2024
Performance Report

Alameda County
Annual Performance Report
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ALAMEDA
County Transportation
Commission

2024 Performance Report

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

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 through multimodal monitoring. Together, these two efforts 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 2024 Performance Report includes data and findings from the 2024 multimodal monitoring cycle.

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 2024 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 2023 and 2024.

Key findings from the 2024 Performance Report include:

Population & Demographics

- Total Population Stabilizes: Alameda County's population remained stable at 1.64 million residents in 2024.[1] This is largely due to a fall in net domestic outmigration, or the number of people moving out of the county, which has exceeded the number moving in since 2016. Net domestic outmigration jumped in 2021 amid the pandemic but has fallen each year since, although in 2024, it was still roughly twice as high as it had been prior to the pandemic.
- 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.[2]
- Aging Population: Alameda County's median age has steadily increased over the past decade and rose to 39.5 years in 2023.[3]

[1] California Department of Finance, July Population Estimates, Alameda County, 2020-2024. NOTE: DoF 2024 estimates include revisions to previous years' estimates.
[2] U.S. Census Bureau, American Community Survey (ACS) 1-Year Estimates, Alameda County, 2012-2023
[3] U.S. Census Bureau, ACS 1-Year Estimates, Table S0101, Alameda County, 2013-2023

Economy

- Economic Growth Slowed: Employment in Alameda County dropped for the first time since the onset of the pandemic as the unemployment rate rose slightly to 4.3 percent in 2024. Total employment fell by around 7,000, or 0.9 percent, to 785,000 jobs.[4] Despite this drop, Alameda County has consistently been home to a fifth of the region's total jobs.
- Lagging Return to Office: Recovery of office attendance in the San Francisco-Oakland-Berkeley metro area has lagged other major metro areas like New York, although it has slowly continued to increase. As of November 2024, office attendance in the Bay Area was 41 percent of pre-pandemic levels versus 49 percent in Los Angeles and 55 percent in New York.[5]
- Falling Inflation: The annual rate of inflation in the Bay Area dropped by a full percentage point from 2023, to 2.6 percent in 2024, meaning that prices increased at a slower rate than they did in recent years.[6]
- Increase in Trade: Trade through the Port of Oakland increased for the first time since 2018 largely due to an increase in imports, rising 9.5 percent year-over-year to 2.26 million total containers in 2024. 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.[7]

Commute and Mode Choice Patterns

- Telecommuting Falls: The share of employed Alameda County residents primarily working from home continued to fall closer to the national average of 14 percent, dropping from a high of 35 percent in 2021 to 20 percent in 2023, the latest year for which data is available.[8] Most people returning to their commutes chose to drive, however transit saw the largest relative increase year-over-year, growing by 30 percent from 2022 to a mode share of 9 percent. The share of commuters walking, biking or taking another mode to work grew slightly, but remained consistent with pre-pandemic levels at nearly 7 percent.
- BART Ridership Mirrors Office Attendance: Rail operators like BART, which typically serve longer commute trips, continue to be impacted by pandemic-related changes to commutes. BART's ridership recovery has closely mirrored trends in Bay Area office attendance over the past few years. As of October 2024, the majority (76 percent) of pre-pandemic riders had returned to BART, however

[4] Bureau of Labor Statistics (BLS), Local Area Unemployment Statistics (LAUS), 2014-2024
[5] San Francisco Chamber of Commerce, Kastle Weekly Return to Office Barometer by Metro Area
[6] BLS, LAUS & CPI, San Francisco-Oakland-Hayward Metropolitan Statistical Area, 2023-2024
[7] Port of Oakland, Historic TEU Data, 2014-2024
[8] U.S. Census, ACS 1-Year Estimates, Alameda County, 2019-2023

riders took fewer trips as evidenced by the fact that boardings (e.g. ridership) had recovered to just 45 percent of October 2019 levels.[9]

- Shorter Commute Times: The average travel time to work rose slightly from 2022 to just over 31 minutes in 2023, the latest year for which data is available. Despite rising congestion, the average commute was 4 minutes shorter than in 2019.[10]

Auto Travel & Congestion

- Auto Travel Steady as Freeway Delay Increases: Auto travel on Alameda County freeways grew nearly 2 percent from 2022 to a total of 22.5 million average daily vehicle miles traveled (VMT) in 2024.[11] Severe freeway delay – measured as hours of delay due to travel below 35 miles per hour – increased 56 percent from 2022 to an average daily 31,800 hours of vehicle delay (VHD). Overall freeway congestion has largely returned to pre-pandemic levels, as average speeds during peak periods dropped back to 2018 levels during the 2024 monitoring period.[12]
- Bridge Crossings Still Below Pre-Pandemic Levels: Average daily traffic volumes (ADT) across the county's three transbay bridges remained 10-20 percent below pre-pandemic levels in 2024, although this gap was smaller during peak periods. ADT remained nearly 20 percent below 2019 levels on the San Mateo and Dumbarton Bridges, and 10 percent below on the more highly trafficked Bay Bridge.[13] While Bay Bridge average weekday auto volumes remained constant between 2023 and 2024, average weekday transit trips across the same corridor increased by 9 percent.[14]
- Pavement Condition Stable: Alameda County roads received an average Pavement Condition Index (PCI) score of 67 out of 100, reflecting "fair" pavement conditions.[15] 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.

Traffic Safety

- Fatal and Severe Collisions Remain High: Total traffic collisions in Alameda County increased 1 percent from 2022 to 7,025 in 2023, the latest year for which data is available. Of these, 569 people were killed or severely injured (KSI), which reflected a 9 percent drop from 2022. Despite this drop, KSI collisions remained high overall; aside from a brief reprieve in 2020, KSIs have hovered around 600 per year since 2018, up from closer to 400-500 per year in the years prior.

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[9] BART Staff analysis of avg. weekly Clipper activity and avg. weekly office occupancy vs. pre-2020 baseline, April 2020-July 2024
[10] U.S. Census, ACS 1-Year Estimates, Alameda County, 2019-2023
[11] Caltrans, Performance Measurement System, Vehicle Miles Traveled, Alameda County, 2017-2023
[12] Alameda CTC 2024 Multimodal Monitoring Cycle, INRIX (March-May, Tues-Thurs)
[13] Bay Area Toll Authority, Volume (Bay Bridge, San Mateo Bridge, Dumbarton Bridge), 2019-2024
[14] October average weekday westbound trips (BATA Bay Bridge volumes, BART, AC Transit, and WETA)
[15] MTC, Regional Pavement Condition Summary Report, Alameda County, 2013-2023

Collision severity remains a concern for bicyclists and pedestrians in particular. Despite a 6 percent drop in bike and pedestrian collisions, KSI collisions involving either party increased by 6 percent. Excessive speeding remains the most common factor in all collisions.[16]

Public Transit

- Transit Ridership Recovery Continues: Alameda County's seven transit operators provided a total of 100 million trips in Fiscal Year (FY) 2023-2024, and ridership continues to increase from pandemic lows year-over-year for all Alameda County operators throughout 2024.
    - As of October 2024, bus and ferry operators had recovered the highest share of their pre-pandemic ridership. Union City Transit surpassed pre-pandemic levels by 4 percent, WETA reached 84 percent, and AC Transit and LAVTA both carried over 70 percent of pre-pandemic ridership.
    - Rail ridership has been slower to recover, however ACE and Capitol Corridor both saw significant growth year-over-year to roughly 60 percent of pre-pandemic levels as of October 2024. BART ridership grew 8 percent year-over-year to 45 percent of pre-pandemic levels over the same period, which may have been supported by schedule changes BART implemented in September 2023 to shift service away from commute periods and towards nights and weekends in response to changes in demand.[17]
- Falling Operating Cost per Boarding: After spiking in FY21 largely due to falling ridership, operating costs per boarding fell and remained largely stable year-over-year for most operators in FY24. ACE and Capitol Corridor, which saw some of the highest costs per boarding in FY21, both saw costs continue to fall in FY24. BART, which operated with the lowest cost per boarding by a significant margin prior to the pandemic at $6 per rider, saw costs stabilize at $16 per boarding, which was in line with AC Transit and LAVTA's costs per boarding in FY24.[18]
- Bus Speeds Impacted by Returning Congestion: Average bus speeds dropped between 2022 and 2024 for both AC Transit and LAVTA as overall congestion returned. AC Transit operating speeds, which include the time spent picking up and dropping off passengers, dropped by 7 percent to 11.8 MPH during the 2024 monitoring cycle afternoon peak period, although they remained 4 percent faster than pre-pandemic speeds. LAVTA operating speeds remained stable at 19.0 MPH over the same period.[19] With increasing auto congestion and its disproportionate effect on bus speeds in urban areas, there is an increasing need for transit priority infrastructure, especially during peak periods.

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[16] University of California, Berkeley Safe Transportation Research and Education Center, Transportation Injury Mapping System (TIMS), Alameda County, 2013-2023 (*2023 data is provisional)
[17] National Transit Database (NTD), FY19-FY24 (*FY24 data is provisional)
[18] NTD, FY19-FY24 (*FY24 data is provisional)
[19] Alameda CTC, Multimodal Monitoring Cycle, AC Transit AVL & LAVTA Running Time Data, (March-May, Tues-Thurs, 4-6PM), 2018, 2022 & 2024

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, 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.[20]
- Changes in Bicyclist Travel Behaviors: The share of bicyclists riding on the sidewalk rose 6 percentage points, to 27 percent, and the share traveling the wrong way on a given street increased by 3 percentage points, to 14 percent. While wrong way travel is uncommon, it has steadily grown during each monitoring cycle, rising from 3 percent in 2018.[21] Both wrong way travel and sidewalk riding are indicative of areas where there is demand for bicycle travel, but bike infrastructure may be insufficient – either because it's nonexistent, low-quality, or lacking in connectivity to other infrastructure or destinations.

[20] Alameda CTC, Active Transportation Count Program, (Sep-Oct, Tues-Thurs, 4-6PM), 2018, 2022, 2024
[21] Alameda CTC, Active Transportation Count Program, (Sep-Oct, Tues-Thurs, 4-6PM), 2018, 2022, 2024

2024 Performance Report

Alameda County Transportation Commission

Shannon McCarthy

April 2025

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

2024 Performance Report

FULL REPORT

Attachment B

- 2024 Report & Data Compendium

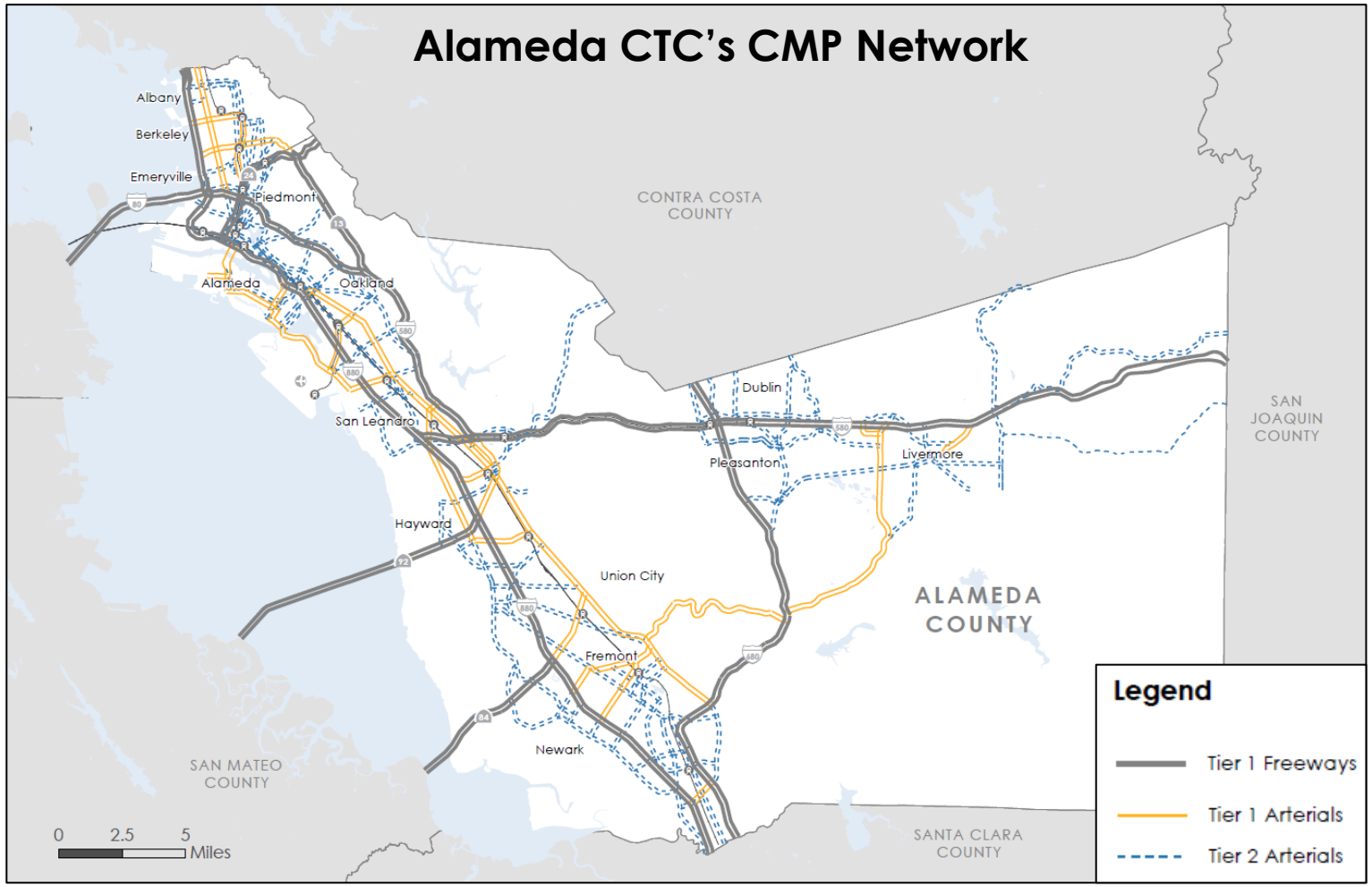
Attachment A & Website

- Updated Countywide Fact Sheets

TODAY

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

2024 Multimodal Monitoring



Spring (Mar - May) 2024

- Auto & Transit Speeds
- Level-of-Service

Fall (Sep - Oct) 2024

- Pedestrian, Bike & Scooter Counts

Annual Averages

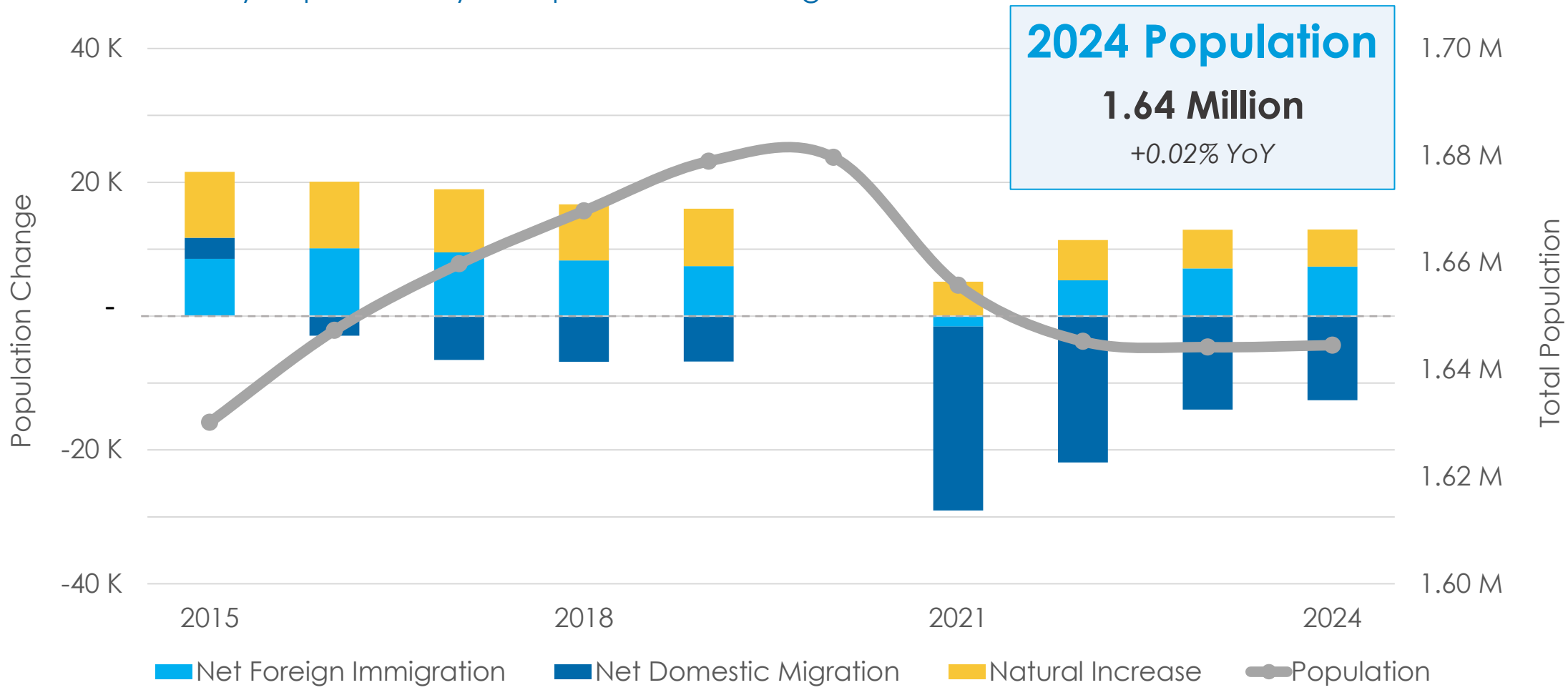
- Demographic, economic & travel data for latest year available

