San Diego Metropolitan Transit System
POLICY 42 PERFORMANCE MONITORING REPORT
FY 2014: JULY 2013 - JUNE 2014

The following measures of productivity and service quality are used to ensure that services are focused on providing competitive and attractive transportation that meets our customers' needs.

Total Passengers

Route Categories	FY 2012	FY 2013	FY 2014	# Change FY12-FY13	# Change FY13-FY14	% Change FY12-FY13	% Change FY13-FY14
Premium Express	310,455	308,912	286,428	(1,543)	(22,484)	-0.5%	-7.3%
Rapid Express (Routes 280, 290)	-	-	17,666	-	17,666	-	-
Express	2,329,041	2,366,370	2,457,794	37,329	91,424	1.6%	3.9%
Light Rail	32,674,616	29,699,366	39,665,093	(2,975,250)	9,965,727	-9.1%	33.6%
Silver Line (Light Rail)	-	-	29,540	-	-	-	-
Rapid (SuperLoop, Route 235)	-	1,557,568	1,658,456	-	100,888	-	6.5%
Urban Frequent	38,311,741	38,457,861	38,270,989	146,120	(186,872)	0.4%	-0.5%
Urban Standard	13,647,404	11,984,646	11,425,215	(1,662,758)	(559,431)	-12.2%	-4.7%
Circulator	841,764	773,698	725,279	(68,066)	(48,419)	-8.1%	-6.3%
Rural	41,819	45,180	72,236	3,361	27,056	8.0%	59.9%
Demand-Responsive	355,300	379,415	417,717	24,115	38,302	6.8%	10.1%
System Total Passengers	**88,512,140**	**85,573,016**	**95,026,413**	**(2,939,124)**	**9,453,397**	**-3.3%**	**11.0%**
Fixed-Route Bus Ridership	55,482,224	55,494,235	54,914,063	12,011	(580,172)	0.0%	-1.0%

NOTES: Overall, MTS system-wide ridership increased +11%, mainly due to increased Trolley ridership. This is primarily attributed to Automatic Passenger Counters (APCs) now installed on most Trolley cars, which improved accuracy and provide a clearer picture of ridership trends. The previous estimation methodology relied on the number of one-way tickets sold, which dropped significantly when Day Passes replaced transfers. In addition, new low-floor Trolley cars, reconfigured routes, an improved economy, additional service, and gas prices of more than $4 per gallon also contributed to the ridership gains. Fixed-route bus ridership decreased slightly, partially due to construction delays on major routes. Ridership decreases in some categories, such as Premium Express and Circulator, reflect routes changing to a different route category.

Average Weekday Passengers

Route Categories	FY 2012	FY 2013	FY 2014	# Change FY12-FY13	# Change FY13-FY14	% Change FY12-FY13	% Change FY13-FY14
Premium Express	1,221	1,214	1,197	(7)	(17)	-0.6%	-1.4%
Rapid Express (Routes 280, 290)	-	-	1,104	-	-	-	-
Express	8,422	8,631	9,022	209	391	2.5%	4.5%
Light Rail	97,401	87,955	120,739	(9,446)	32,784	-9.7%	37.3%
Silver Line (Light Rail)	-	-	181	-	-	-	-
Rapid (SuperLoop, Route 235)	-	4,862	5,294	-	432	-	8.9%
Urban Frequent	125,394	125,383	125,361	(11)	(22)	0.0%	0.0%
Urban Standard	46,467	41,228	39,436	(5,239)	(1,792)	-11.3%	-4.3%
Circulator	3,582	2,966	2,782	(616)	(184)	-17.2%	-6.2%
Rural	265	227	306	(38)	79	-14.3%	34.8%
Demand-Responsive	1,302	1,367	1,500	65	133	5.0%	9.7%
System Avg. Weekday Pass.	**284,054**	**273,833**	**306,922**	**(10,221)**	**33,089**	**-3.6%**	**12.1%**
Fixed-Route Bus Avg. Weekday Pass.	185,351	184,511	184,503	(840)	(8)	-0.5%	0.0%

NOTES: The average weekday passenger statistics show how many passengers ride MTS on a typical weekday. For FY14, there is a +12.1% increase in system-wide average weekday passengers (33,089 passengers per average weekday). Most of this is a result of an increase of +32,784 Trolley passengers per average weekday (+37.3%). Fixed-route bus average weekday passengers remained almost unchanged. The greatest fixed-route percentage decrease in average weekday passengers was the Circulator category, with a -6.2% decrease in average weekday passengers (-184 passengers per average weekday), mainly the result of routes changing categories to Urban Standard.

