2023
Performance Report

Alameda County
Annual Performance Report
Published March 2024

ALAMEDA
County Transportation
Commission

2023 Performance Report

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Background

As the Congestion Management Agency for Alameda County, Alameda CTC is responsible for regularly assessing and reporting on transportation system performance. Alameda CTC presents countywide performance trends annually through the Performance Report, and publishes more detailed, legislatively required performance data collected every other year in the Multimodal Monitoring Report. Together, these two reports ensure Alameda CTC's conformity with state legislation and allow Alameda CTC to better understand the changing nature of the county's multimodal transportation system.

The Performance Report provides an opportunity to investigate a wide range of topics relevant to the county's transportation system in order to illuminate trends as they unfold and support informed decision making. The 2023 Performance Report summarizes key findings related to countywide demographics, the economy and goods movement, auto congestion, transit performance, and active transportation safety in Alameda County using the latest data available from 2022 and 2023.

Key findings from the 2023 Performance Report include:

- Population Stable and Aging: Alameda County's population increased for the first year since 2020, growing by 0.4 percent or roughly 6,000 residents to a total of 1.66 million residents in 2023.[1] The median age rose to 39.4 years in 2022, surpassing the national average for the first time in over a decade.
- Linguistic Diversity: Nearly half of Alameda County's residents speak a language other than English at home, the second-highest rate of linguistic diversity in the Bay Area behind Santa Clara County.[2]
- Economic Recovery Stabilizing: Following significant economic shifts in the wake of the pandemic, employment in Alameda County remained stable in 2023, dropping by 0.2 percent to 796,750 total jobs,[3] while the unemployment rate rose by 0.6 percentage points to 3.6 percent. The annual rate of inflation cooled in 2023, falling from a high of 5.6 percent in 2022 to 3.7 percent.[4]
- Drop in Trade, Remains Balanced: The Port of Oakland handled 2.07 million containers in 2023, reflecting a drop of 11.6 percent from 2022 in line with a

[1] California Department of Finance, January Population Estimates, 2013-2023, Alameda County
[2] U.S. Census Bureau, American Community Survey (ACS) 1-Year Estimates, 2012-2022, Alameda County
[3] Bureau of Labor Statistics (BLS), Local Area Unemployment Statistics, 2013-2023, Alameda County
[4] BLS, Local Area Unemployment Statistics & Consumer Price Index for All Urban Consumers, 2013-2023, San Francisco-Oakland-Hayward Metropolitan Statistical Area

decline in global trade more broadly. Despite challenges including persistent inflation, geopolitical tensions, and lower demand, the Port is the 9th busiest container port in the United States. Imports through the Port remained roughly balanced with exports, as was the case pre-pandemic.[5] Oakland International Airport likewise reported a reduction of 11.8 percent in trade activity year-over-year, transporting a total of 1.1 billion pounds of air cargo in 2023.[6]

- Growth Focused in Priority Development Areas: Over 80 percent of housing built in Alameda County between 2018 and 2022 was located in Priority Development Areas (PDAs). Alameda County jurisdictions permitted 53,700 units between 2015 and January 2023, surpassing the county's total Regional Housing Needs Allocation (RHNA) by 22%. While this varied widely by affordability, with low- and moderate-income housing still well below RHNA targets, units permitted and built in PDAs were twice as likely to be affordable than those outside of PDAs. [7,8]

- Telecommuting Continues: The share of employed Alameda County residents primarily working from home fell from a high of 35 percent in 2021 to 28 percent in 2022, but remained nearly double the national average of 15 percent.[9] Commuters who drove made up the largest total increase from 2021, bringing the auto commute mode share to 59 percent, however transit saw the largest relative increase, growing by 72 percent from 2021 to make up 7 percent of all commutes in 2022. The share of commuters walking, biking or taking another mode to work remained consistent with pre-pandemic levels at 6 percent.

- Freeway Congestion Rising: As auto travel on Alameda County freeways rose 1 percent year-over-year to a total of 22.4 million average daily vehicle miles traveled (VMT) in 2023,[10] freeway congestion rebounded to just 5 percent below pre-pandemic levels, increasing 52 percent from 2022 to an average daily 31,000 hours of vehicle delay (VHD) in 2023.[11] While total freeway VMT has surpassed pre-pandemic levels by 8 percent, average daily traffic volumes (ADT) on the county's three gateway bridges combined remained 13 percent below pre-pandemic levels. ADT the San Mateo and Dumbarton bridges was down by nearly 20 percent, while the more heavily trafficked Bay Bridge was just 9 percent below pre-pandemic levels. Together these trends point to shifting travel patterns away from peninsula-bound commutes, and potentially towards more local auto travel within Alameda County.[12]

- Transit Ridership Recovery Continues: Alameda County's seven transit operators provided a total of 90.2 million trips in FY22-23, and ridership continued to

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[5] Port of Oakland, Historic TEU Data, 2013-2023
[6] Oakland International Airport, January 2024 Press Release
[7] California Department of Housing & Community Development, Housing Element and APR Dashboard
[8] Metropolitan Transportation Commission, Association of Bay Area Governments
[9] U.S. Census, ACS 1-Year Estimates 2019-2022, Alameda County
[10] Caltrans, Performance Measurement System, Vehicle Miles Traveled, 2017–2023, Alameda County
[11] Caltrans, PeMS, Vehicle Hours of Delay, 2017–2023, Alameda County
[12] Bay Area Toll Authority, 2019-2023 Volume (Bay Bridge, San Mateo Bridge, Dumbarton Bridge)

increase from pandemic lows year-over-year for all Alameda County operators throughout 2023. Bus and ferry operators had recovered the highest share of their pre-pandemic ridership as of October 2023, with Union City Transit leading at 89 percent of pre-pandemic levels, and AC Transit, LAVTA and WETA all at 70 percent. While rail ridership has been slower to recover, at 42 and 45 percent of pre-pandemic levels for BART and ACE respectively, ACE saw the highest relative increase of 57 percent year-over-year.[13]

- Variations in Transit Recovery: Ridership recovery continues to vary significantly by operator, route and day of the week. While multiple operators, including AC Transit, BART and WETA report stronger weekend ridership recovery relative to pre-pandemic levels, weekday ridership recovery slightly outpaced total ridership recovery between FY21-22 and FY22-23 at 30 versus 26 percent. Union City Transit was the first operator in FY22-23 to report average weekday ridership that surpassed pre-pandemic levels, growing by 3 percent.[14]
- Most Traffic Fatalities in Two Decades: 102 people were killed in traffic collisions in Alameda County in 2022, marking the most fatal year on the county's roadways since 2003. Total collisions increased 4 percent year-over-year for all modes (auto, bike, pedestrian, etc.) to 6,769 collisions, 9 percent of which resulted in a severe injury or fatality. Bicycle and pedestrian collisions increased by 19 percent, to 1,064, in 2022, 16 percent of which were fatal or severe. Excessive speeding remains the most common factor in all collisions.[15]
- Safety Disparities by Age and Race: Older adults in Alameda County make up a disproportionately high share of collisions that result in a severe injury or fatality, with those over 65 years old accounting for 23 and 26 percent of all severe and fatal pedestrian collisions respectively, despite making up just 15 percent of the population. Black and Hispanic pedestrians are also disproportionately harmed, with Black pedestrians accounting for 22 and 20 percent of all severe and fatal collisions respectively, despite making up 10 percent of the population.[16,17]
- Pavement Condition Stable: Alameda County roads received an average Pavement Condition Index (PCI) score of 67 out of 100, reflecting "fair" pavement conditions.[18] 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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[13] Total October Ridership, Board Reports, Local Transit Agencies, 2023
[14] Board Reports, Local Transit Agencies, 2022
[15] University of California, Berkeley Safe Transportation Research and Education Center, Transportation Injury Mapping System (TIMS), Collisions 2012-2022 (2022 Provisional), Alameda County
[16] TIMS Pedestrian Collisions 2017-2022, Alameda County
[17] U.S. Census, ACS 2022 5-Year Estimate, Alameda County
[18] Metropolitan Transportation Commission, Regional Pavement Condition Summary Report, PCI, 2012-2022, Alameda County

Attachments:

