2025
Performance Report

Alameda County
Annual Performance Report
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ALAMEDA
County Transportation
Commission

2025 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. 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 2025 Performance Report summarizes key findings related to countywide demographics, the economy and goods movement, auto congestion, transit, and active transportation performance in Alameda County using the latest data available from 2024 and 2025.

Key findings from the 2025 Performance Report include:

Population & Demographics

- Total Population Stable: Alameda County's population remained stable at 1.67 million residents in 2025.[1] This was despite a 34 percent decrease year-over-year in net foreign immigration, which dropped to a net 8,690 people moving into Alameda County from abroad in 2025, as well as a 16 percent increase in net domestic outmigration, with 12,080 more people moving out of Alameda County than into it from elsewhere in the United States. The county's natural population increase remained unchanged from the previous year with births outpacing deaths by 5,540 in 2025.
- Linguistic Diversity: Nearly half, or 48 percent, 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, and the eighth-highest in California as of 2024, the latest year for which data is available.[2]
- Aging Population: While the county's median age remained stable year-over-year at 39.5 years in 2024, the latest year for which data is available, it has risen by 2 years over the past decade, outpacing a 1.5-year increase nationwide. The share of Alameda County's population that was 65 years or older grew 4 percentage points over the same period, to 16 percent.[3]

[1] California Department of Finance, July Population Estimates, E-2 California County Population Estimates and Components of Change by Year, Alameda County, 2016-2025. Note: DoF 2025 estimates include revisions to previous years' estimates.
[2] U.S. Census Bureau, American Community Survey (ACS) 1-Year Estimates, Table S1601 Language Spoken at Home, Alameda County, 2024. Note: Population 5 years and older. Ranking uses 5-Year tables.
[3] U.S. Census Bureau, ACS 1-Year Estimates, Table S0101 Age and Sex, Alameda County, 2015-2024.

Economy

- Stable Trade Amid Uncertainty: Despite political and economic uncertainty, trade volumes through the Port of Oakland dropped just 0.4 percent year over year to a total of 2.25 million containers in 2025. The share of loaded exports has slowly fallen over the past decade, dropping from 40 percent in 2016 to 35 percent in 2025. As of 2023, the Port of Oakland ranked as the 9th busiest container port in the United States, with three-quarters of all trade going to or coming from Asia.[4]
- Economic Growth Slowed: Alameda County has consistently been home to a fifth of the region's total jobs, however job growth has stalled at roughly 96% of pre-pandemic levels since 2022. In 2025, total employment in the county rose by 2,000 or 0.93 percent to 830,000 jobs, and the average unemployment rate rose 0.2 percentage points from 2024 to 4.4 percent.[5] Permanent layoffs across the Bay Area continued to drop from a high point in 2023, but remained 37 percent above 2019 levels with 18,200 employees impacted in 2025.
- Lagging Return to Office: The recovery of office attendance in the San Francisco metropolitan area continues to lag behind other major metro areas in the United States.[6] Within the Bay Area, office vacancy rates vary by sub-market, with San Francisco seeing a third of office buildings vacant as of the third quarter of 2025, compared to 22 percent in the East Bay, and a national average of 20 percent. Despite closing out 2025 with strong office leasing activity, and positive market absorption in San Francisco and San Jose, office vacancy rates have yet to return to pre-pandemic lows anywhere in the Bay Area, reflecting a continuing low demand for office space.[7]
- Remote Work Drops: Despite high office vacancies, the share of Bay Area employers reporting that their employees worked entirely remote dropped an additional percentage point between 2024 and 2025 to 11 percent, continuing a consistent fall from 32 percent when the Bay Area Council survey began in 2021. The shares of employees working entirely in-person or on hybrid schedules have varied over the past few years as employers tested different work arrangements. As of February 2025, a quarter of Bay Area employers reported that their workforce was largely working entirely in person.[8]

Commute and Mode Choice Patterns

- Auto and Transit Commutes Rise: The share of Alameda County employees primarily driving to work increased two percentage points from 2023, rising to

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[4] Port of Oakland, Historic Container Activity TEU Data, 2016-2025.
[5] Bureau of Labor Statistics (BLS), Local Area Unemployment Statistics (LAUS), 2016-2025. Employment data represents Alameda County. Unemployment rate represents Bay Area Metro (San Francisco-Oakland-Hayward). Note: 2025 data is provisional and is retroactively updated each year.
[6] Kastle, Kastle Back to Work Barometer, December 3, 2025.
[7] Bay Area Council Economic Institute, Analysis of Cushman and Wakefield MarketBeat Reports, 2025.
[8] Bay Area Council Economic Institute, Bay Area Return to Office Final Report, May 2025. Note: Professional sector is consistently overrepresented, and hospitality, manufacturing, and retail sectors, which are more likely to require in-person work, are consistently underrepresented in survey sample.

66 percent as of 2024 – the latest year for which data is available. While still below the pre-pandemic auto mode share of 70 percent due to the rise of telecommuting, the total number of commuters regularly driving surpassed pre-pandemic levels for the first time in 2024. Transit commutes saw the largest relative increase, growing 11 percent year over year to a mode share of 9.7 percent in 2024. The share of commuters walking, biking or taking another mode of transportation to work has remained steady at roughly 6 percent.[9]

- Commute Times Slowly Rebound: Prior to the pandemic, the average travel time to work in Alameda County had been steadily rising. As of 2024, the latest year for which data is available, the average commute time of 33 minutes was still 3 minutes shorter than in 2019 despite steady post-pandemic growth. This reflected just over a 1-minute increase from 2023, and brought commute times back on par with 2015 levels.[10]

Auto Travel & Congestion

- Freeway Travel Rising But Severe Delay Lags Behind: Auto travel on Alameda County freeways grew nearly 3 percent from 2024 to a total of 23.2 million average daily vehicle miles traveled (VMT) in 2025, exceeding 2018 levels by 13 percent.[11] Despite this, severe freeway delay, measured as time traveling slower than 35 miles per hour, is still 21 percent lower than pre-pandemic levels. [12] Across the county, congestion has largely returned to portions of the freeway system that were previously congested, but has been less acute.

- Total System Delay Rising: Conversely, overall delay – due to travel below free flow speeds on both freeways and local streets across the San Francisco-Oakland metro area – surpassed pre-pandemic levels in 2023. As of 2024, the latest year for which data is available, this measure of delay had risen to 732,800 hours, or 5 percent above 2018 levels, suggesting that congestion, while less severe, has become more widespread. For the average commuter, this translated to roughly 134 hours spent sitting in traffic in 2024.[13]

- Bridge Crossings Rise During Peak Periods: Average weekday traffic volumes (ADT) across the county's three transbay bridges remained 10-15 percent below pre-pandemic levels in 2025, at around 202,300 westbound vehicles per day, although this gap was smaller during peak periods. Weekday ADT rose to 92 percent of pre-pandemic levels during the morning peak period on the San Mateo Bridge, and reached 97 and 105 percent of pre-pandemic levels during the afternoon peak period on the Bay Bridge and Dumbarton Bridge, respectively.[14]

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[9] U.S. Census Bureau, ACS 1-Year Estimates, Table B08006, Alameda County, 2021-2024
[10] U.S. Census Bureau, ACS 1-Year Estimates, Table B08012, Alameda County, 2019-2024
[11] Caltrans, Performance Measurement System (PeMS), Freeway VMT, Alameda County, 2018-2025.
[12] Caltrans, PeMS, Freeway VHD, Alameda County, 2018-2025.
[13] Texas A&M Transportation Institute, Mobility Division, 2025 Urban Mobility Report, San-Francisco-Oakland CA, 2018-2024. Metro Area spans jurisdictions in San Francisco, Alameda, and Marin counties.
[14] Bay Area Toll Authority (BATA), Westbound Volumes (Bay Bridge, San Mateo Bridge, Dumbarton Bridge), 2019-2025.

- Transit Carrying Growth in Transbay Trips: While October average weekday westbound auto trips have remained constant on the Bay Bridge since 2023, weekday westbound transit trips across the same corridor rose 10 percent between 2024 and 2025. BART accommodated nearly all of the 2.8 percent growth in total Bay Bridge corridor throughput year over year.[15]

Traffic Safety

- Pavement Condition Stable: Alameda County roads received an average Pavement Condition Index (PCI) score of 68 out of 100 in 2024, reflecting "fair" pavement conditions and a one-point increase from 2023.[16] 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.
- Total and Severe Collisions Trending Upward: Total traffic collisions in Alameda County rose 3 percent from 2023 to 7,313 in 2024, the latest year for which data is available. Of these, 600 people were killed or severely injured (KSI), also reflecting an increase of 3 percent year over year. Excessive speeding remains the most common factor in all collisions.
- Sharp Rise in Bicycle Collisions: Total bicyclist and pedestrian collisions throughout Alameda County increased 10 percent year over year to 1,171 in 2024, largely due to a 22 percent jump in bicyclist collisions. Collision severity remains a concern for bicyclists and pedestrians in particular. The KSI rate of collisions involving either party was 17 percent, more than double the overall KSI rate.[17]

Public Transit

- Transit Ridership Recovery Continues: Alameda County's transit operators provided a total of over 105.5 million trips in FY 24-25, reflecting a 5 percent increase year over year.[18]
    - As of October 2025, bus and ferry operators had recovered the highest share of their pre-pandemic ridership. AC Transit and WETA ridership both stayed stable year over year, with AC Transit's 3.8 million trips reflecting three quarters of 2019 levels, and WETA's 260,000 trips at 85 percent. Ridership dropped for both LAVTA and Union City Transit, although they still served 67 and 87 percent of their pre-pandemic ridership, respectively.

[15] October average weekday westbound trips (Bay Bridge volumes, BART, AC Transit, WETA), 2019-2025.
[16] Metropolitan Transportation Commission, Pavement Condition of Bay Area Jurisdictions 2024.
[17] University of California, Berkeley Safe Transportation Research and Education Center, Transportation Injury Mapping System (TIMS), Alameda County, 2015-2024. 2024 data is provisional.
[18] National Transit Database (NTD), FY23-24-FY24-25 (*FY24-25 data is provisional)

- Rail ridership continued to grow year over year. As of October 2025, both ACE and Capitol Corridor saw ridership recover to 63 and 62 percent of pre-pandemic levels, respectively.[19]
- Average weekday ridership on BART reached 199,000 in October 2025, the highest level since the pandemic began. Throughout the month, passengers took a total of over 5.3 million trips, which reflected an 11 percent increase from October 2024 to 50 percent of pre-pandemic levels. BART stations that serve major employment and commuter hubs saw the largest gains, with ridership rising 17 percent year over year at both Downtown Berkeley and West Oakland, and 13 percent at Civic Center and MacArthur. Usage of the Bay Area's new Tap and Ride payment system, which allows riders to pay with a mobile wallet or contactless bank card, rose to 10 percent of all BART trips taken in the program's second full month of implementation.[20]

- BART Reports Significant Drop in Crime: BART reported a 41 percent drop in overall crime in 2025 compared to 2024, which was comprised of a 43 percent decline in property crime, and a 31 percent decline in violent crime. These figures have coincided with BART's recent investments in cleanliness and safety measures, such as improved station lighting and new fare gates, as well as the increased presence of unarmed Crisis Intervention Specialists, Transit Ambassadors, Fare Inspectors, Community Service Officers, and BART Police.[21]
- Dip in Overall Service Levels: Alameda County's seven transit operators provided a total of 100.5 million revenue vehicle miles and 4.6 million revenue vehicle hours in Fiscal Year (FY) 2024-2025, which reflected a 4 and 2 percent drop year over year, respectively. Operators have been working to optimize service to respond to changing demand while balancing budget pressures, leading ACE to increase service levels, while BART and UC Transit reduced service.[22] This data does not yet reflect AC Transit's Realign service changes, which went into effect in August 2025.
- Stabilizing Operating Cost per Passenger Mile: After spiking in FY 20-21, operating costs per passenger mile fell and remained largely stable year-over-year for most operators in FY 24-25. 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.[23]

[19] Operator data request, total monthly ridership (October)
[20] BART, Monthly Ridership Reports (October 2025)
[21] BART, 01.29.26 News Article
[22] NTD, FY119-FY25 (*FY25 data is provisional)
[23] NTD, FY19-FY25 (*FY25 data is provisional). Note: previous reports highlighted cost per boarding.

Active Transportation

- Active Transportation Counts Have Yet to Recover: Alameda CTC's biannual count of bicyclists, pedestrians, and scooter riders found that active transportation activity remained below pre-pandemic levels as of Fall 2024. These findings reflect point-in-time counts conducted at 150 locations throughout the county, many of which are near commercial centers, transit stations, and schools, and as a result do not reflect a full estimate of walking and biking activity in the county. Pedestrian counts at these locations dropped sharply during the pandemic when these kinds of activity centers emptied out, but have increased since, recovering to 65 percent of pre-pandemic levels during the afternoon peak period in 2024. Bike counts did not experience the same drop that most other forms of travel saw during the initial years of the pandemic, but have fallen slightly during each monitoring cycle since – arriving at 84 percent of pre-pandemic levels in 2024. Scooter activity is much lower overall, with just 631 riders counted during the afternoon period, but saw the highest recovery rate at 90 percent of pre-pandemic levels.[24]
- Growing Bikeshare Ridership: Baywheels bikeshare ridership in the East Bay service areas of Oakland, Emeryville and Berkeley more than doubled between October 2023 and October 2025 thanks to the reintroduction of e-bikes and a major system expansion in 2024. Riders took a total of 36,000 trips in October 2025, with nearly three quarters of those taking place on e-bikes. The Baywheels East Bay expansion added over 30 new docking stations and over 700 e-bikes to the system.[25, 26, 27]

[24] Alameda CTC, Active Transportation Count Program, Fall 2024
[25] Metropolitan Transportation Commission, MTC, Lyft Kick Off Bay Wheel's East Bay Expansion, 2024. https://mtc.ca.gov/news/mtc-lyft-kick-bay-wheels-east-bay-expansion
[26] City of Berkeley, Bay Wheels Bike Share Expansion, https://berkeleyca.gov/your-government/our-work/capital-projects/bay-wheels-bike-share-expansion
[27] Bay Wheels, System Data, November 2025.

2025 Performance Report

Alameda County Transportation Commission

Shannon McCarthy

March 2026

Congestion Management Program (CMP)

- **Requires congestion management agencies to:**
  - Designate a CMP roadway network
  - Monitor level of service (LOS) biannually
  - Develop plans to address congestion
  - Assess and report on transportation system performance

- **Alameda CTC monitors:**
  - 550-mile roadway network
  - 140-mile transit network
  - Bicycle, pedestrian & scooter counts at 150 locations

2025 Performance Report

FULL REPORT

Attachment A

- 2025 Performance Report
- Data Compendium (FY16-17 – FY24-25)

