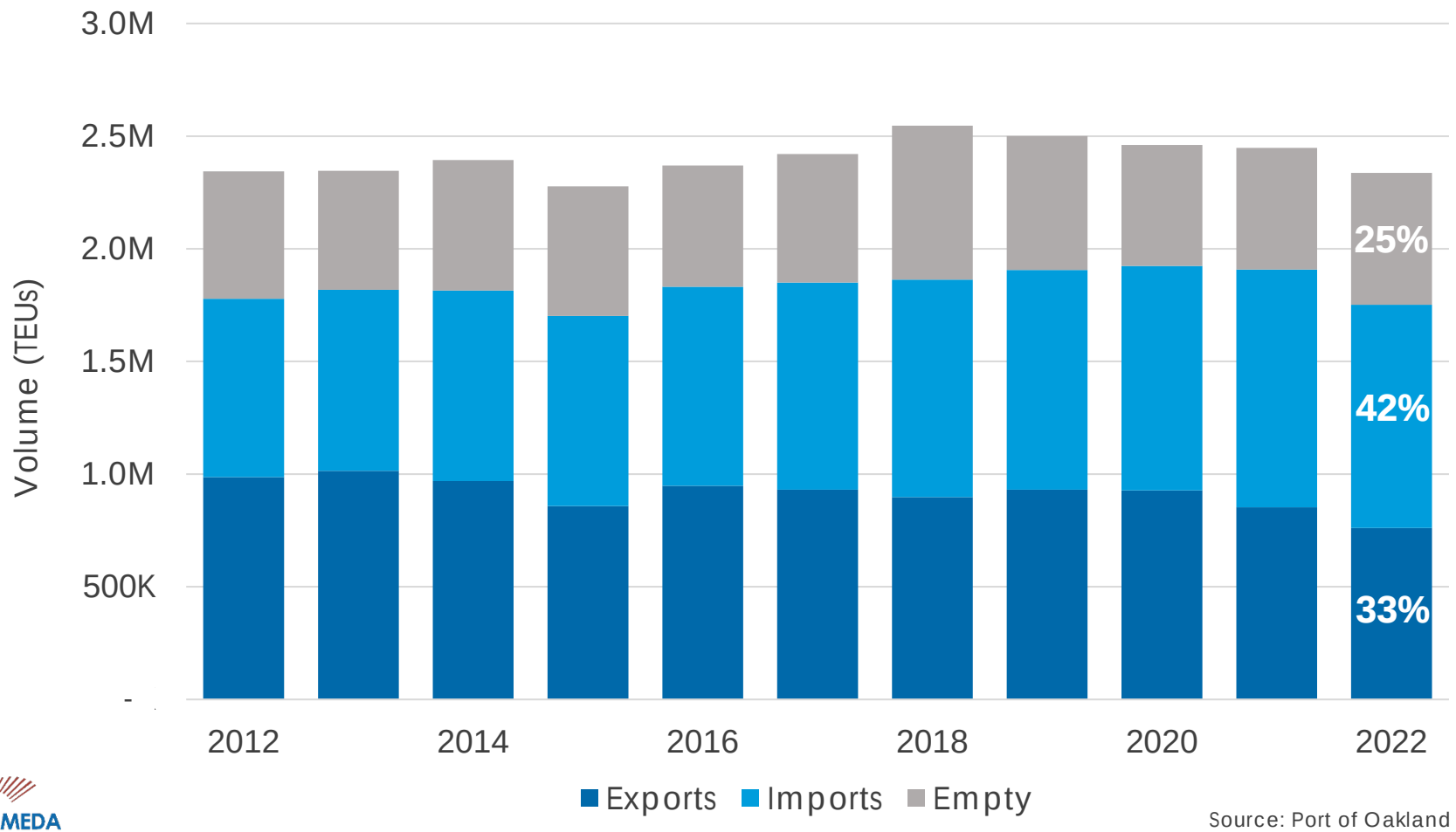
Source: NTD FY2012-2022 (*FY2022 = Provisional), AC Transit Monthly Ridership by Route