Passengers Per Revenue Hour

Route Categories	FY 2012	FY 2013	FY 2014	% Change FY12-FY13	% Change FY13-FY14
Premium Express	21.9	21.3	21.5	-2.7%	0.9%
Rapid Express (Routes 280, 290)	-	-	25.6	-	-
Express	33.9	32.2	31.6	-5.0%	-1.9%
Light Rail	187.7	160.6	228.1	-14.4%	42.0%
Silver Line (Light Rail)	-	-	40.6	-	-
Rapid (SuperLoop, Route 235)	-	34.3	33.4	-	-2.6%
Urban Frequent	37.5	37.0	35.5	-1.3%	-4.1%
Urban Standard	29.6	28.0	26.6	-5.4%	-5.0%
Circulator	16.5	15.4	17.6	-6.7%	14.3%
Rural	9.4	9.4	13.0	0.0%	38.3%
Demand-Responsive	2.1	2.1	2.1	0.0%	0.0%
System Riders Per Rev. Hour	**45.0**	**42.3**	**45.9**	**-6.0%**	**8.5%**
Fixed-Route Bus Riders Per Rev. Hr.	34.3	33.5	32.4	-2.3%	-3.3%

NOTES: MTS operated 4% more revenue hours in FY14 than in FY13. The 'passengers per revenue hour' metric shows how the revenue hours (in-service hours plus layover hours) that were added or removed relate to ridership increases or decreases. Increasing riders per revenue hour would indicate that the system is more efficient, for example, carrying more passengers with the same number of buses. For FY14, all MTS services carried 45.9 passengers per revenue hour, an increase of +8.5% (+3.6 riders per revenue hour). The change in riders per revenue hour figure on MTS' fixed-route bus services was a moderate decrease of -3.3% (1.1 riders per revenue hour). For FY14, Trolley passengers per revenue hour increased +42.0% to 228.1 passengers per revenue hour, an increase of +67.5 riders per revenue hour.

Weekday Passengers Per In-Service Hour

The 'passengers per in-service hour' measure is related to the above 'passengers per revenue hour,' but shows how many passengers are carried while the vehicle is in-service picking up passengers, excluding layover time. Analyzing this figure helps MTS to understand how effective it is at providing the right level of service, instead of how effective MTS is at grouping trips and breaks together for a vehicle to operate (revenue hours).

Route Categories	FY 2012	FY 2013	FY 2014	% Change FY12-FY13	% Change FY13-FY14
Premium Express	24.0	23.5	24.8	-2.1%	5.5%
Rapid Express (Routes 280, 290)	-	-	29.4	-	-
Express	41.0	40.4	39.1	-1.5%	-3.2%
Light Rail	222.4	209.2	274.4	-5.9%	31.2%
Silver Line (Light Rail)	-	-	63.7	-	-
Rapid (SuperLoop, Route 235)	-	46.8	45.6	-	-2.6%
Urban Frequent	45.7	45.1	44.5	-1.3%	-1.3%
Urban Standard	39.5	37.9	36.2	-4.1%	-4.5%
Circulator	25.7	22.3	27.5	-13.2%	23.3%
Rural	10.1	8.5	9.6	-15.8%	13.1%
Demand-Responsive	N/A	N/A	N/A	N/A	N/A
System Riders/In-Svc. Hour	**60.3**	**56.9**	**62.4**	**-5.6%**	**9.7%**
Fixed-Route Bus Riders Per In-Svc. Hr.	42.7	42.0	41.2	-1.6%	-1.9%

NOTES: Compared to FY13, MTS' system-wide passengers per in-service hour increased +5.5 to 62.4 passengers per in-service hour (+9.7%) in FY14. For FY14, fixed-route bus passengers per in-service hour experienced a small -1.9% decrease to 41.2 passengers per in-service hour.

On-Time Performance

On-time performance is defined as departing within 5 minutes of the scheduled time. It is measured by service change period in order to show the results of scheduling changes. MTS' goal for on-time performance is 85% for Urban Frequent bus routes, and 90% for Trolley and all other bus route categories.