A. 2023 Performance Report Charts and Graphics
B. Performance Data Compendium

Attachment A

2023 Performance Report Charts & Graphics

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2023 Performance Report

Alameda County Transportation Commission

Shannon McCarthy

March 2024

ALAMEDA County Transportation Commission

2023 Performance Report

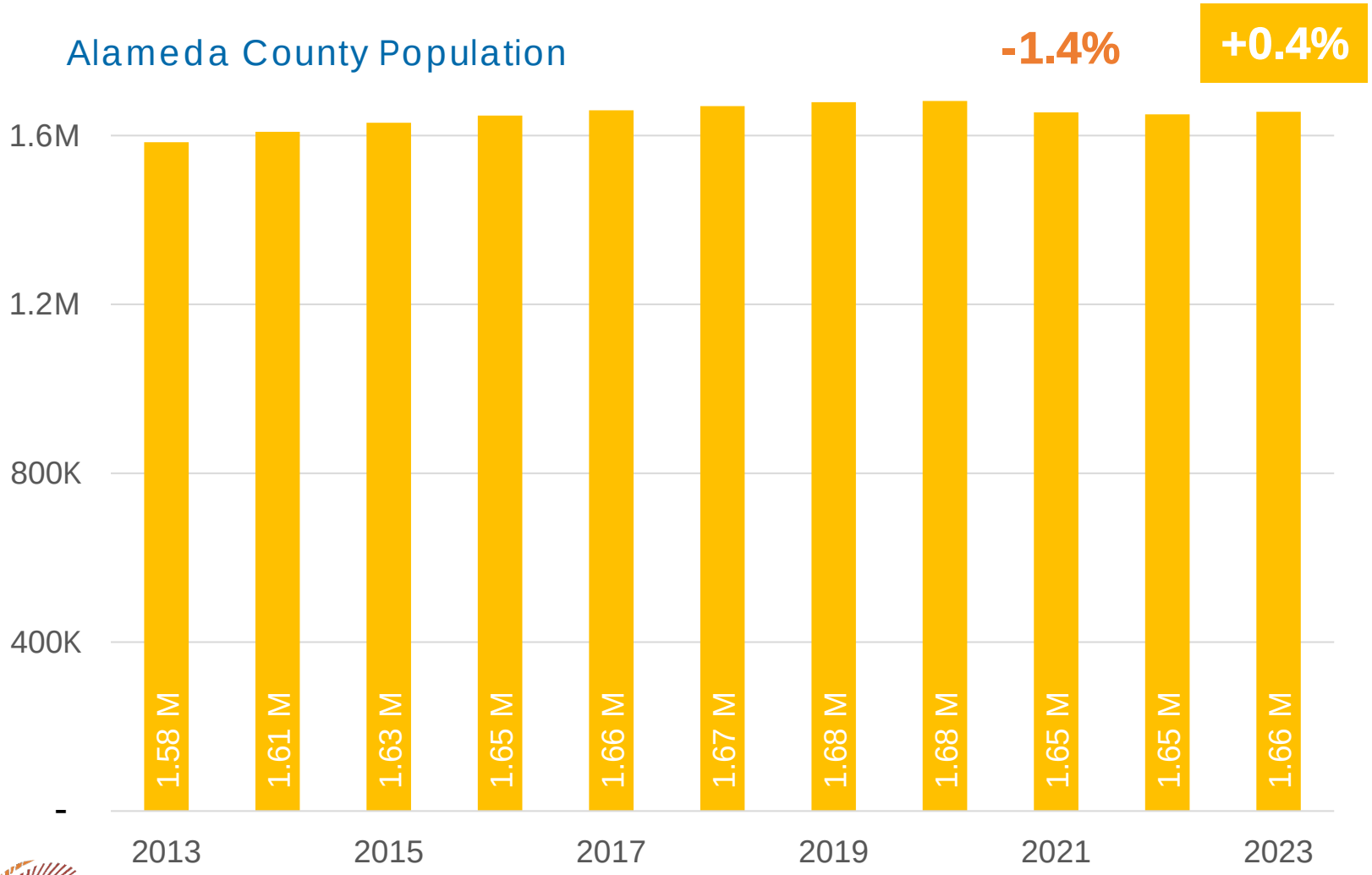
1. Population & Economy
2. Auto Travel
3. Transit Performance
4. Safety

1

Population and Economy: Key Findings

- Population aging
- Economic recovery stabilizing
- Affordable housing development focused in areas near transit

First Population Increase Since Pandemic



Total Population

1.66 Million

+6,000 YoY

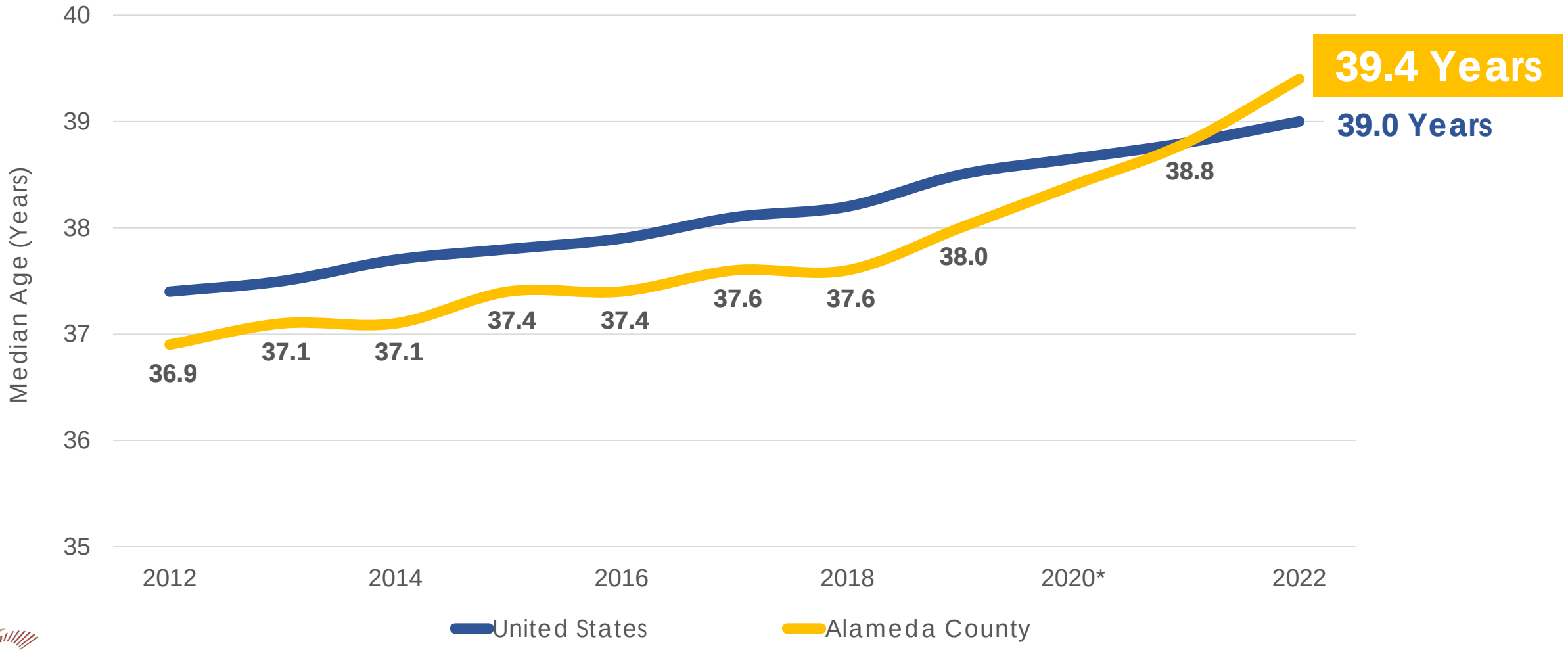
Linguistic Diversity

46%

Speak a language other than English at home

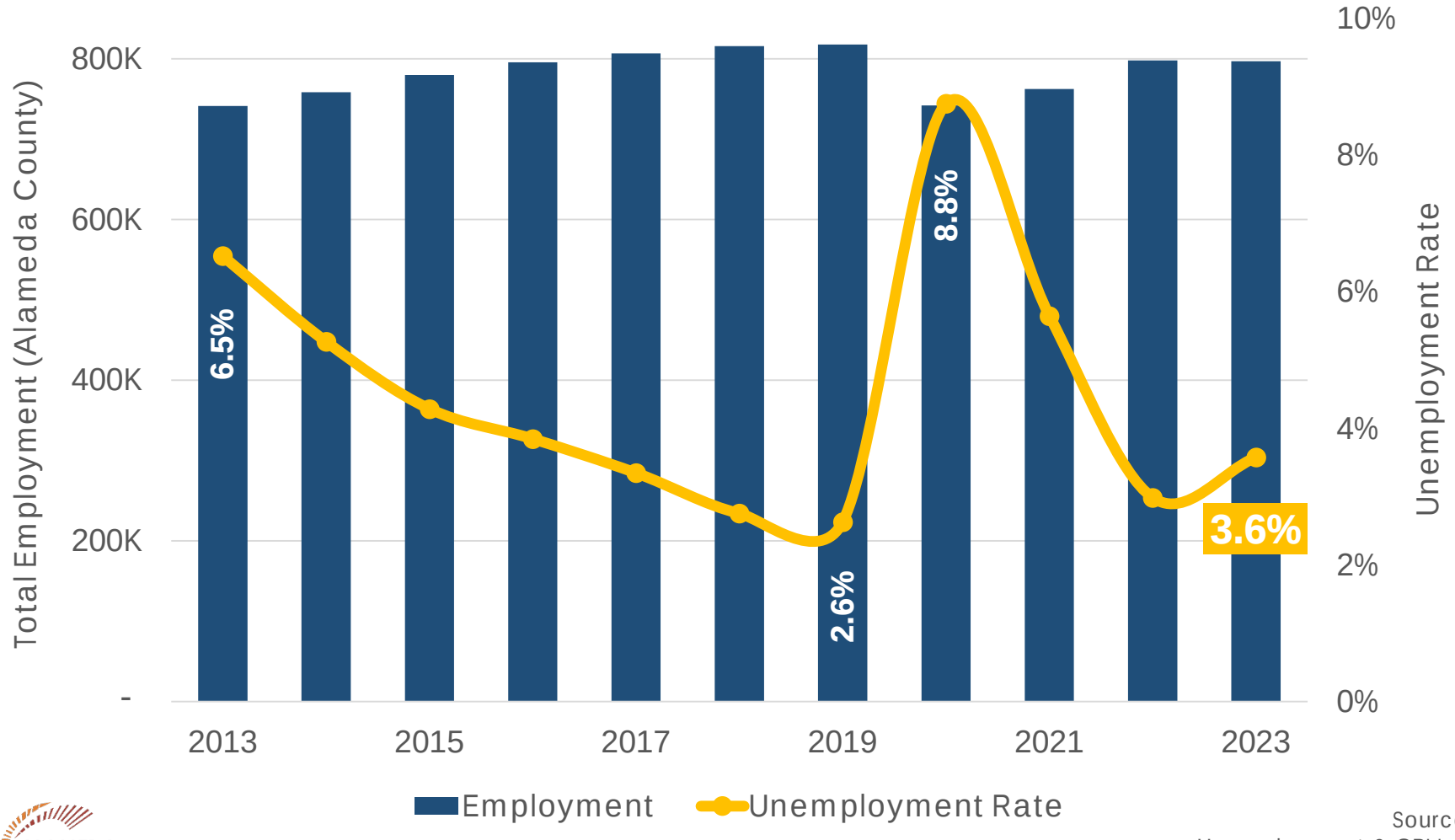
Sources: Population, CA DoF (2013-2023), Language, ACS 2022 1-Year Estimate

Aging Population Surpassed US Average



Source: ACS 1-Year Estimates (2020 not available)