TODAY

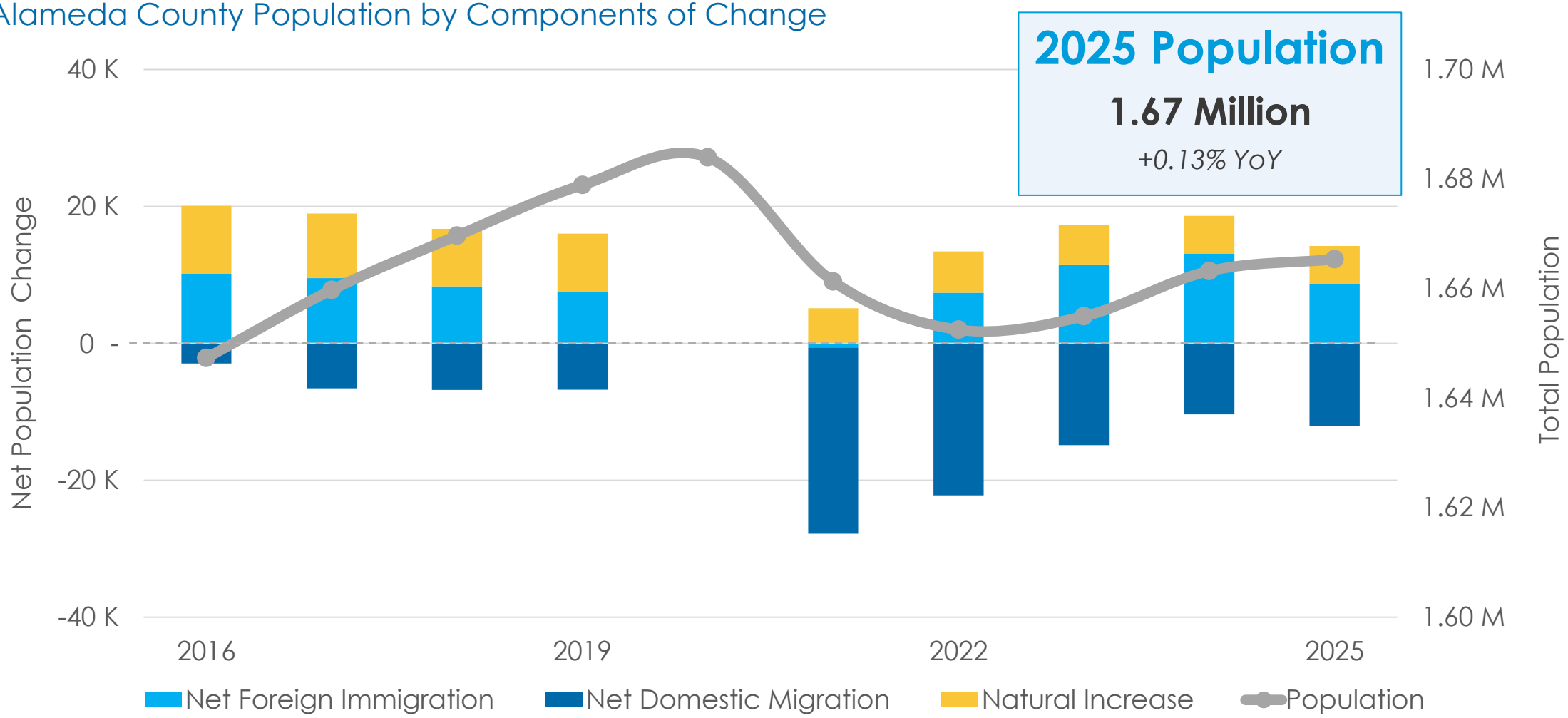
EXCERPT

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

1 Population and Economy

Total Population Stable in 2025

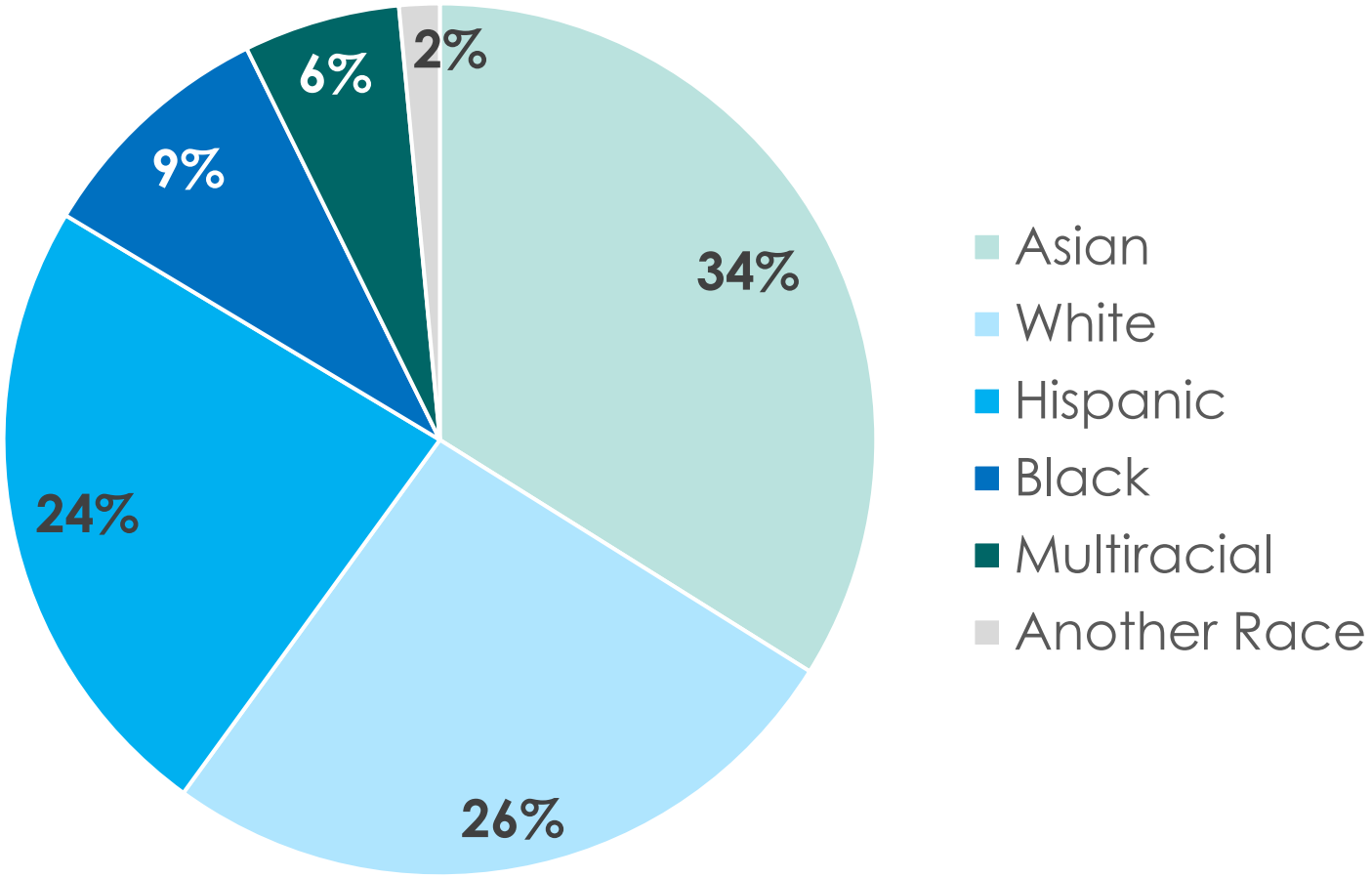
Alameda County Population by Components of Change



Source: Population, CA DoF, 2016-2025

Diverse & Aging County

Alameda County 2024 Race & Ethnicity



Linguistic Diversity

48%

+4% vs. 2015

Speak a language other than English at home

Median Age

39.5 Years

+2 years vs. 2015

Adults 65+

16%

+4% vs. 2015

Source: ACS, CP05 Comparative Demographic Estimates, S1601 Language Spoken at Home, S0101 Age and Sex, Alameda County, 2014-2024

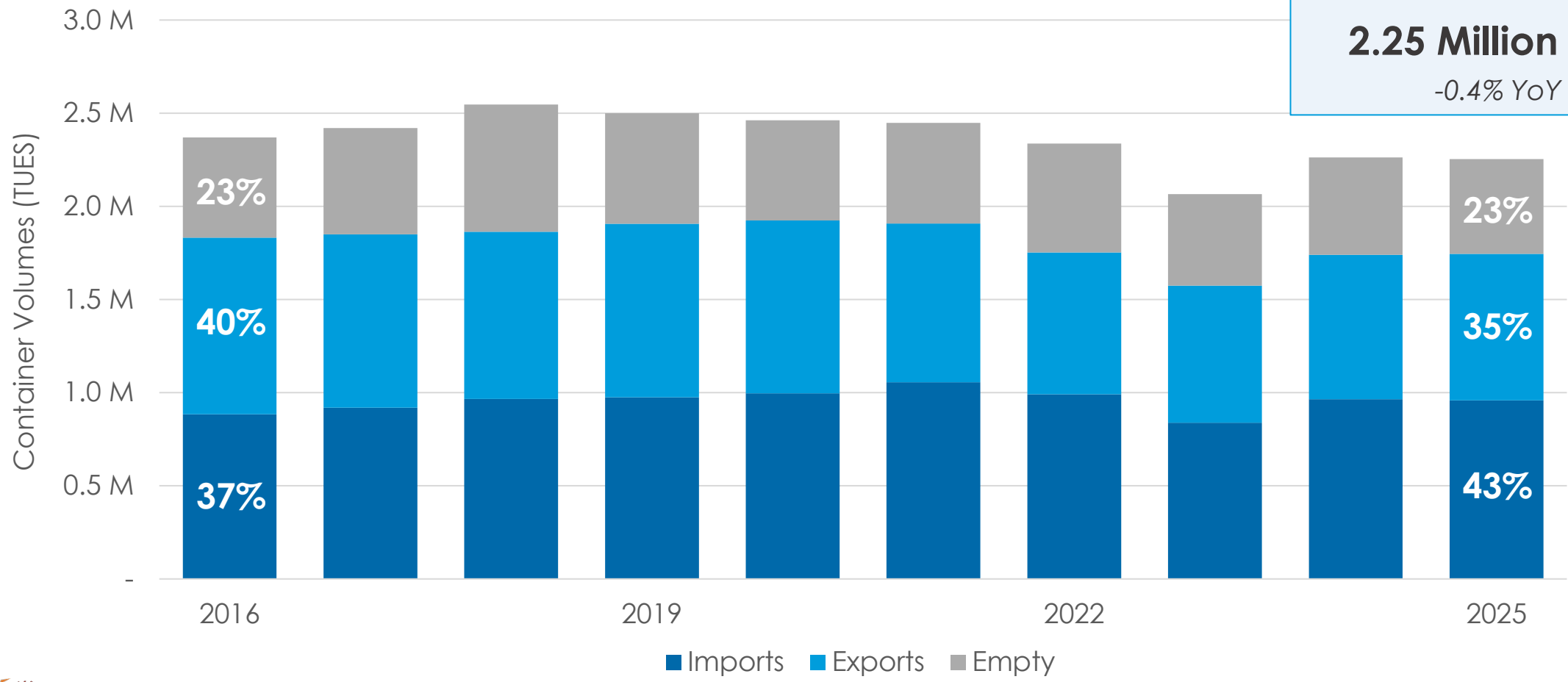
Trade Stable Amid Uncertainty

Port of Oakland Container Volumes

Port Volume

2.25 Million TEUs

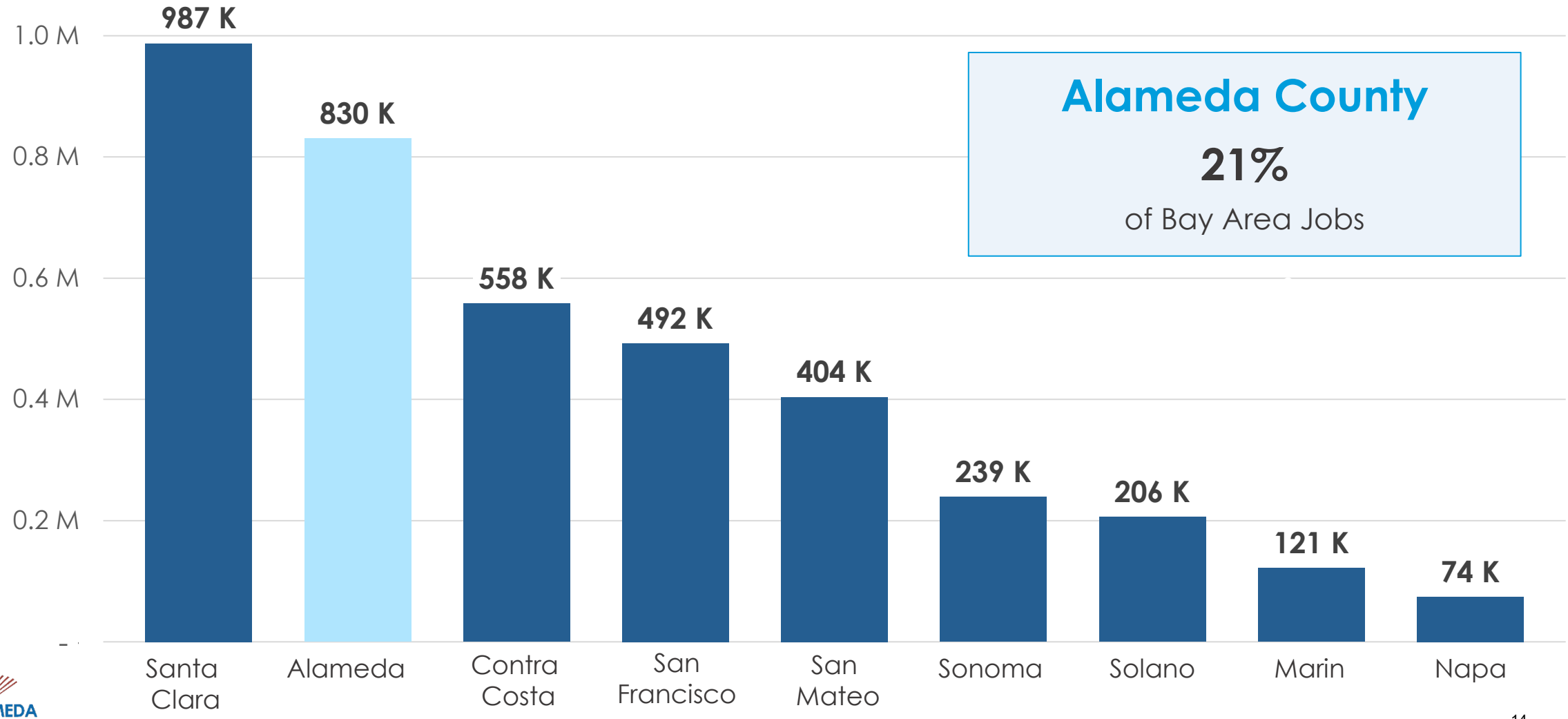
-0.4% YoY



Source: Port of Oakland, Historic Container Activity TEU Data, 2016-2025.
*Percentages may not sum to 100% due to rounding error.

Alameda County Hosts Fifth of Region's Jobs

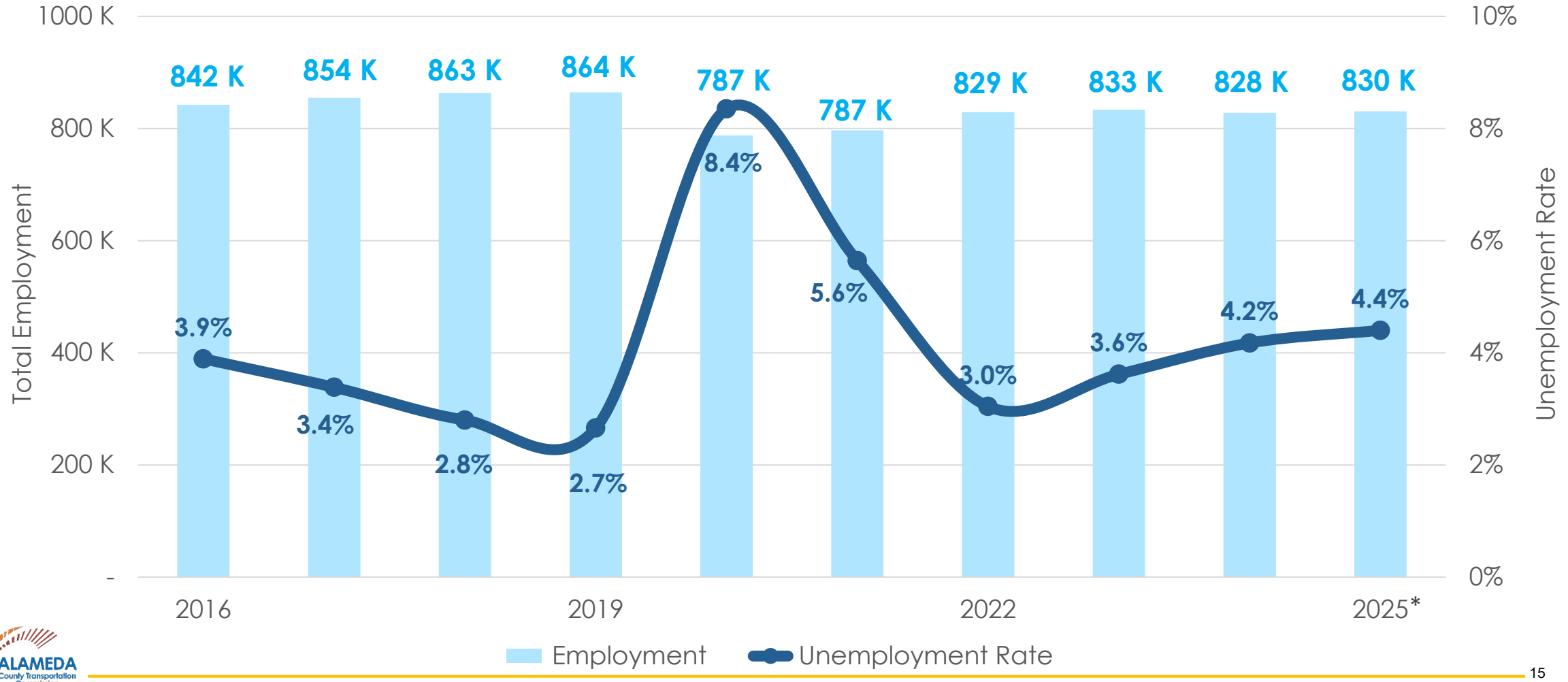
2025* Total Employment by County



Source: BLS, Local Area Unemployment Statistics (LAUS), Alameda County, 2025*. Note: 2025 data is provisional.

Employment Remains Stagnant

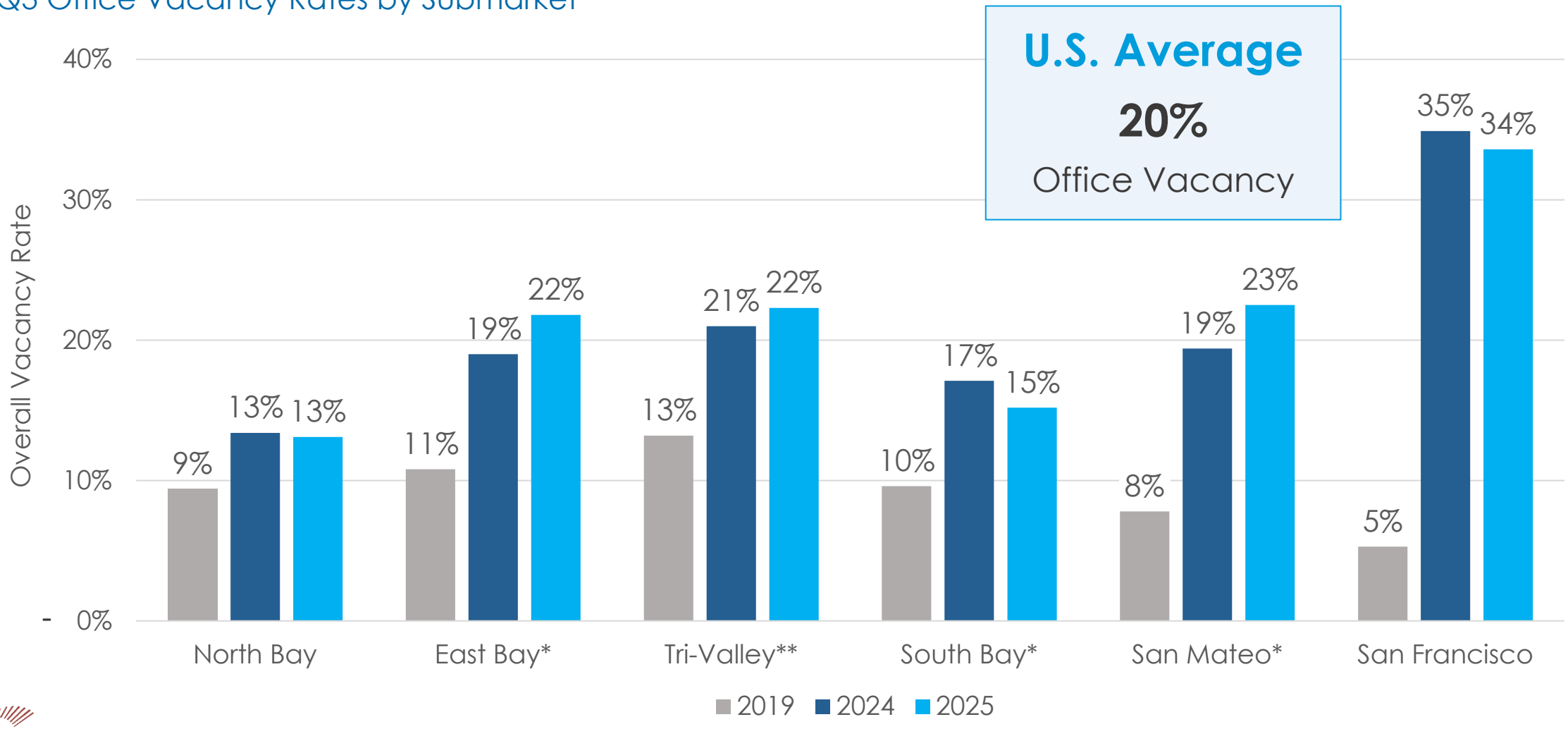
Alameda County Jobs & Bay Area Metro Unemployment Rate



Source: BLS, 2016-2025. Note: 2025 is provisional. Employment: Alameda County. Unemployment rate: San Francisco-Oakland-Hayward Metro Area.