1

Population and Economy

Population Stabilized in 2024

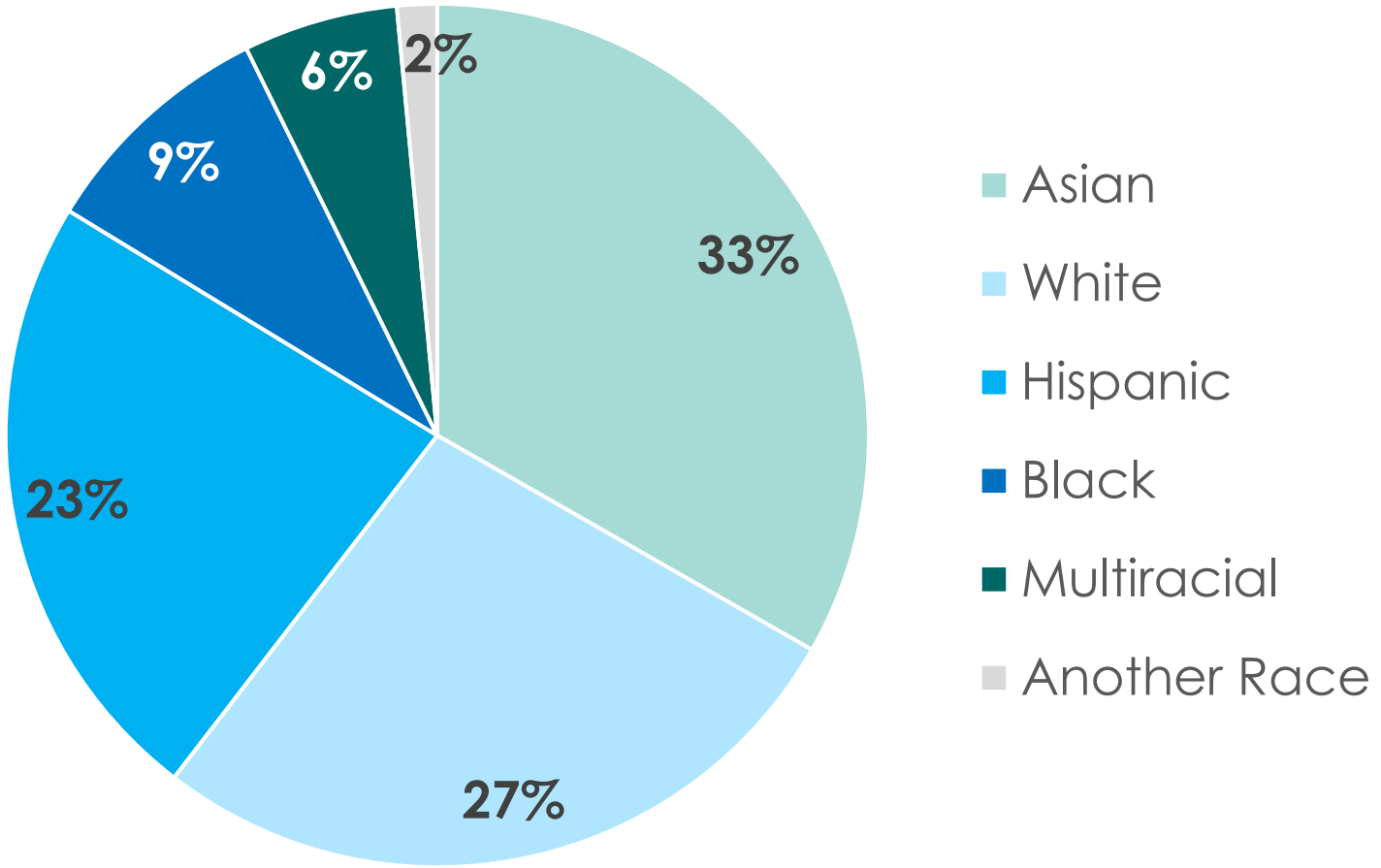
Alameda County Population by Components of Change



Source: Population, CA DoF (2015-2024)

Diverse & Aging County

Alameda County 2023 Race & Ethnicity



Linguistic Diversity

48%

+2.5% YoY

Speak a language other than English at home

Median Age

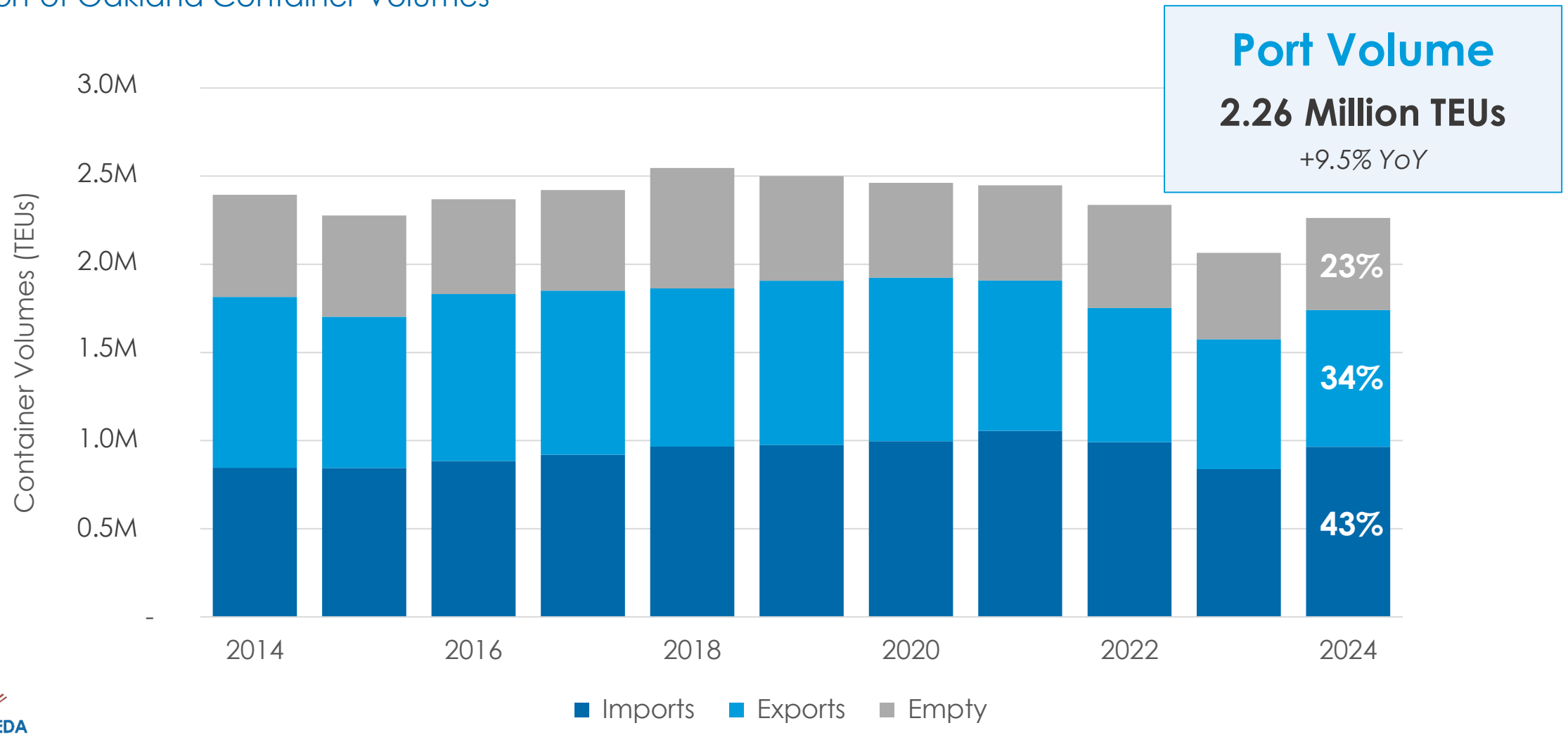
39.5 Years

+0.1 YoY

Source: 2023 ACS 1-Year Estimates, Alameda County

Trade Rebounds in 2024 After Years of Decline

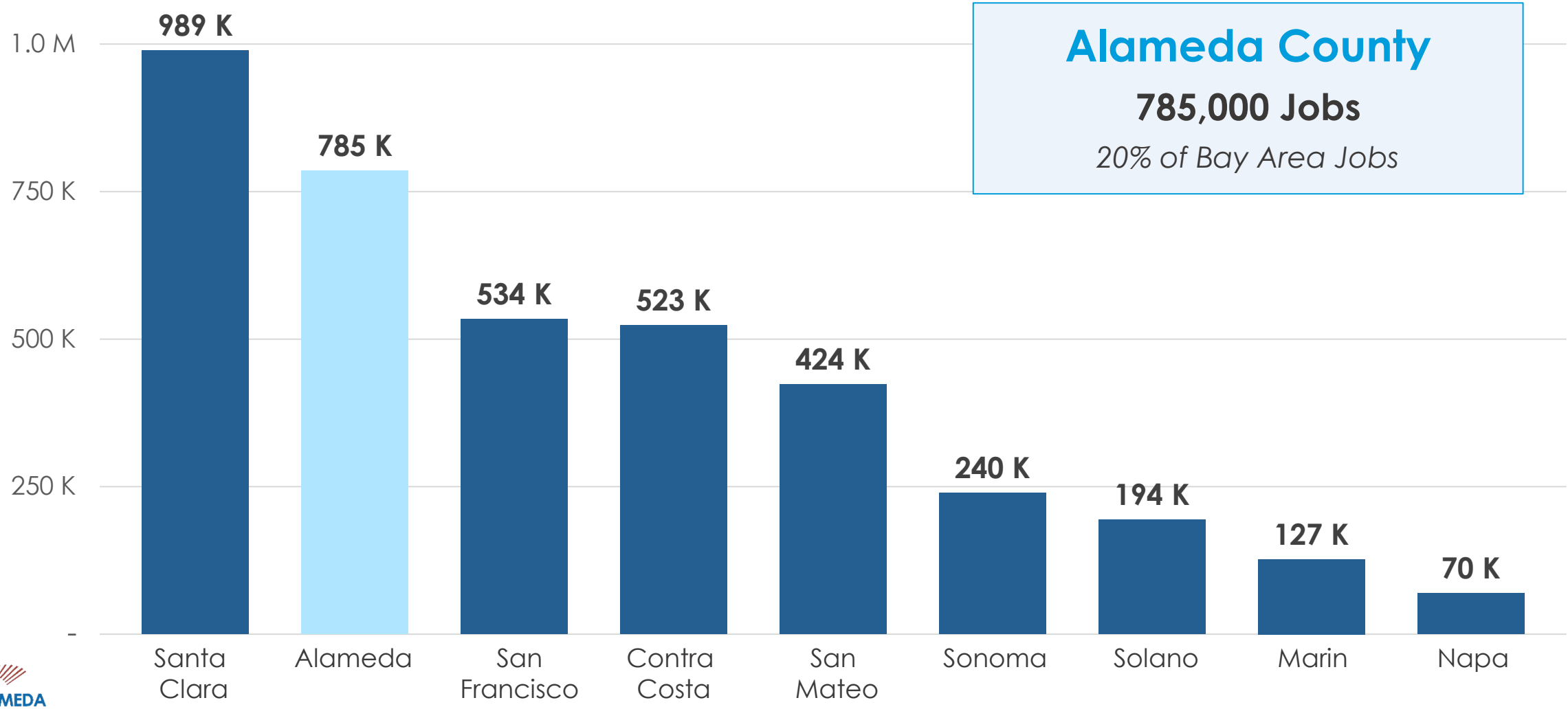
Port of Oakland Container Volumes



Source: Port of Oakland Twenty-foot Equivalent Container Units (TEUs).