Economic Indicators Stabilizing



Employment

796,750 Jobs

-0.2% YoY

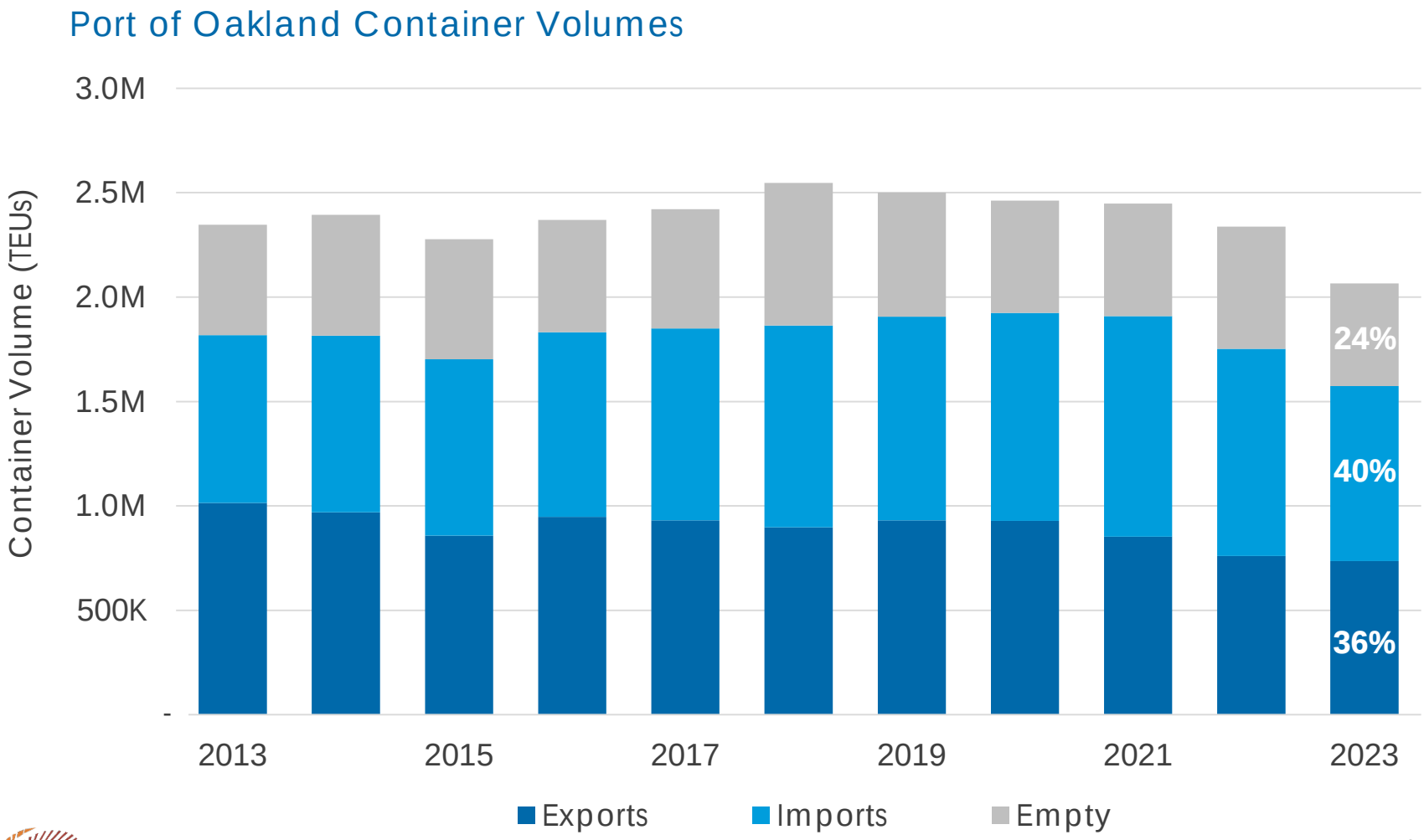
Annual Inflation Rate

3.7%

-1.9% from 2022

Source: BLS 2013-2023, Jobs (Alameda County), Unemployment & CPI Inflation (SF-Oakland-Hayward Metro Area)

Trade Dropping, Remains Balanced



National Ranking

9th Busiest Port

Port Volume

2.07 Million TEUs

-11.6% YoY

OAK Air Cargo

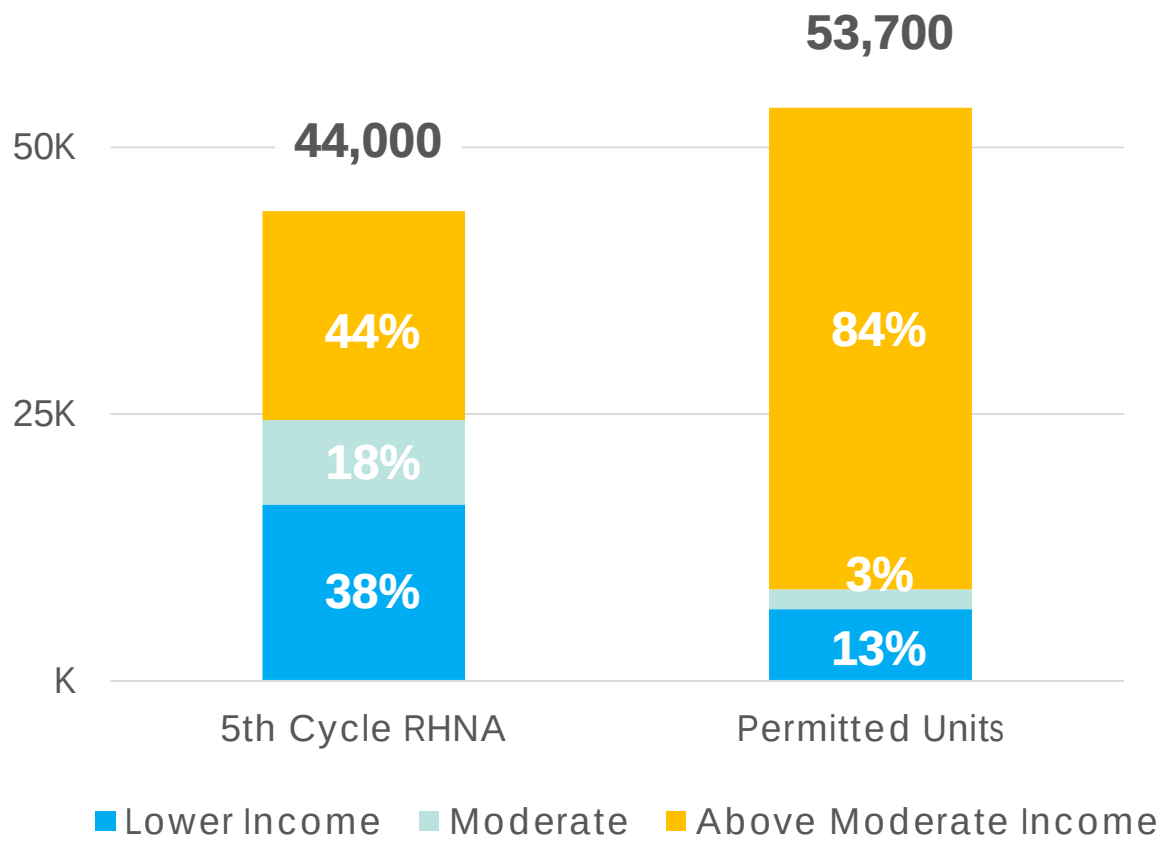
1.1 Billion Pounds

-11.8% YoY

Source: Port of Oakland Twenty-foot Equivalent Container Units (TEUs), Oakland International Airport (2023)

Housing Focused in Areas Near Transit

Alameda County Regional Housing Needs Allocation



Priority Development Areas

Locally nominated areas near transit and planned for significant growth

48 PDAs

in Alameda County

80%

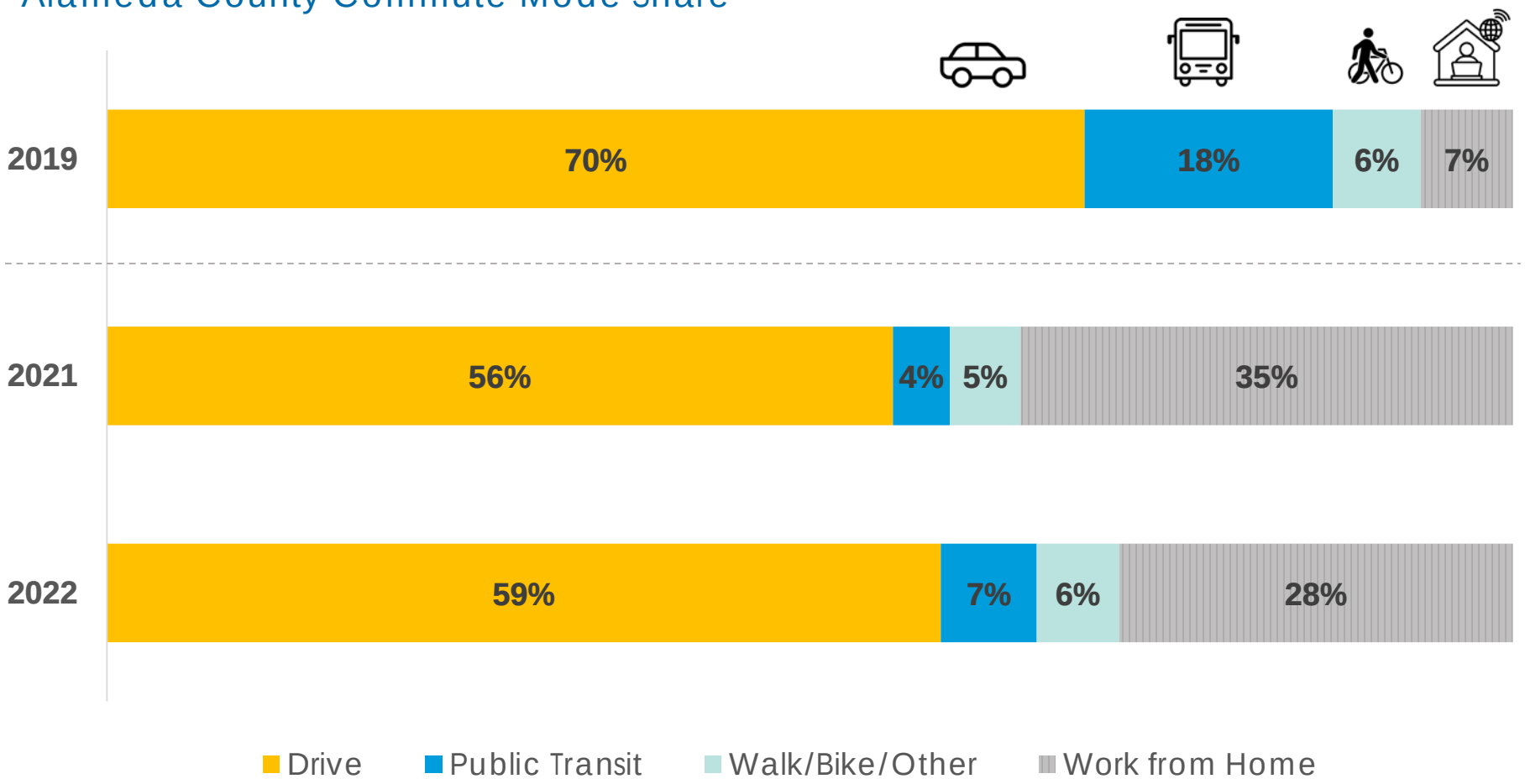
of housing built between 2018-2022 was located in a PDA