Bay Area Office Vacancy Rates

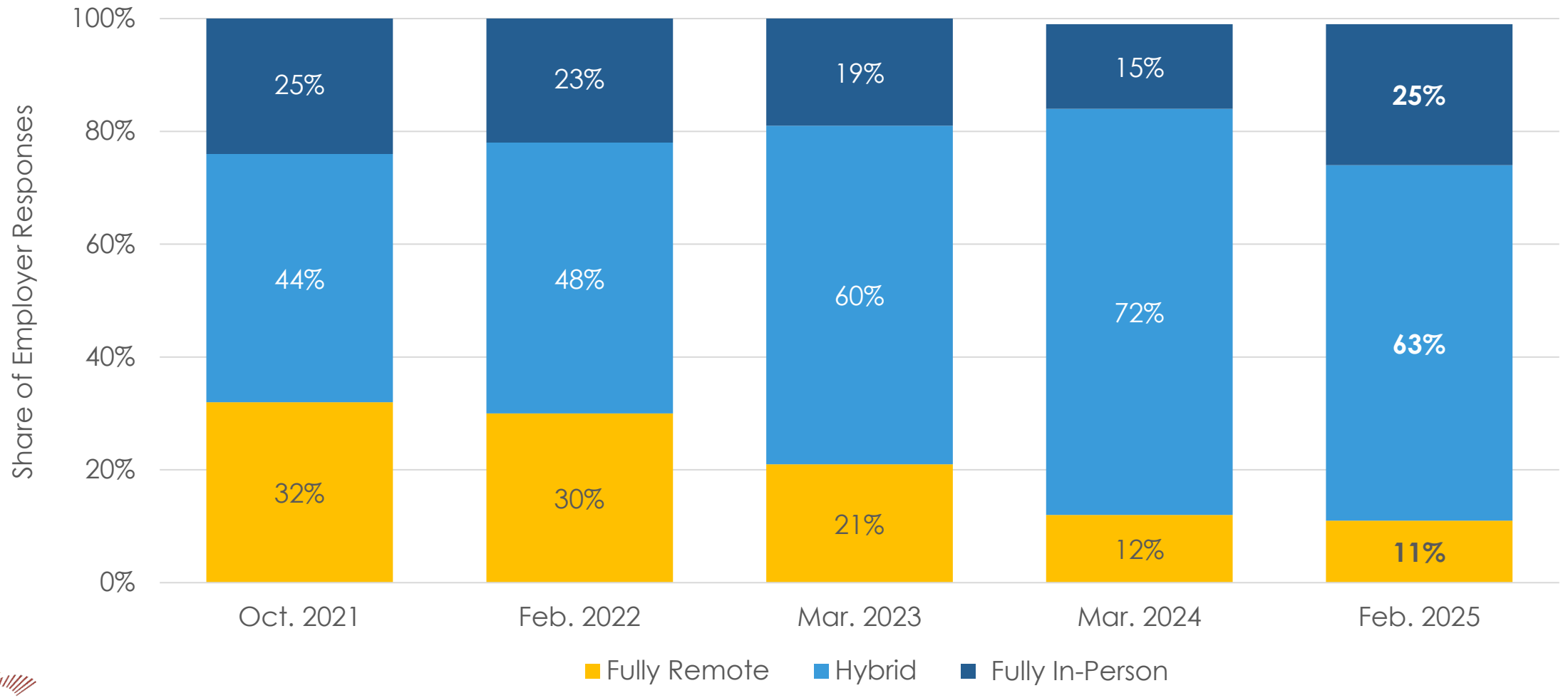
Q3 Office Vacancy Rates by Submarket



Source: Cushman & Wakefield MarketBeat Reports. Note: *Includes R&D. **Office R&D, may not be comparable to other submarkets.

Remote Work Falling, Hybrid Work Rising

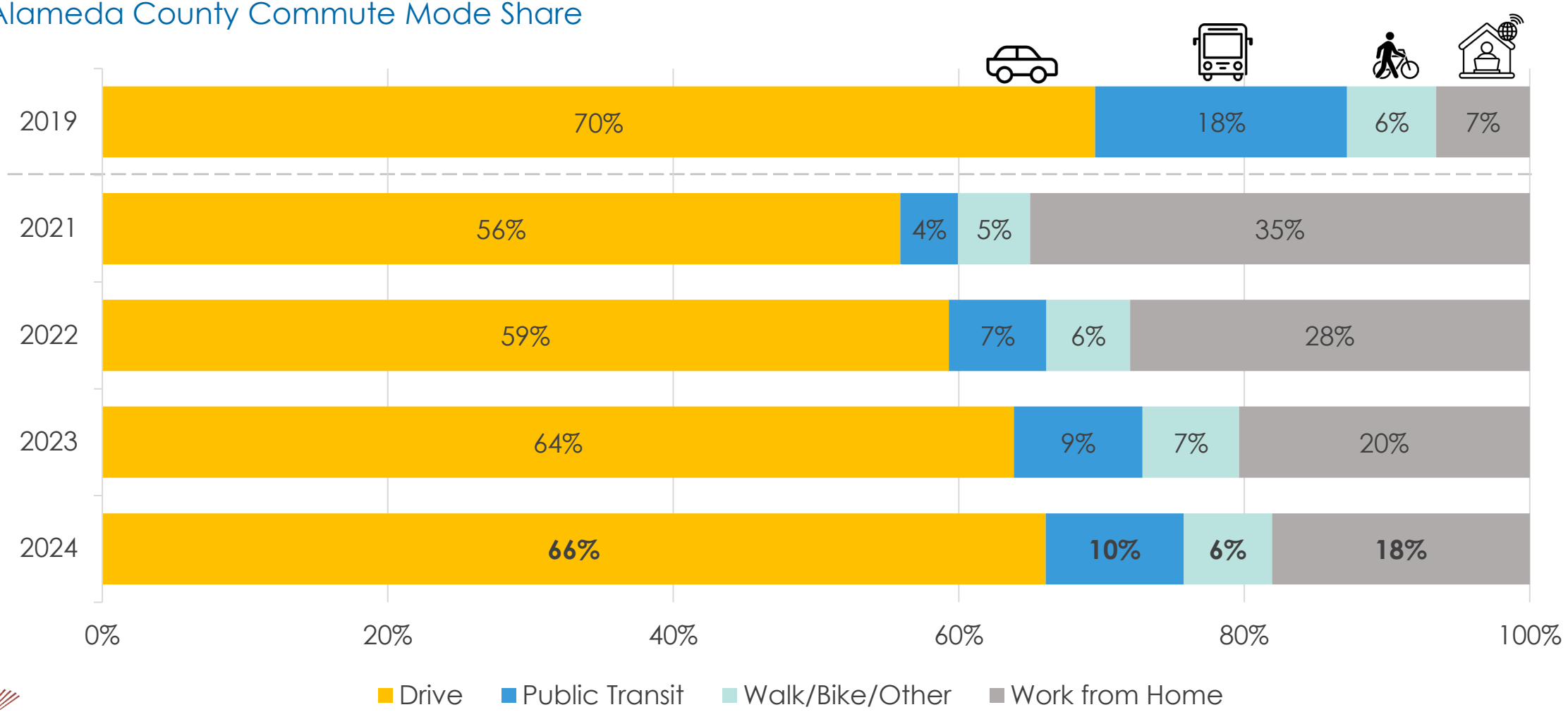
Bay Area Employer Survey: Best Estimate of Typical Employee Work Schedule



Source: Bay Area Council Economic Institute, Return to Office Survey, 2025.
Average number of respondents: 171 employers.

Driving & Transit Commutes Grow

Alameda County Commute Mode Share

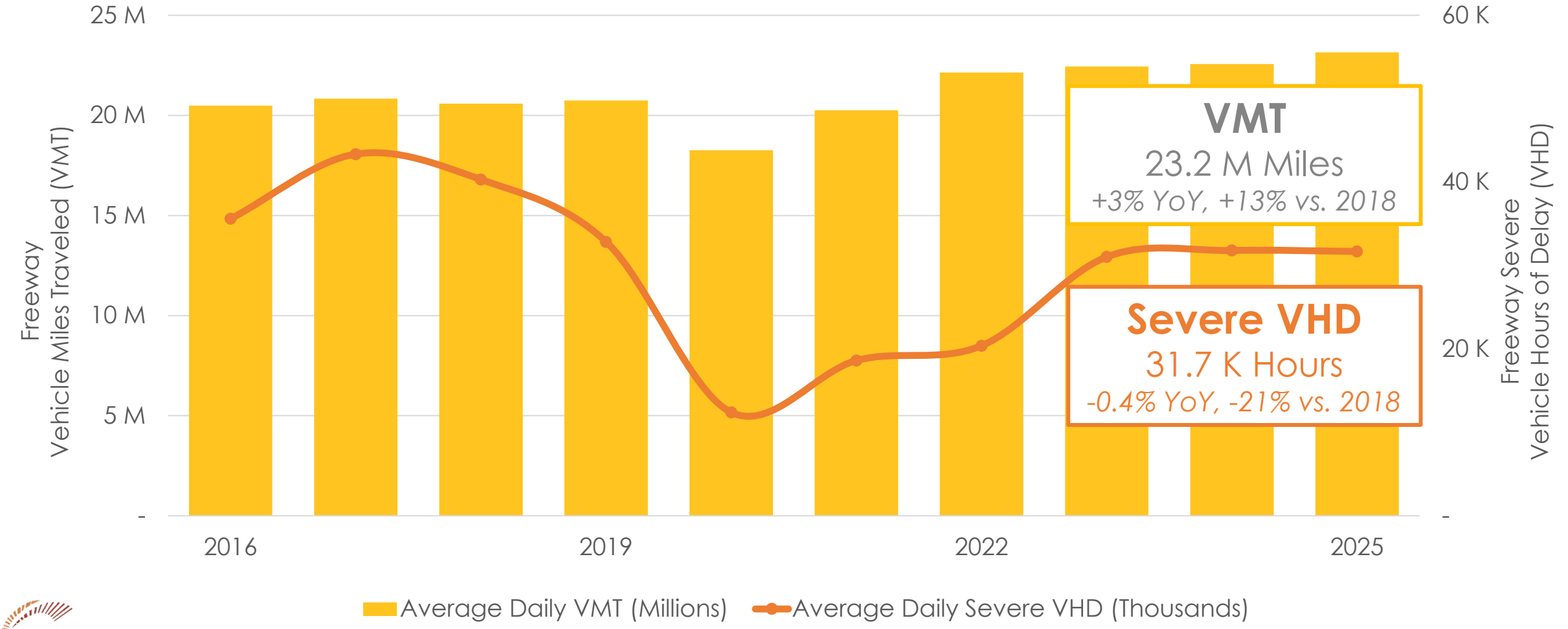


Source: ACS, Table B08006 Sex of Workers by Means of Transportation to Work, Alameda County, 2019-2024.

2 Auto Travel and Safety

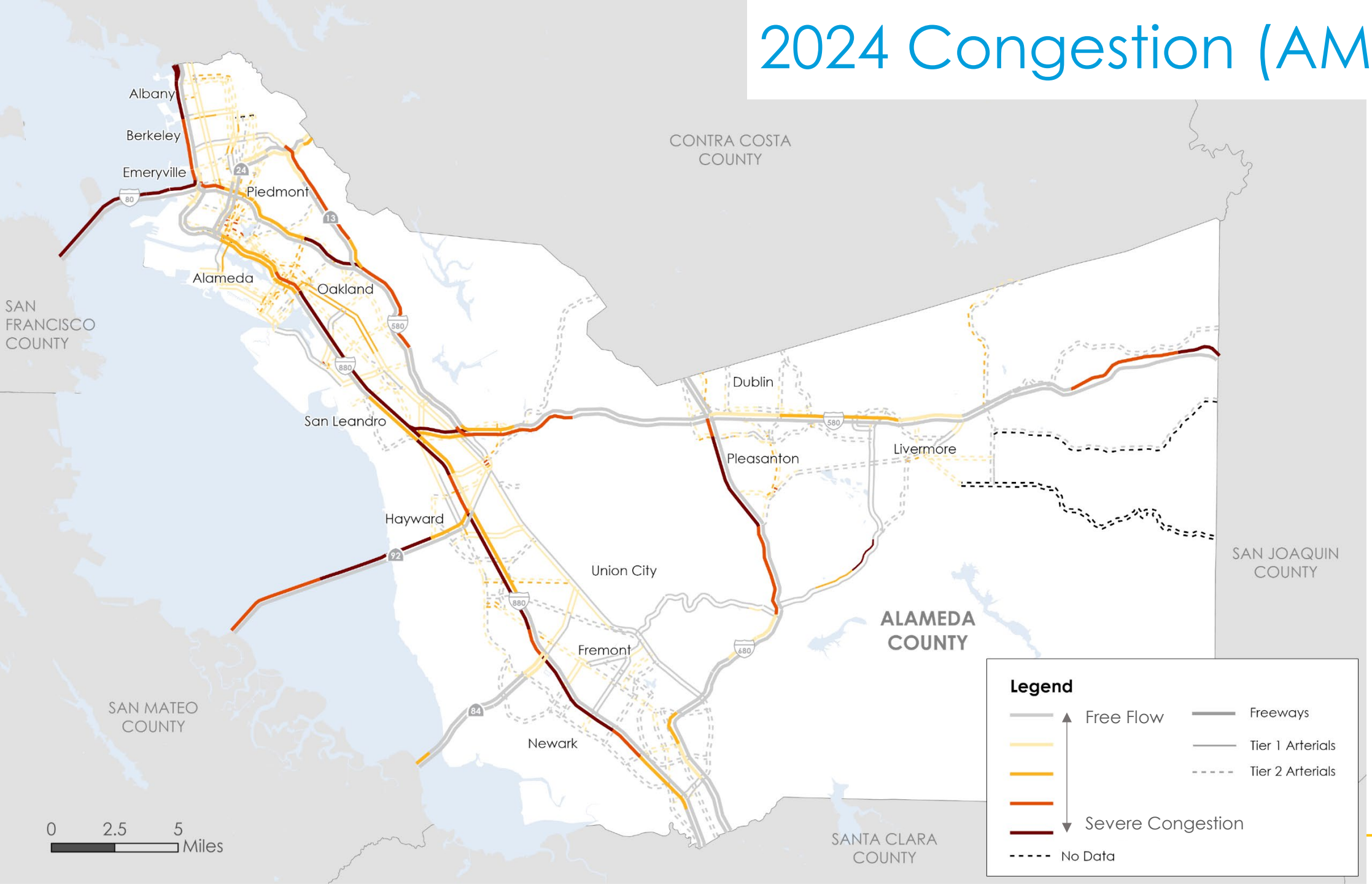
Severe Freeway Delay Lags Behind Rising Travel

Alameda County Average Daily Freeway VMT and Severe VHD (<35 mph)