Route Categories	Service Change					*GOAL*
	Jan. 2013	Jun. 2013	Sept. 2013	Jan. 2014	Jun. 2014	
Premium Express	98.4%	98.8%	91.9%	99.2%	-	*90.0%*
Rapid Express (Routes 280, 290)	-	-	-	-	85.7%	*90.0%*
Express	81.0%	81.8%	80.0%	80.2%	83.3%	*90.0%*
Light Rail	94.0%	95.2%	90.7%	89.0%	88.0%	*90.0%*
Silver Line (Light Rail)	90.9%	86.8%	88.8%	88.6%	91.0%	*90.0%*
Rapid (SuperLoop, Route 235)	91.2%	90.0%	84.0%	88.6%	90.8%	*85.0%*
Urban Frequent	83.6%	79.6%	83.4%	82.1%	81.2%	*85.0%*
Urban Standard	84.9%	83.1%	86.0%	83.1%	86.1%	*90.0%*
Circulator	87.4%	91.6%	86.6%	92.4%	90.5%	*90.0%*
Rural	N/A	N/A	N/A	N/A	N/A	
Demand-Responsive	N/A	N/A	N/A	N/A	N/A	
System On-Time Performance	**85.7%**	**84.1%**	**85.1%**	**84.5%**	**85.0%**	

NOTES: Overall, on-time performance remained around 85%. Following the June 2014 service change, three route categories have met their goal while five categories did not. Each route is continually evaluated to determine if performance below the target is a result of issues that MTS controls, such as driver performance or scheduling, or situations outside MTS' direct control, such as construction, traffic congestion, and passenger issues. Trolley on-time performance has been impacted by Blue Line Trolley Renewal construction activities and is expected to increase as the project wraps up next year. Performance of Urban Frequent bus routes, which by far carry the greatest number of passengers, is heavily impacted by construction, stop signs and stop lights, and traffic as they typically go through high density corridors.

Preventable Accidents Per 100,000 Miles

Operator	FY 2012	FY 2013	FY 2014
MTS Directly-Operated Bus	1.47	1.42	1.49
MTS Contract Services	0.89	1.13	1.30
MTS Rail	0.04	0.04	0.02

NOTES: MTS Directly-Operated Bus preventable accidents were slightly up for FY14 compared to FY13. MTS Contract Services preventable accidents are up as MTS' contractor determined that accidents were not previously recorded correctly. The contractor responded accordingly and made changes to their reporting system. MTS Trolley reported three preventable accidents in FY14. Accidents deemed "preventable" by MTS' definition may not be violations of the California Vehicle Code (CVC). No Trolley accidents in FY14 have involved a CVC violation by a Trolley operator. For bus and Trolley operations, continued operator retraining and safety awareness programs are held throughout the year to improve the operator average for this safety metric.

Mean Distance Between Failures (MDBF)

Operator	FY 2012	FY 2013	FY 2014
MTS Directly-Operated Bus	9,706	11,167	12,405
MTS Contract Services	10,908	10,190	9,265
MTS Rail	476,369	325,354	430,189

NOTES: MTS Directly-Operated Bus MDBF is up for FY14 compared to FY13, due to the arrival of new buses. MTS Contract Services MDBF for FY14 showed a slight decrease compared to FY13 due to fleet age. Trolley MDBF is up, as new cars arrived and were placed into service.

Complaints/Comments/Suggestions Per 100,000 Passengers

Operator	FY 2012	FY 2013	FY 2014	% Change FY12-FY13	% Change FY13-FY14
MTS Directly-Operated Bus	5.7	5.8	4.6	1.8%	-20.7%
MTS Contract Svcs. Fixed-Route Bus	8.3	8.7	6.9	4.8%	-20.7%
MTS Rail	1.4	3.0	1.7	114.3%	-42.7%
General System	0.8	1.0	0.4	25.0%	-60.0%

NOTES: Passenger complaints decreased in FY14. In FY13, MTS saw an increase in the number of passenger complaints, mostly due to the realignment of the Blue, Orange, and Green Trolley Lines in September 2012. Complaints related to the MTS System, rather than an individual operator, are tracked separately. These complaints are in addition to any complaints that the operators receive and are related to planning issues, website problems, and general MTS policies and procedures. For FY14, the MTS General System received 0.4 complaints per 100,000 passengers.