New housing in PDAs is **2x more likely** to be affordable than outside PDAS

Source: HCD APR Dashboard, MTC (RHNA 5th Cycle: 2015-2022)
Note: Housing built reflects certificate of occupancy

Remote Work Declined in 2022

Alameda County Commute Mode Share



Avg. Commute

30 Minutes

+1.4 Min YoY

U.S. WFH Rate

15%

-3% from 2022

Source: Commute Mode Share, ACS 1-Year Estimates, Alameda County

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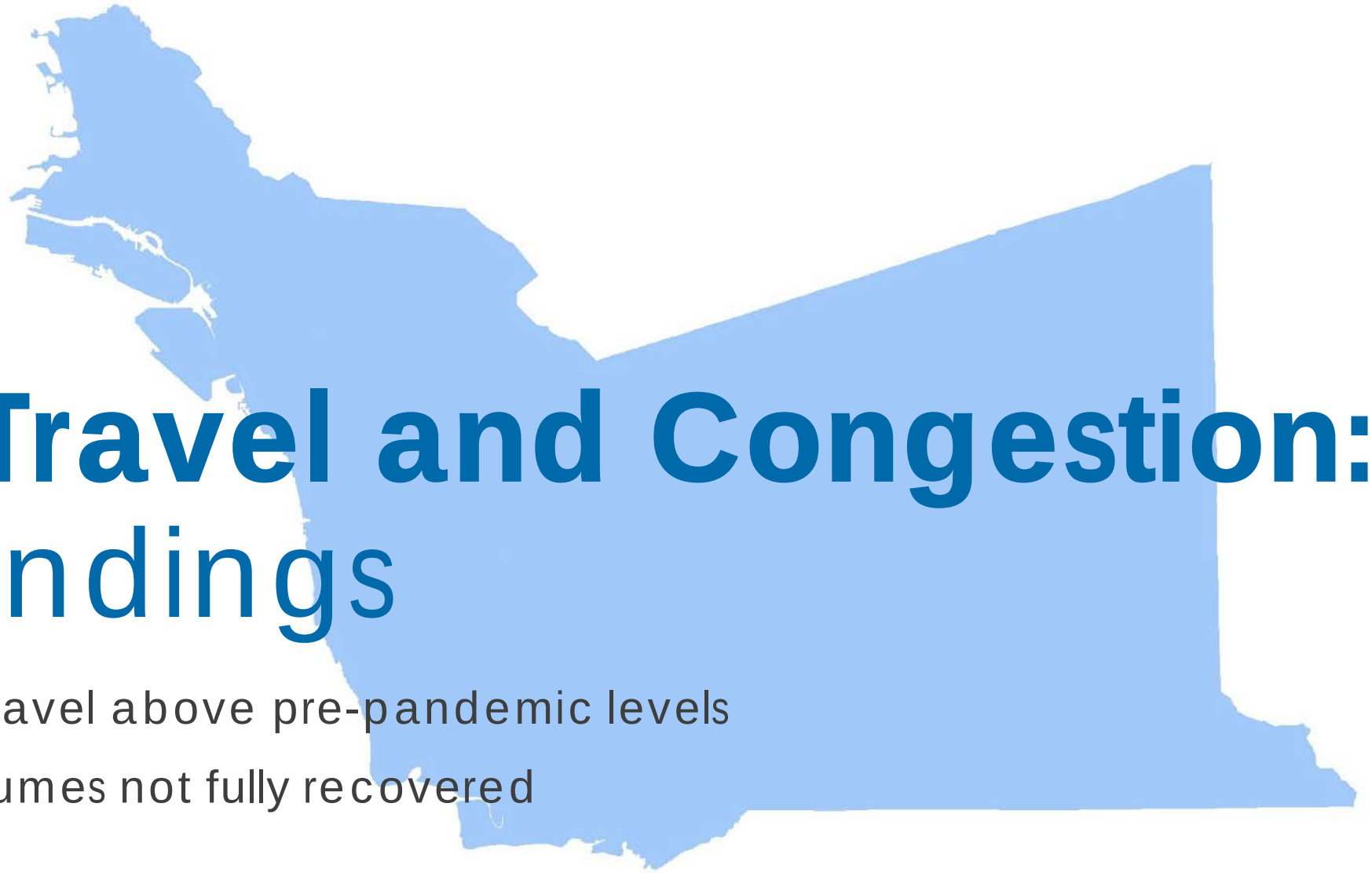
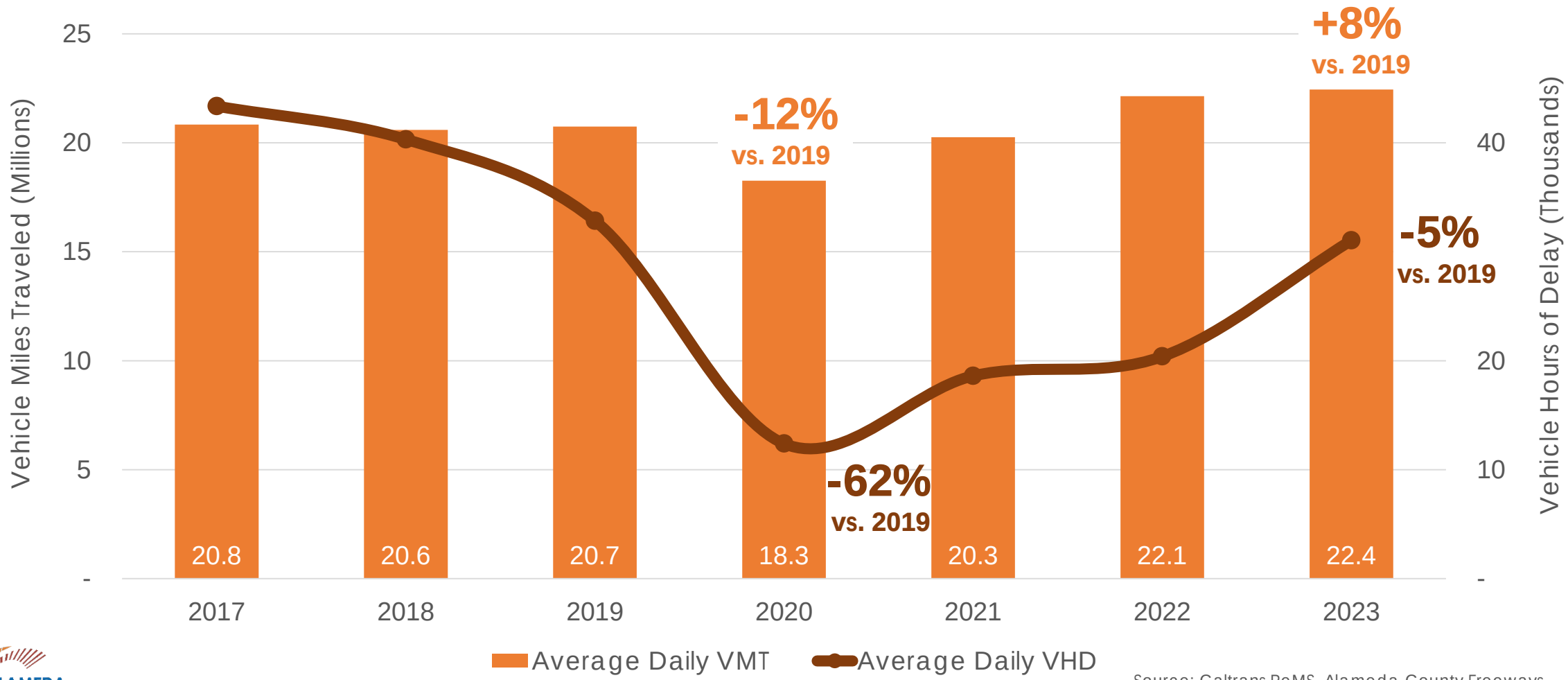