5

Goods Movement

Port Activity Stable Despite Challenging 2022

Port of Oakland Container Volumes



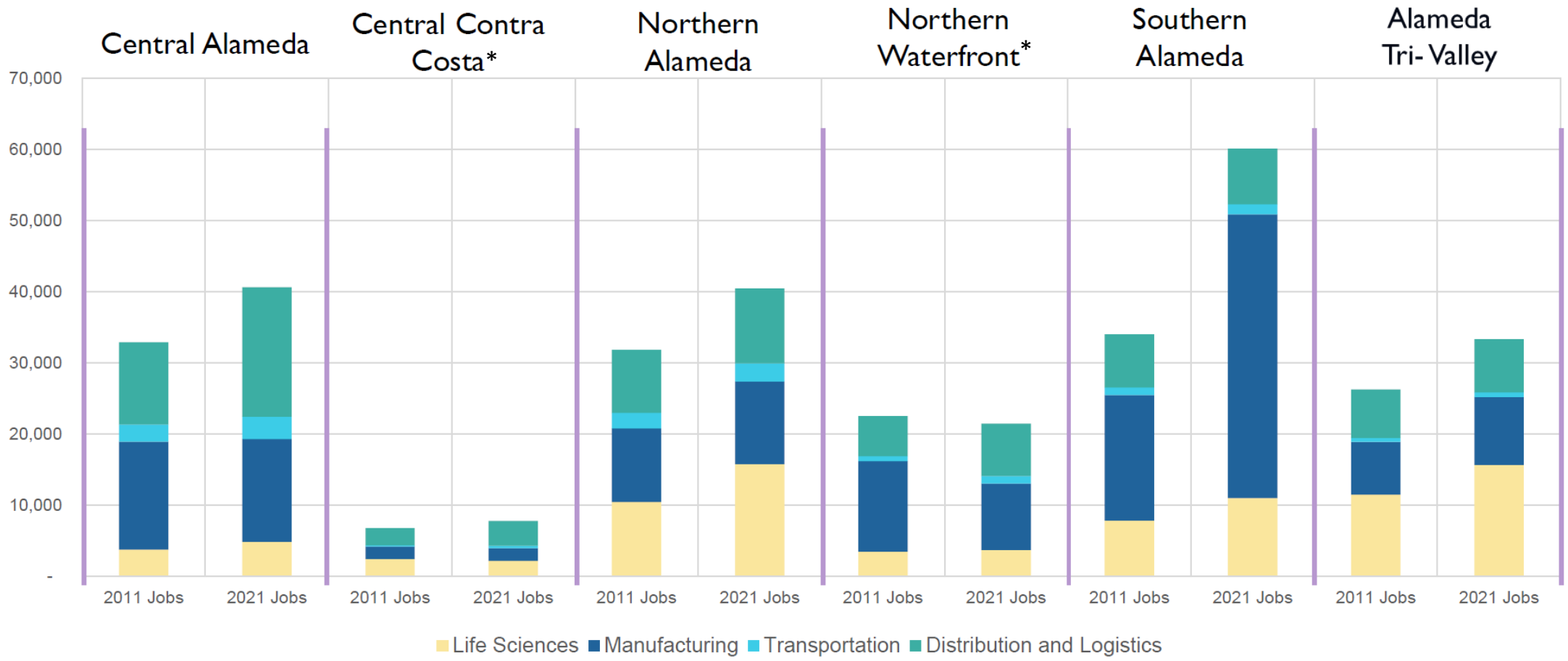
2022 Total Volume

2.34 Million TEU

-4.5% YoY

Source: Port of Oakland TEU (20-Foot Container) Volumes, 2012-2022

East Bay Industrial Job Growth



*Contra Costa County Sub-Area

Source: Lightcast & Strategic Economics, 2023
(East Bay EDA Industrial Lands March 2023 Working Group)

Attachment B.

Performance Data Compendium

ALAMEDA
County Transportation Commission

Performance Data Compendium

Alameda CTC
2012 - 2022

Purpose:

The Performance Data Compendium presents current and historical data for Alameda CTC's Performance Report. These data are compiled from a combination of publicly available sources and transit operators by Alameda CTC staff each spring and reflect the most recently available data at the time of data collection.