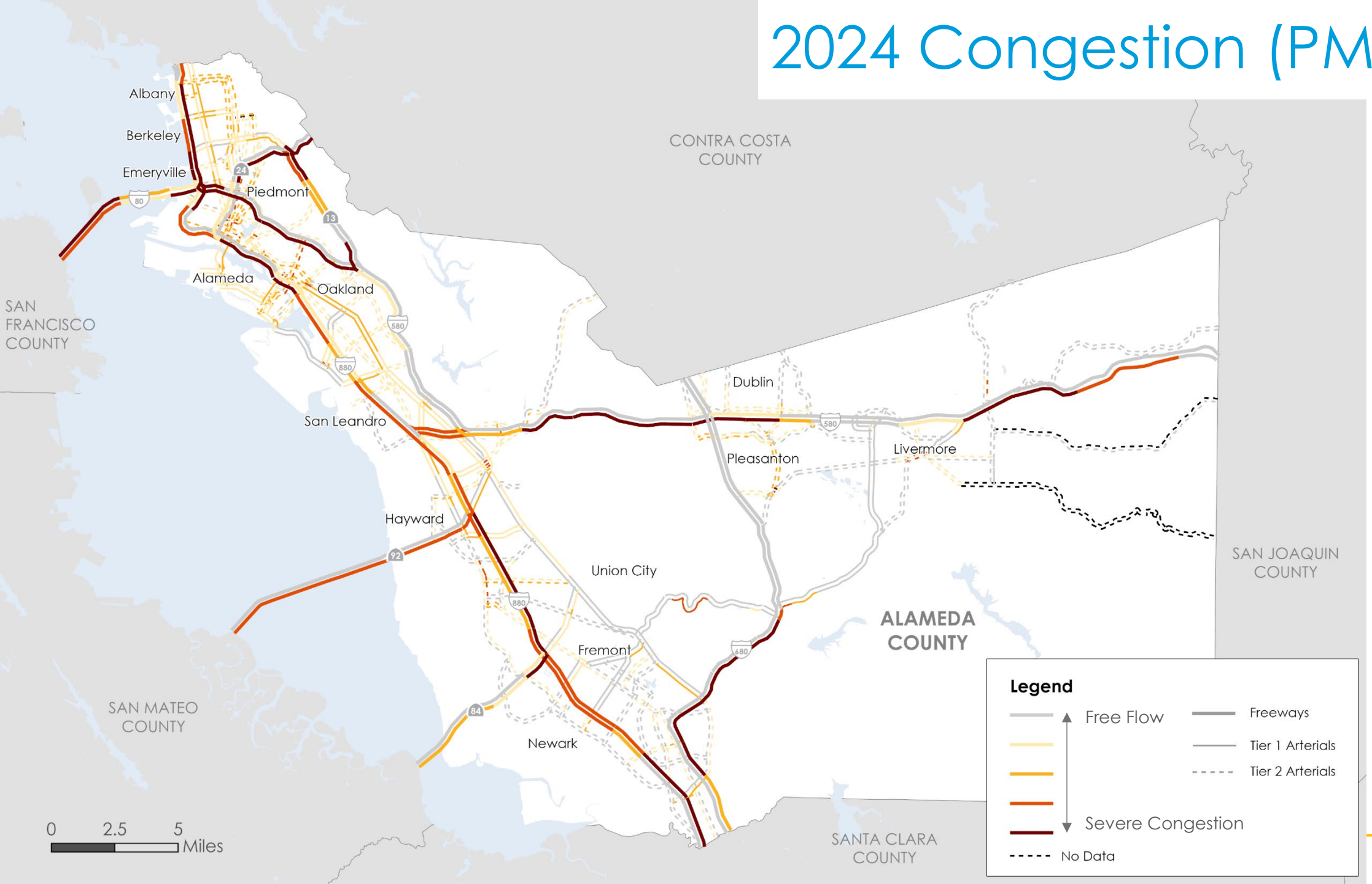
Source: Caltrans, Performance Measurement System, Vehicle Hours Delay, Alameda County, 2016-2025

2024 Congestion (AM Peak)



Source: INRIX 2024 Midweek Peak Period (March-May)

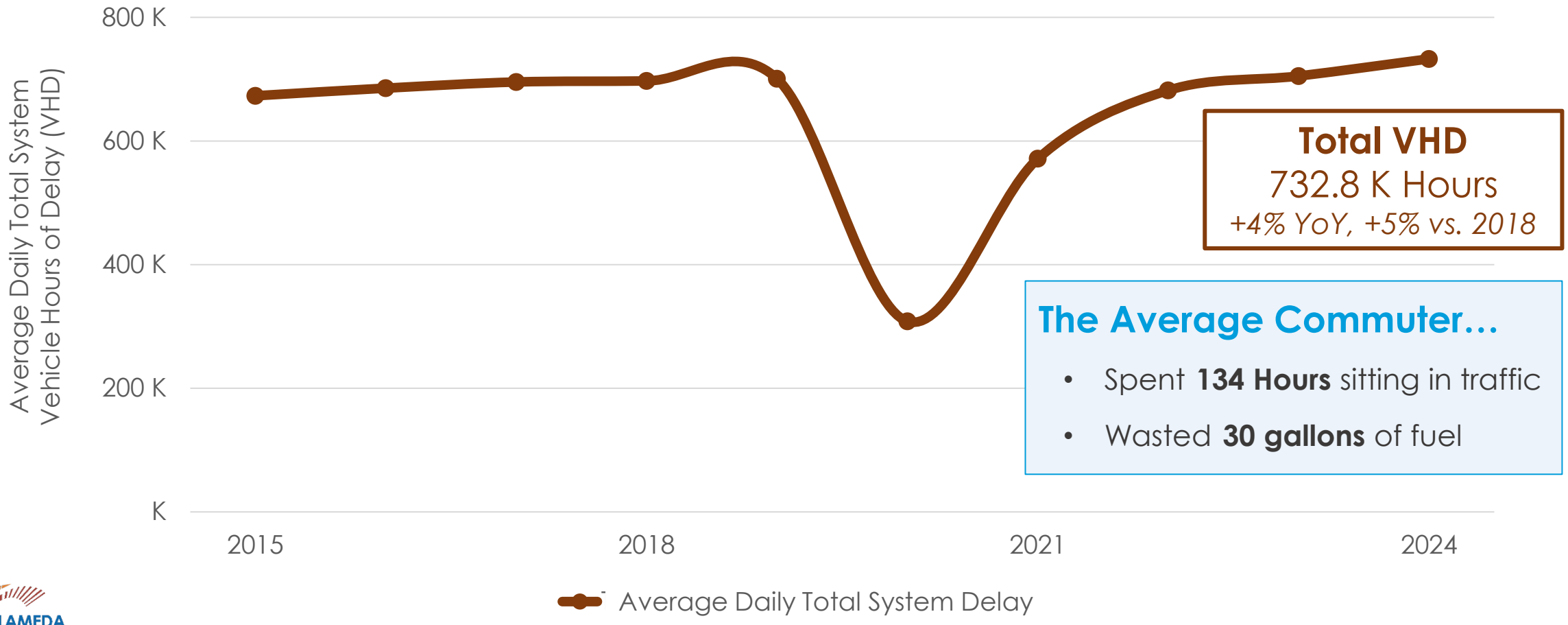
2024 Congestion (PM Peak)



Source: INRIX 2024 Midweek Peak Period (March-May)

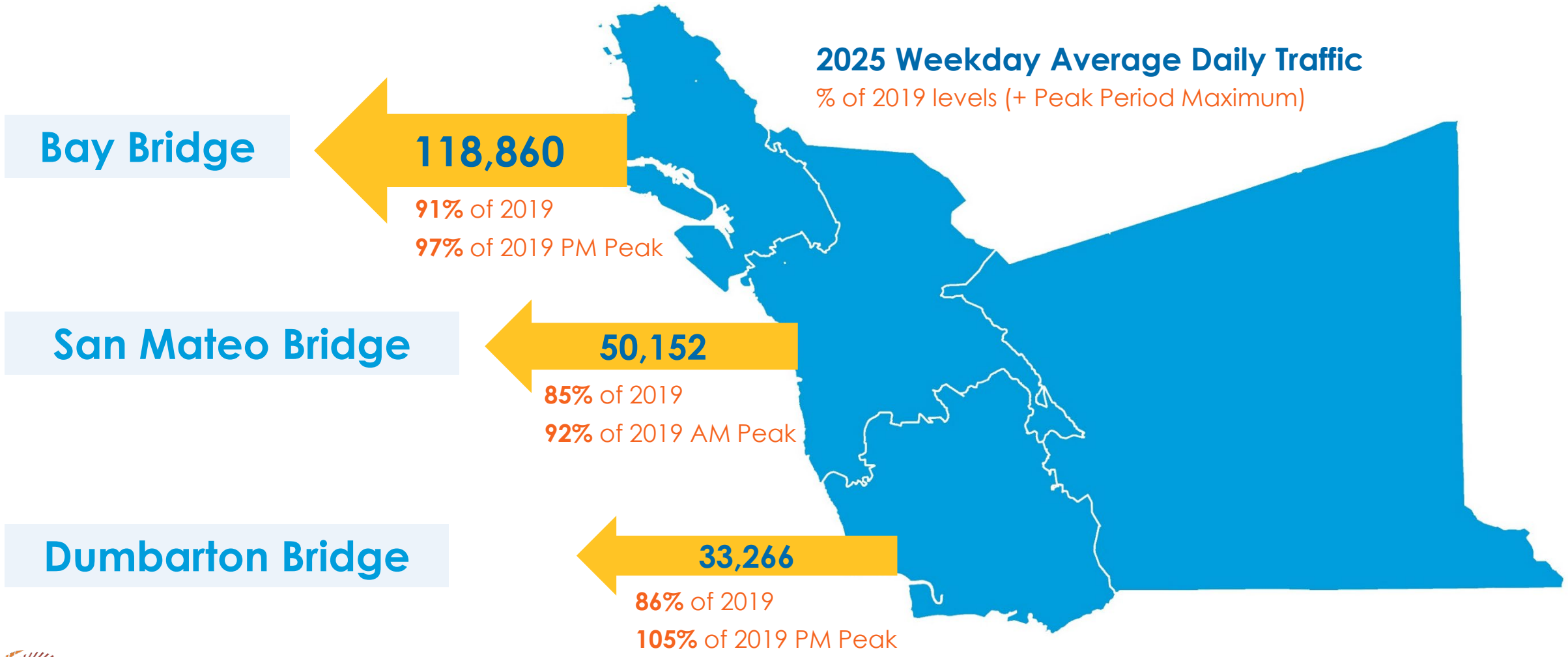
Total System Delay Above Pre-Pandemic Levels

SF-Oakland Metro Avg. Daily Total System VHD (< Free Flow)



Source: Texas A&M Transportation Institute, Mobility Division, 2025 Urban Mobility Report, San-Francisco-Oakland CA, freeways & local roads, 2018-2024.

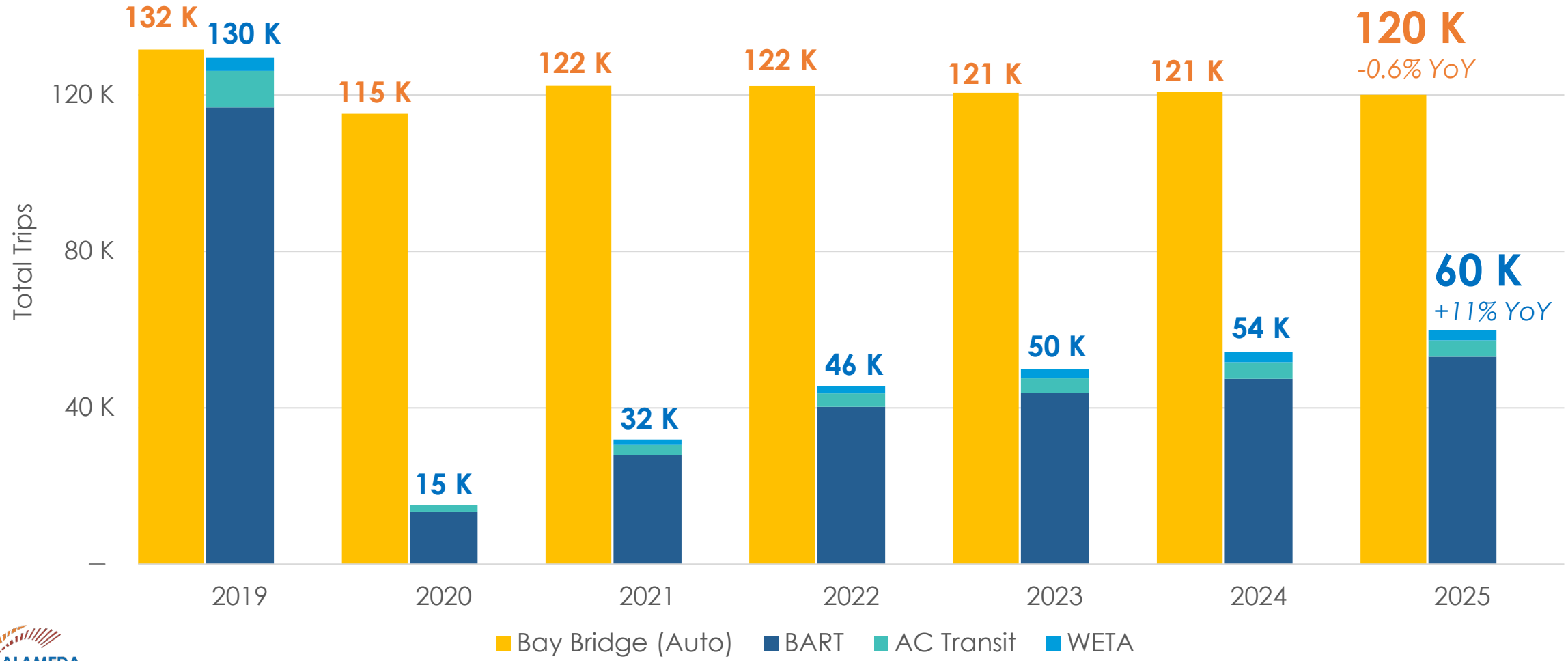
Bridge Trips Returning to Peak Periods



Source: Bay Area Toll Authority, Westbound Volume (Bay Bridge, San Mateo Bridge, Dumbarton Bridge), 2019, 2025

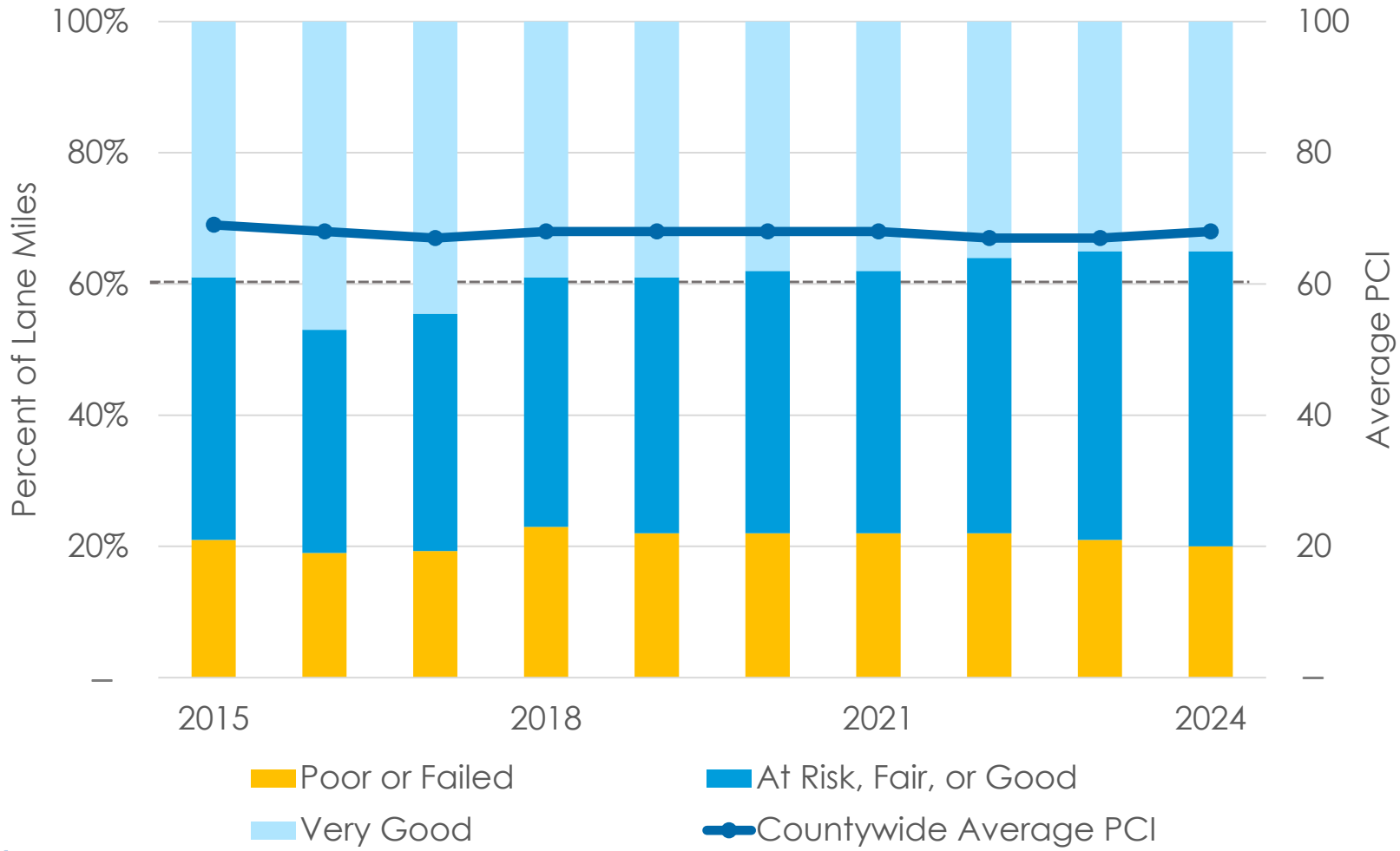
Oakland-SF Transbay Trips by Mode

October Average Weekday Westbound Trips



Source: BATA, BART, AC Transit, WETA, 2025 October

Slight Increase in Pavement Condition Index



Countywide PCI

68 (Fair)