Auto Travel and Congestion: Key Findings

- Freeway travel above pre-pandemic levels
- Bridge volumes not fully recovered

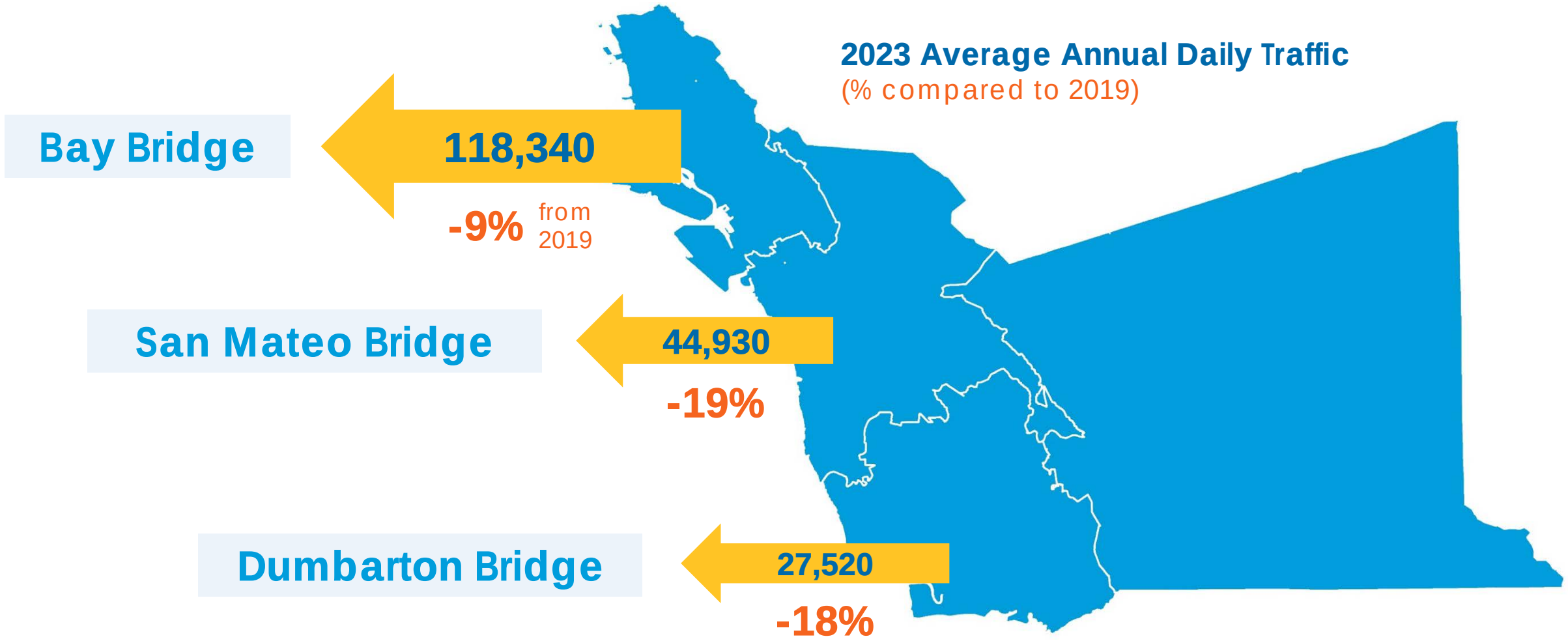
Freeway Congestion Rising

Alameda County Average Daily Freeway Vehicle Miles Traveled and Delay



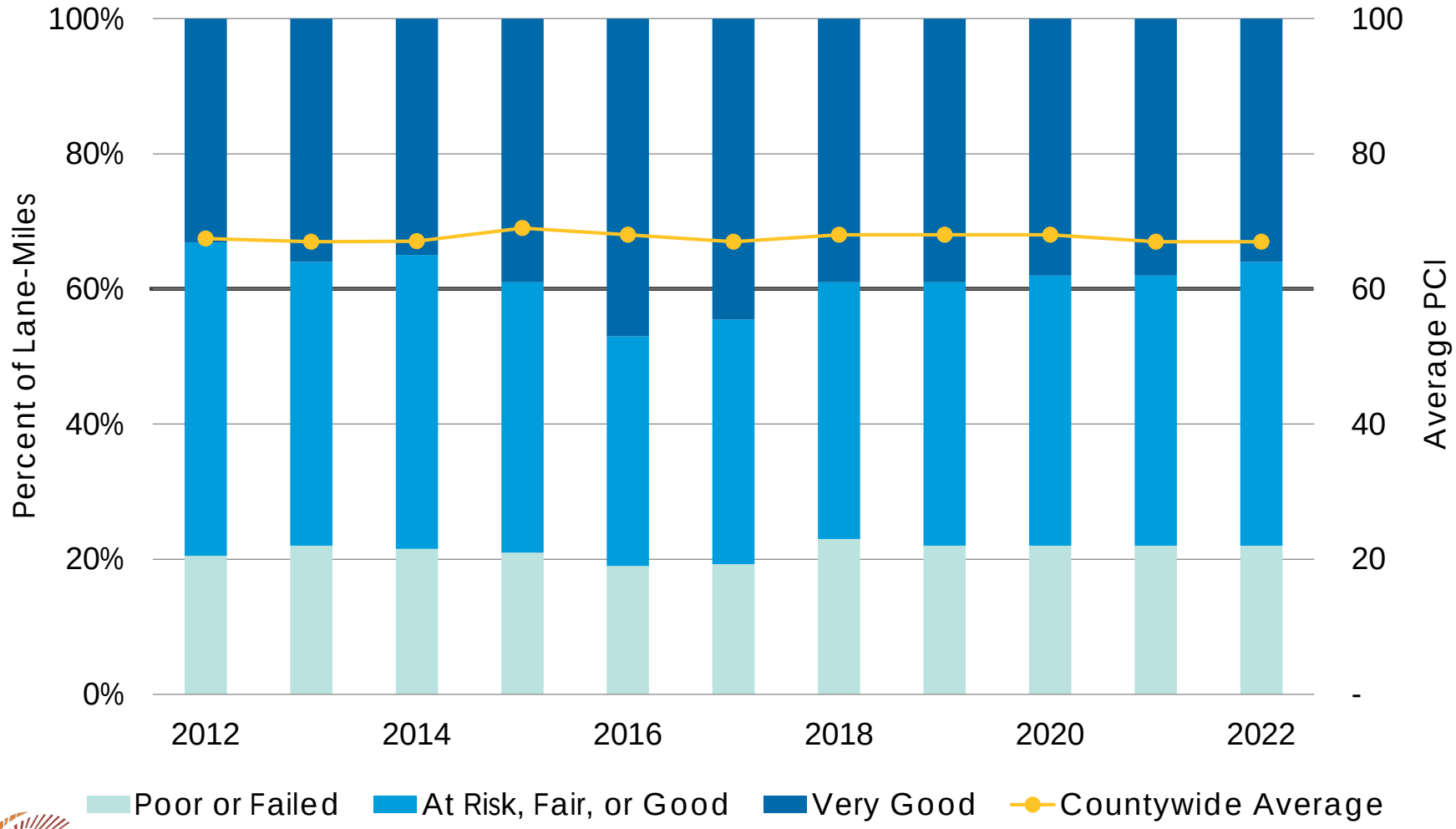
Source: Caltrans PeMS, Alameda County Freeways

Bridge Volumes Still Below Pre-Pandemic Levels



Source: Bay Area Toll Authority, 2019 & 2023

Stable Pavement Condition Index



Countywide PCI

67 (Fair)

Deterioration Threshold

Below 60, deterioration accelerates

Source: MTC PCI, Alameda County

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Transit Performance: Key Findings

- Steady ridership recovery continues
- Average weekday ridership starting to outpace weekend recovery