Alameda County Hosts Fifth of Region's Jobs

2024 Employment by County



Alameda County

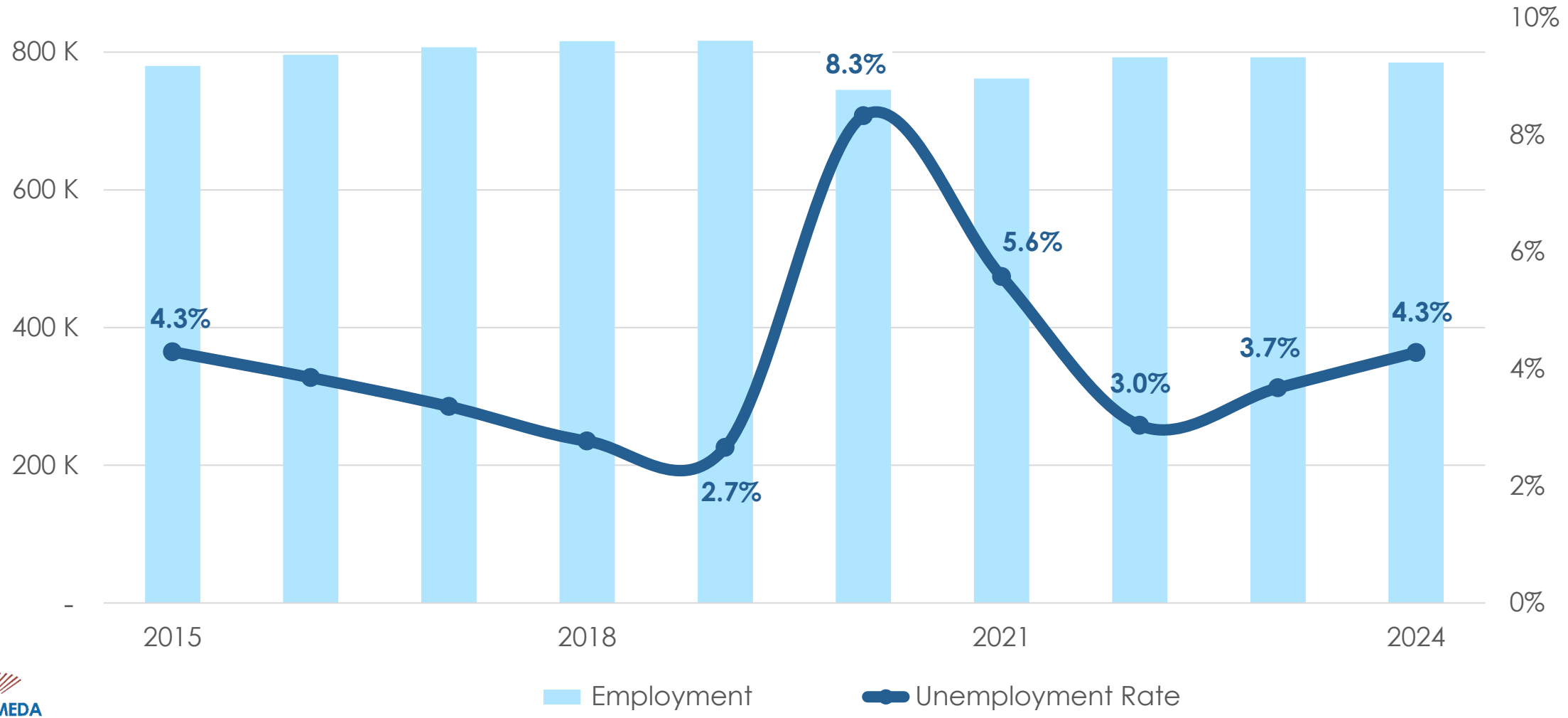
785,000 Jobs

20% of Bay Area Jobs

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

Economic Recovery Leveled Off in 2024

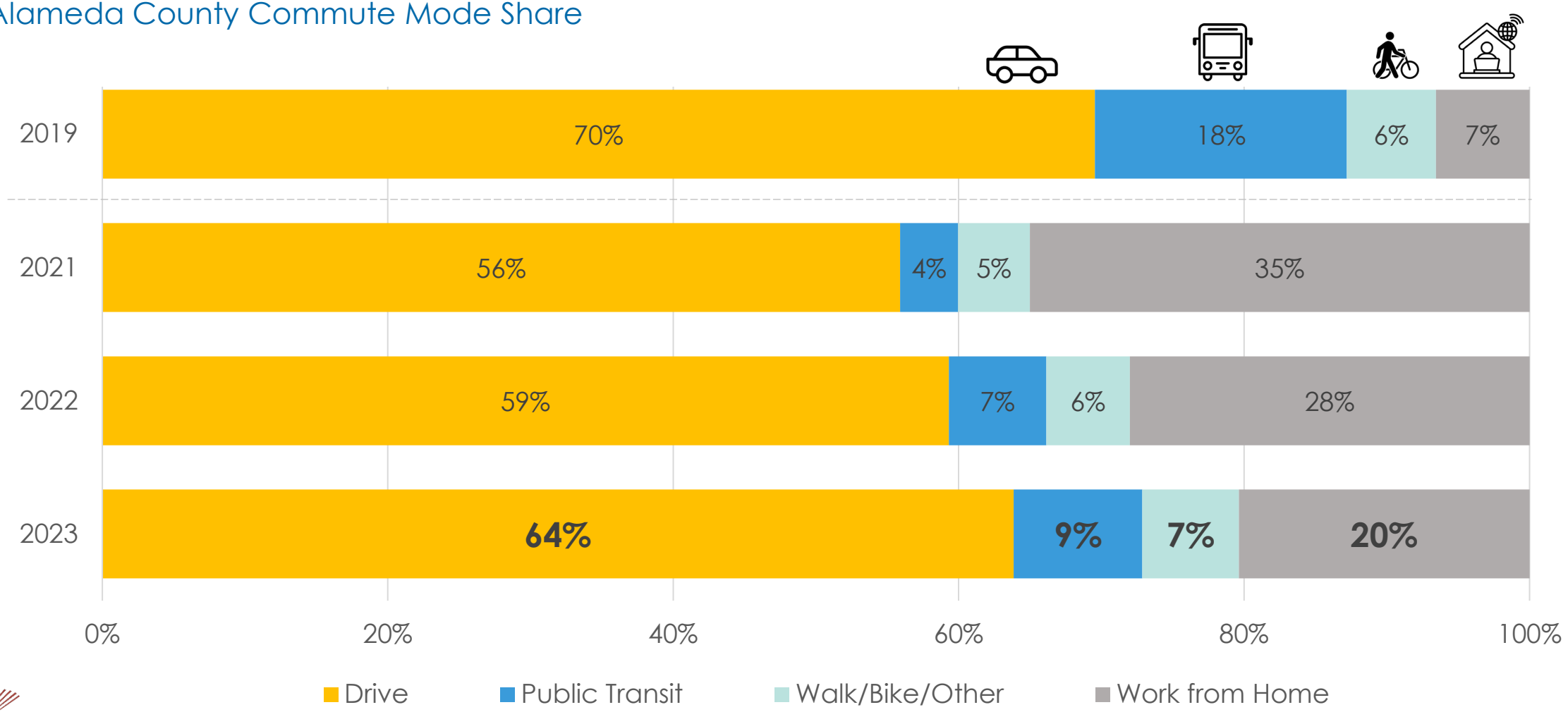
Alameda County Jobs & Metro Area Indicators



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

Remote Work Declining from Pandemic High

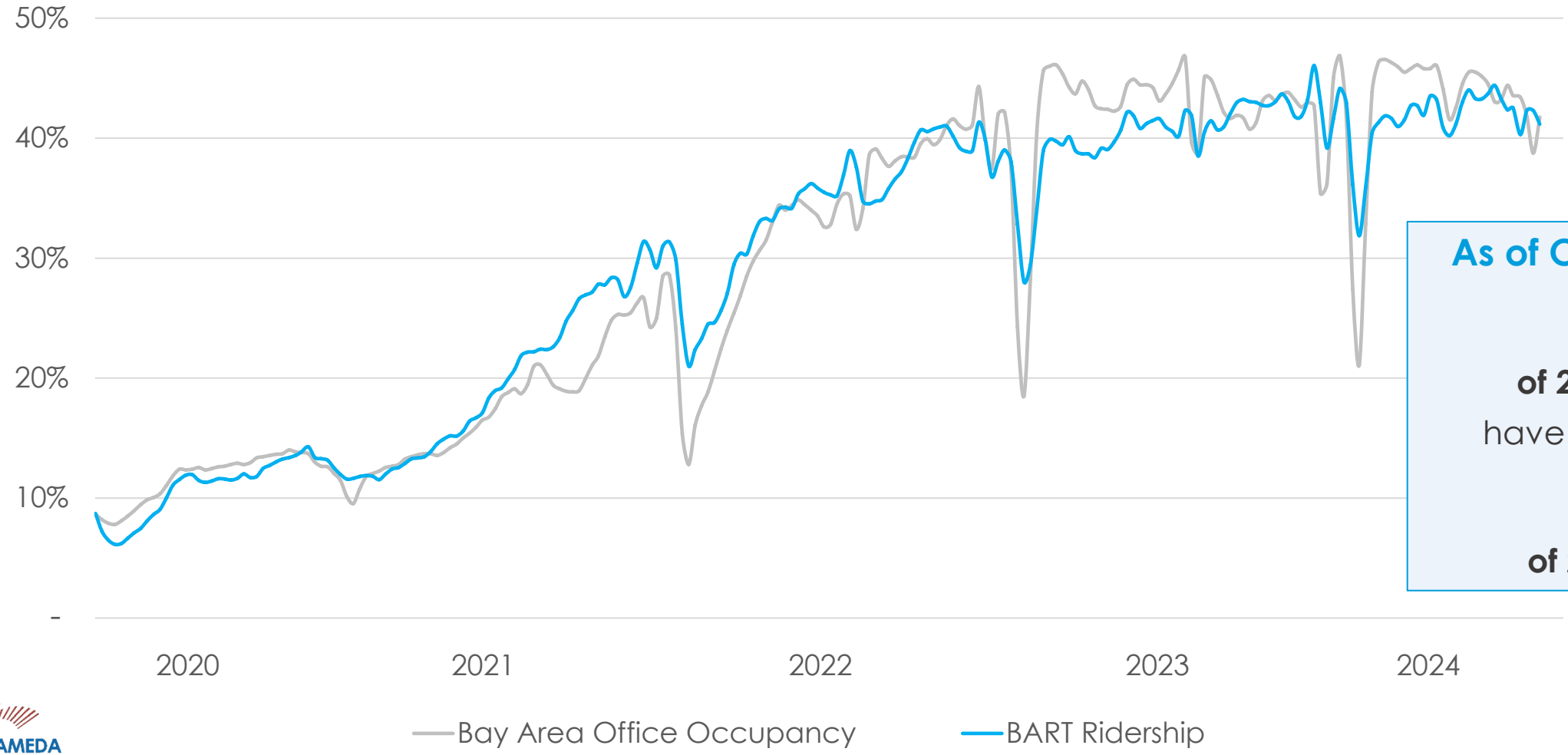
Alameda County Commute Mode Share



Source: ACS 1-Year Estimates, Alameda County

BART Ridership Mirrors Return to Office

Share of Pre-Pandemic Baseline (April 2020 – July 2024)



As of October 2024

76%

of 2019 riders

have returned vs.

45%

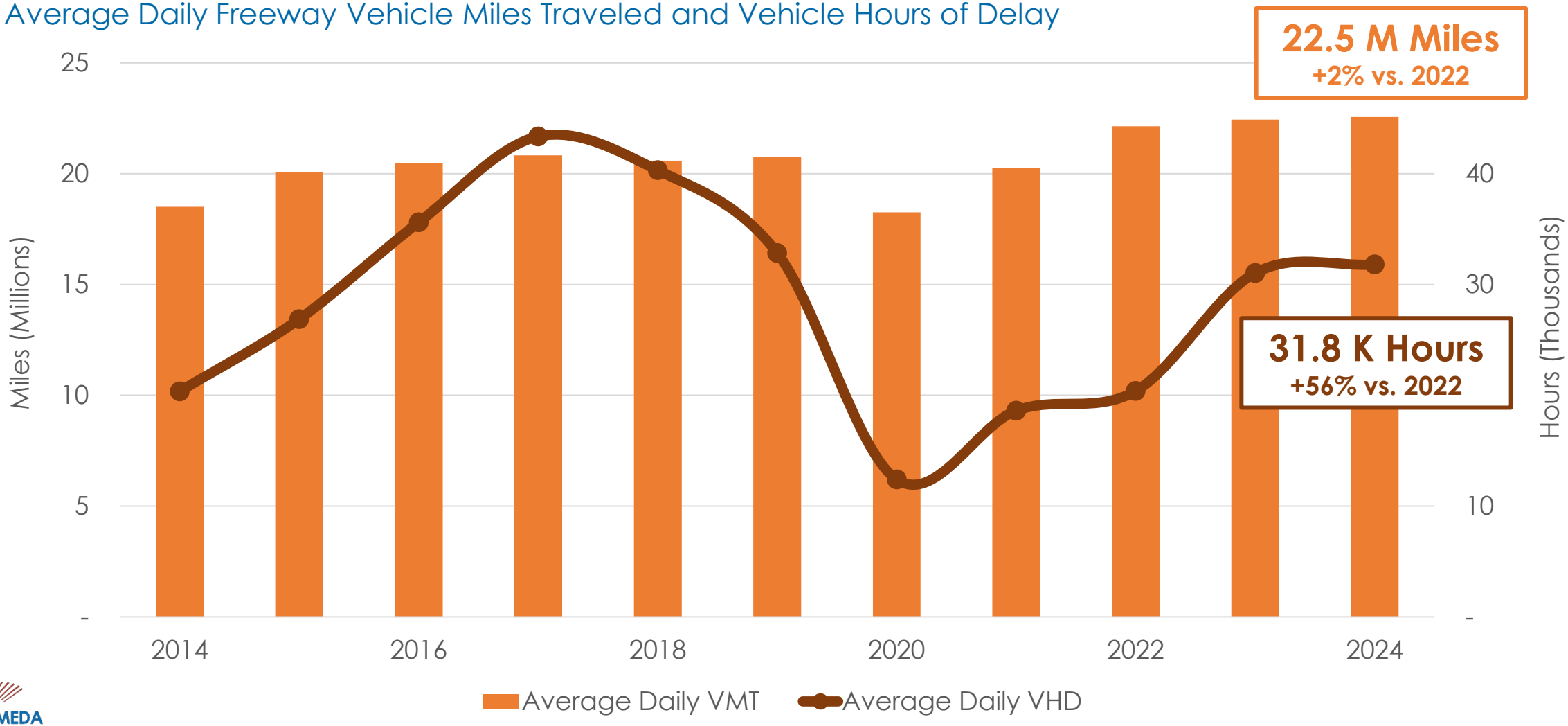
of 2019 trips

Source: BART avg. weekly ridership, Kastle avg. weekly office occupancy vs. pre-2020 baseline, April 2020 – July 2024

2 Auto Travel and Safety

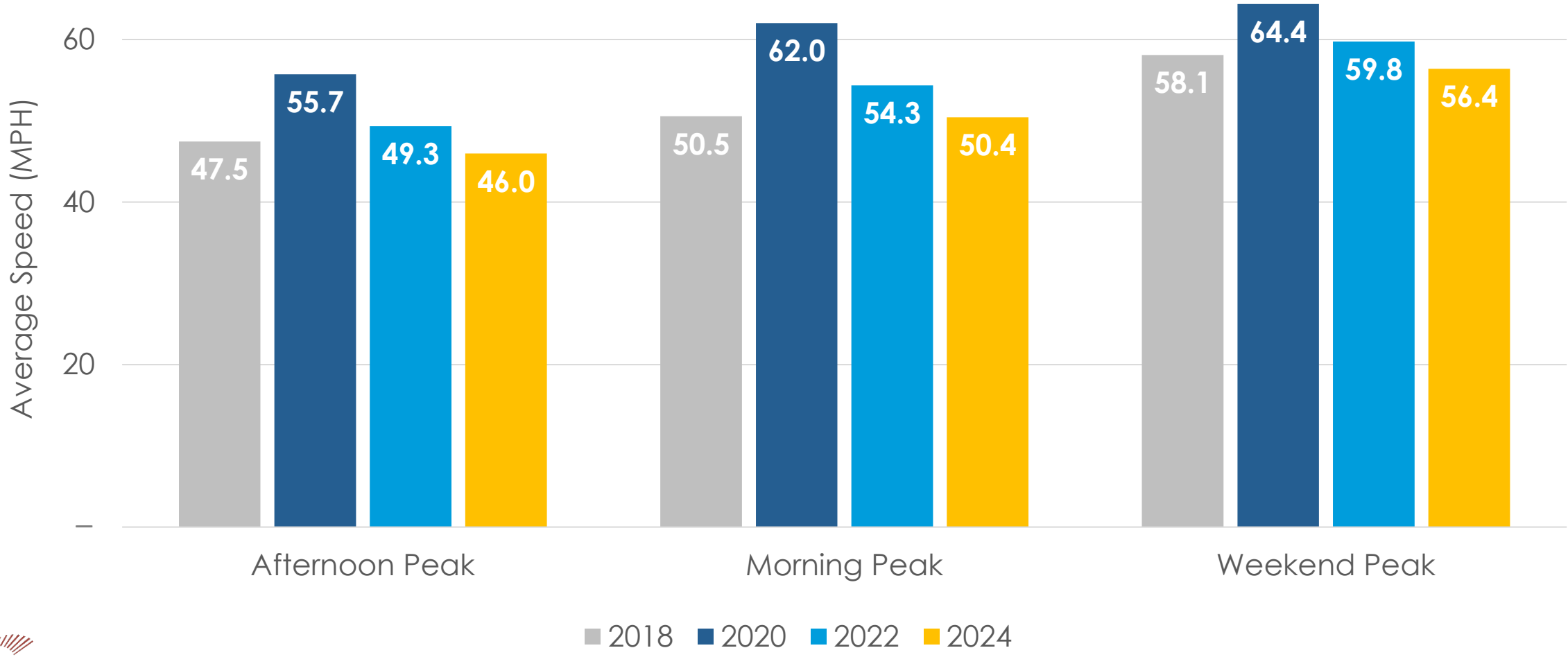
Auto Travel Steady While Delay Increases