OBJECTIVE | Develop a Sustainable System

The following measures are used to ensure that transit resources are deployed efficiently and do not exceed budgetary constraints.

Revenue Hours

Operator	FY14 Actual	FY14 Budget	# Diff	% Diff
MTS Directly-Operated Bus	795,085	796,263	(1,178)	-0.1%
MTS Contract Svcs. Fixed-Route Bus	900,886	895,405	5,481	0.6%
MTS Rail	504,089	501,008	3,081	0.6%
System	**2,200,060**	**2,192,676**	**7,384**	**0.3%**

NOTES: Service levels were slightly more than budgeted, largely due to changes made in conjunction with new Rapid service along the I-15 Corridor. MTS Directly-Operated Bus hours were slightly under budget and MTS Contract Services Fixed-Route Bus hours were slightly above budget. MTS Rail hours were also slightly above budget in FY14.

Revenue Miles

Operator	FY14 Actual	FY14 Budget	# Diff	% Diff
MTS Directly-Operated Bus	8,694,639	8,694,616	23	0.0%
MTS Contract Svcs. Fixed-Route Bus	9,643,899	9,607,787	36,112	0.4%
MTS Rail	8,516,212	8,488,071	28,141	0.3%
System	**26,854,750**	**26,790,474**	**64,276**	**0.2%**

NOTES: Service levels were slightly more than budgeted, largely due to changes made in conjunction with new Rapid service along the I-15 Corridor. MTS Directly-Operated Bus and MTS Contract Services Fixed-Route Bus miles were slightly above budget. MTS Rail miles were slightly above budget in FY14.

Weekday Peak-Vehicle Requirement

This measure shows the maximum number of vehicles that are on the road at any time in order to provide the levels of service that have been scheduled.

Operator	June 2013	June 2014	# Change FY13-FY14
MTS Directly-Operated Bus	210	213	3
MTS Contract Svcs. Fixed-Route Bus	260	272	12
MTS Rail	96	96	-

NOTES: Peak vehicles have seen an increase for MTS Bus and MTS Contract Services fixed-route services. These increases are mainly due to the increased service implemented in FY14 and the transition of routes between MTS Contract Services and MTS Directly-Operated fixed-route services. Trolley's peak car requirement has remained consistent between FY13 and FY14.

In-Service Speeds (MPH) (Weekday)

Operator	June 2013	June 2014	% Change FY13-FY14
MTS Directly-Operated Bus	13.5	14.5	7.4%
MTS Contract Svcs. FR Bus	14.1	13.9	-1.4%
MTS Rail	18.2	18.1	-0.5%

NOTES: In-service speeds have remained relatively flat year-over-year. MTS Directly-Operated Bus speeds are up due to implementation of Rapid service along the I-15 Corridor, which operates on managed lanes along Interstate 15.

In-Service/Total Miles

The 'in-service miles per total miles' ratio is only calculated for MTS in-house bus operations, as contractors are responsible for bus and driver assignments (runcutting) for MTS Contract Services.

Operator	June 2013	June 2014	% Change FY13-FY14
MTS Directly-Operated Bus	85.9%	86.7%	0.8%
MTS Contract Svcs. FR Bus	N/A	N/A	N/A
MTS Rail	99.7%	99.3%	-0.4%

NOTES: Ratios have remained practically steady over the two service periods reported for MTS Directly-Operated Bus and MTS Trolley operations.

In-Service/Total Hours

As with the mileage statistic, 'in-service hours' per total hours are only calculated for MTS in-house bus operations.

Operator	June 2013	June 2014	% Change FY13-FY14
MTS Directly-Operated Bus	75.9%	75.7%	-0.2%
MTS Contract Svcs. FR Bus	N/A	N/A	N/A
MTS Rail	99.4%	97.7%	-1.7%

NOTES: Efficiency of scheduling has kept the ratio generally consistent over time, with only a minor changes from FY13 to FY14.

Farebox Recovery Ratio

This metric measures the percent of total operating cost recovered through fare revenue. The Transportation Development Act (TDA) has a requirement of 31.9 percent system-wide for fixed-route (excluding regional routes which have a 20 percent requirement).