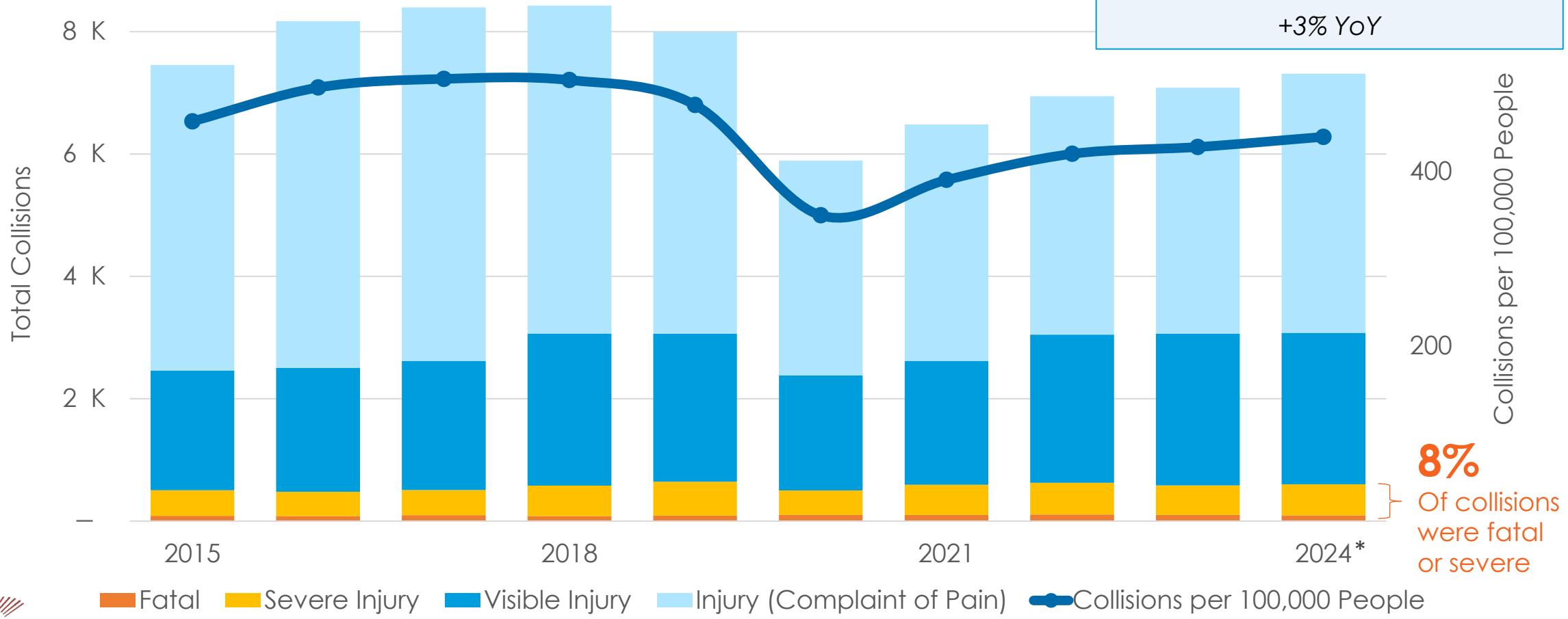
Deterioration Threshold

Below 60, deterioration accelerates

Source: Metropolitan Transportation Commission, Pavement Condition of Bay Area Jurisdictions 2024, 2015-2024

Traffic Collisions Rising in Alameda County

Alameda County Total Collisions



Source: University of California, Berkeley SafeTREC, Transportation Injury Mapping System (TIMS), Alameda County, 2015-2024, *Provisional

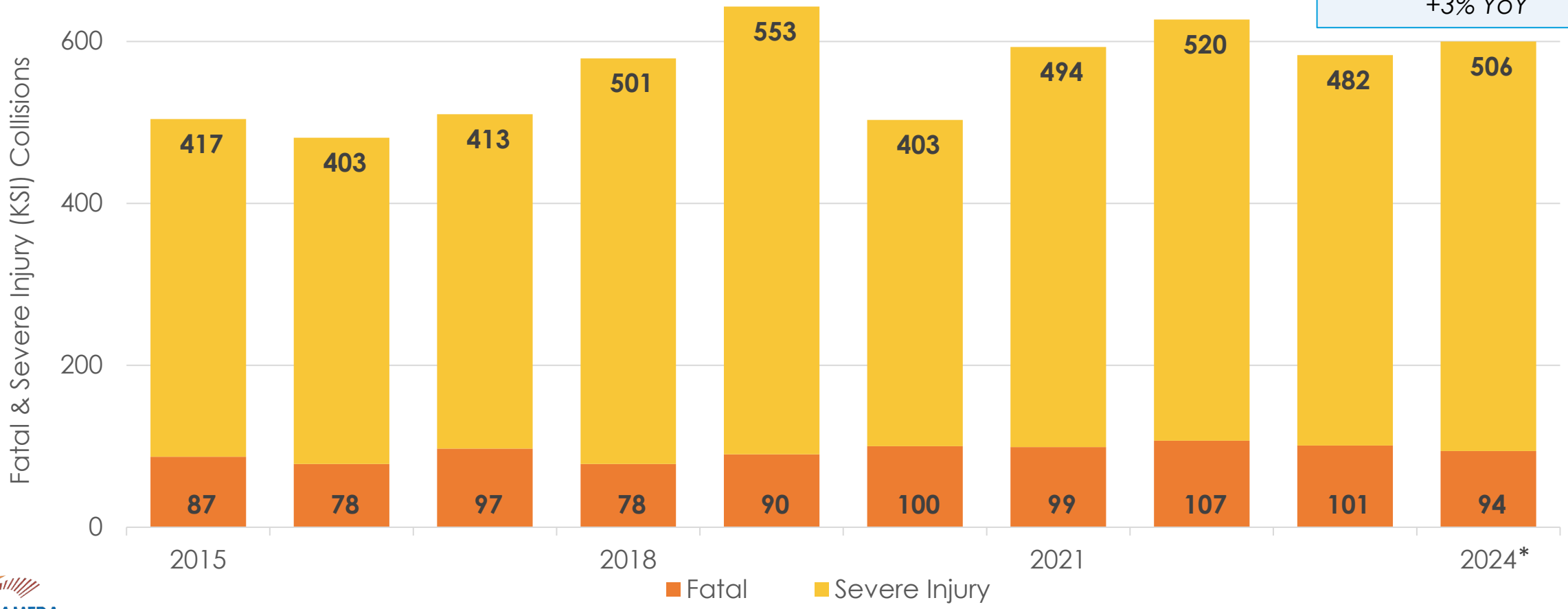
Fatal & Severe (KSI) Collisions Remain High

KSI Collisions

600

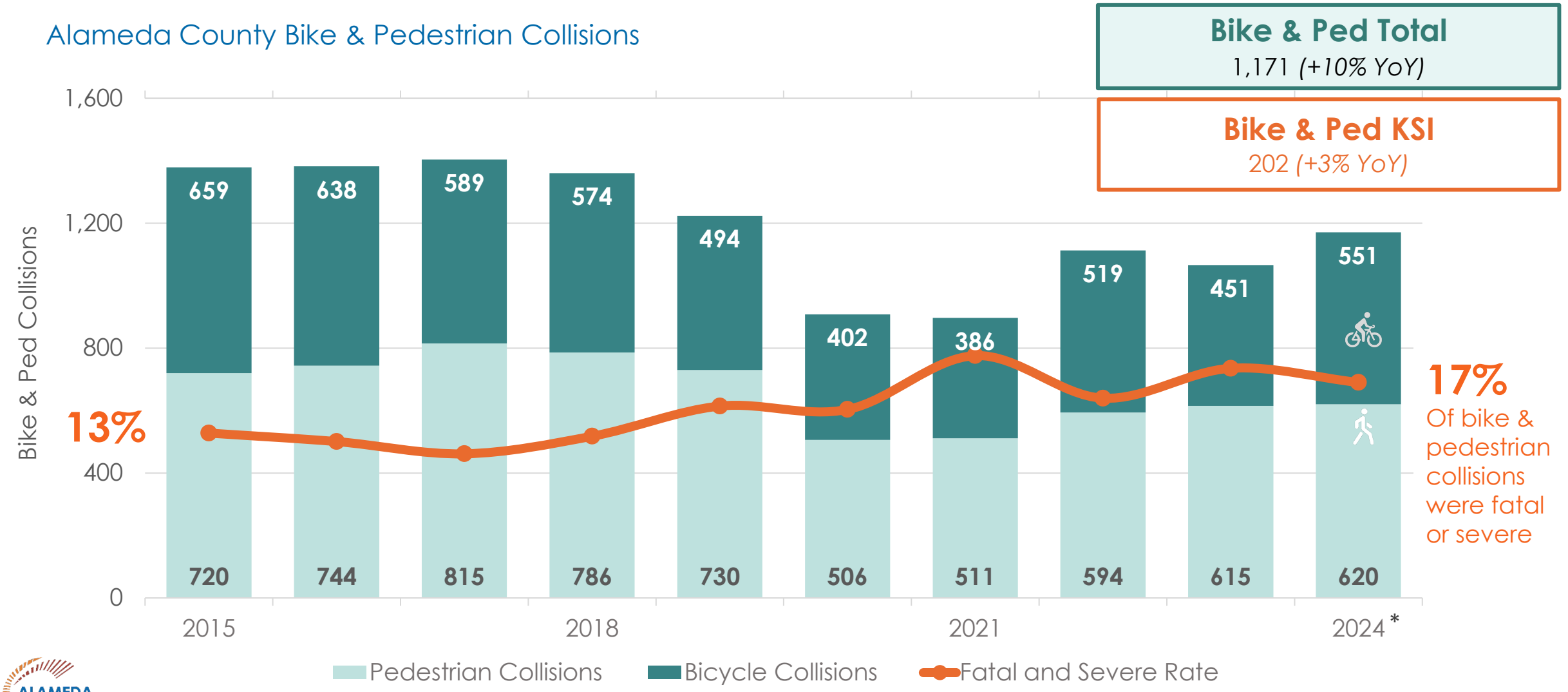
+3% YoY

Alameda County KSI Collisions



Source: University of California, Berkeley SafeTREC, Transportation Injury Mapping System (TIMS), Alameda County, 2015-2024, *Provisional

Sharp Rise in Bicycle Collisions



Source: University of California, Berkeley SafTREC, Transportation Injury Mapping System (TIMS), Alameda County, 2015-2024, *Provisional

3 Transit Performance

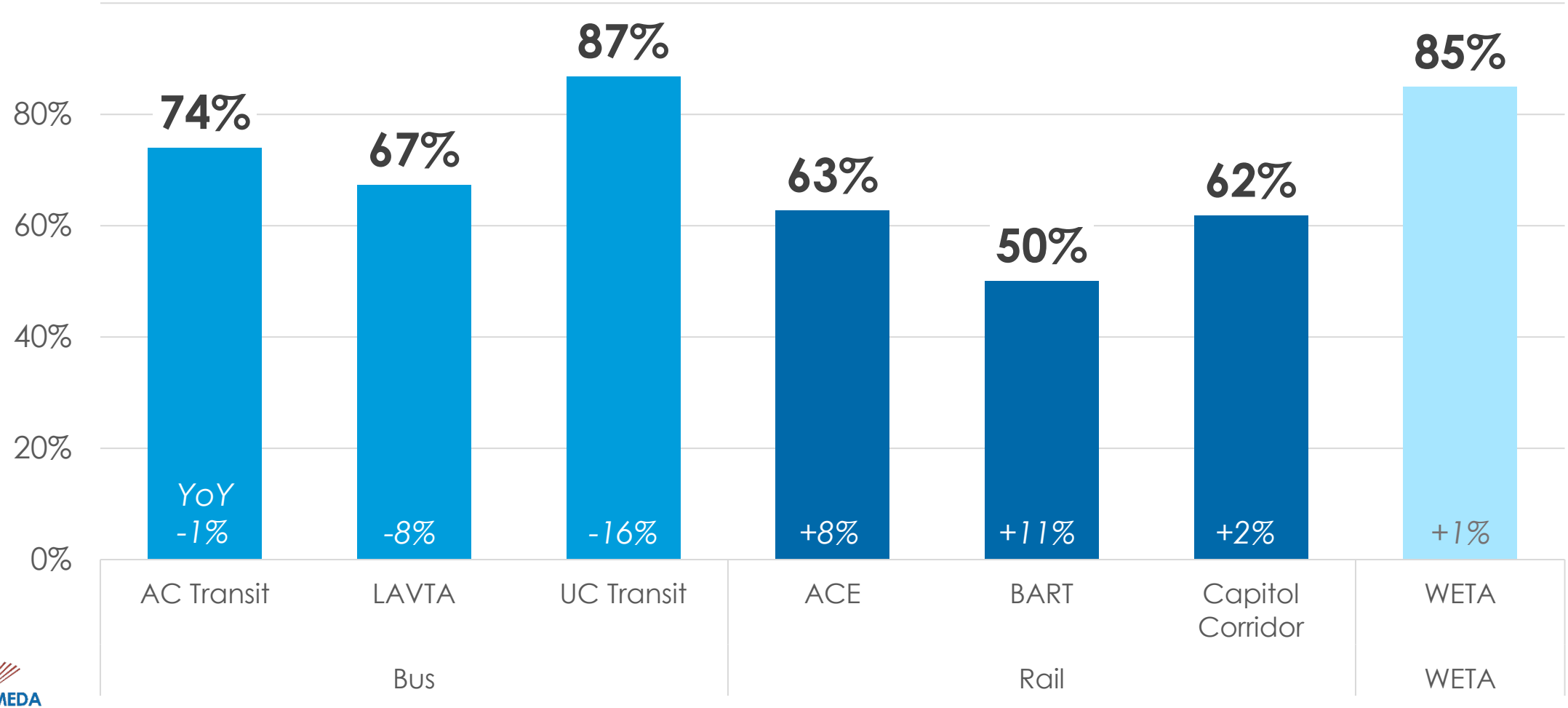
Ridership Recovery Continues

7 Operator FY25 Total

105.5 M Trips

+5% YoY

October 2025 Ridership as Share of Pre-Pandemic Levels

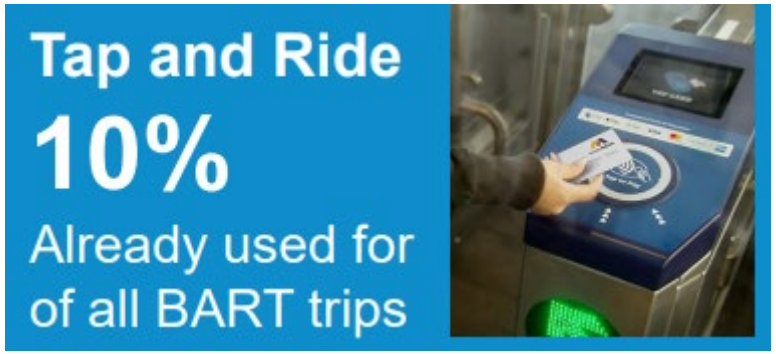


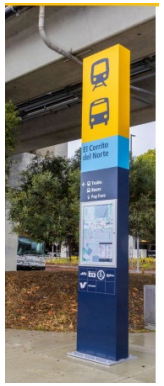
Source: Total October Ridership, 2019-2025, Transit Agency Board Reports

Commuters Returning to Key BART Stations

October 2025 BART Ridership

BART Station	Avg. Weekday Ridership	YoY
Downtown Berkeley	7,260	+18%
Rockridge	3,192	+16%
MacArthur	4,442	+13%
19th St Oakland	5,577	+14%
West Oakland	4,215	+17%
Civic Center	10,891	+13%
Embarcadero	20,192	+11%

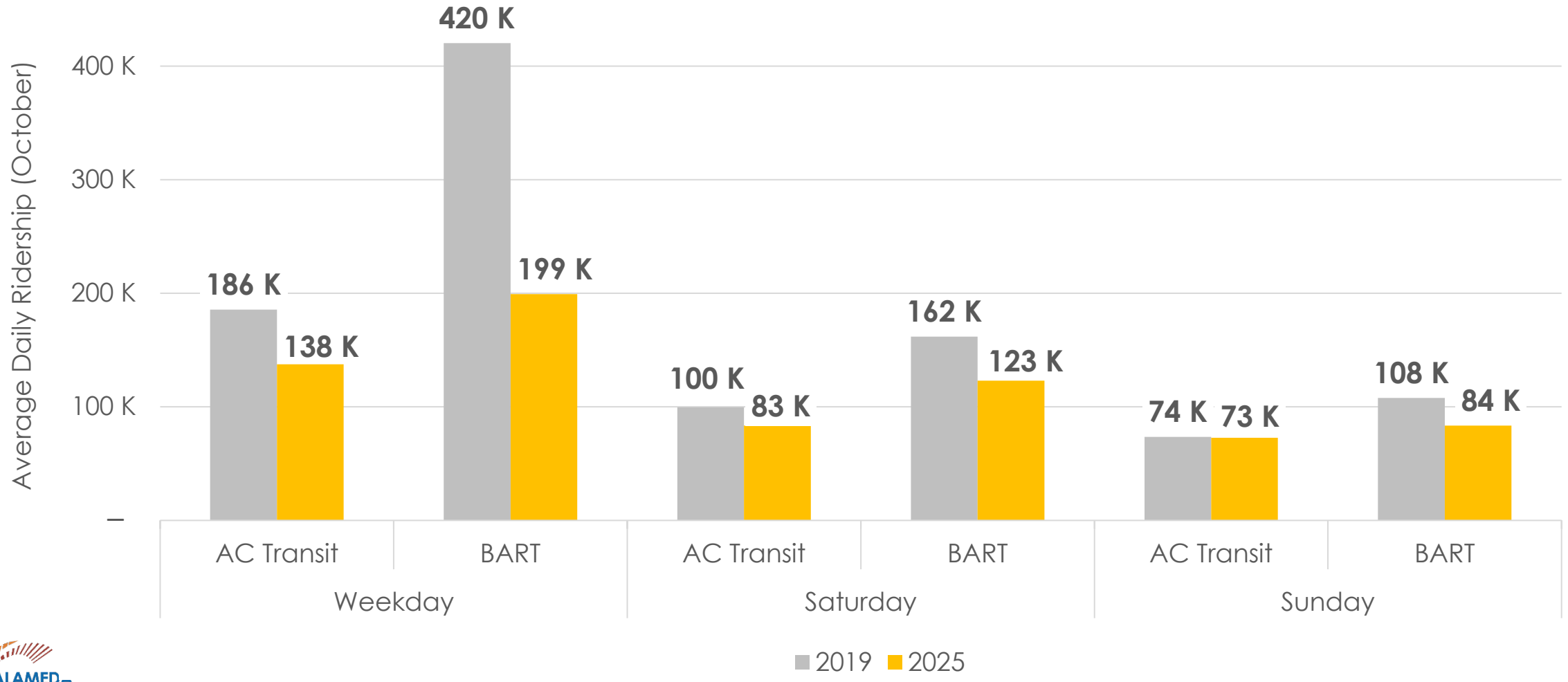




Sources: October Ridership by Station, 2024-2025, BART Monthly Ridership Snapshot. MTC Regional Network Management Presentation, January 2025