Average Daily Freeway Vehicle Miles Traveled and Vehicle Hours of Delay



Source: Caltrans PeMS, Alameda County Freeways

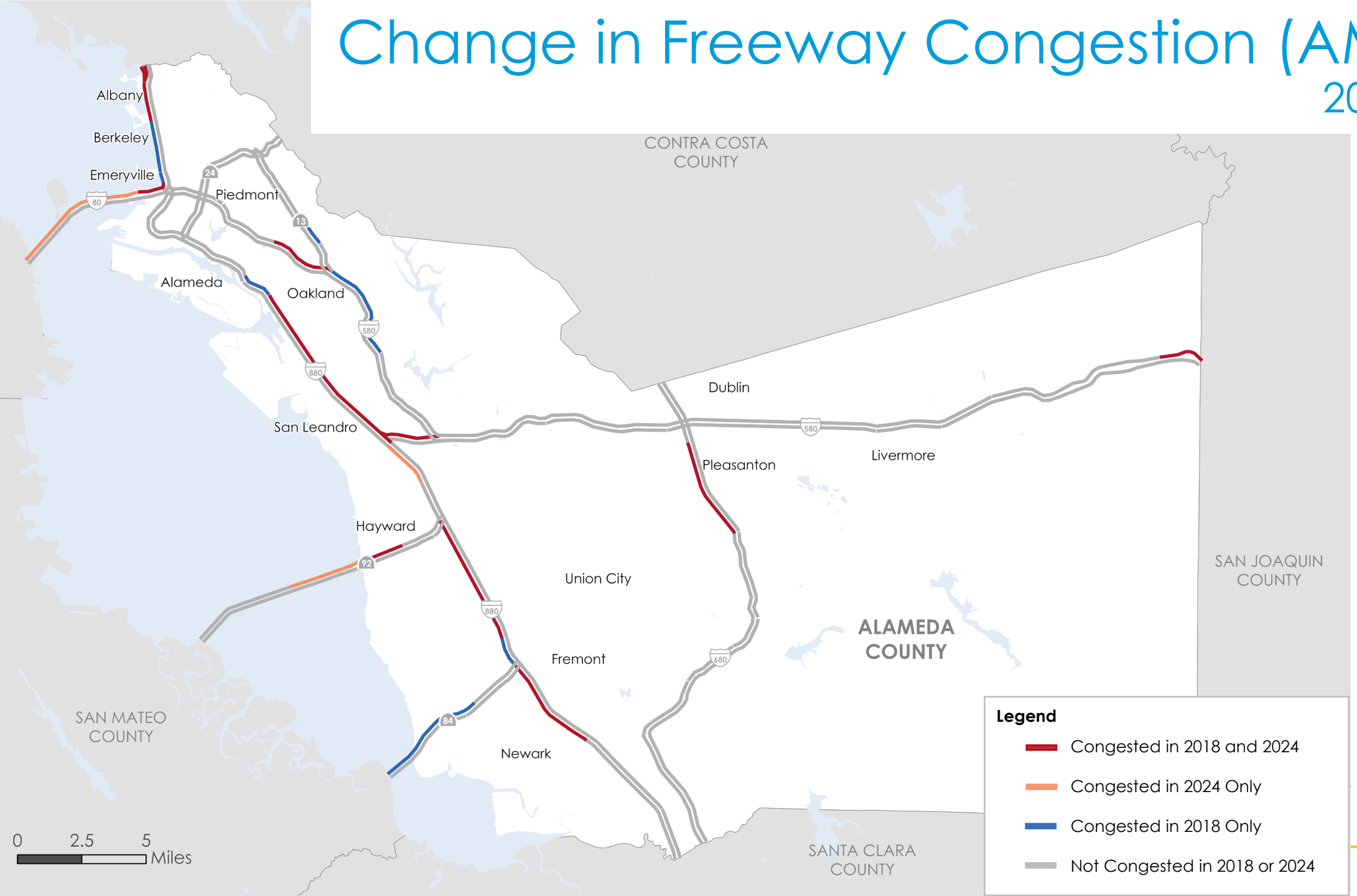
Freeway Congestion Has Returned



Source: INRIX (March-May, Tues – Thurs 7-9AM & 4-6PM, Sat-Sun 1-3PM)
*Labels are rounded

Change in Freeway Congestion (AM Peak)

2024 vs. 2018

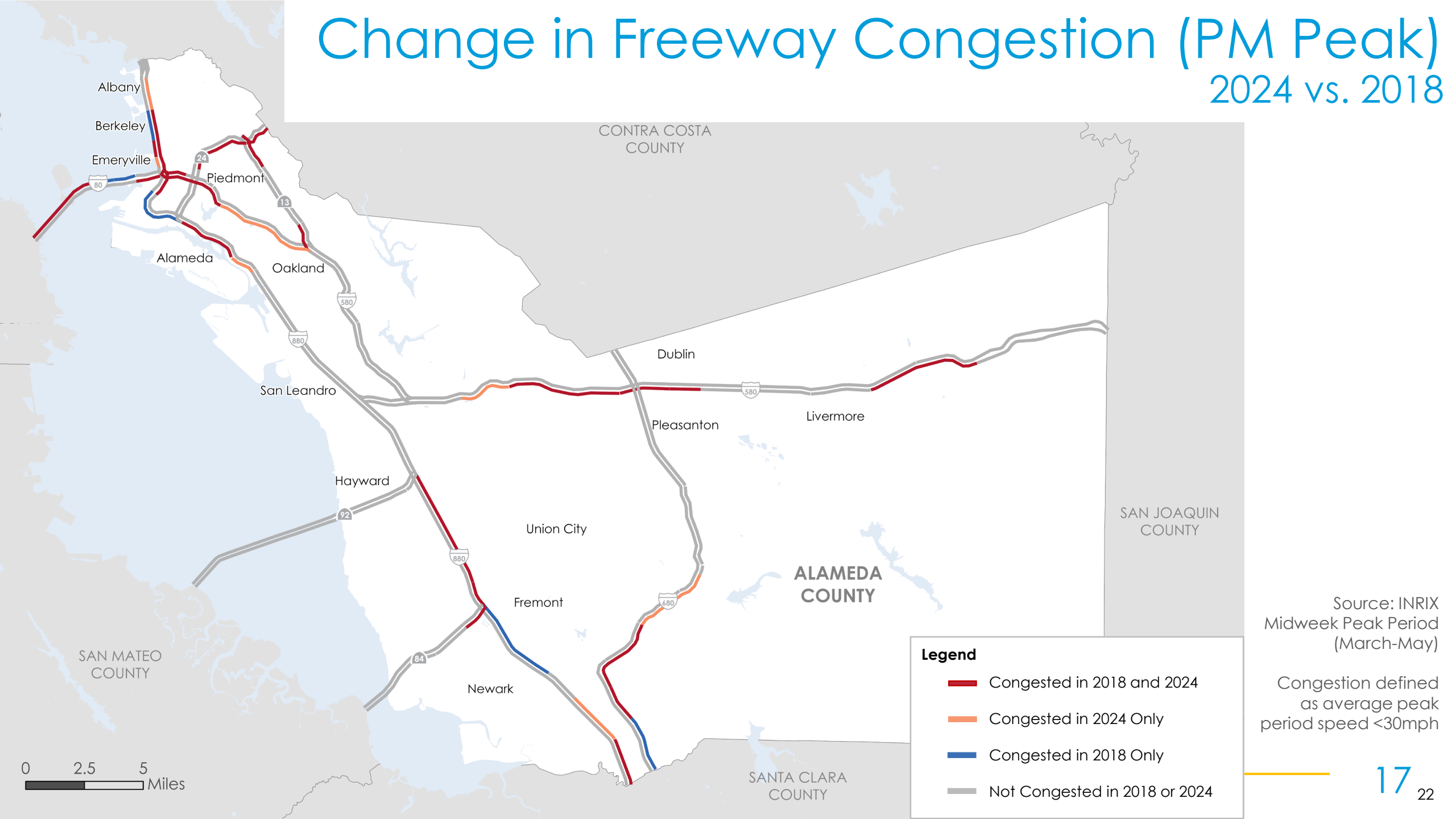


Source: INRIX Midweek Peak Period (March-May)

Congestion defined as average peak period speed <30mph

Change in Freeway Congestion (PM Peak)

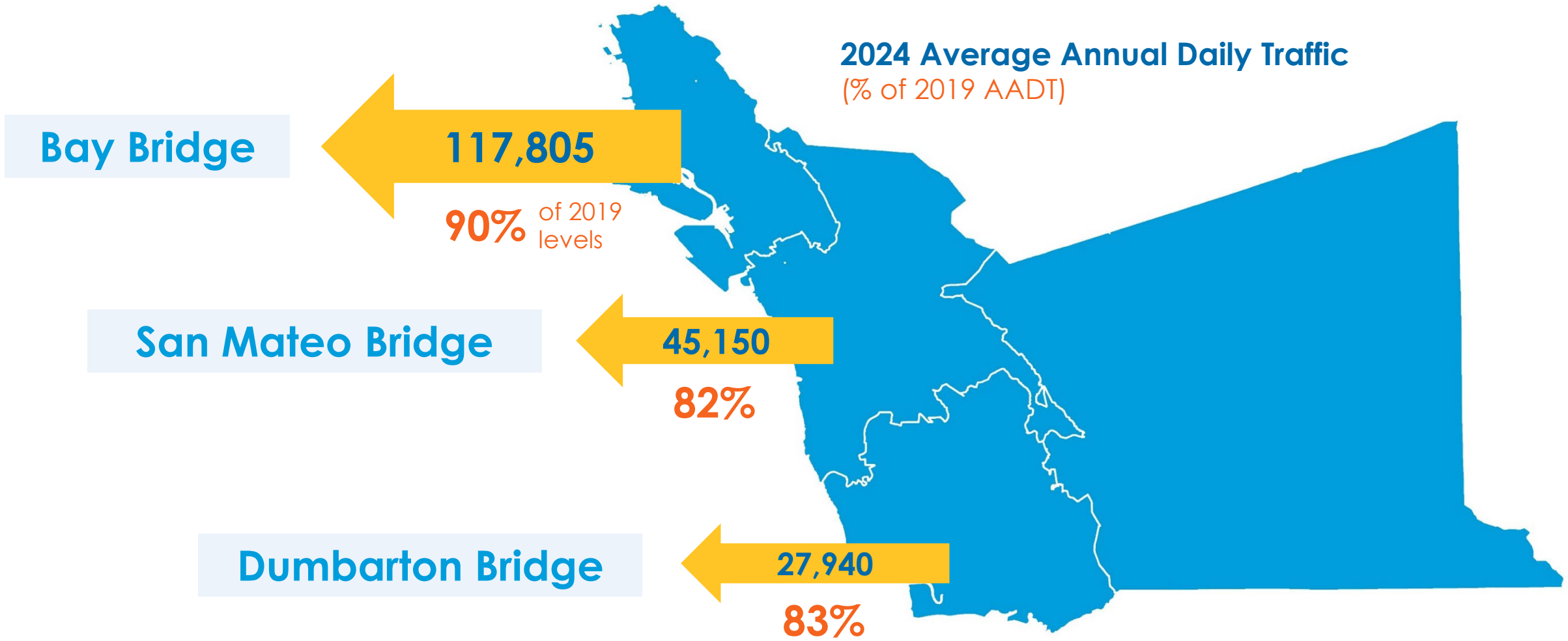
2024 vs. 2018



Source: INRIX Midweek Peak Period (March-May)

Congestion defined as average peak period speed <30mph

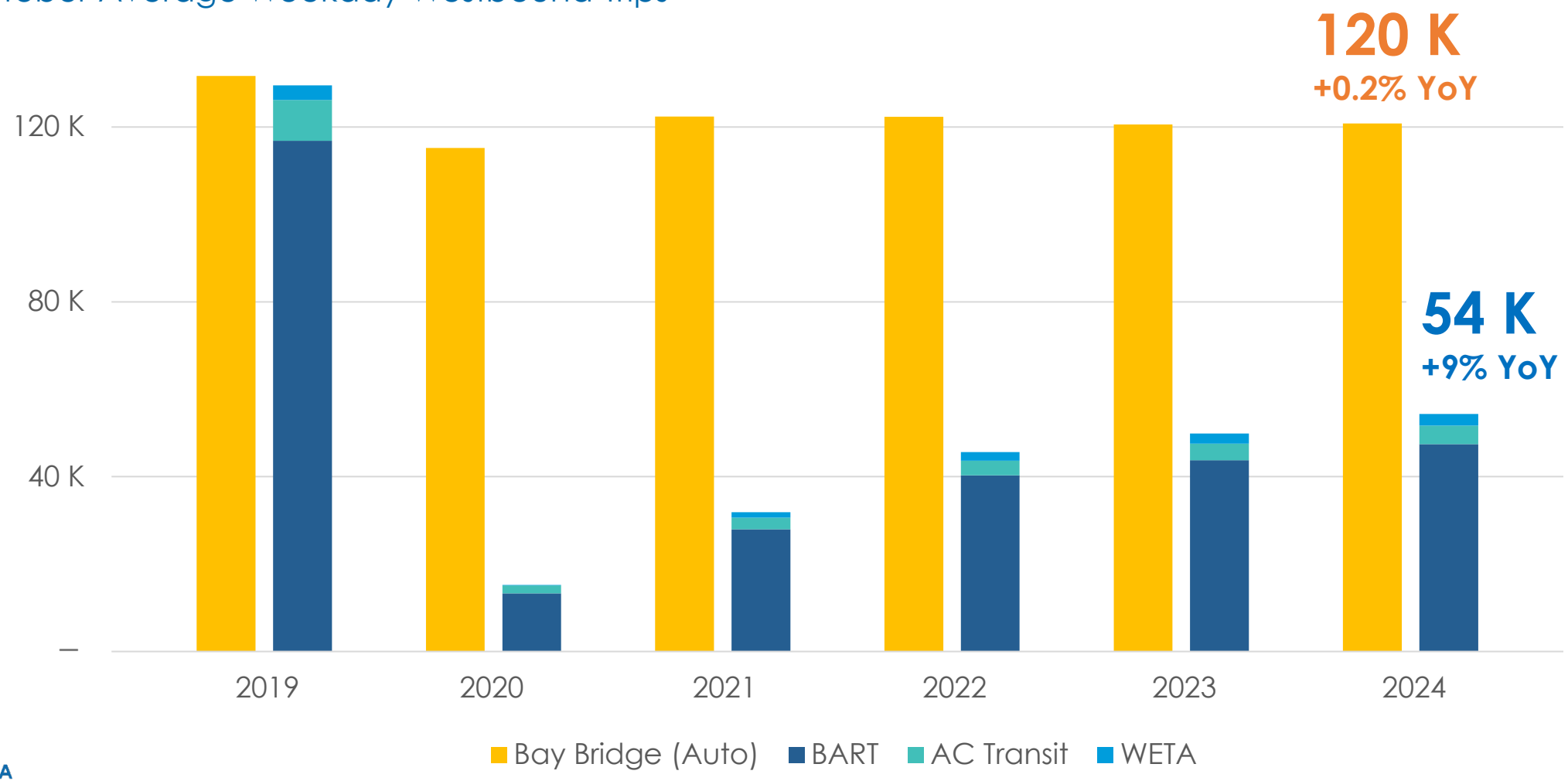
Bridge Trips Settle Below Pre-Pandemic Levels