Alameda CTC complements the Performance Report's annual analysis of publicly available data with supplemental data collection of auto speed, transit speed, and congestion data every other year through the Multimodal Monitoring effort. These metrics (including the legislatively required Level of Service scores for the county's Congestion Management Program network) can be found in the latest Multimodal Monitoring Report posted on Alameda CTC's website.

Transit Data Notes:

Transit data are compiled from the National Transit Database (NTD) and transit operators. The latest fiscal year data (FY2022) and other metrics not available in the NTD (denoted with grey shading and italicized text) are **provisionally** provided by transit operators to Alameda CTC to support timely analyses and are subject to change. Transit data presented in this compendium is reflective of each agency's fiscal year (generally July - June), and all monetary values have been inflated to reflect $2022 values.

For more information on the NTD, users are encouraged to consult the most current NTD Data Publications guide located at https://www.transit.dot.gov/ntd/data-product/ntd-data-product-guide.

Disclaimer:

The Performance Data Compendium is provided as a resource to support transportation performance monitoring in Alameda County. These data have been compiled and reviewed to the best of staff ability. As much of the data is provisional and compiled from external sources, values are subject to change periodically. Use of the Performance Data Compendium is at the user's discretion.

Please reach out to Shannon Mccarthy at smccarthy@alamedactc.org with any questions or feedback.

Public Transit
Performance Measures

Transit Service Provided

	Fiscal Year:	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	*2022 (P)*
Revenue Miles	**ACE**	805,248	914,658	950,383	1,001,858	1,078,543	1,084,966	1,102,574	1,126,384	1,008,877	479,399	*867,991*
	AC Transit	24,621,807	24,869,157	25,073,407	25,359,186	26,335,931	26,811,246	27,059,822	27,450,661	24,168,914	19,477,311	*16,771,859*
	BART	63,439,052	65,652,045	64,766,101	67,527,341	72,042,996	75,633,834	77,748,993	79,665,710	71,308,009	50,301,975	*78,554,914*
	Capitol Corridor[1]	1,209,812	1,209,812	1,209,812	1,169,937	1,175,217	1,170,387	1,167,542	1,167,842	859,090	744,709	*770,475*
	LAVTA	2,056,042	2,027,558	2,018,572	2,208,594	2,202,254	2,150,798	2,160,306	2,140,927	1,848,620	1,148,750	*1,225,468*
	UC Transit	550,640	558,370	558,489	569,912	563,620	542,952	542,177	534,429	531,584	495,751	*511,473*
	WETA	82,170	294,996	310,614	308,104	318,683	405,446	427,156	405,374	329,782	161,880	*485,173*
Revenue Hours	**ACE**	20,194	23,283	24,301	25,062	27,973	28,013	28,219	28,445	25,629	12,075	*22,006*
	AC Transit	2,027,970	2,039,414	2,059,059	2,113,557	2,222,174	2,367,804	2,460,285	2,486,382	2,221,439	1,861,694	*1,623,478*
	BART	1,813,621	1,821,197	1,803,171	1,918,443	2,052,842	2,163,933	2,211,483	2,286,795	2,064,392	1,708,631	*2,486,029*
	Capitol Corridor[1]	-	-	-	-	-	-	-	-	-	-	-
	LAVTA	150,578	151,444	147,703	152,371	155,463	152,299	156,838	164,483	140,245	89,800	*90,069*
	UC Transit	49,848	50,714	46,502	45,300	46,188	50,374	49,831	49,167	50,454	41,670	*35,479*
	WETA	6,602	14,577	15,311	15,316	15,673	20,541	20,384	20,596	17,334	7,056	*23,839*

Sources: FY2012-FY2021 values pulled from NTD TS 2.2 Sevice Data and Operating Expenses Time Series by System
FY2022 values are provisionally provided by Almeda County transit operators and subject to change
[1]Capitol Corridor does not report to NTD; all values provided by agency staff

Notes: Rail (BART & ACE) values reflect Passenger Car Revenue Miles & Revenue Hours