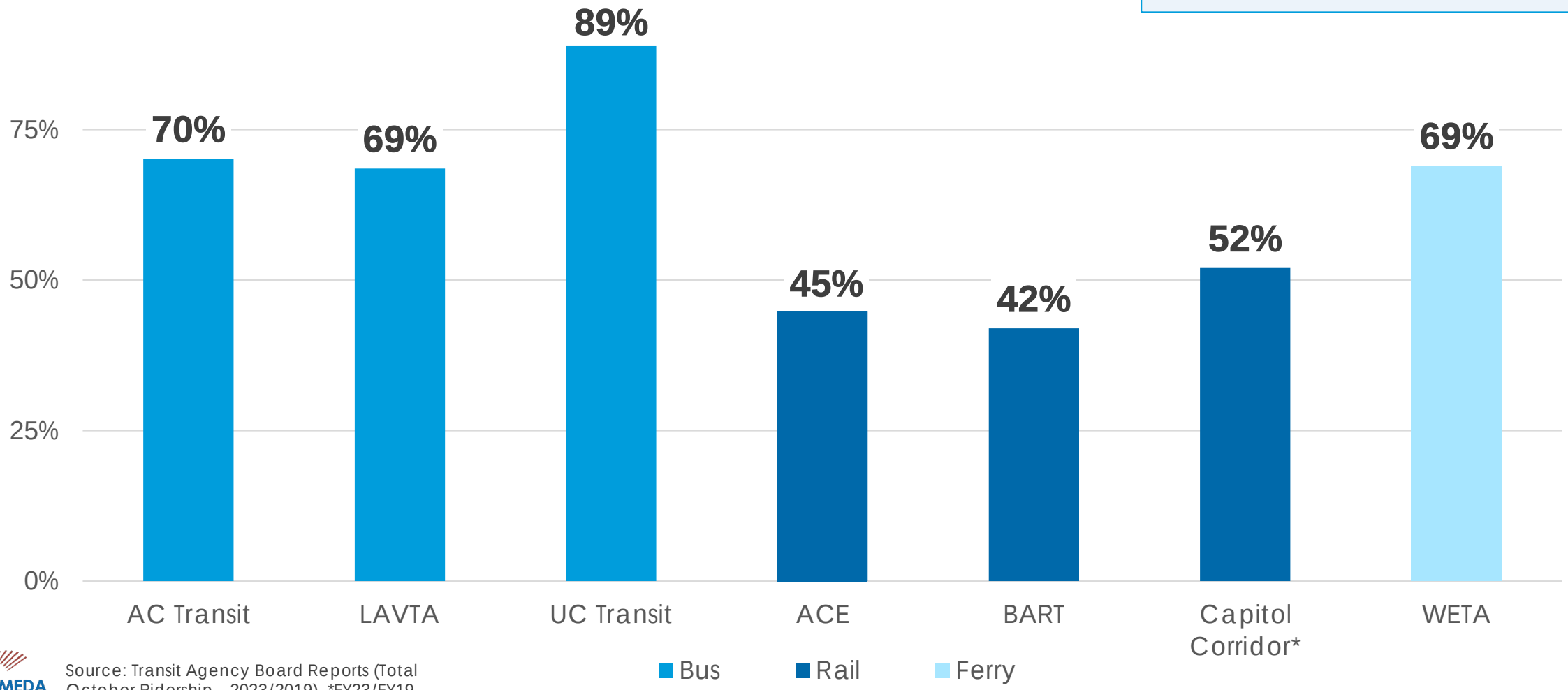
Ridership Recovery Continues

FY22-23 Total Trips

90.2 Million

+26% YoY

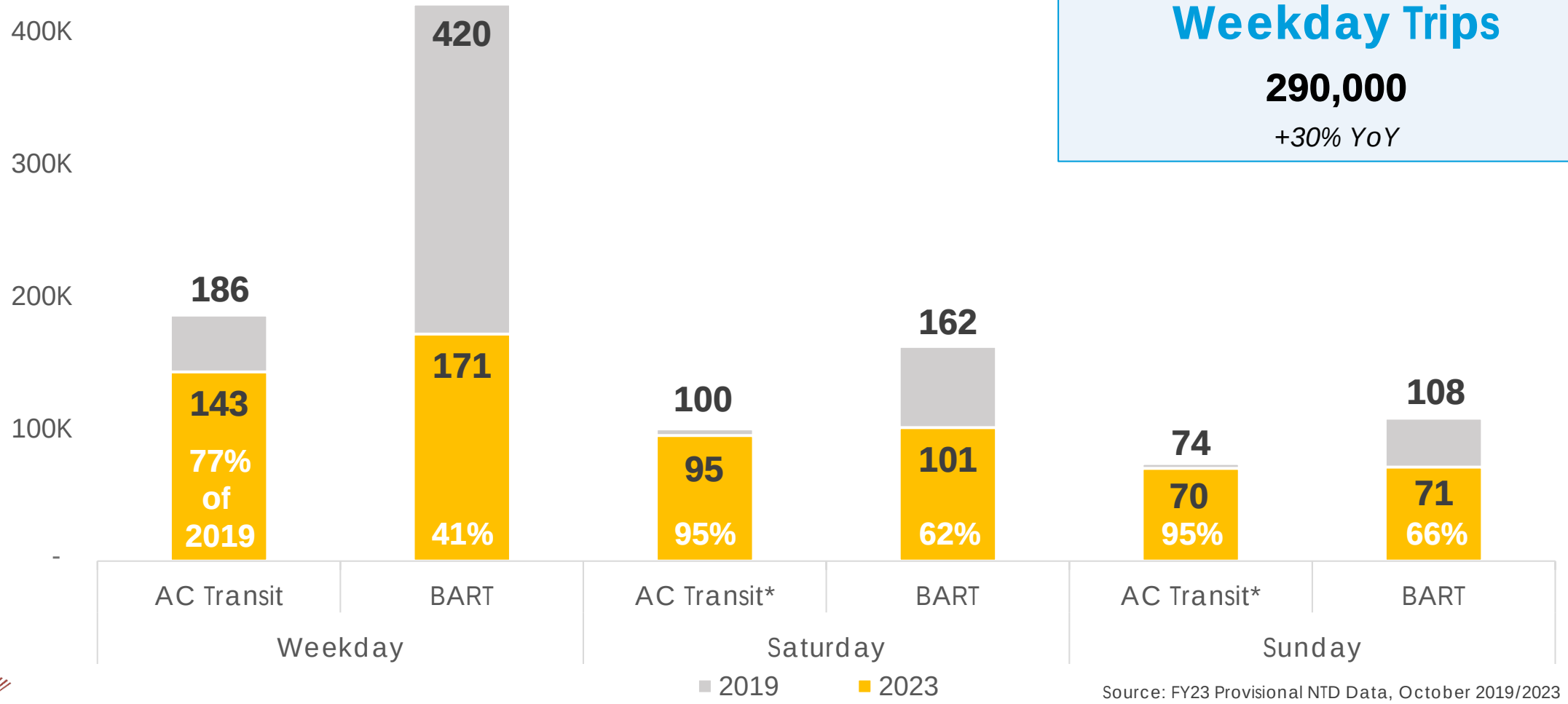
October 2023 Ridership as Share of Pre-Pandemic Levels



Source: Transit Agency Board Reports (Total October Ridership – 2023/2019), *FY23/FY19

Variations in Recovery by Day

Average Daily Ridership (October)



FY22-23 Avg. Weekday Trips

290,000

+30% YoY

Source: FY23 Provisional NTD Data, October 2019/2023 Ridership - AC Transit & BART Board Reports, *Calculated

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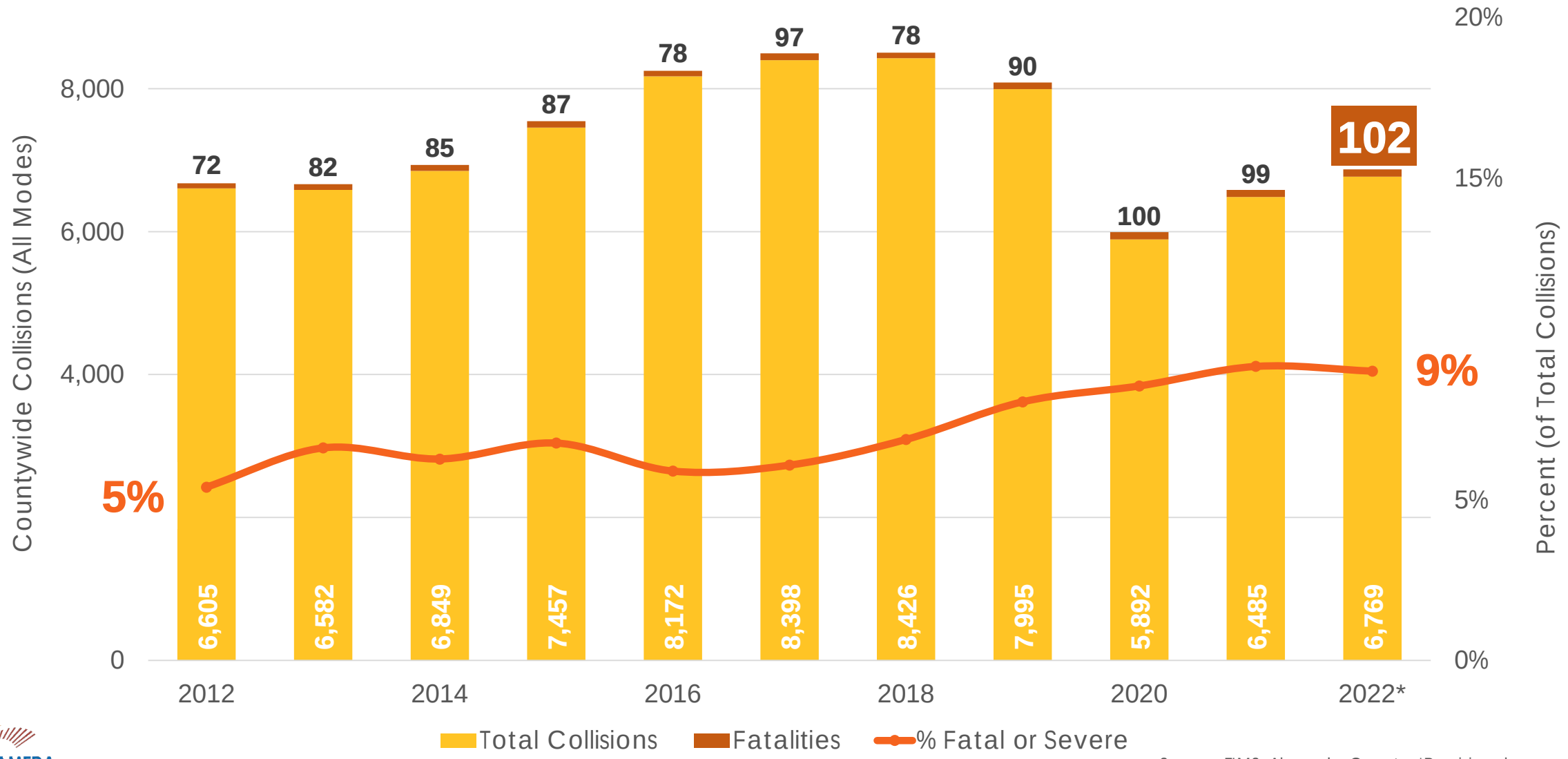
Safety:
Key Findings

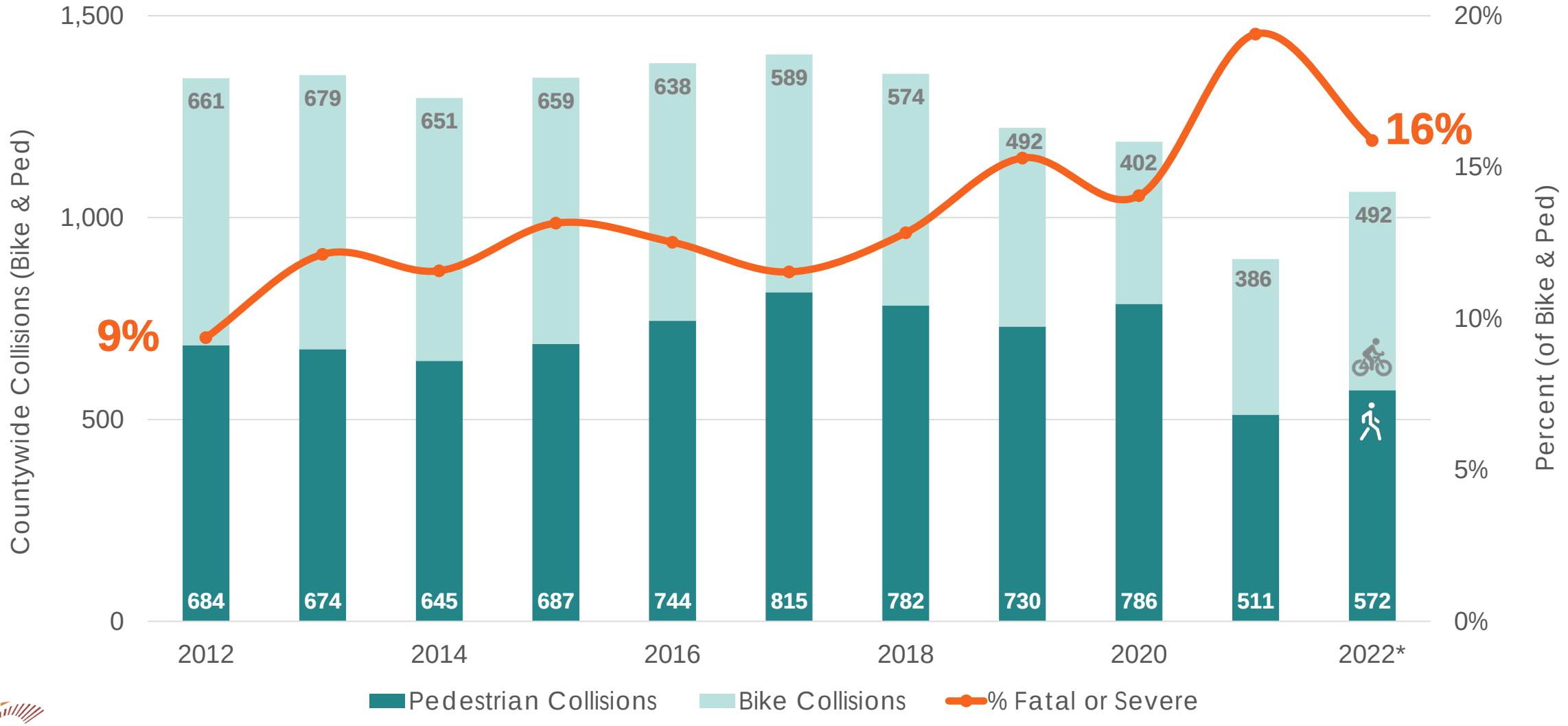
- Rise in total collisions
- High severity rate for bikes and pedestrians
- Age and racial disparities in pedestrian safety