Source: Bay Area Toll Authority, 2019 & 2024

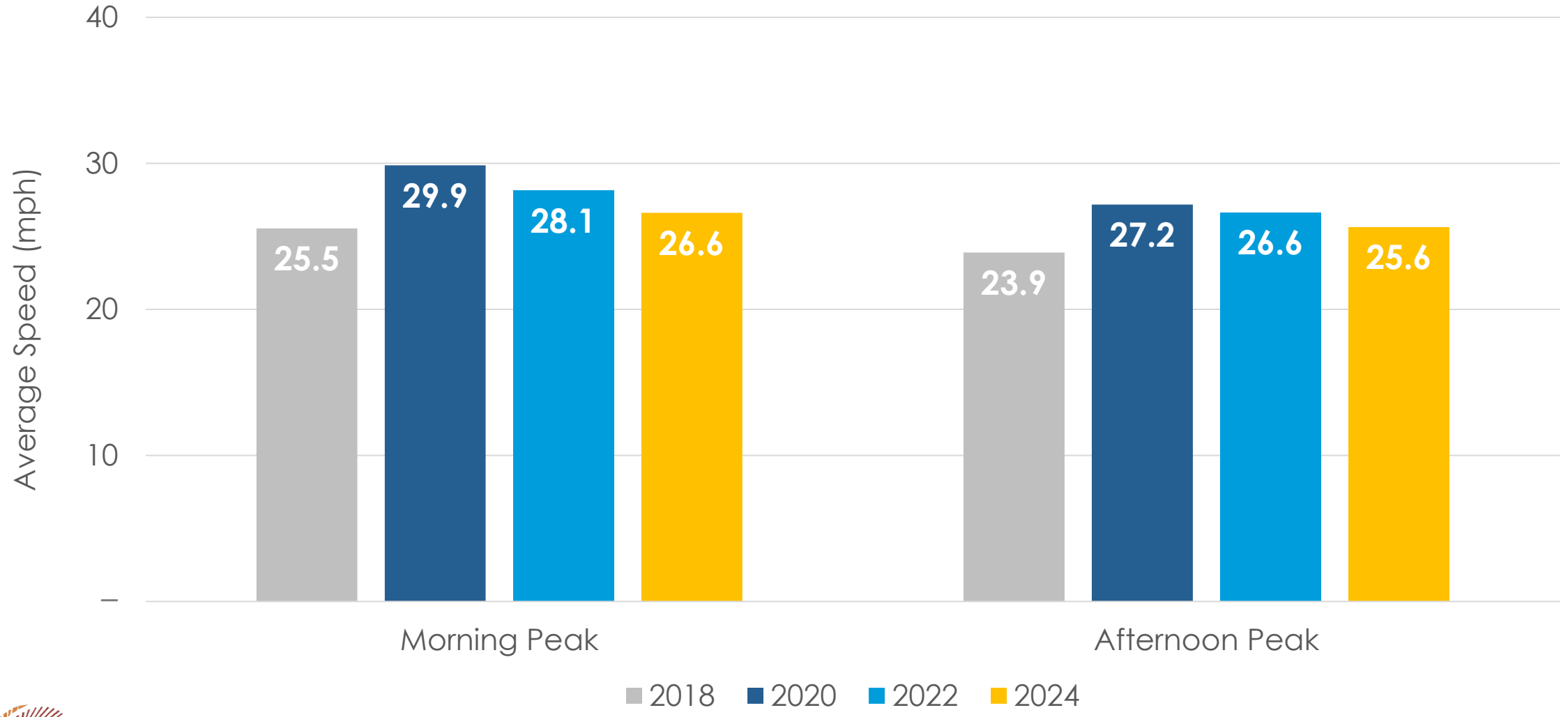
Oakland-SF Transbay Trips by Mode

October Average Weekday Westbound Trips



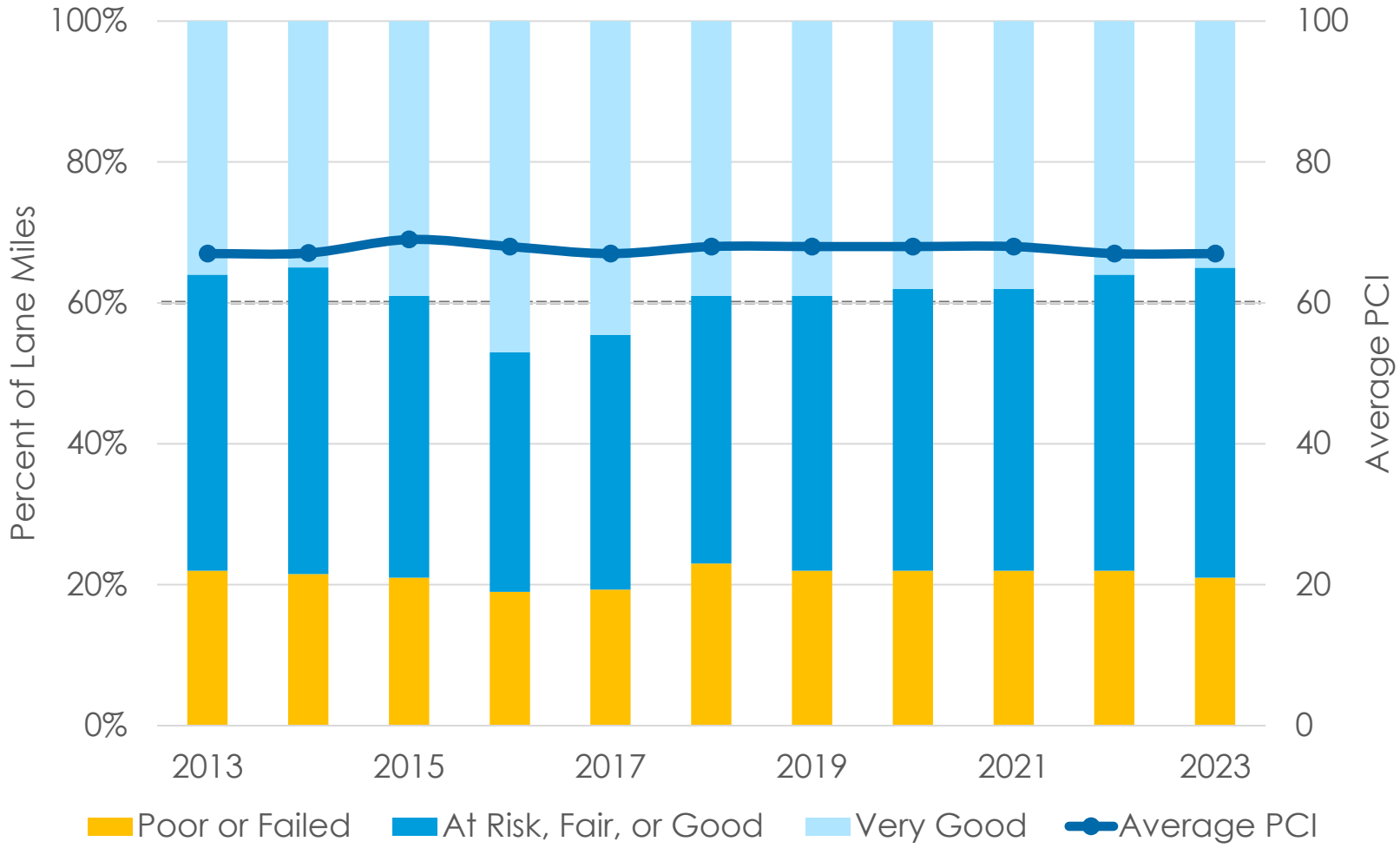
Source: BATA, BART, AC Transit, WETA

Alameda County Highways & Principal Arterials



Source: INRIX (March-May, Tues – Thurs, 7-9AM & 4-6PM)

Stable Pavement Condition Index



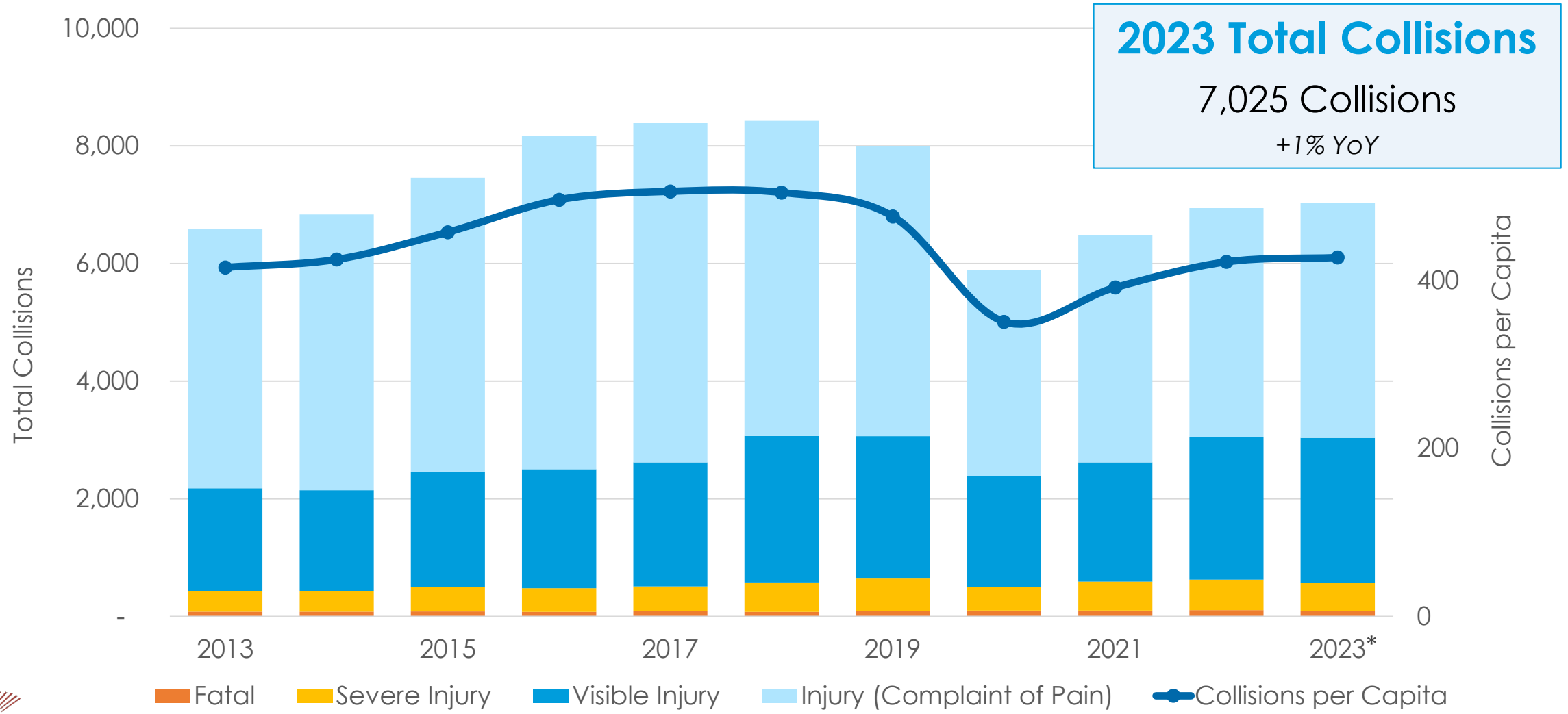
Countywide PCI

67 (Fair)

Deterioration Threshold

Below 60, deterioration accelerates

Total Collisions in Alameda County



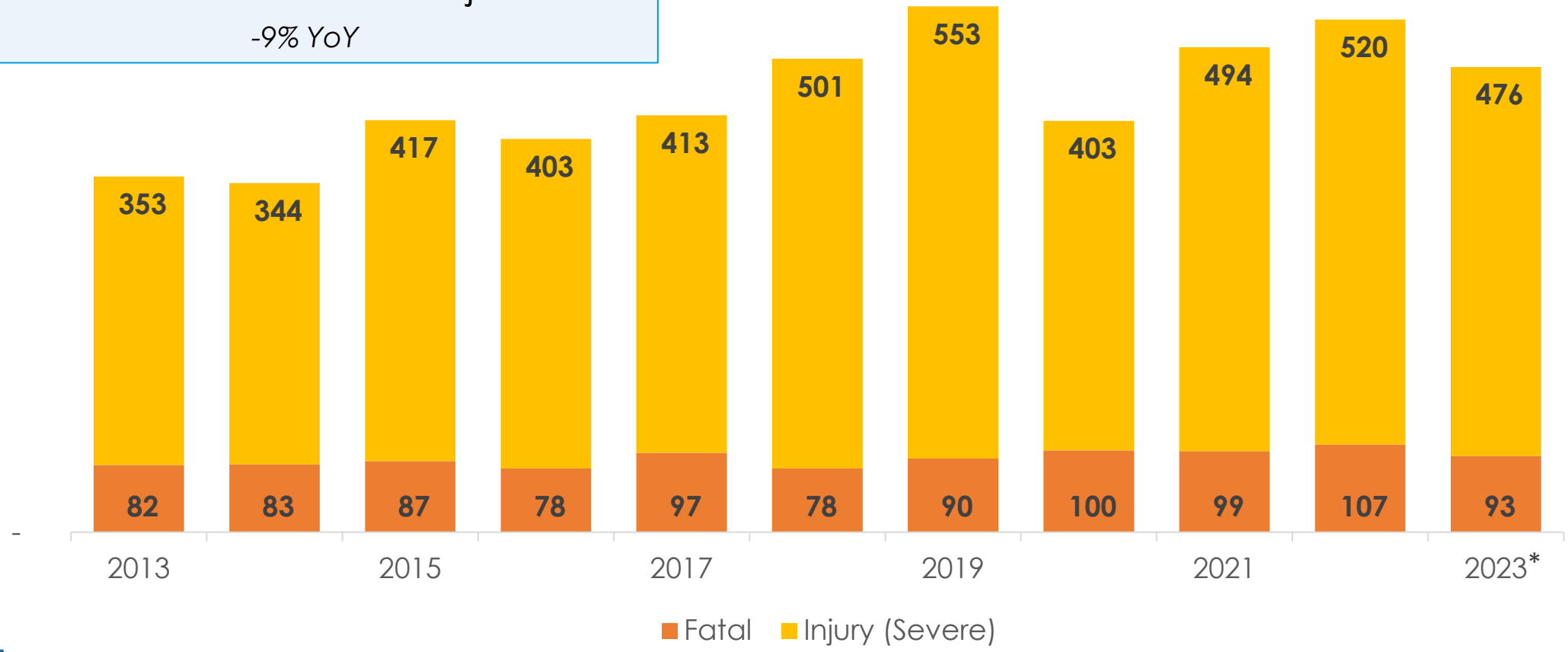
Source: TIMS, SafeTREC UC Berkeley, Alameda County, *Provisional