Transit Ridership & Service Utiliziation

	Fiscal Year:	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	*2022 (P)*
Annual Ridership (Boardings)	**ACE**	786,947	940,774	1,075,648	1,209,755	1,290,085	1,299,717	1,398,954	1,506,183	1,061,990	160,007	*321,752*
	AC Transit	54,396,776	55,951,572	56,765,039	56,020,660	54,575,655	53,416,004	52,789,850	54,067,171	45,165,365	21,535,037	*28,908,863*
	BART	118,674,764	126,546,495	125,784,207	135,240,559	137,658,212	132,802,066	129,044,343	128,217,031	91,006,971	17,839,678	*38,224,072*
	Capitol Corridor[1]	1,746,397	1,701,185	1,419,084	1,474,873	1,560,814	1,607,277	1,698,515	1,777,136	898,007	354,373	*705,365*
	LAVTA	1,795,807	1,771,826	1,695,890	1,696,829	1,703,786	1,590,205	1,695,874	1,706,551	1,442,623	435,186	*841,343*
	UC Transit	521,350	516,030	422,198	354,635	330,444	298,577	295,745	281,101	242,727	125,624	*194,324*
	WETA	727,693	1,509,873	1,925,648	2,091,276	2,479,944	2,609,411	2,844,400	3,048,876	2,298,857	264,498	*1,412,543*
Boardings/ Revenue Vehicle Mile	**ACE**	0.98	1.03	1.13	1.21	1.20	1.20	1.27	1.34	1.05	0.33	*0.37*
	AC Transit	2.21	2.25	2.26	2.21	2.07	1.99	1.95	1.97	1.87	1.11	*1.72*
	BART	1.87	1.93	1.94	2.00	1.91	1.76	1.66	1.61	1.28	0.35	*0.49*
	Capitol Corridor[1]	1.44	1.41	1.17	1.26	1.33	1.37	1.45	1.52	1.05	0.48	*0.92*
	LAVTA	0.87	0.87	0.84	0.77	0.77	0.74	0.79	0.80	0.78	0.38	*0.69*
	UC Transit	0.95	0.92	0.76	0.62	0.59	0.55	0.55	0.53	0.46	0.25	*0.38*
	WETA	8.86	5.12	6.20	6.79	7.78	6.44	6.66	7.52	6.97	1.63	*2.91*
Boardings/ Revenue Vehicle Hour	**ACE**	39	40	44	48	46	46	50	53	41	13	*15*
	AC Transit	27	27	28	27	25	23	21	22	20	12	*18*
	BART	65	69	70	70	67	61	58	56	44	10	*15*
	Capitol Corridor[1]	-	-	-	-	-	-	-	-	-	-	*-*
	LAVTA	12	12	11	11	11	10	11	10	10	5	*9*
	UC Transit	10	10	9	8	7	6	6	6	5	3	*5*
	WETA	110	104	126	137	158	127	140	148	133	37	*59*

Sources: FY2012-FY2021 Boardings values are pulled from NTD TS 2.2 Sevice Data and Operating Expenses Time Series by System
FY2022 Boardings values are provisionally provided by Almeda County transit operators and subject to change
[1]Capitol Corridor does not report to NTD; all values provided by agency staff