2022 Most Traffic Fatalities Since 2003



Source: TIMS, Alameda County, *Provisional

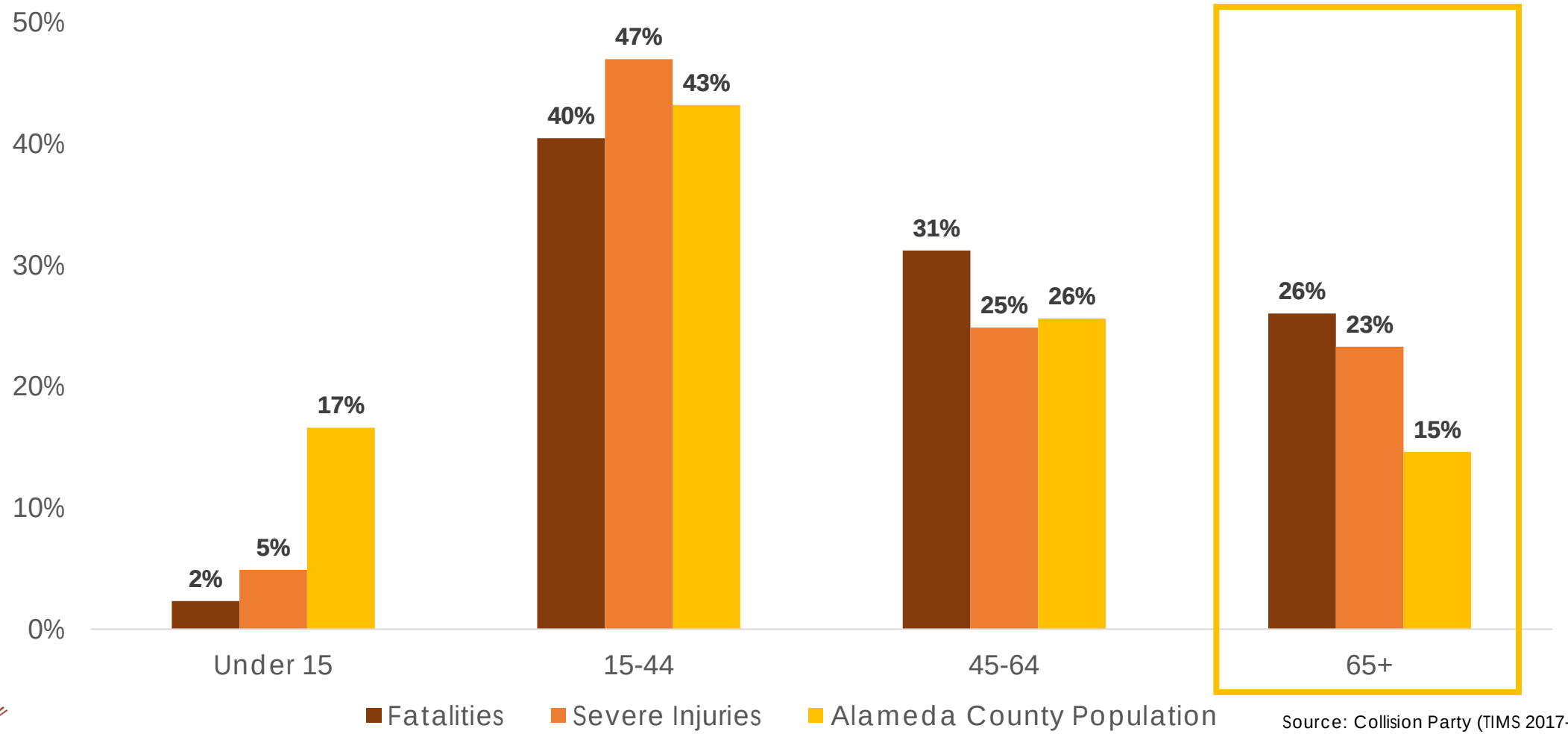
Bike & Ped Collision Severity Rate Remains High



Source: TIMS, Alameda County, *Provisional

Pedestrian Safety Disparities by Age

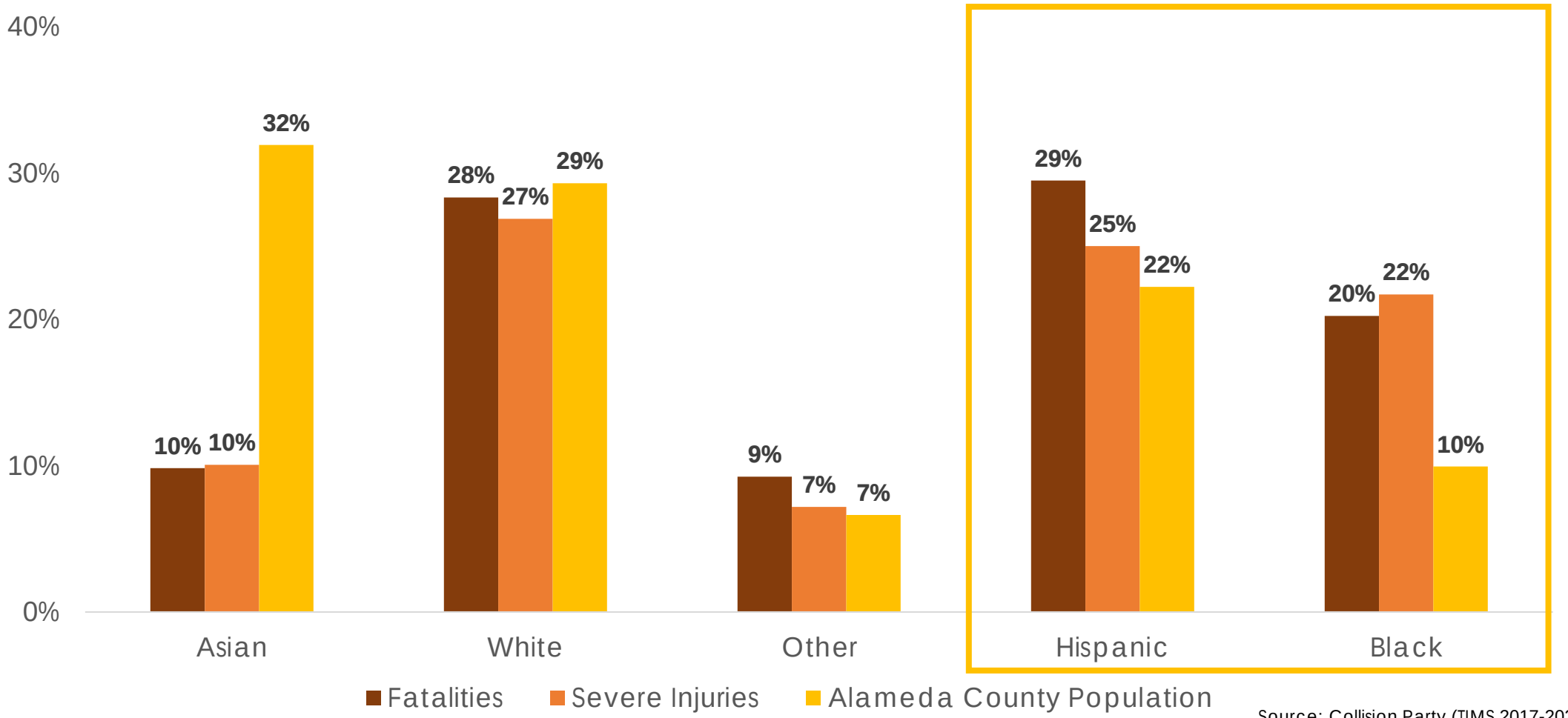
Share of Countywide Pedestrian Collisions by Age vs. Share of Population



Source: Collision Party (TIMS 2017-2022), Population (2022 ACS 5-Year)

Pedestrian Safety Disparities by Race

Share of Countywide Pedestrian Collisions by Race vs. Share of Population



Source: Collision Party (TIMS 2017-2022), Population (2022 ACS 5-Year)

Performance Report Summary

Travel Patterns

- Auto congestion rebounding as people continue to drive more
- Transit ridership steadily recovering
- Fewer commute-centric trips, more local travel

Environment

- Vehicle miles traveled increasing, counter to greenhouse gas reduction targets
- Majority of planned housing development located near transit

Safety

- Fatalities and collisions rising, severity rate remains elevated
- Planning safe systems for an aging & diverse population

Attachment B

Performance Data Compendium

2013-2023

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County Transportation Commission

Performance Data Compendium

Alameda CTC
2013 - 2023

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. The 2022 Multimodal Monitoring Report, published in 2023, contains the most recent data available. Findings from the upcoming 2024 monitoring cycle will be published in 2025.