Higher Weekday Ridership, Weekends Rising Faster

October Ridership by Day



Source: BART & AC Transit

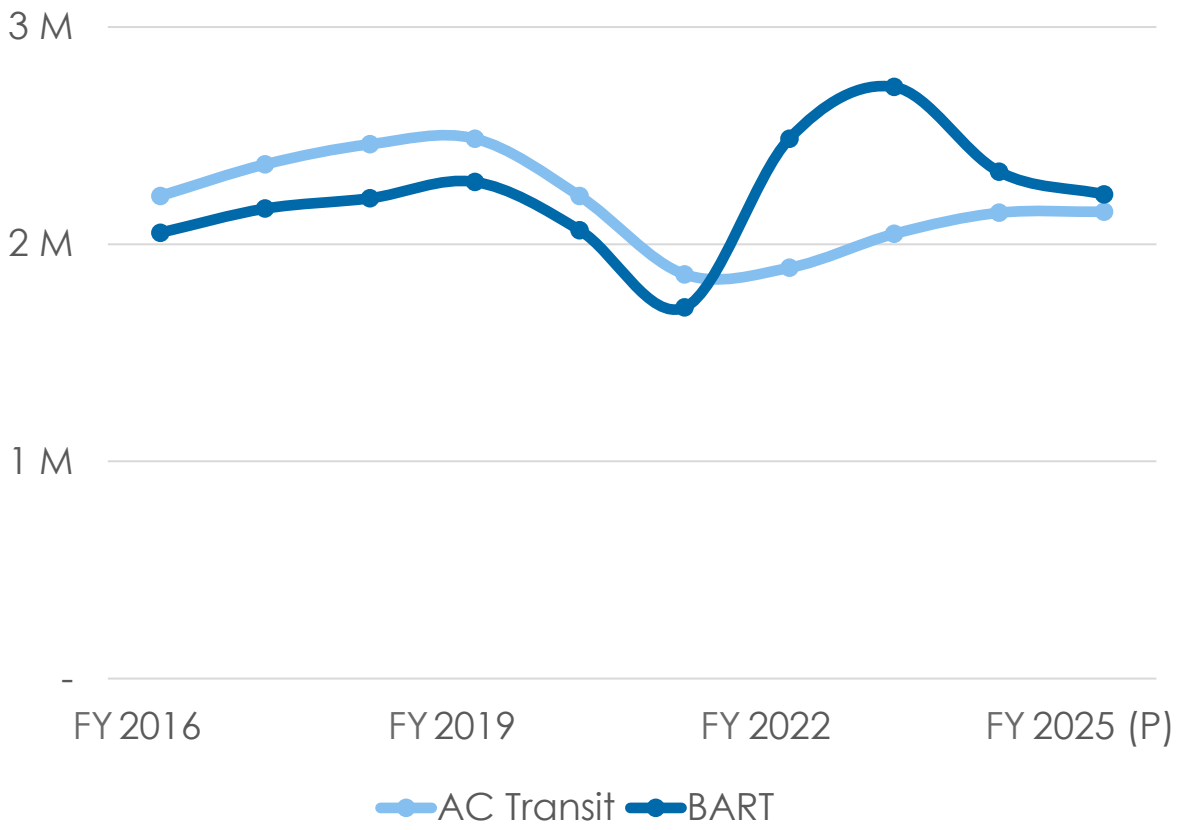
Operators Revise Service Schedules

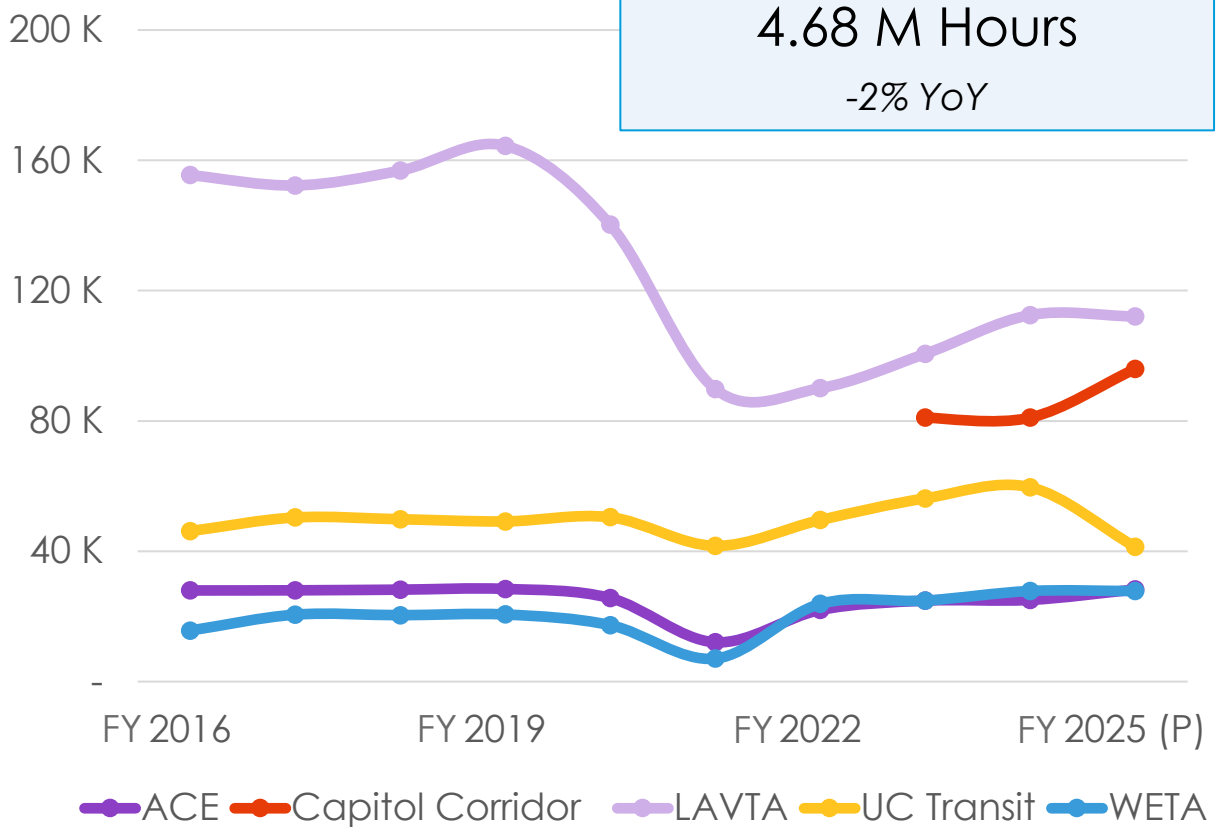
Vehicle Revenue Hours (VRH)

7 Operator Total

4.68 M Hours

-2% YoY





Source: National Transit Database (NTD), FY 2016-2025. Note: FY2025 (P) data is provisional. Historical data for Capitol Corridor not available.

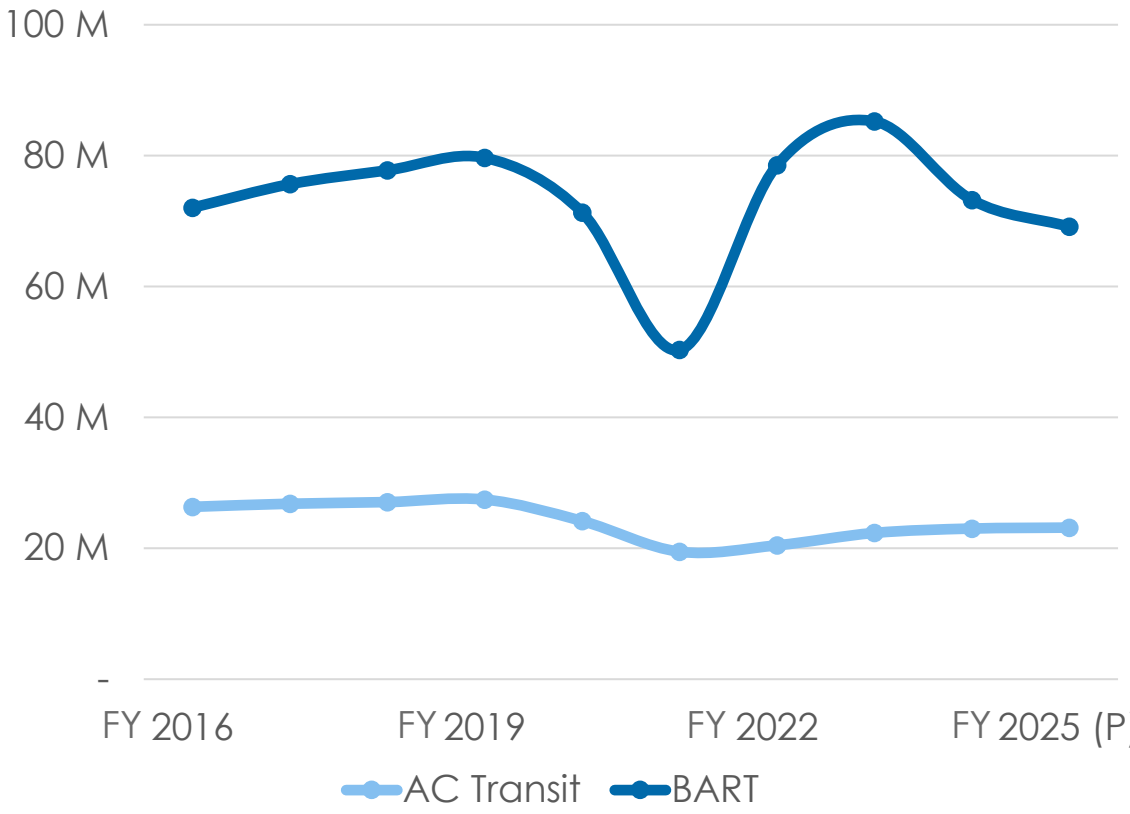
Systemwide Revenue Miles Drop Slightly

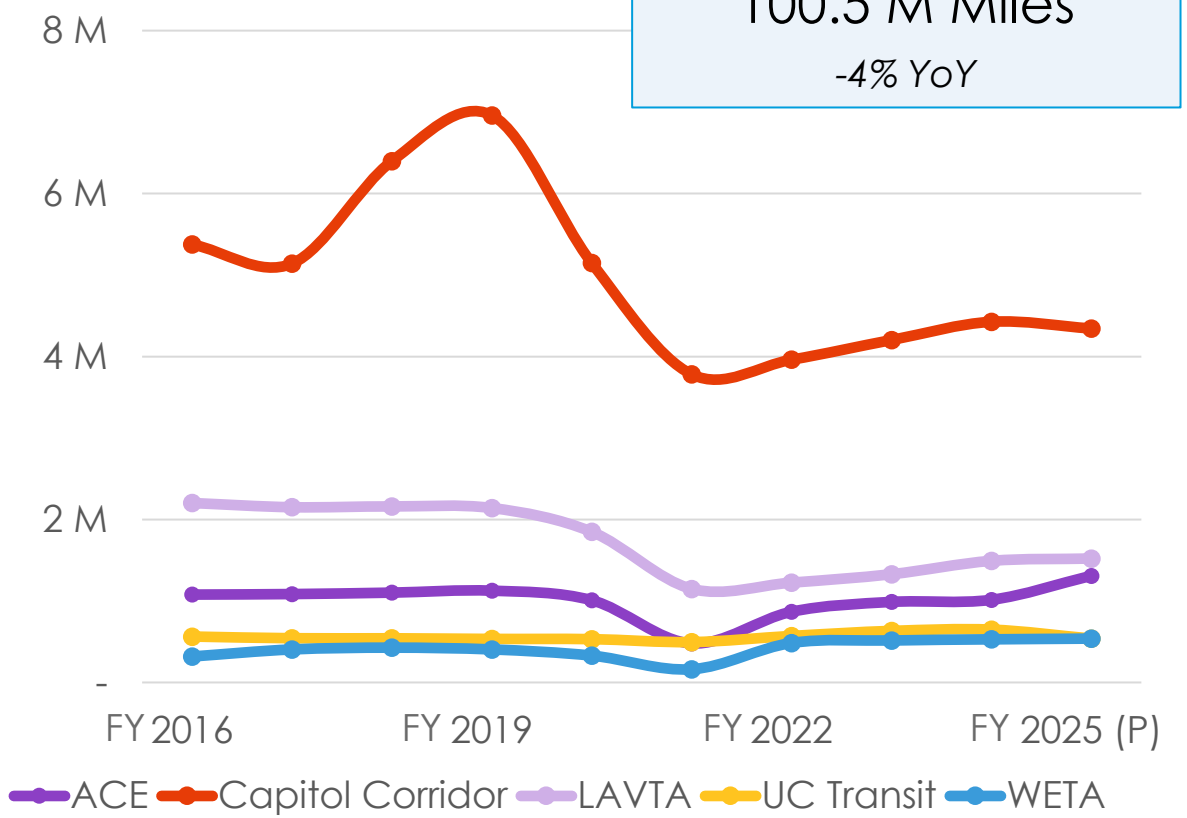
Vehicle Revenue Miles (VRM)

7 Operator Total

100.5 M Miles

-4% YoY

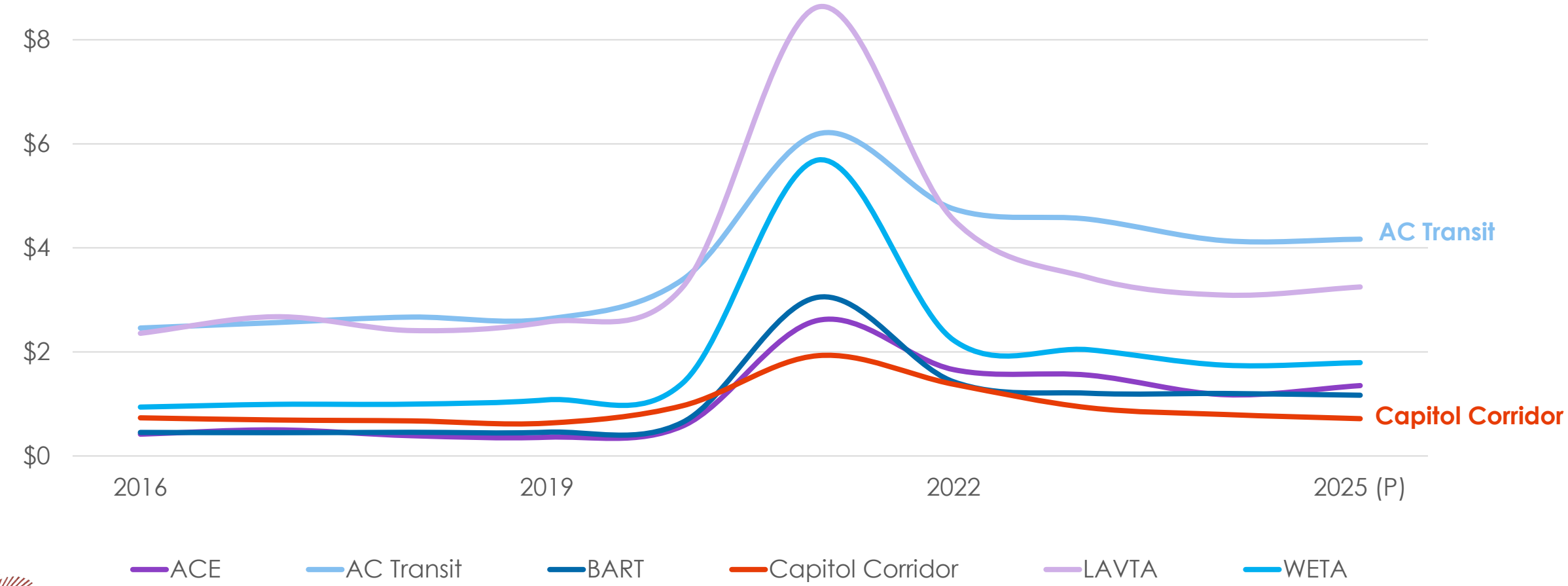




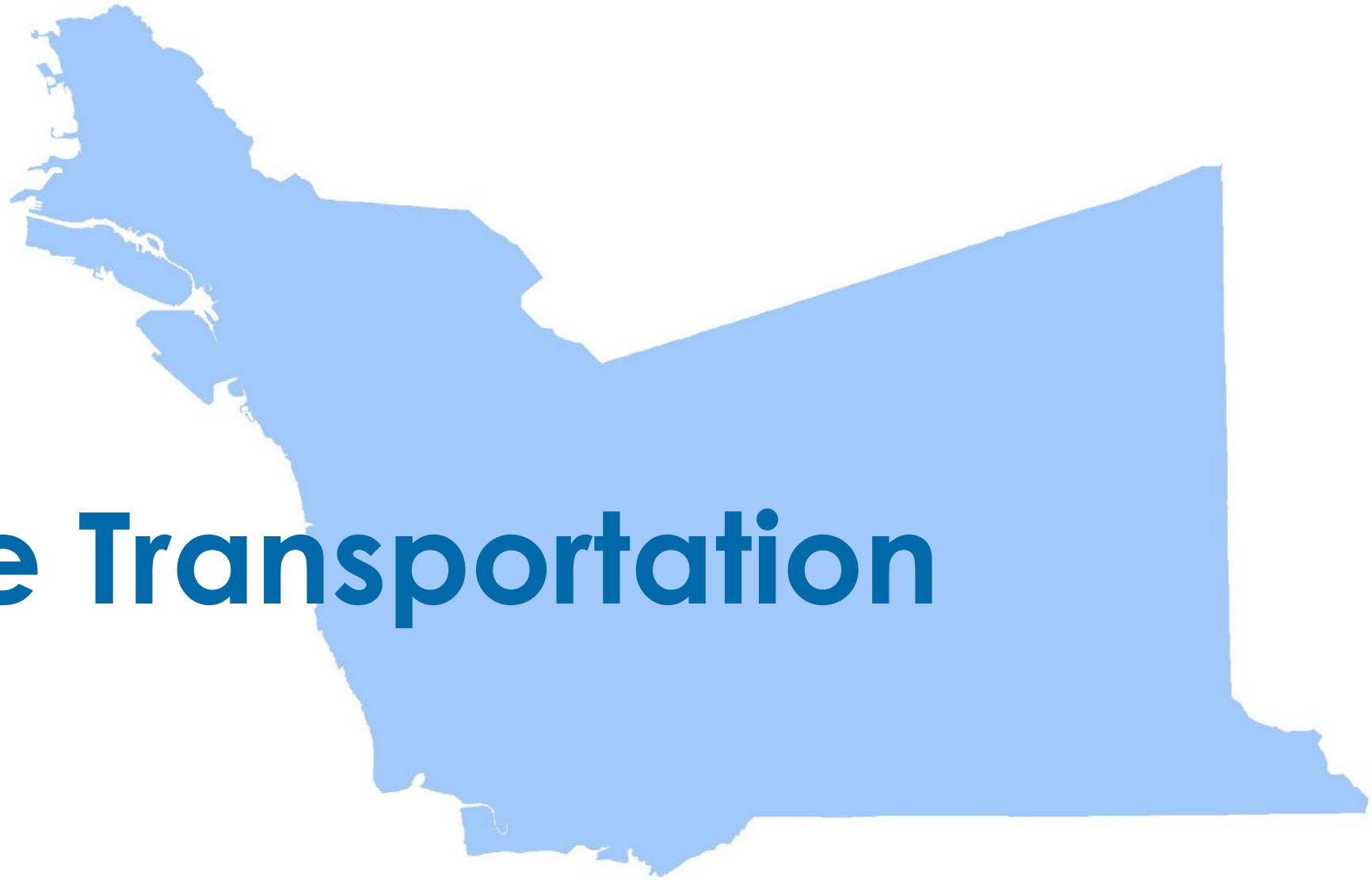
Source: National Transit Database (NTD), FY 2016-2025.
Note: FY2025 (P) data is provisional.