Note: Boardings per Revenue Vehicle Mile & Hour are calculated

Cost Effectiveness

	Fiscal Year:	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	*2022 (P)*
Operating Costs (Expenses) ($2022)	**ACE**	$16,658,792	$19,930,898	$20,147,745	$21,089,714	$21,341,988	$25,677,271	$21,973,854	$21,792,373	$24,497,966	$21,302,748	*$26,152,617*
	AC Transit	$450,643,944	$443,157,853	$442,504,726	$453,715,135	$511,537,943	$496,100,064	$508,531,528	$527,134,010	$546,088,969	$478,614,618	*$464,506,242*
	BART	$667,197,290	$701,366,540	$693,088,805	$733,935,575	$768,685,240	$745,483,424	$748,028,793	$746,165,942	$743,290,497	$667,996,034	*$717,357,119*
	Capitol Corridor[1]	$77,757,766	$77,059,254	$71,753,438	$72,840,008	$70,159,930	$69,011,320	$70,120,992	$69,283,486	$53,248,149	$44,287,924	*$50,983,505*
	LAVTA	$18,801,347	$17,976,361	$18,610,647	$18,009,952	$18,908,558	$18,265,483	$17,577,882	$18,787,351	$18,454,330	$14,780,026	*$14,604,107*
	UC Transit	$5,292,454	$5,529,477	$5,746,242	$5,731,739	$5,444,256	$5,767,881	$5,473,861	$5,402,421	$5,558,067	$5,653,943	*$5,305,503*
	WETA	$9,294,933	$30,414,741	$32,308,051	$32,328,570	$31,802,380	$35,729,921	$39,245,637	$43,429,577	$41,967,033	$32,769,791	*$46,815,746*
Operating Cost/ Passenger	**ACE**	$21	$21	$19	$17	$17	$20	$16	$14	$23	$133	*$81*
	AC Transit	$8	$8	$8	$8	$9	$9	$10	$10	$12	$22	*$16*
	BART	$6	$6	$6	$5	$6	$6	$6	$6	$8	$37	*$19*
	Capitol Corridor[1]	$45	$45	$51	$49	$45	$43	$41	$39	$59	$125	*$72*
	LAVTA	$10	$10	$11	$11	$11	$11	$10	$11	$13	$34	*$17*
	UC Transit	$10	$11	$14	$16	$16	$19	$19	$19	$23	$45	*$27*
	WETA	$13	$20	$17	$15	$13	$14	$14	$14	$18	$124	*$33*
Operating Cost/ Revenue Vehicle Mile	**ACE**	$21	$22	$21	$21	$20	$24	$20	$19	$24	$44	*$30*
	AC Transit	$18	$18	$18	$18	$19	$19	$19	$19	$23	$25	*$28*
	BART	$11	$11	$11	$11	$11	$10	$10	$9	$10	$13	*$9*
	Capitol Corridor[1]	$64	$64	$59	$62	$60	$59	$60	$59	$62	$59	*$66*
	LAVTA	$9	$9	$9	$8	$9	$8	$8	$9	$10	$13	*$12*
	UC Transit	$10	$10	$10	$10	$10	$11	$10	$10	$10	$11	*$10*
	WETA	$113	$103	$104	$105	$100	$88	$92	$107	$127	$202	*$96*
Operating Cost/ Revenue Vehicle Hour	**ACE**	$825	$856	$829	$842	$763	$917	$779	$766	$956	$1,764	*$1,188*
	AC Transit	$222	$217	$215	$215	$230	$210	$207	$212	$246	$257	*$286*
	BART	$368	$385	$384	$383	$374	$345	$338	$326	$360	$391	*$289*
	Capitol Corridor[1]	-	-	-	-	-	-	-	-	-	-	-
	LAVTA	$125	$119	$126	$118	$122	$120	$112	$114	$132	$165	*$162*
	UC Transit	$106	$109	$124	$127	$118	$115	$110	$110	$110	$136	*$150*
	WETA	$1,408	$2,086	$2,110	$2,111	$2,029	$1,739	$1,925	$2,109	$2,421	$4,644	*$1,964*

Sources: FY2012-FY2021 Operating Costs are pulled from NTD TS 2.2 Sevice Data and Operating Expenses Time Series by System
FY2022 Operating Costs are provisionally provided by Almeda County transit operators and subject to change
[1]Capitol Corridor does not report to NTD; all values provided by agency staff

Notes: All Operating Costs have been inflated to reflect 2022 dollar values
Operating Cost per Passenger, Revenue Mile & Revenue Hour are calculated