Transit Data Notes:

Transit data are compiled from the National Transit Database (NTD) and transit operators. The latest fiscal year data (FY2023) 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 $2023 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:	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	*2023 (P)*
Revenue Miles	ACE	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	*988,529*
	AC Transit	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	*17,546,238*
	BART	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	77,158,833	*83,783,824*
	Capitol Corridor[1]	5,088,685	5,088,685	5,487,326	5,376,250	5,140,544	6,398,734	6,960,137	5,147,502	3,781,681	3,961,363	*5,800,357*
	LAVTA	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	*1,328,472*
	UC Transit	558,370	558,489	569,912	563,620	542,952	542,177	534,429	531,584	495,751	511,473	*572,554*
	WETA	294,996	310,614	308,104	318,683	405,446	427,156	405,374	329,782	161,880	485,173	*515,185*
Revenue Hours	ACE	23,283	24,301	25,062	27,973	28,013	28,219	28,445	25,629	12,075	22,006	*24,811*
	AC Transit	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	1,659,634	*1,701,504*
	BART	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	2,427,363	*2,669,501*
	Capitol Corridor[1]	-	-	-	-	-	-	-	-	-	21,850	*21,850*
	LAVTA	151,444	147,703	152,371	155,463	152,299	156,838	164,483	140,245	89,800	90,069	*100,598*
	UC Transit	50,714	46,502	45,300	46,188	50,374	49,831	49,167	50,454	41,670	35,479	*41,060*
	WETA	14,577	15,311	15,316	15,673	20,541	20,384	20,596	17,334	7,056	23,839	*24,860*

Sources: NTD TS 2.2 Sevice Data and Operating Expenses Time Series by System

FY2023 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 (ACE, BART & Capitol Corridor) 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	*2023 (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	*474,498*
	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	29,608,863	*34,603,649*
	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	*50,764,402*
	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	714,524	*921,105*
	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	*1,145,515*
	UC Transit	521,350	516,030	422,198	354,635	330,444	298,577	295,745	281,101	242,727	125,624	194,324	*238,543*
	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	*2,024,646*
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	*0.48*
	AC Transit	2.21	2.25	2.26	2.21	2.07	1.99	1.95	1.97	1.87	1.11	1.77	*1.97*
	BART	1.87	1.93	1.94	2.00	1.91	1.76	1.66	1.61	1.28	0.35	0.50	*0.61*
	Capitol Corridor[1]	1.44	0.33	0.28	0.27	0.29	0.31	0.27	0.26	0.17	0.09	0.18	*0.16*
	LAVTA	0.87	0.87	0.84	0.77	0.77	0.74	0.79	0.80	0.78	0.38	0.69	*0.86*
	UC Transit	0.95	0.92	0.76	0.62	0.59	0.55	0.55	0.53	0.46	0.25	0.38	*0.42*
	WETA	8.86	5.12	6.20	6.79	7.78	6.44	6.66	7.52	6.97	1.63	2.91	*3.93*
Boardings/ Revenue Vehicle Hour	**ACE**	39	40	44	48	46	46	50	53	41	13	15	*19*
	AC Transit	27	27	28	27	25	23	21	22	20	12	18	*20*
	BART	65	69	70	70	67	61	58	56	44	10	16	*19*
	Capitol Corridor[1]	-	-	-	-	-	-	-	-	-	-	-	*42*
	LAVTA	12	12	11	11	11	10	11	10	10	5	9	*11*
	UC Transit	10	10	9	8	7	6	6	6	5	3	5	*6*
	WETA	110	104	126	137	158	127	140	148	133	37	59	*81*

Sources: Boardings pulled from NTD TS 2.2 Sevice Data and Operating Expenses Time Series by System
FY2023 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	*2023 (P)*
Operating Costs ($2023)	**ACE**	$17,269,502	$20,661,564	$20,886,360	$21,862,861	$22,124,383	$26,618,598	$22,779,414	$22,591,280	$25,396,060	$22,083,705	$27,111,370	*$36,150,511*
	AC Transit	$467,164,524	$459,403,994	$458,726,923	$470,348,304	$530,290,894	$514,287,062	$527,174,263	$546,458,712	$566,108,558	$496,160,602	$486,939,812	*$537,551,914*
	BART	$691,656,703	$727,078,595	$718,497,399	$760,841,609	$796,865,195	$772,812,802	$775,451,484	$773,520,341	$770,539,483	$692,484,729	$711,039,067	*$796,259,977*
	Capitol Corridor[1]	$80,608,361	$79,884,242	$74,383,914	$75,510,318	$72,731,989	$71,541,270	$72,691,623	$71,823,415	$55,200,223	$45,911,517	$52,617,732	*$60,021,847*
	LAVTA	$19,490,603	$18,635,374	$19,292,912	$18,670,196	$19,601,745	$18,935,095	$18,222,286	$19,476,094	$19,130,865	$15,321,861	$15,139,493	*$17,210,855*
	UC Transit	$5,486,476	$5,732,187	$5,956,899	$5,941,864	$5,643,843	$5,979,331	$5,674,532	$5,600,474	$5,761,825	$5,861,217	$5,500,002	*$6,395,354*
	WETA	$9,635,685	$31,529,743	$33,492,462	$33,513,734	$32,968,254	$37,039,778	$40,684,379	$45,021,702	$43,505,541	$33,971,129	$48,184,690	*$55,300,017*
Operating Cost/ Passenger	**ACE**	$22	$22	$19	$18	$17	$20	$16	$15	$24	$138	$84	*$76*
	AC Transit	$9	$8	$8	$8	$10	$10	$10	$10	$13	$23	$16	*$16*
	BART	$6	$6	$6	$6	$6	$6	$6	$6	$8	$39	$19	*$16*
	Capitol Corridor[1]	$46	$47	$52	$51	$47	$45	$43	$40	$61	$130	$74	*$65*
	LAVTA	$11	$11	$11	$11	$12	$12	$11	$11	$13	$35	$18	*$15*
	UC Transit	$11	$11	$14	$17	$17	$20	$19	$20	$24	$47	$28	*$27*
	WETA	$13	$21	$17	$16	$13	$14	$14	$15	$19	$128	$34	*$27*
Operating Cost/ Revenue Vehicle Mile	**ACE**	$21	$23	$22	$22	$21	$25	$21	$20	$25	$46	$31	*$37*
	AC Transit	$19	$18	$18	$19	$20	$19	$19	$20	$23	$25	$29	*$31*
	BART	$11	$11	$11	$11	$11	$10	$10	$10	$11	$14	$9	*$10*
	Capitol Corridor[1]	$16	$16	$15	$14	$14	$14	$11	$10	$11	$12	$13	*$10*
	LAVTA	$9	$9	$10	$8	$9	$9	$8	$9	$10	$13	$12	*$13*
	UC Transit	$10	$10	$11	$10	$10	$11	$10	$10	$11	$12	$11	*$11*
	WETA	$117	$107	$108	$109	$103	$91	$95	$111	$132	$210	$99	*$107*
Operating Cost/ Revenue Vehicle Hour	**ACE**	$855	$887	$859	$872	$791	$950	$807	$794	$991	$1,829	$1,232	*$1,457*
	AC Transit	$230	$225	$223	$223	$239	$217	$214	$220	$255	$267	$293	*$316*
	BART	$381	$399	$398	$397	$388	$357	$351	$338	$373	$405	$293	*$298*
	Capitol Corridor[1]	-	-	-	-	-	-	-	-	-	-	$2,408	*$2,747*
	LAVTA	$129	$123	$131	$123	$126	$124	$116	$118	$136	$171	$168	*$171*
	UC Transit	$110	$113	$128	$131	$122	$119	$114	$114	$114	$141	$155	*$156*
	WETA	$1,460	$2,163	$2,187	$2,188	$2,104	$1,803	$1,996	$2,186	$2,510	$4,815	$2,021	*$2,224*

Sources: Operating Costs are pulled from NTD TS 2.2 Sevice Data and Operating Expenses Time Series by System
FY2023 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 2023 dollar values
Operating Cost per Passenger, Revenue Mile & Revenue Hour are calculated

On Time Performance & Transit State of Good Repair

	Fiscal Year:	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	*2023 (P)*
Systemwide On-Time Performance*	**ACE**	92%	94%	93%	90%	87%	89%	81%	82%	90%	89%	*87%*
	AC Transit	69%	67%	68%	70%	70%	70%	72%	73%	76%	73%	*74%*
	BART	93%	92%	88%	88%	83%	87%	89%	88%	92%	83%	*70%*
	Capitol Corridor[1]	95%	95%	93%	94%	91%	90%	89%	88%	90%	83%	*82%*
	LAVTA	85%	81%	80%	80%	81%	85%	84%	88%	92%	90%	*88%*
	UC Transit	97%	97%	98%	96%	95%	-	-	-	-	-	-
	WETA	-	-	-	-	-	-	-	-	-	-	*97%*
Mean Distance Between Breakdowns	**ACE (Hrs)**	-	12,151	8,354	4,662	2,334	3,527	4,064	2,563	3,019	5,502	*6,203*
	AC Transit (Mi)	8,033	5,725	6,243	5,885	6,156	6,078	7,188	7,344	7,434	6,936	*8,424*
	BART (Hrs)	7,850	7,071	7,212	9,504	9,169	8,377	7,726	10,070	3,147	3,934	*4,362*
	Capitol Corridor[1]	-	-	-	-	-	-	-	-	-	-	-
	LAVTA (Mi)	16,092	12,308	17,529	18,200	19,732	15,321	10,813	10,102	18,832	27,233	*22,516*
	UC Transit (Mi)[2]	-	-	-	-	-	-	-	-	-	-	-
	WETA (Mi)	4,836	9,136	16,216	9,105	9,653	18,572	21,335	25,368	13,490	19,407	*7,360*

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

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

[2]Union City Transit is considered a Reduced Reporter to the NTD, and is not required to report vehicle breakdowns among other metrics

Notes: Mean Distance Between Breakdowns is calculated by dividing Vehicle Revenue Miles by NTD-reported Total Failures

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

Notes: The 2022 Multimodal Monitoring Report contains the latest data available. Findings from the upcoming 2024 monitoring cycle will be published in 2025.
Spring Monitoring Period is March - May of each calendar year

Local Streets & Roads
Performance Measures

Pavement Condition

	Calendar Year:	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Average Pavement Condition Index (PCI)	**Alameda Countywide Average**	**67**	**67**	**69**	**68**	**67**	**68**	**68**	**68**	**67**	**67**
	City of Alameda	68	67	72	71	71	70	70	70	68	67
	City of Albany	55	56	61	59	57	54	57	56	57	57
	City of Berkeley	58	58	57	58	55	59	57	58	57	56
	City of Dublin	85	85	84	85	85	85	85	84	82	80
	City of Emeryville	73	80	80	79	73	71	74	74	75	76
	City of Fremont	67	69	72	71	73	73	73	73	72	72
	City of Hayward	67	66	68	68	71	71	70	70	69	69
	City of Livermore	77	76	77	76	80	79	79	79	79	78
	City of Newark	76	76	76	76	76	76	75	74	73	72
	City of Oakland	58	56	56	56	52	55	53	52	53	54
	City of Piedmont	67	67	61	62	63	61	64	64	64	63
	City of Pleasanton	78	78	80	78	80	79	79	78	78	78
	City of San Leandro	57	56	54	56	59	56	57	55	55	55
	City of Union City	79	83	82	82	79	78	78	77	76	73
	Unincorporated Alameda County	71	71	70	71	71	70	71	72	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: The 2022 Multimodal Monitoring Report contains the latest data available. Findings from the upcoming 2024 monitoring cycle will be published in 2025.
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