Fatal & Severe (KSI) Collisions Remain High

2023 KSI Collisions

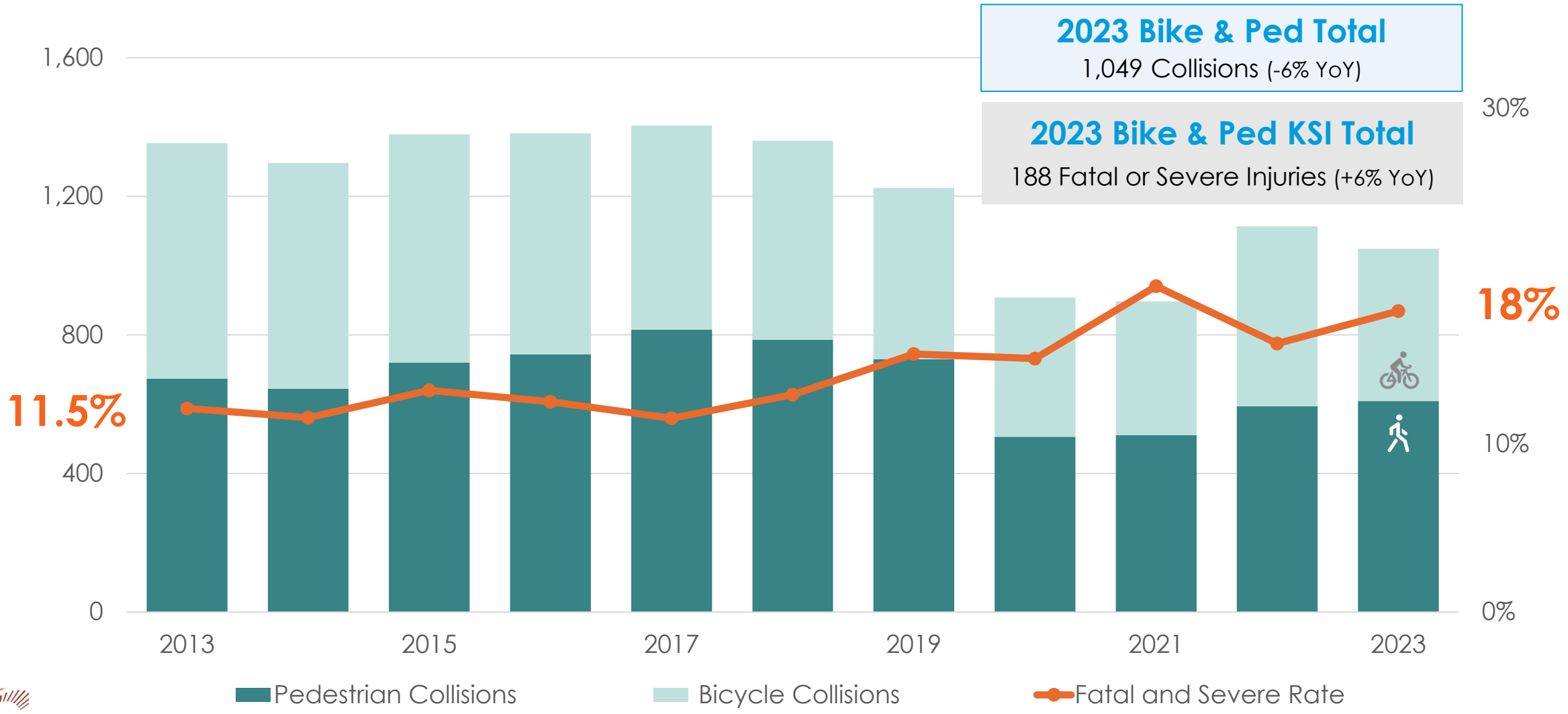
569 Fatal or Severe Injuries

-9% YoY



Source: TIMS, SafeTREC UC Berkeley, Alameda County, *Provisional

Collision Severity Rose for Bikers & Pedestrians

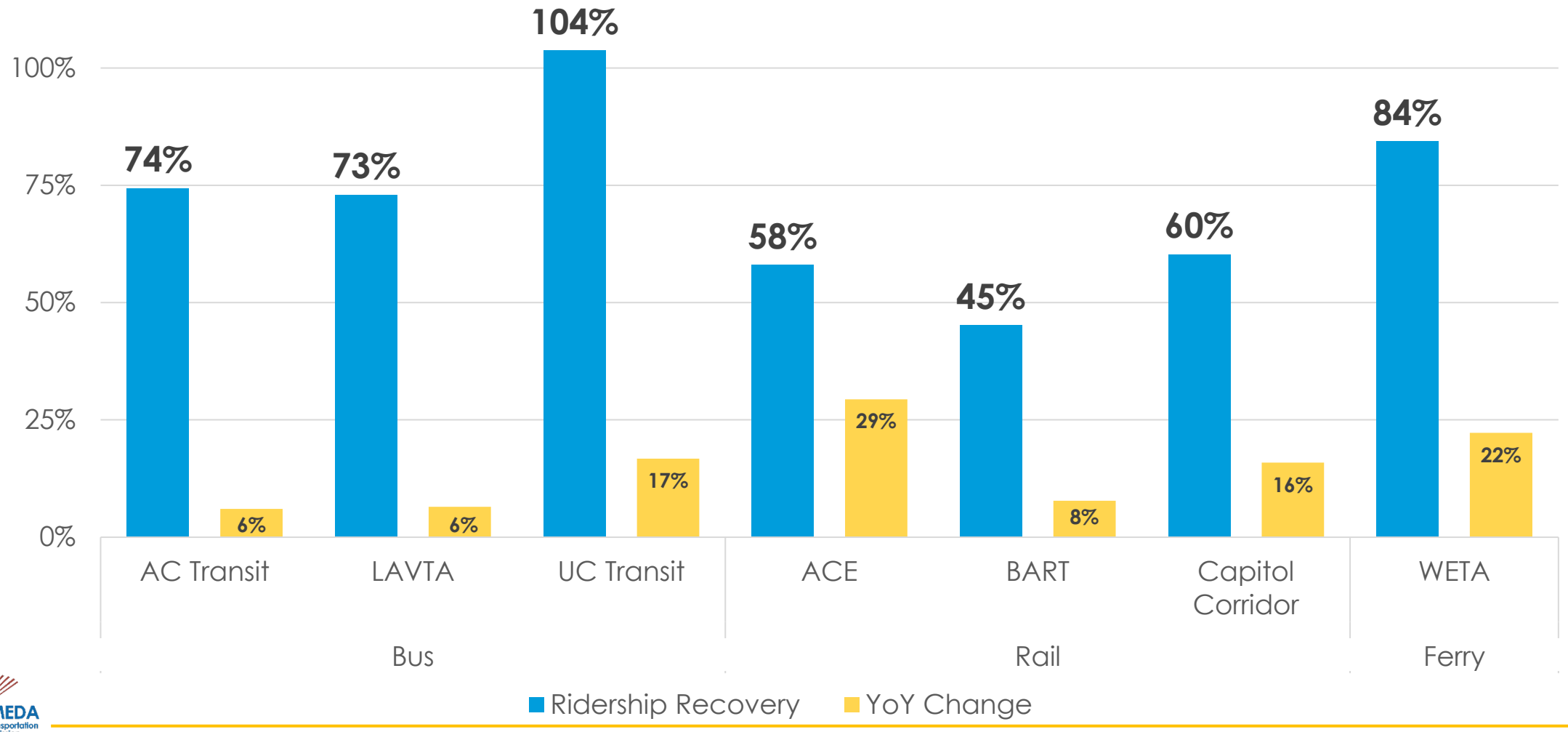


Source: TIMS, SafeTREC UC Berkeley, Alameda County, *Provisional

3 Transit Performance

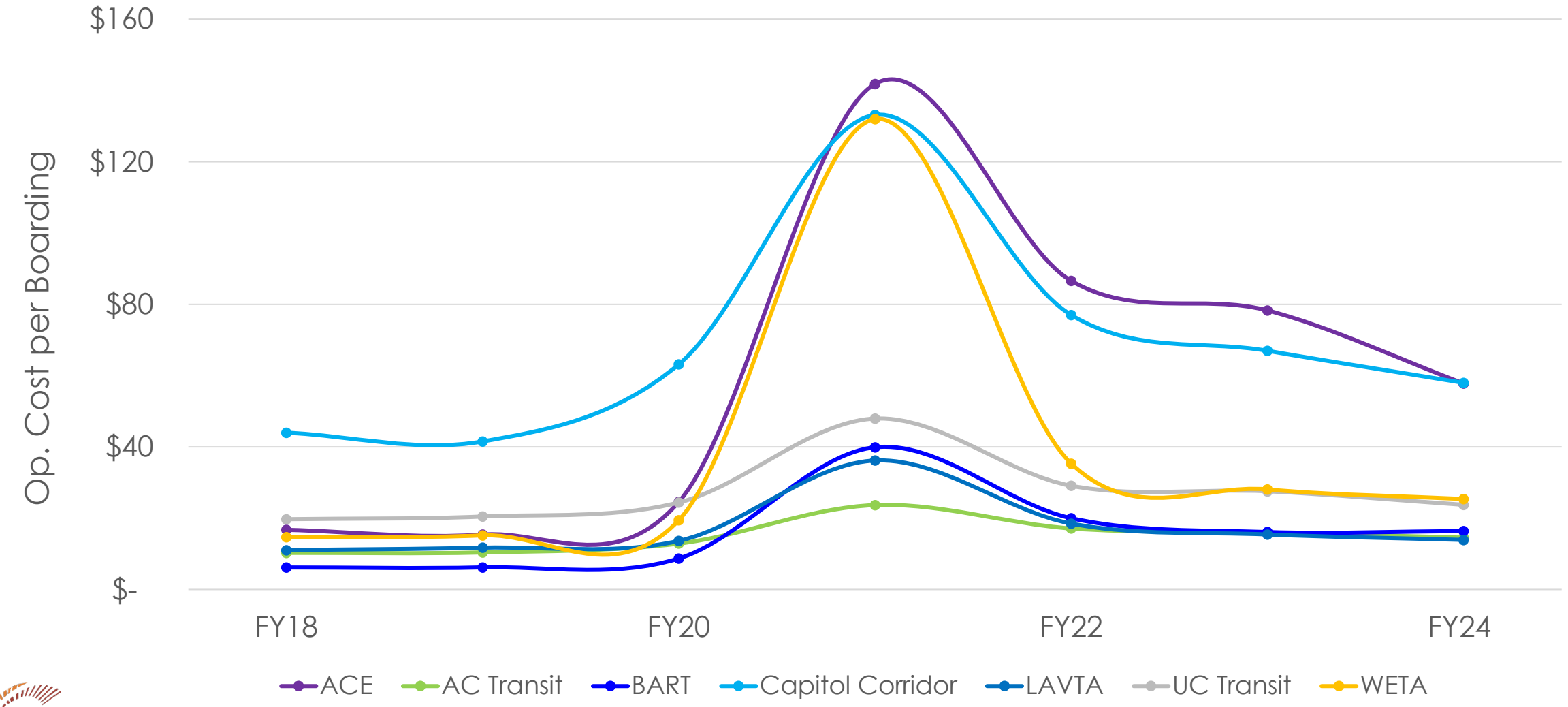
Ridership Recovery Continues

October 2024 Ridership as Share of Pre-Pandemic Levels



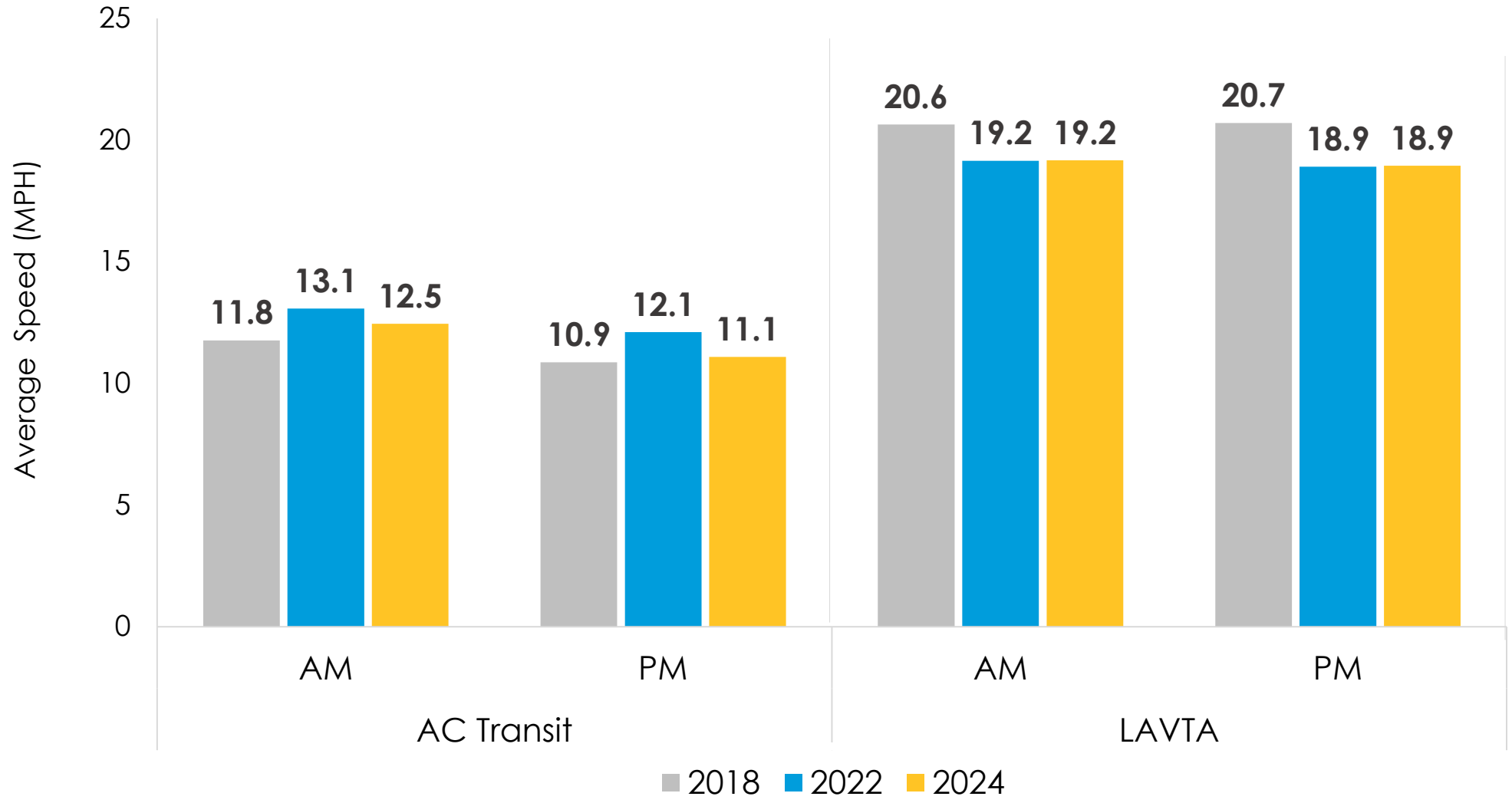
Source: Total October Ridership (2019/2024), Transit Agency Board Reports

Operating Costs per Boarding Stabilize



Source: NTD & Provisional FY24 data from operators

Average Bus Speed

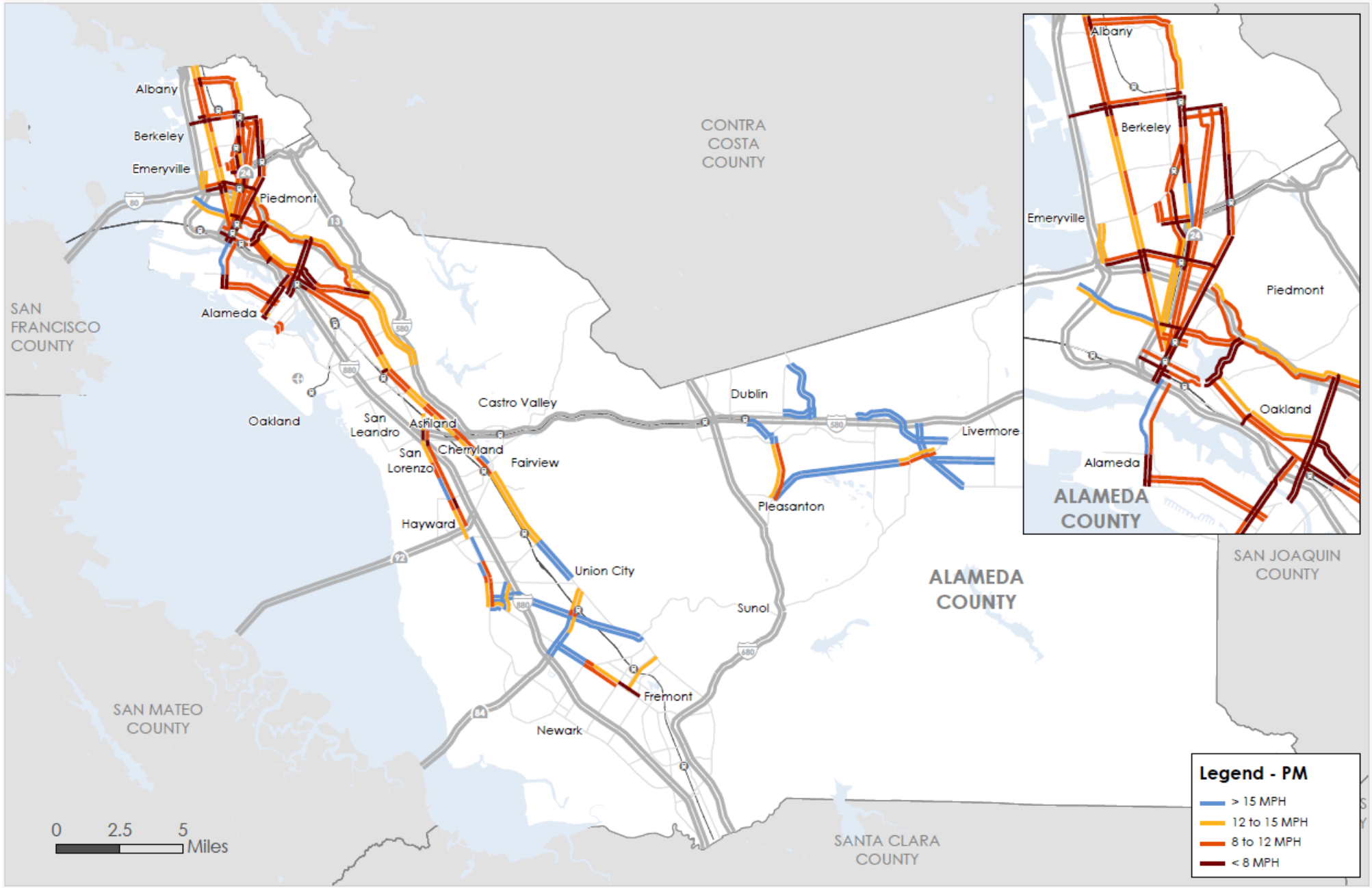


Source: AC Transit AVL, LAVTA Running Time Data *2020 not monitored
Monitoring Period: March-May, Tues – Thurs, 7-9AM & 4-6PM

2024

Transit Speed

PM Peak



Monitoring Period
(March – May)

PM Peak Period
(4-6PM)