Cost Efficiency Remains Stable

Operating Cost per Passenger Mile



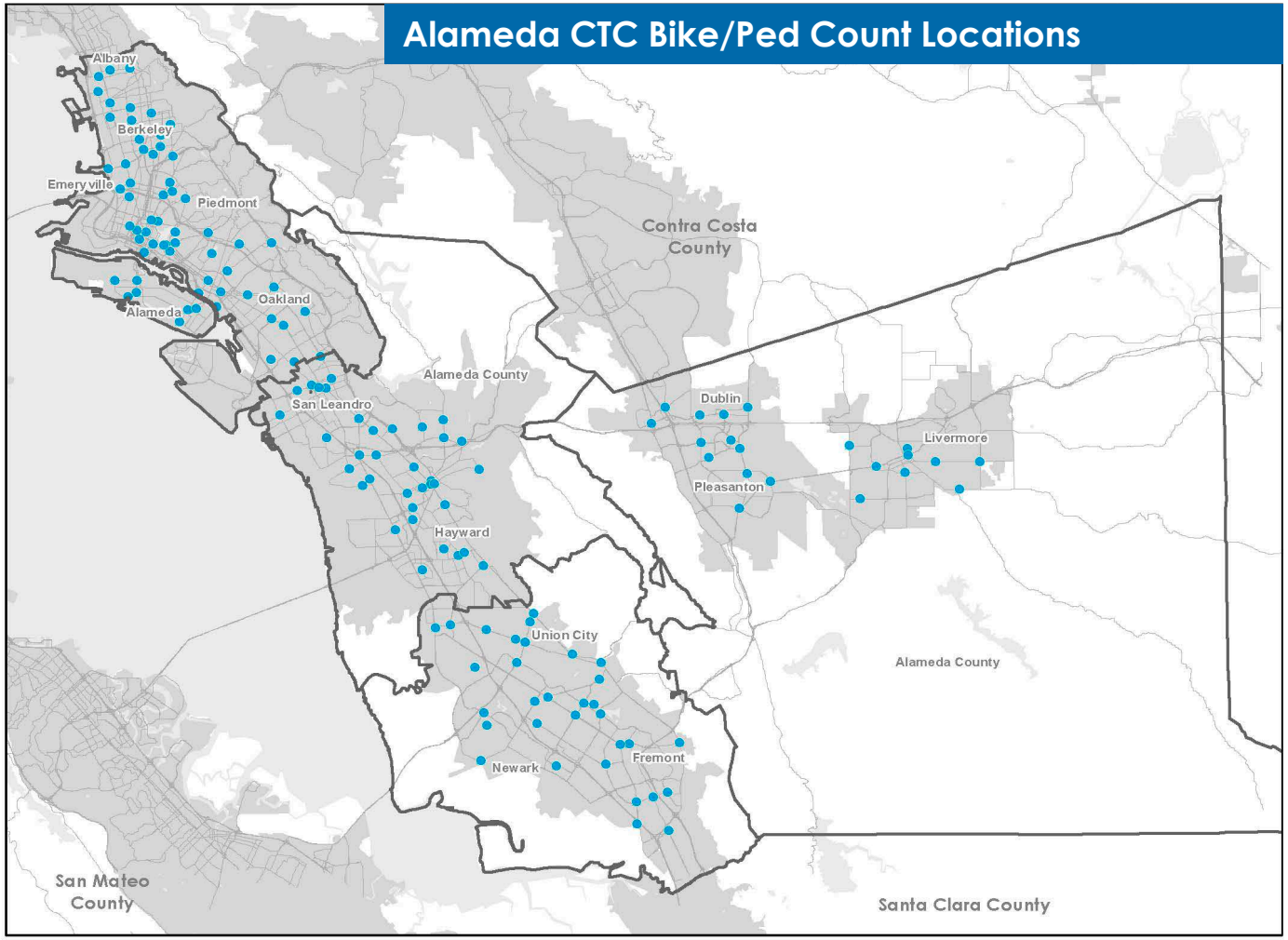
Source: National Transit Database (NTD), FY 2016-2025.
Note: FY2025 (P) data is provisional. UC Transit data not available.



4 Active Transportation

Active Transportation Count Program

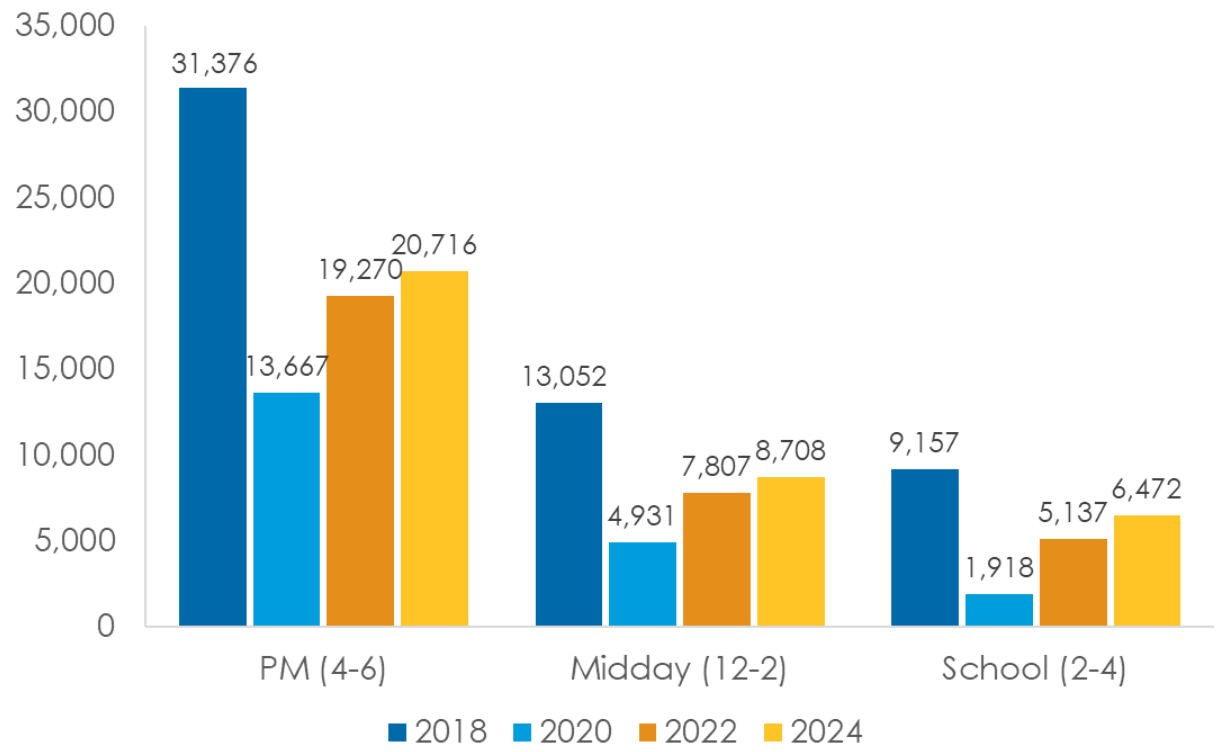
- Longitudinal Observed Dataset
  - Every other fall
  - Some locations date back to 2002
- Upcoming 2026 Count
  - Manual point-in-time counts (video-based)
  - 150 intersections
  - Midweek afternoon peak (4-6PM)
  - Some locations surveyed during midday (12-2PM) or school peak (2-4PM) period
  - Includes a snapshot of data on bicycle & scooter travel behaviors



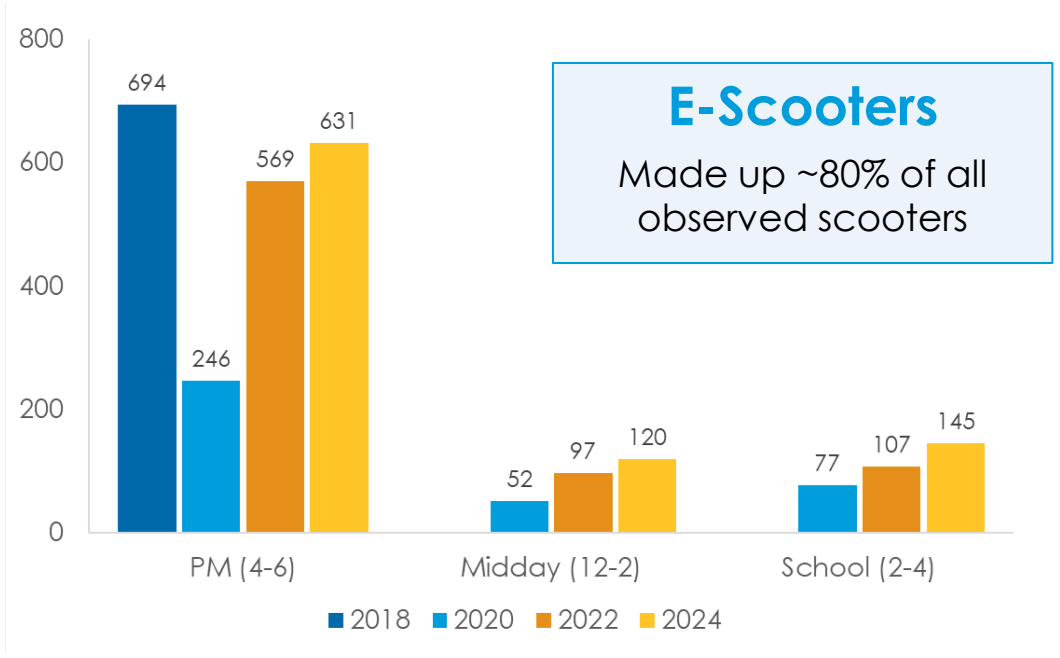
Bicycle, Pedestrian, and Scooter Count Locations