On Time Performance & Transit State of Good Repair

	Fiscal Year:	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	*2022 (P)*
Systemwide On-Time Performance*	ACE	94%	92%	94%	93%	90%	87%	89%	81%	82%	90%	89%
	AC Transit	68%	69%	67%	68%	70%	70%	70%	72%	73%	76%	73%
	BART	-	93%	92%	88%	88%	83%	87%	89%	88%	92%	83%
	Capitol Corridor[1]	94%	95%	95%	93%	94%	91%	90%	89%	88%	90%	83%
	LAVTA	81%	85%	81%	80%	80%	81%	85%	84%	88%	92%	90%
	UC Transit	93%	97%	97%	98%	96%	95%	-	-	-	-	-
	WETA	-	-	-	-	-	-	-	-	-	-	-
Mean Time/Distance Between Service Delays	ACE (Hrs)	20,194	-	12,151	8,354	4,662	2,334	3,527	4,064	2,563	3,019	*5,502*
	AC Transit (Mi)	6,658	8,033	5,725	6,243	5,885	6,156	6,078	7,188	7,344	7,434	*6,936*
	BART (Hrs)	7,525	7,850	7,071	7,212	9,504	9,169	8,377	7,726	10,070	3,147	*3,940*
	Capitol Corridor[1]	-	-	-	-	-	-	-	-	-	-	-
	LAVTA (Mi)	14,180	16,092	12,308	17,529	18,200	19,732	15,321	10,813	10,102	18,832	*27,233*
	UC Transit (Mi)	-	-	-	-	-	-	-	-	-	-	-
	WETA (Mi)	16,434	4,836	9,136	16,216	9,105	9,653	18,572	21,335	25,368	13,490	*19,407*

Sources: *On-Time Performance is a general estimate provided by operators that is not audited to the same standard as NTD metrics

Mean Time/Distance Between Service Delays is calculated by dividing NTD-reported Total Failures by Vehicle Revenue Miles (for bus) or Vehicle Revenue Hours (for rail)

[1]Capitol Corridor does not report to NTD; all values provided by agency staff

Bus Speed and Reliability

Spring Monitoring Period:		2018	2022
Peak vs. Off-Peak Speed (Trunk Lines)	AC Transit	See the latest Alameda CTC Multimodal Monitoring Report https://www.alamedactc.org/planning/congestion-management-program	
	LAVTA		
Bus-to-Auto Speed Ratio	AC Transit		
	LAVTA		

Source: https://www.alamedactc.org/planning/congestion-management-program

Note: Spring Monitoring Period is March - May of each calendar year

Local Streets & Roads
Performance Measures

Pavement Condition

	Calendar Year:	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Average Pavement Condition Index (PCI)	**Alameda Countywide Average**	**67**	**67**	**67**	**69**	**68**	**67**	**68**	**68**	**68**	**67**
	City of Alameda	66	68	67	72	71	71	70	70	70	68
	City of Albany	58	55	56	61	59	57	54	57	56	57
	City of Berkeley	58	58	58	57	58	55	59	57	58	57
	City of Dublin	87	85	85	84	85	85	85	85	84	82
	City of Emeryville	75	73	80	80	79	73	71	74	74	75
	City of Fremont	63	67	69	72	71	73	73	73	73	72
	City of Hayward	69	67	66	68	68	71	71	70	70	69
	City of Livermore	76	77	76	77	76	80	79	79	79	79
	City of Newark	76	76	76	76	76	76	76	75	74	73
	City of Oakland	61	58	56	56	56	52	55	53	52	53
	City of Piedmont	67	67	67	61	62	63	61	64	64	64
	City of Pleasanton	77	78	78	80	78	80	79	79	78	78
	City of San Leandro	57	57	56	54	56	59	56	57	55	55
	City of Union City	80	79	83	82	82	79	78	78	77	76
	Unincorporated Alameda County	71	71	71	70	71	71	70	71	72	72

Source: Metropolitan Transportation Commission (StreetSaver)

Note: Measured on a scale of 0 to 100 (where 100 means a newly paved road), and reported as a 3-year moving average to improve reliability.
Segment PCI data is collected on a rolling basis and is imputed for interim years based on facility age and treatments using the MTC StreetSaver system.

Auto Speed and Reliability

Spring Monitoring Period:		2018	2020	2022
Auto Speeds (by CMP Segment)	AM Peak Period	See the latest Alameda CTC Multimodal Monitoring Report https://www.alamedactc.org/planning/congestion-management-program		
	PM Peak Period			
Level of Service (by CMP Segment)	AM Peak Period			
	PM Peak Period			

Source: https://www.alamedactc.org/planning/congestion-management-program

Notes: Spring Monitoring Period is March - May of each calendar year
Results from previous monitoring cycles can be found in prior Level of Service Reports on Alameda CTC's website
More information on the Level of Service methodology can be found in the Multimodal Monitoring Report appendices