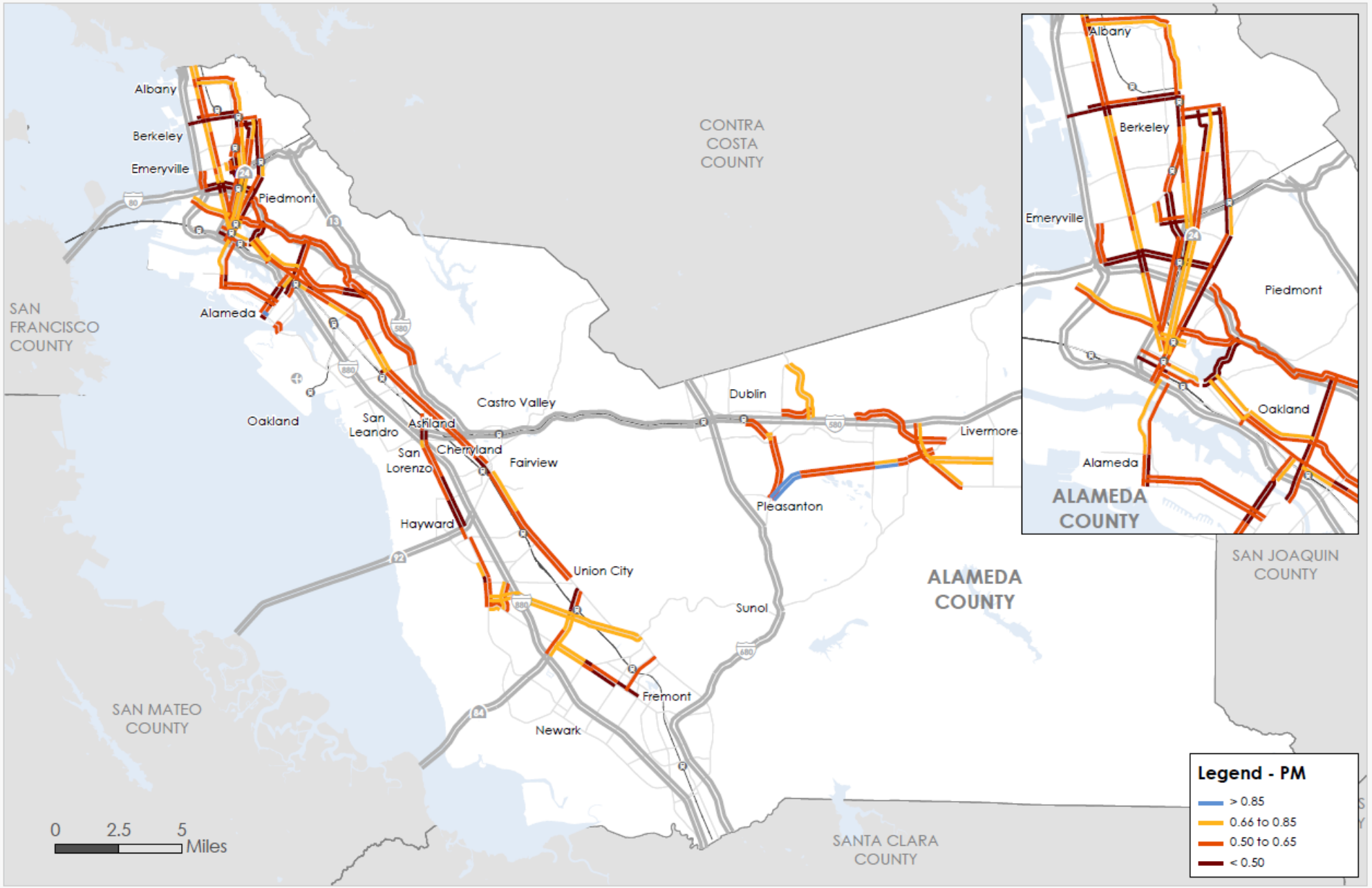
2024

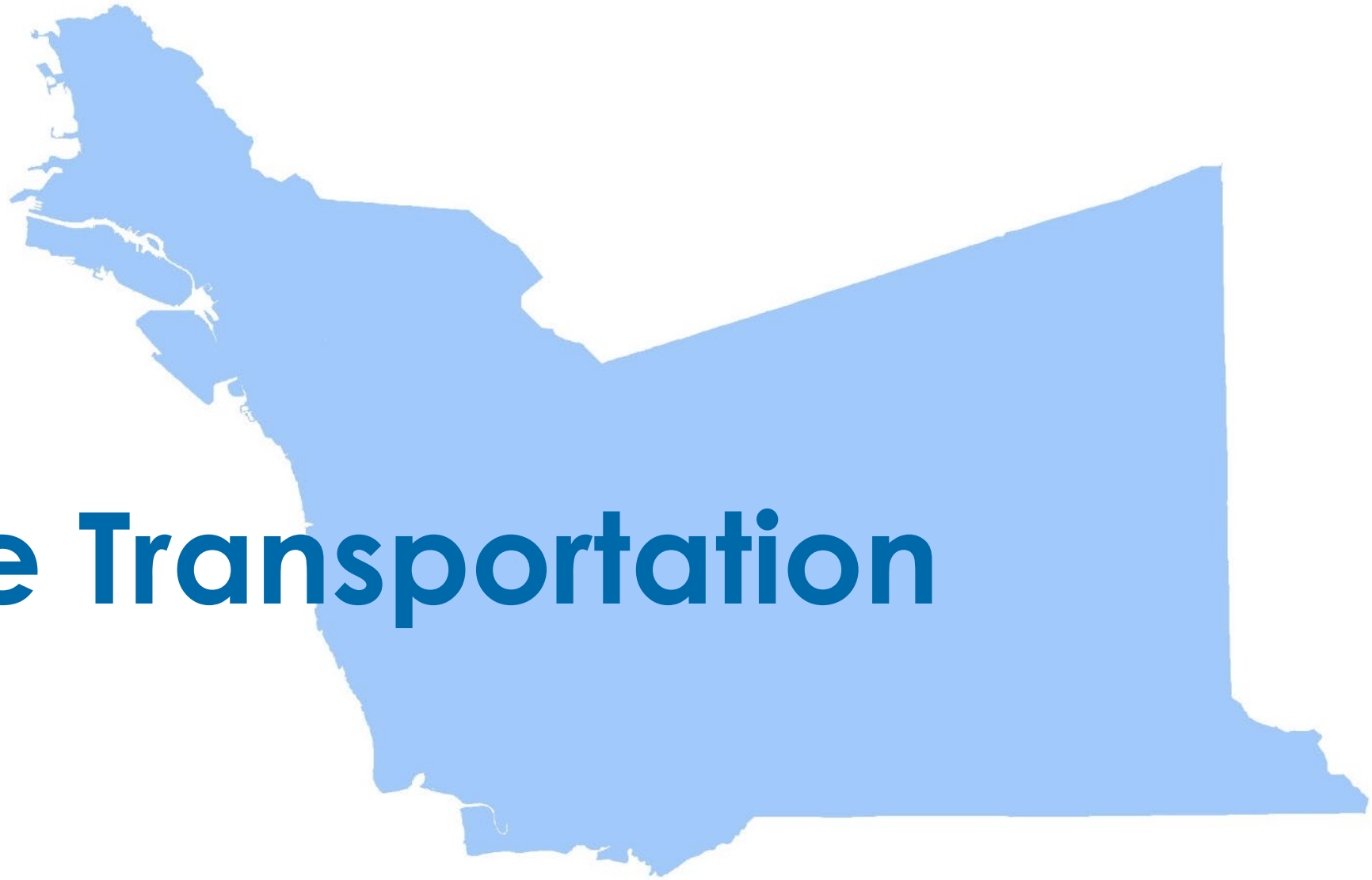
Transit-to-Auto Speed Ratio

PM Peak

Monitoring Period
(March – May)

PM Peak Period
(4-6PM)



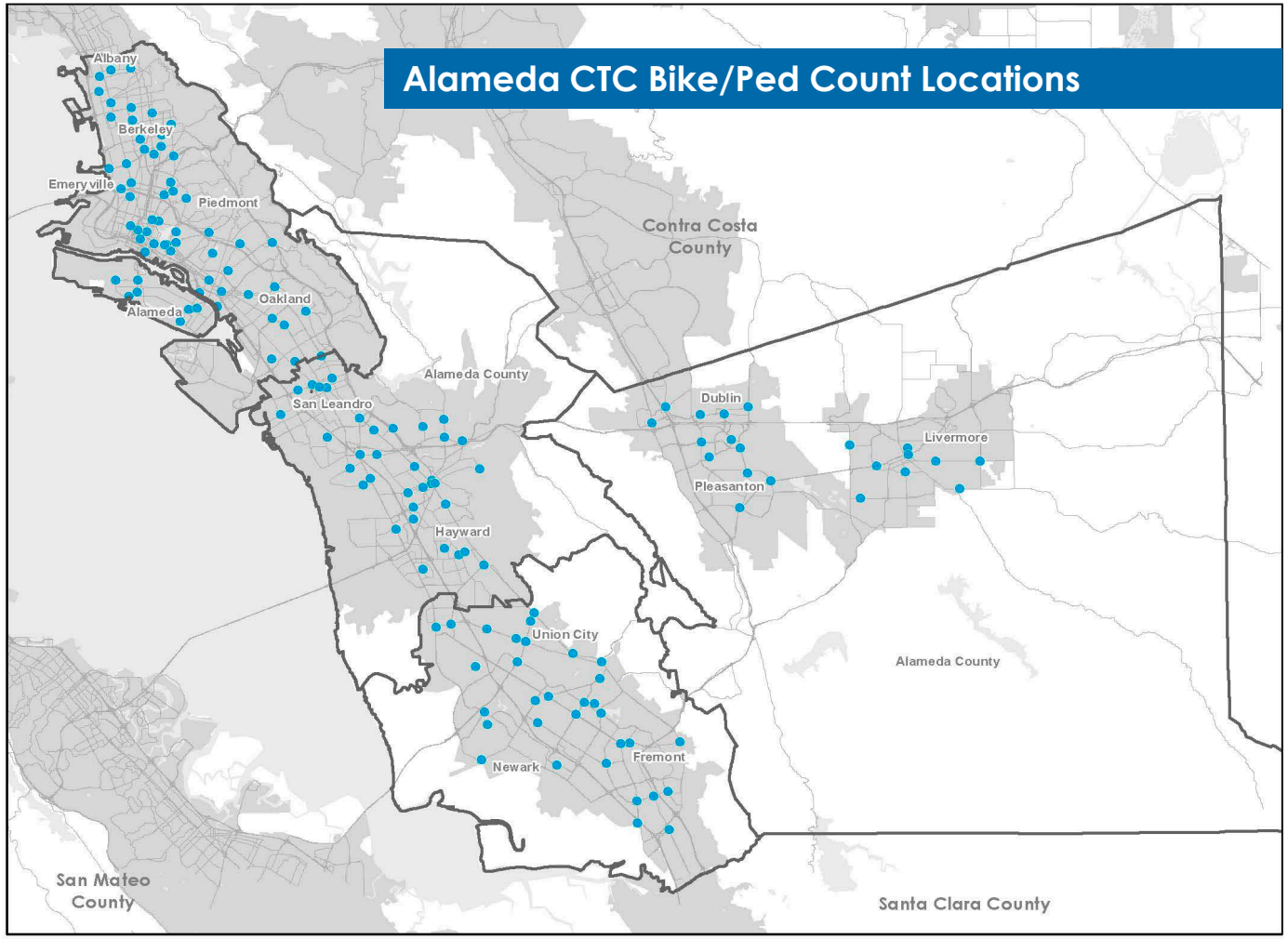


4 Active Transportation

Active Transportation Count Program

- Current Program
  - Manual point-in-time counts (video-based)
  - 150 intersections
  - Longitudinal observed data dates back to 2002

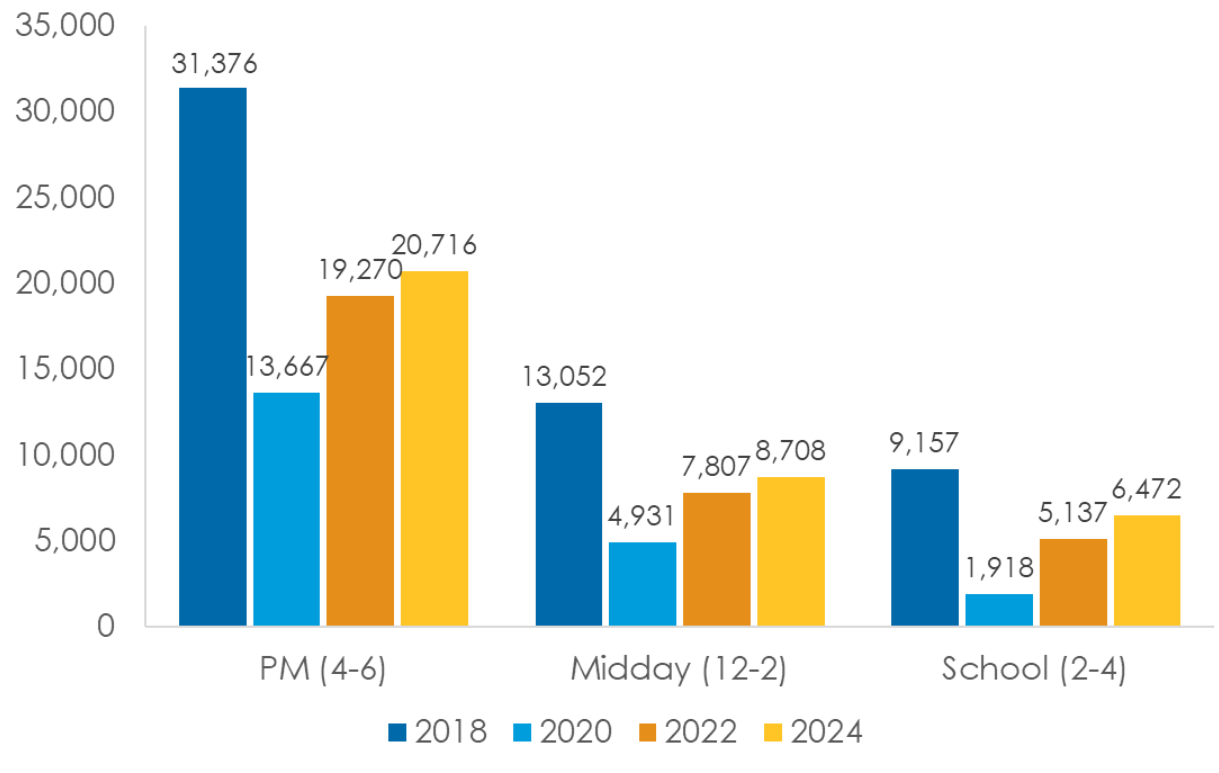
- 2024 Big Data Investigation
  - Evaluated new data products for estimating biking and walking activity with Alameda CTC BPAC
    - Determined counts are still most accurate source



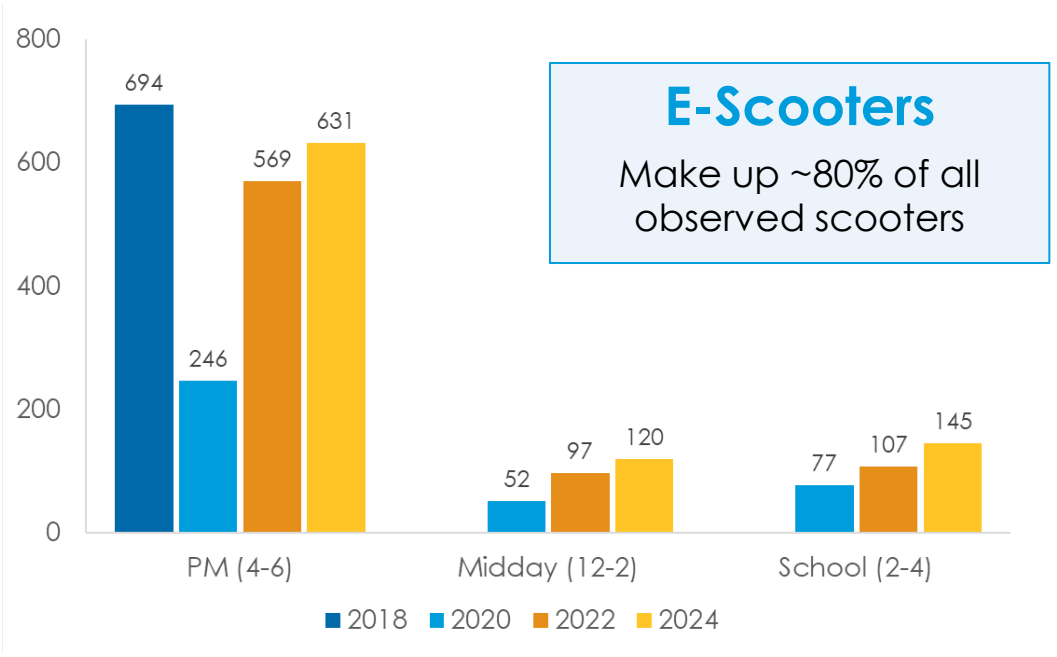
Bicycle, Pedestrian, and Scooter Count Locations