Pedestrian & Scooter Activity

Total Pedestrian Count by Time Period



Total Scooter Count by Time Period



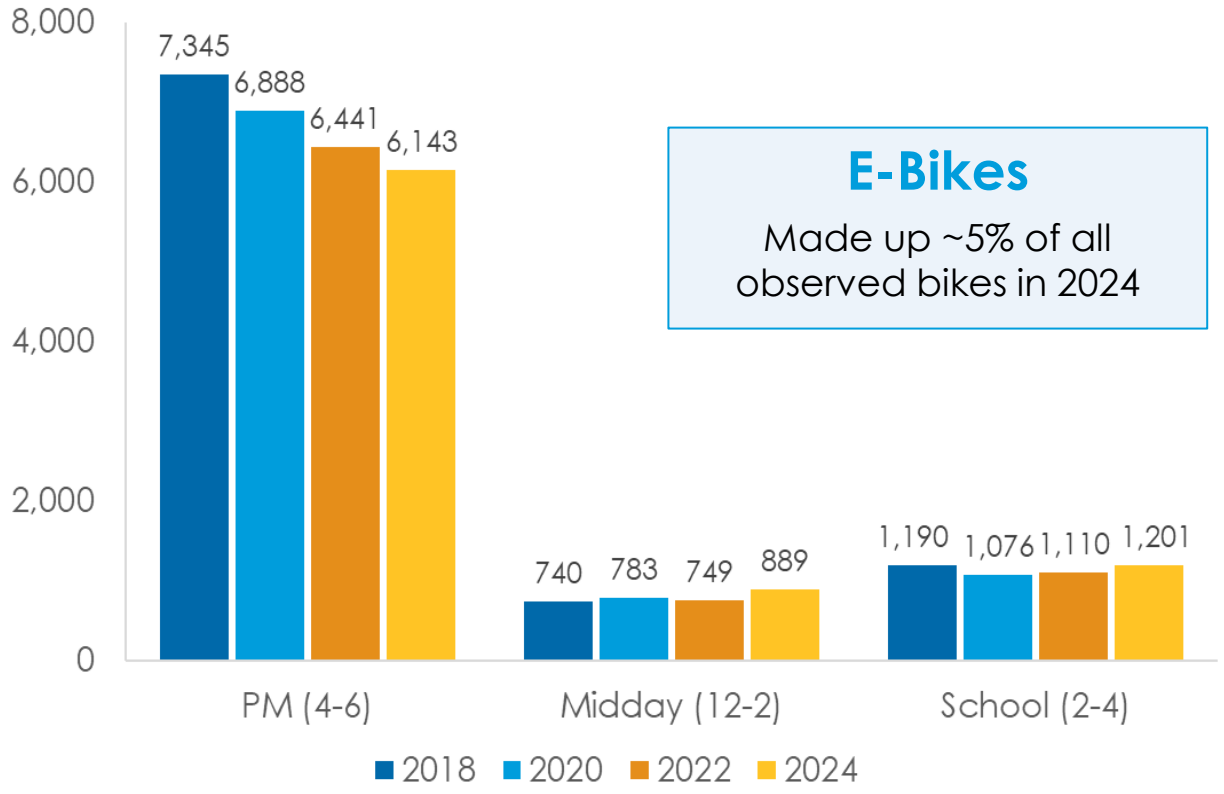
E-Scooters

Made up ~80% of all observed scooters

Source: Alameda CTC Count Program

Bicycle Activity

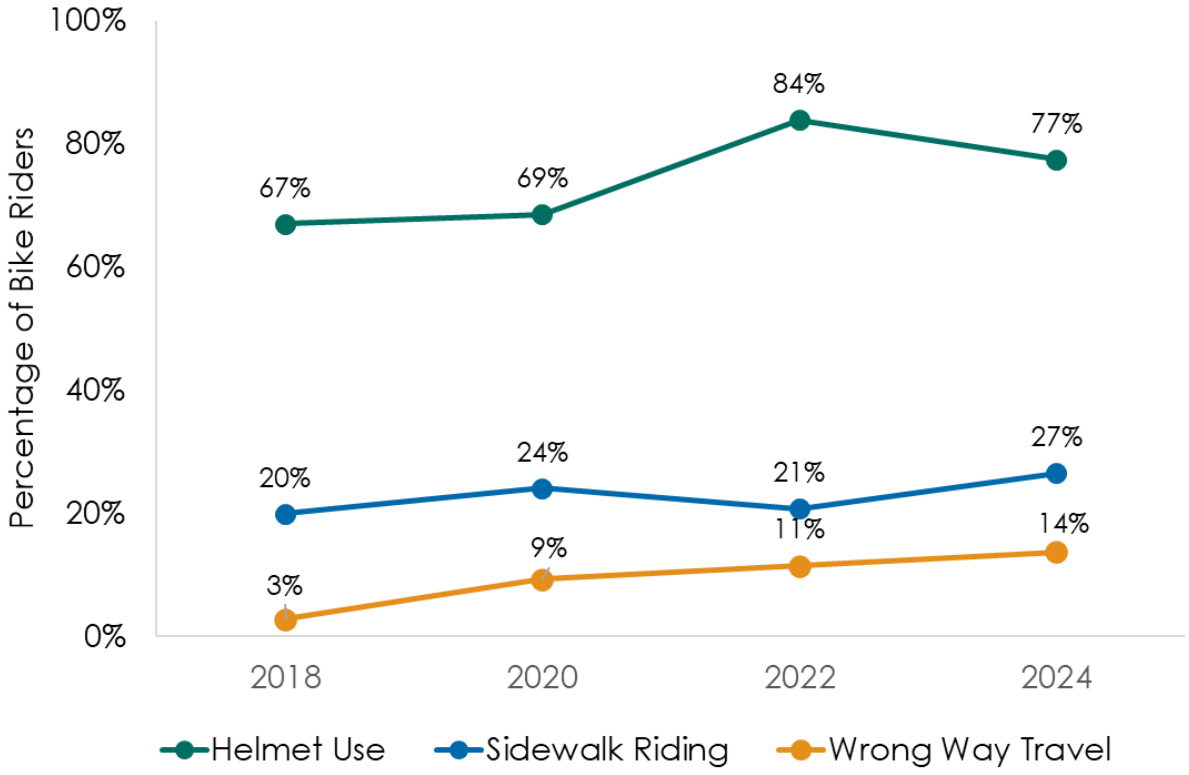
Total Bicyclist Count by Time Period



E-Bikes

Made up ~5% of all observed bikes in 2024

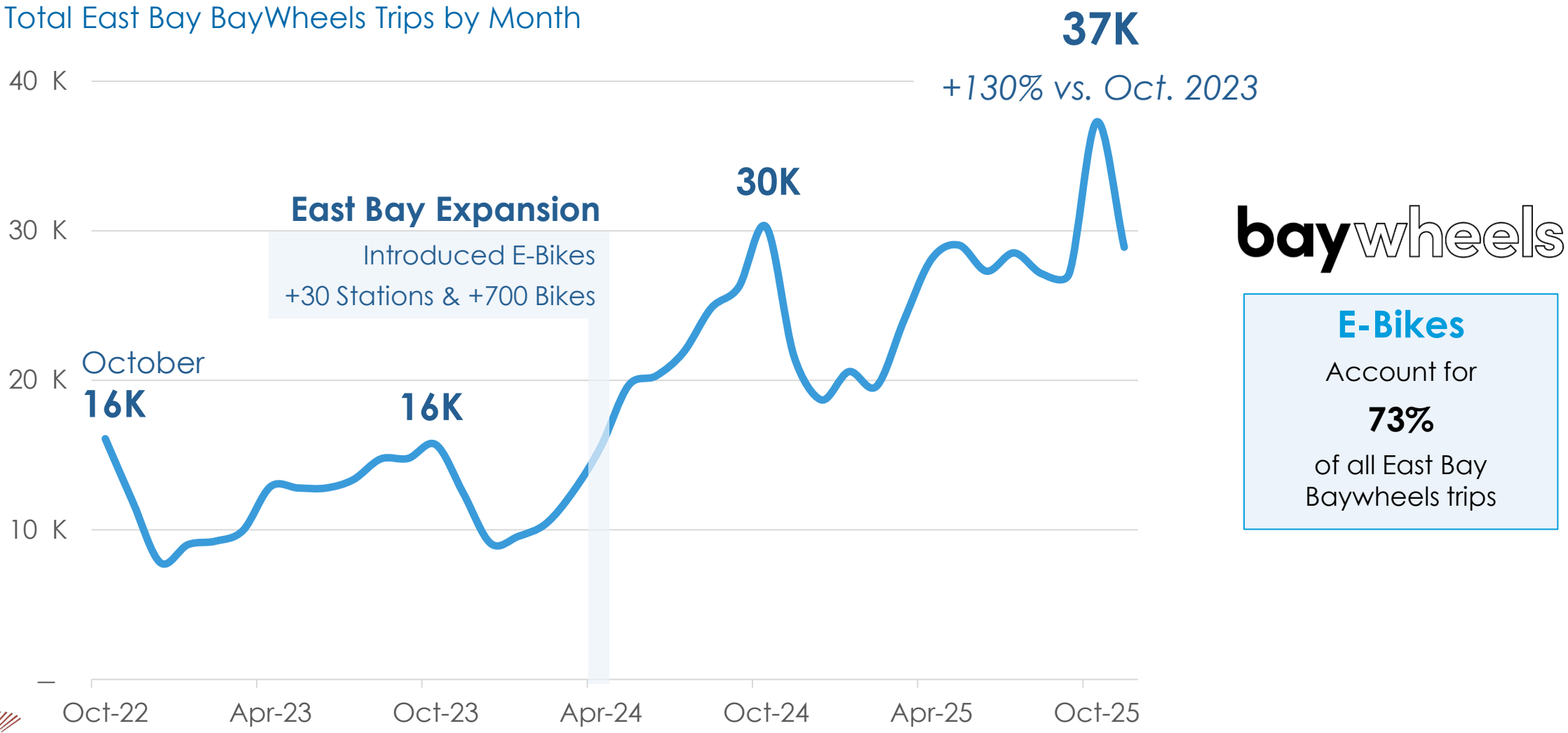
Prevalence of Travel Behaviors During PM Peak



Source: Alameda CTC Count Program

Bikeshare Trips Outpace Bay Wheels' Expansion

Total East Bay BayWheels Trips by Month



baywheels

E-Bikes

Account for

73%

of all East Bay Baywheels trips

Source: MTC, Monthly Transportation Statistics, (Oct 2022 – Nov 2025). East Bay service in Berkeley, Emeryville & Oakland.

2025 In Review

Summary & Next Steps

2025 Key Findings

- Economy
  - Employment and trade held stable amid political and economic uncertainty
  - Remote work falling, hybrid work schedules remain common
- Travel & Environment
  - Rising auto travel contributing to more widespread and increasing traffic congestion
  - Transit ridership continues slow, steady recovery
  - Rise in e-bike trips supports mode shift goals
- Safety
  - Concerning rise in bicyclist collisions
  - Planning safe systems for an aging population & vulnerable road users

Next Steps

- Spring 2026: Auto & Transit Speed Monitoring
- Fall 2026: Active Transportation Count Program

Performance Data Compendium

Alameda CTC

2016 - 2025

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 (FY2025) 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, which is typically July - June, with some exceptions (e.g., Capitol Corridor's fiscal year runs from October - September), and all monetary values have been inflated to reflect $2025 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:	2016	2017	2018	2019	2020	2021	2022	2023	2024	*2025 (P)*
Revenue Miles	**ACE**	1,078,543	1,084,966	1,102,574	1,126,384	1,008,877	479,399	867,991	988,530	1,014,541	*1,309,748*
	AC Transit	26,335,931	26,811,246	27,059,822	27,450,661	24,168,914	19,477,311	20,455,967	22,350,644	23,016,938	*23,163,781*
	BART	72,042,996	75,633,834	77,748,993	79,665,710	71,308,009	50,301,975	78,554,914	85,233,749	73,229,984	*69,144,646*
	Capitol Corridor[1]	5,376,250	5,140,544	6,398,734	6,960,137	5,147,502	3,781,681	3,961,363	4,202,680	4,426,603	*4,343,917*
	LAVTA	2,202,254	2,150,798	2,160,306	2,140,927	1,848,620	1,148,750	1,225,468	1,328,472	1,492,650	*1,520,931*
	UC Transit	563,620	542,952	542,177	534,429	531,584	495,751	571,061	632,894	648,534	*538,441*
	WETA	318,683	405,446	427,156	405,374	329,782	161,880	485,173	515,185	529,247	*538,266*
Revenue Hours	**ACE**	27,973	28,013	28,219	28,445	25,629	12,075	21,971	24,832	25,071	*28,261*
	AC Transit	2,222,174	2,367,804	2,460,285	2,486,382	2,221,439	1,861,694	1,891,321	2,047,682	2,144,760	*2,149,287*
	BART	2,052,842	2,163,933	2,211,483	2,286,795	2,064,392	1,708,631	2,486,029	2,724,074	2,333,890	*2,229,590*
	Capitol Corridor[1]	-	-	-	-	-	-	-	81,018	81,018	*95,978*
	LAVTA	155,463	152,299	156,838	164,483	140,245	89,800	90,069	100,598	112,516	*112,066*
	UC Transit	46,188	50,374	49,831	49,167	50,454	41,670	49,582	56,228	59,642	*41,333*
	WETA	15,673	20,541	20,384	20,596	17,334	7,056	23,839	24,860	27,808	*27,785*

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

(P) FY2025 values are provisionally provided by transit operators and subject to change.

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

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

For Capitol Corridor, Revenue Miles are based on actual service provided, while Revenue Hours are determined using service schedules.

Transit Ridership & Service Utiliziation

	Fiscal Year:	2016	2017	2018	2019	2020	2021	2022	2023	2024	*2025 (P)*
Annual Ridership (Boardings)	**ACE**	1,290,085	1,299,717	1,398,954	1,506,183	1,061,990	160,007	321,752	474,498	681,351	*846,662*
	AC Transit	54,575,655	53,416,004	52,789,850	54,067,171	45,165,365	21,535,037	29,347,581	35,190,057	39,944,290	*40,711,493*
	BART	137,658,212	132,802,066	129,044,343	128,217,031	91,006,971	17,839,678	38,224,072	50,764,402	54,927,366	*58,368,709*
	Capitol Corridor[1]	1,560,814	1,607,277	1,698,515	1,777,136	898,007	354,373	705,365	921,105	1,032,633	*1,138,753*
	LAVTA	1,703,786	1,590,205	1,695,874	1,706,551	1,442,623	435,186	841,343	1,145,515	1,353,810	*1,337,497*
	UC Transit	330,444	298,577	295,745	281,101	242,727	125,624	210,215	259,096	289,542	*280,544*
	WETA	2,479,944	2,609,411	2,844,400	3,048,876	2,298,857	264,498	1,412,543	2,024,646	2,388,379	*2,836,526*
Boardings/ Revenue Vehicle Mile	**ACE**	1.20	1.20	1.27	1.34	1.05	0.33	0.37	0.48	0.67	0.65
	AC Transit	2.07	1.99	1.95	1.97	1.87	1.11	1.72	1.57	1.74	1.76
	BART	1.91	1.76	1.66	1.61	1.28	0.35	0.49	0.60	0.75	0.84
	Capitol Corridor[1]	1.33	1.37	1.45	1.52	1.05	0.48	0.92	0.22	0.23	0.26
	LAVTA	0.77	0.74	0.79	0.80	0.78	0.38	0.69	0.86	0.91	0.88
	UC Transit	0.59	0.55	0.55	0.53	0.46	0.25	0.38	0.41	0.45	0.52
	WETA	7.78	6.44	6.66	7.52	6.97	1.63	2.91	3.93	4.51	5.27
Boardings/ Revenue Vehicle Hour	**ACE**	46	46	50	53	41	13	15	19	27	30
	AC Transit	25	23	21	22	20	12	18	17	19	19
	BART	67	61	58	56	44	10	15	19	24	26
	Capitol Corridor[1]	-	-	-	-	-	-	-	11	13	12
	LAVTA	11	10	11	10	10	5	9	11	12	12
	UC Transit	7	6	6	6	5	3	5	5	5	7
	WETA	158	127	140	148	133	37	59	81	86	102

Sources: Boardings are pulled from NTD TS 2.2 Sevice Data and Operating Expenses Time Series by System.

(P) FY2025 Boardings values are provisionally provided by transit operators and subject to change.

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

Note: Boardings per Revenue Vehicle Mile & Hour are calculated.

Cost Effectiveness

	Fiscal Year:	2016	2017	2018	2019	2020	2021	2022	2023	2024	*2025 (P)*
Operating Costs (Expenses) ($2025)	**ACE**	$23,230,766	$27,949,724	$23,918,553	$23,721,011	$26,666,050	$23,188,053	$27,923,240	$37,958,303	*$39,549,788*	*$55,318,136*
	AC Transit	$556,809,349	$540,005,207	$553,536,863	$573,785,677	$594,418,161	$520,972,290	$498,422,814	$559,030,940	*$576,735,871*	*$599,584,931*
	BART	$836,714,330	$811,459,140	$814,229,776	$812,202,061	$809,072,138	$727,114,071	$746,596,263	$821,719,976	*$902,704,707*	*$939,232,017*
	Capitol Corridor[1]	$76,369,125	$75,118,861	$76,326,740	$75,415,115	$57,960,641	$48,207,431	$55,495,575	$63,023,382	*$61,164,484*	*$59,454,763*
	LAVTA	$20,581,977	$19,881,989	$19,133,535	$20,450,043	$20,087,549	$16,088,067	$16,279,197	$18,302,067	*$19,533,338*	*$20,260,154*
	UC Transit	$5,926,076	$6,278,341	$5,958,301	$5,880,539	$6,049,959	$6,154,321	$7,036,515	$8,361,709	*$8,170,198*	*$7,370,704*
	WETA	$34,616,910	$38,892,040	$42,718,898	$47,273,119	$45,681,139	$35,669,936	$50,594,280	$58,065,426	*$61,637,866*	*$65,696,279*
Operating Cost/ Passenger	**ACE**	$18	$22	$17	$16	$25	$145	$87	$80	$58	$65
	AC Transit	$10	$10	$10	$11	$13	$24	$17	$16	$14	$15
	BART	$6	$6	$6	$6	$9	$41	$20	$16	$16	$16
	Capitol Corridor[1]	$49	$47	$45	$42	$65	$136	$79	$68	$59	$52
	LAVTA	$12	$13	$11	$12	$14	$37	$19	$16	$14	$15
	UC Transit	$18	$21	$20	$21	$25	$49	$33	$32	$28	$26
	WETA	$14	$15	$15	$16	$20	$135	$36	$29	$26	$23
Operating Cost/ Revenue Vehicle Mile	**ACE**	$22	$26	$22	$21	$26	$48	$32	$38	$39	$42
	AC Transit	$21	$20	$20	$21	$25	$27	$24	$25	$25	$26
	BART	$12	$11	$10	$10	$11	$14	$10	$10	$12	$14
	Capitol Corridor[1]	$14	$15	$12	$11	$11	$13	$14	$15	$14	$14
	LAVTA	$9	$9	$9	$10	$11	$14	$13	$14	$13	$13
	UC Transit	$11	$12	$11	$11	$11	$12	$12	$13	$13	$14
	WETA	$109	$96	$100	$117	$139	$220	$104	$113	$116	$122
Operating Cost/ Revenue Vehicle Hour	**ACE**	$830	$998	$848	$834	$1,040	$1,920	$1,271	$1,529	$1,578	$1,957
	AC Transit	$251	$228	$225	$231	$268	$280	$264	$273	$269	$279
	BART	$408	$375	$368	$355	$392	$426	$300	$302	$387	$421
	Capitol Corridor[1]	-	-	-	-	-	-	-	$778	$755	$619
	LAVTA	$132	$131	$122	$124	$143	$179	$181	$182	$174	$181
	UC Transit	$128	$125	$120	$120	$120	$148	$142	$149	$137	$178
	WETA	$2,209	$1,893	$2,096	$2,295	$2,635	$5,055	$2,122	$2,336	$2,217	$2,364

Sources: Operating Costs are pulled from NTD TS 2.2 Sevice Data and Operating Expenses Time Series by System.
(P) FY2025 Operating Costs are provisionally provided by transit operators and subject to change.
[1]Capitol Corridor does not report to NTD; all values are provided by agency staff.

Notes: All Operating Costs have been inflated to reflect 2025 dollar values.
Operating Cost per Passenger, Revenue Mile & Revenue Hour are calculated.

On Time Performance & Transit State of Good Repair

	Fiscal Year:	2016	2017	2018	2019	2020	2021	2022	2023	2024	*2025 (P)*
Systemwide On-Time Performance*	**ACE**	90%	87%	89%	81%	82%	90%	89%	87%	91%	*89%*
	AC Transit	70%	70%	70%	72%	73%	76%	73%	74%	71%	*74%*
	BART	88%	83%	87%	89%	88%	92%	83%	70%	77%	*72%*
	Capitol Corridor[1]	94%	91%	90%	89%	88%	90%	83%	82%	87%	*89%*
	LAVTA	80%	81%	85%	84%	88%	92%	90%	88%	85%	*82%*
	UC Transit	96%	95%	-	-	-	-	-	-	-	-
	WETA	-	-	-	-	-	-	-	-	-	-
Mean Time/Distance Between Service Delays	**ACE (Hrs)**	4,662	2,334	3,527	4,064	2,563	3,019	5,493	6,208	8,357	*14,131*
	AC Transit (Mi)	5,885	6,156	6,078	7,188	7,344	7,434	8,460	10,730	12,388	*10,332*
	BART (Hrs)	9,504	9,169	8,377	7,726	10,070	3,147	3,940	4,146	5,316	*6,125*
	Capitol Corridor (Hrs)[1]	-	-	-	-	-	-	-	-	2,701	*2,133*
	LAVTA (Mi)	18,200	19,732	15,321	10,813	10,102	18,832	27,233	22,516	14,216	*9,687*
	UC Transit (Mi)	-	-	-	-	-	-	-	-	-	-
	WETA (Mi)	9,105	9,653	18,572	21,335	25,368	13,490	19,407	7,360	7,454	*10,765*

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 are provided by agency staff.

Bus Speed and Reliability

Spring Monitoring Period:		2018	2022	2024
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.
Bus performance was not monitored in 2020 due to the disruption of the Covid-19 pandemic.

Local Streets & Roads
Performance Measures

Pavement Condition

	Calendar Year:	2016	2017	2018	2019	2020	2021	2022	2023	2024
Average Pavement Condition Index (PCI)	**Alameda Countywide Average**	**68**	**67**	**68**	**68**	**68**	**68**	**67**	**67**	**68**
	City of Alameda	71	71	70	70	70	70	67	66	65
	City of Albany	59	57	54	57	57	56	57	58	59
	City of Berkeley	58	55	59	57	57	58	56	56	56
	City of Dublin	85	85	85	85	85	84	80	79	78
	City of Emeryville	79	73	71	74	74	74	76	78	78
	City of Fremont	71	73	73	73	73	73	72	71	71
	City of Hayward	68	71	71	70	70	70	69	71	73
	City of Livermore	76	80	79	79	79	79	78	77	75
	City of Newark	76	76	76	75	75	74	72	72	71
	City of Oakland	56	52	55	53	53	52	53	57	58
	City of Piedmont	62	63	61	64	64	64	64	63	62
	City of Pleasanton	78	80	79	79	79	78	78	77	76
	City of San Leandro	56	59	56	57	57	55	55	56	57
	City of Union City	82	79	78	78	78	77	73	70	67
	Unincorporated Alameda County	71	71	70	71	71	72	72	72	73

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	2024
Auto Speeds	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	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.

Performance is monitored on the county's adopted CMP Network. Results are summarized at the countywide level by facility type, and documented at the individual CMP segment level.

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.