Pedestrian & Scooter Activity

Total Pedestrian Count by Time Period



Total Scooter Count by Time Period

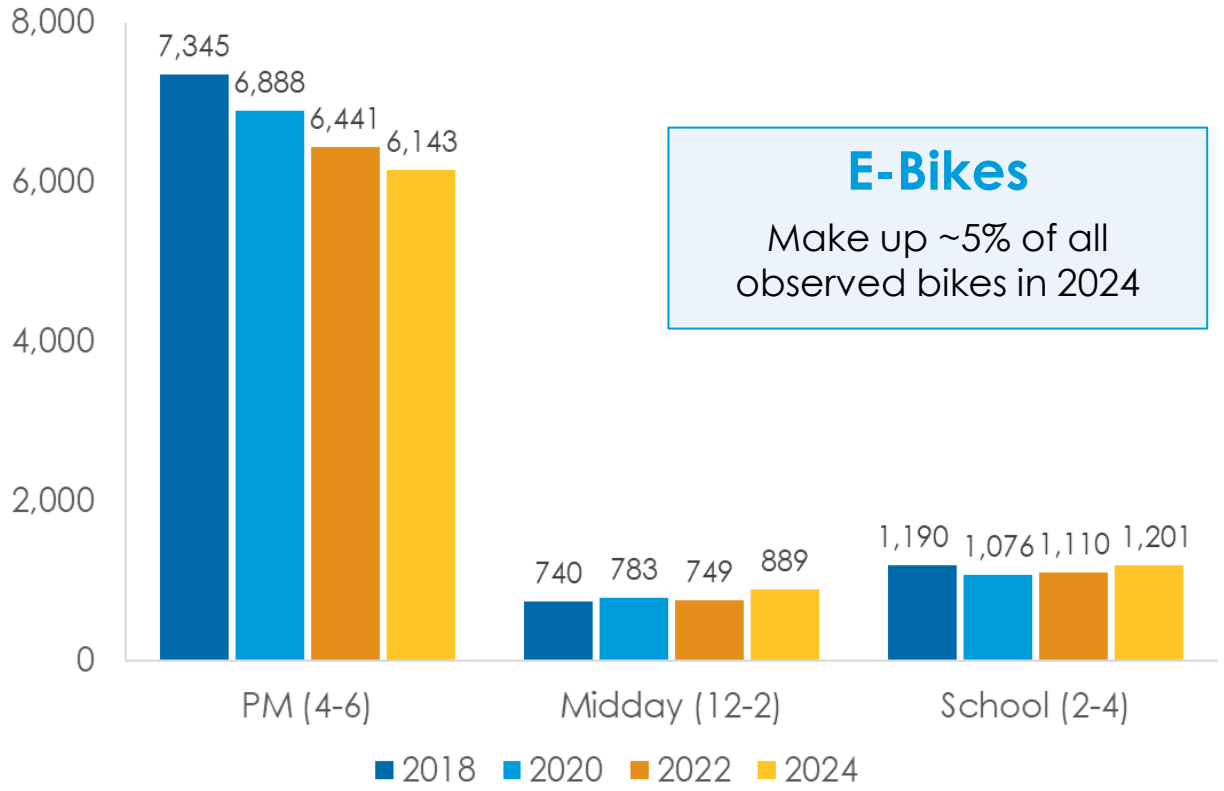


E-Scooters

Make up ~80% of all observed scooters

Bicycle Activity

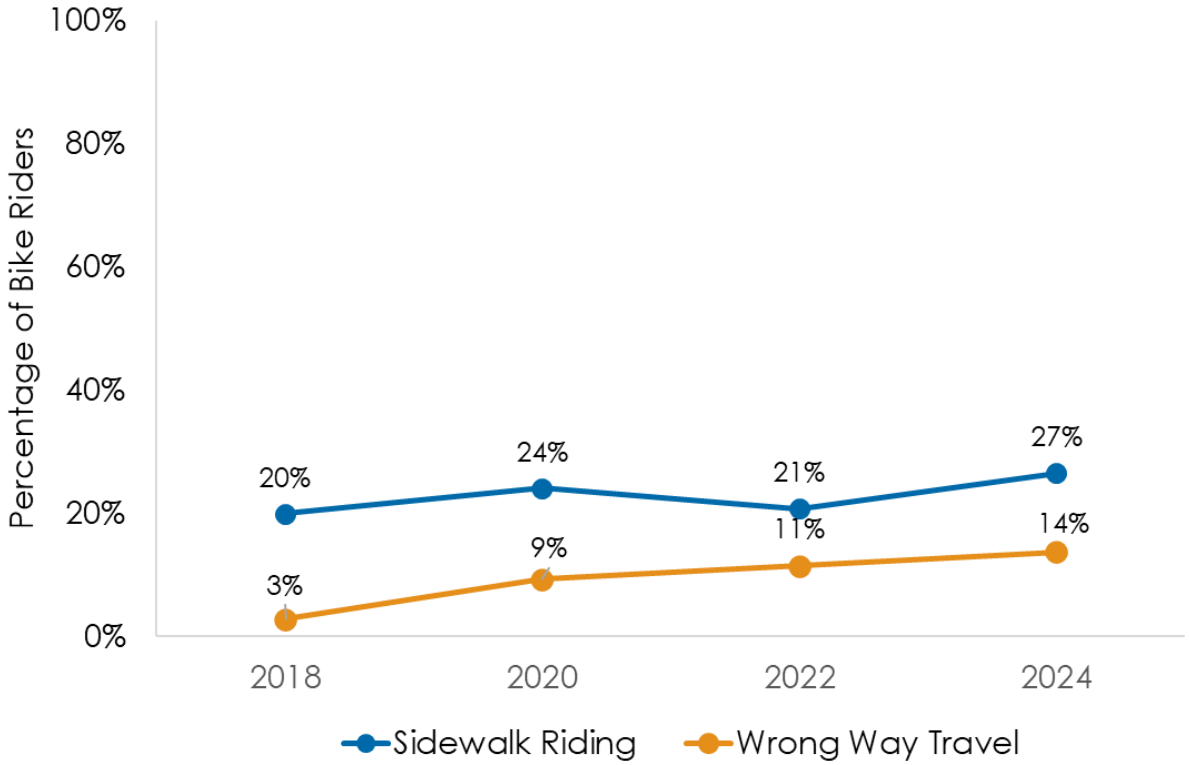
Total Bicyclist Count by Time Period



E-Bikes

Make up ~5% of all observed bikes in 2024

Prevalence of Travel Behaviors During PM Peak



Performance Data Compendium

Alameda CTC

2015 - 2024

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 Cycle. These metrics (including the legislatively required Level of Service scores for the county's Congestion Management Program network) can be found 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 (FY2024) 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 $2024 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:	2015	2016	2017	2018	2019	2020	2021	2022	2023	*2024 (P)*
Revenue Miles	**ACE**	1,001,858	1,078,543	1,084,966	1,102,574	1,126,384	1,008,877	479,399	867,991	988,530	*1,014,540*
	AC Transit	25,359,186	26,335,931	26,811,246	27,059,822	27,450,661	24,168,914	19,477,311	20,455,967	22,350,644	*17,595,592*
	BART	67,527,341	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*
	Capitol Corridor[1]	5,487,326	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*
	LAVTA	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	*1,492,650*
	UC Transit	569,912	563,620	542,952	542,177	534,429	531,584	495,751	511,473	572,554	*584,256*
	WETA	308,104	318,683	405,446	427,156	405,374	329,782	161,880	485,173	515,185	*531,755*
Revenue Hours	**ACE**	25,062	27,973	28,013	28,219	28,445	25,629	12,075	21,971	24,832	*25,071*
	AC Transit	2,113,557	2,222,174	2,367,804	2,460,285	2,486,382	2,221,439	1,861,694	1,891,321	2,047,682	*1,752,067*
	BART	1,918,443	2,052,842	2,163,933	2,211,483	2,286,795	2,064,392	1,708,631	2,486,029	2,724,074	*2,333,887*
	Capitol Corridor[1]	-	-	-	-	-	-	-	-	81,018	*81,018*
	LAVTA	152,371	155,463	152,299	156,838	164,483	140,245	89,800	90,069	100,598	*112,516*
	UC Transit	45,300	46,188	50,374	49,831	49,167	50,454	41,670	35,479	41,060	*41,814*
	WETA	15,316	15,673	20,541	20,384	20,596	17,334	7,056	23,839	24,860	*27,808*

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

(P) FY2024 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:	2015	2016	2017	2018	2019	2020	2021	2022	2023	*2024 (P)*
Annual Ridership (Boardings)	**ACE**	1,209,755	1,290,085	1,299,717	1,398,954	1,506,183	1,061,990	160,007	321,752	474,498	*681,351*
	AC Transit	56,020,660	54,575,655	53,416,004	52,789,850	54,067,171	45,165,365	21,535,037	29,347,581	35,190,057	*39,266,682*
	BART	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	*54,927,365*
	Capitol Corridor[1]	1,474,873	1,560,814	1,607,277	1,698,515	1,777,136	898,007	354,373	705,365	921,105	*1,032,633*
	LAVTA	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	*1,353,810*
	UC Transit	354,635	330,444	298,577	295,745	281,101	242,727	125,624	194,324	238,543	*269,375*
	WETA	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	*2,388,379*
Boardings/ Revenue Vehicle Mile	**ACE**	1.21	1.20	1.20	1.27	1.34	1.05	0.33	0.37	0.48	*0.67*
	AC Transit	2.21	2.07	1.99	1.95	1.97	1.87	1.11	1.43	1.57	*2.23*
	BART	2.00	1.91	1.76	1.66	1.61	1.28	0.35	0.49	0.60	*0.75*
	Capitol Corridor[1]	0.27	0.29	0.31	0.27	0.26	0.17	0.09	0.18	0.22	*0.23*
	LAVTA	0.77	0.77	0.74	0.79	0.80	0.78	0.38	0.69	0.86	*0.91*
	UC Transit	0.62	0.59	0.55	0.55	0.53	0.46	0.25	0.38	0.42	*0.46*
	WETA	6.79	7.78	6.44	6.66	7.52	6.97	1.63	2.91	3.93	*4.49*
Boardings/ Revenue Vehicle Hour	**ACE**	48	46	46	50	53	41	13	15	19	*27*
	AC Transit	27	25	23	21	22	20	12	16	17	*22*
	BART	70	67	61	58	56	44	10	15	19	*24*
	Capitol Corridor[1]	-	-	-	-	-	-	-	-	11	*13*
	LAVTA	11	11	10	11	10	10	5	9	11	*12*
	UC Transit	8	7	6	6	6	5	3	5	6	*6*
	WETA	137	158	127	140	148	133	37	59	81	*86*

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

(P) FY2024 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:	2015	2016	2017	2018	2019	2020	2021	2022	2023	*2024 (P)*
Operating Costs (Expenses) ($2024)	**ACE**	$22,466,871	$22,735,618	$27,353,995	$23,408,745	$23,215,414	$26,097,682	$22,693,816	$27,860,381	$37,149,248	*$39,387,058*
	AC Transit	$483,342,708	$544,941,343	$528,495,370	$541,738,609	$561,555,832	$581,748,549	$509,868,127	$487,799,277	$547,115,582	*$570,906,494*
	BART	$781,861,527	$818,880,344	$794,163,451	$796,875,032	$794,890,537	$791,827,326	$711,616,139	$730,683,081	$804,205,584	*$900,826,313*
	Capitol Corridor[1]	$77,596,457	$74,741,370	$73,517,755	$74,699,889	$73,807,694	$56,725,250	$47,179,923	$54,312,725	$61,680,082	*$59,860,805*
	LAVTA	$19,186,001	$20,143,286	$19,458,218	$18,725,717	$20,014,164	$19,659,397	$15,745,161	$15,932,217	$17,911,972	*$18,820,670*
	UC Transit	$6,106,021	$5,799,766	$6,144,523	$5,831,304	$5,755,199	$5,921,008	$6,023,146	$5,651,952	$6,572,040	*$6,399,236*
	WETA	$34,439,624	$33,879,074	$38,063,083	$41,808,374	$46,265,526	$44,707,477	$34,909,656	$49,515,898	$56,827,801	*$60,624,098*
Operating Cost/ Passenger	**ACE**	$19	$18	$21	$17	$15	$25	$142	$87	$78	*$58*
	AC Transit	$9	$10	$10	$10	$10	$13	$24	$17	$16	*$15*
	BART	$6	$6	$6	$6	$6	$9	$40	$19	$16	*$16*
	Capitol Corridor[1]	$53	$48	$46	$44	$42	$63	$133	$77	$67	*$58*
	LAVTA	$11	$12	$12	$11	$12	$14	$36	$19	$16	*$14*
	UC Transit	$17	$18	$21	$20	$20	$24	$48	$29	$28	*$24*
	WETA	$16	$14	$15	$15	$15	$19	$132	$35	$28	*$25*
Operating Cost/ Revenue Vehicle Mile	**ACE**	$22	$21	$25	$21	$21	$26	$47	$32	$38	*$39*
	AC Transit	$19	$21	$20	$20	$20	$24	$26	$24	$24	*$32*
	BART	$12	$11	$11	$10	$10	$11	$14	$9	$9	*$12*
	Capitol Corridor[1]	$14	$14	$14	$12	$11	$11	$12	$14	$15	*$14*
	LAVTA	$9	$9	$9	$9	$9	$11	$14	$13	$13	*$13*
	UC Transit	$11	$10	$11	$11	$11	$11	$12	$11	$11	*$11*
	WETA	$112	$106	$94	$98	$114	$136	$216	$102	$110	*$114*
Operating Cost/ Revenue Vehicle Hour	**ACE**	$896	$813	$976	$830	$816	$1,018	$1,879	$1,268	$1,496	*$1,571*
	AC Transit	$229	$245	$223	$220	$226	$262	$274	$258	$267	*$326*
	BART	$408	$399	$367	$360	$348	$384	$416	$294	$295	*$386*
	Capitol Corridor[1]	-	-	-	-	-	-	-	-	$761	*$739*
	LAVTA	$126	$130	$128	$119	$122	$140	$175	$177	$178	*$167*
	UC Transit	$135	$126	$122	$117	$117	$117	$145	$159	$160	*$153*
	WETA	$2,249	$2,162	$1,853	$2,051	$2,246	$2,579	$4,948	$2,077	$2,286	*$2,180*

Sources: Operating Costs are pulled from NTD TS 2.2 Sevice Data and Operating Expenses Time Series by System.
(P) FY2024 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 2024 dollar values.
Operating Cost per Passenger, Revenue Mile & Revenue Hour are calculated.

On Time Performance & Transit State of Good Repair

	Fiscal Year:	2015	2016	2017	2018	2019	2020	2021	2022	2023	*2024 (P)*
Systemwide On-Time Performance*	**ACE**	93%	90%	87%	89%	81%	82%	90%	89%	87%	*91%*
	AC Transit	68%	70%	70%	70%	72%	73%	76%	73%	74%	*71%*
	BART	88%	88%	83%	87%	89%	88%	92%	83%	70%	*77%*
	Capitol Corridor[1]	93%	94%	91%	90%	89%	88%	90%	83%	82%	*87%*
	LAVTA	80%	80%	81%	85%	84%	88%	92%	90%	88%	*85%*
	UC Transit	98%	96%	95%	-	-	-	-	-	-	-
	WETA	-	-	-	-	-	-	-	-	-	-
Mean Time/Distance Between Service Delays	**ACE (Hrs)**	8,354	4,662	2,334	3,527	4,064	2,563	3,019	5,493	6,208	*8,357*
	AC Transit (Mi)	6,243	5,885	6,156	6,078	7,188	7,344	7,434	8,460	10,730	*9,470*
	BART (Hrs)	7,212	9,504	9,169	8,377	7,726	10,070	3,147	3,940	4,146	*5,316*
	Capitol Corridor[1]	-	-	-	-	-	-	-	-	-	-
	LAVTA (Mi)	17,529	18,200	19,732	15,321	10,813	10,102	18,832	27,233	22,516	*14,216*
	UC Transit (Mi)	-	-	-	-	-	-	-	-	-	-
	WETA (Mi)	16,216	9,105	9,653	18,572	21,335	25,368	13,490	19,407	7,360	*7,490*

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:	2015	2016	2017	2018	2019	2020	2021	2022	2023
Average Pavement Condition Index (PCI)	**Alameda Countywide Average**	**69**	**68**	**67**	**68**	**68**	**68**	**68**	**67**	**67**
	City of Alameda	72	71	71	70	70	70	70	67	66
	City of Albany	61	59	57	54	57	57	56	57	58
	City of Berkeley	57	58	55	59	57	57	58	56	56
	City of Dublin	84	85	85	85	85	85	84	80	79
	City of Emeryville	80	79	73	71	74	74	74	76	78
	City of Fremont	72	71	73	73	73	73	73	72	71
	City of Hayward	68	68	71	71	70	70	70	69	71
	City of Livermore	77	76	80	79	79	79	79	78	77
	City of Newark	76	76	76	76	75	75	74	72	72
	City of Oakland	56	56	52	55	53	53	52	53	57
	City of Piedmont	61	62	63	61	64	64	64	64	63
	City of Pleasanton	80	78	80	79	79	79	78	78	77
	City of San Leandro	54	56	59	56	57	57	55	55	56
	City of Union City	82	82	79	78	78	78	77	73	70
	Unincorporated Alameda County	70	71	71	70	71	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	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 Cycle appendices.