Operator	FY 2012	FY 2013	FY 2014	% Change FY12-FY13	% Change FY13-FY14
MTS FR (No Premium Exp/Rapid Exp)	36.7%	39.6%	38.2%	2.9%	-1.4%
MTS Premium Express	46.0%	46.5%	43.2%	0.5%	-3.3%
MTS Rapid Express	-	-	45.3%	-	-
MTS Rail	57.2%	55.3%	59.8%	-1.9%	4.5%
System Farbox Recovery Ratio	**42.8%**	**42.6%**	**43.0%**	**-0.2%**	**0.4%**

For both system-wide and Premium/Rapid Express services, farebox recovery ratios continue to exceed the Transportation Development Act (TDA) target.

Subsidy Per Passenger

This metric is the amount of public subsidy required to provide service for each unlinked passengers boarding (measured as total operating cost minus fare revenue, divided by total passengers). MTS's goal is to improve route-category average year-over-year.

Operator	FY 2012	FY 2013	FY 2014	% Change FY12-FY13	% Change FY13-FY14
Premium Express	$4.44	$4.73	$5.50	6.5%	16.3%
Rapid Express (Routes 280, 290)	-	-	$4.86	-	-
Express	$2.33	$2.51	$2.60	7.7%	3.6%
Light Rail	$0.81	$0.97	$0.69	19.8%	-28.9%
Silver Line (Light Rail)	-	-	$8.63	-	-
Rapid (SuperLoop, Route 235)	-	$2.11	$2.35	-	-
Urban Frequent	$1.50	$1.44	$1.58	-4.0%	9.7%
Urban Standard	$1.24	$1.39	$1.56	12.1%	12.2%
Circulator	$2.23	$2.00	$2.21	-10.3%	10.5%
Rural	$12.91	$13.17	$9.79	2.0%	-25.7%
Demand-Responsive	$32.56	$32.55	$31.62	0.0%	-2.9%
System Subsidy Per Pass.	**$1.37**	**$1.47**	**$1.40**	**7.3%**	**-4.8%**
Fixed-Route Bus Subsidy Per Pass.	$1.50	$1.51	$1.68	0.7%	11.3%

Overall, system-wide subsidy per passenger decreased to $1.40 in FY14. For fixed-route bus service, subsidy per passenger increased from $1.51 to $1.68 in FY14 (+11.3%). Light rail subsidy per passenger decreased from $0.97 to $0.69 over the last year, which is a -28.9% decrease.

Title VI Compliance

The indicators below are required by the FTA to be monitored by and reported to the MTS Board. They measure the quantity and quality of service that MTS provides to minority and non-minority populations, as defined in FTA Circular 4702.1B (2012).The circular defines a minority route as "a route that has at least 1/3 of its total revenue mileage in a Census block or block group, or traffic analysis zone(s) with a percentage of minority population that exceeds the percentage of minority population in the transit service area."

Route Headway, On-Time Performance, and Passenger Load Factor

Category/Mode*	On-Time Performance Standard	Headway Standard (Base Weekday) P = Peak B = Base	Vehicle Load Factor (Standard = No more than 20% of trips exceed factor)	Minority Route Y - Yes N - No
Premium Express				
Goal	***90%***	***30 min.***	***1.00***	
Routes		**Actual**		
810*	97%	15	-	**Y**
820*	95%	20	-	**N**
850*	94%	30	-	**N**
860*	96%	20 P / 30 B	-	**N**
880*	NA	50	-	**Y**
Rapid Express				
Goal	***90%***	***30 min.***	***1.00***	
Routes		**Actual**		
280^	83%	15	-	**N**
290^	89%	10 P	-	**N**
Express				
Goal	***90%***	***30 min.***	***1.50***	
Routes		**Actual**		
20	83%	15 P / 30 B	-	**Y**
50	87%	15 P / 30 P / 60 B	-	**N**
60^	80%	15 P / 30 P	-	**Y**
110^	95%	20	-	**Y**
150	83%	15 P / 30 P / 60 B	-	**N**
210*	93%	15	-	**Y**
870	37%	90	-	**N**
950^	100%	30	-	**Y**
960	85%	20	-	**Y**
Light Rail				
Goal	***90%***	***15 min.***	***3.00***	
Routes		**Actual**		
Blue	81%	7.5 P / 15 B	-	**Y**
Orange	94%	15	-	**Y**
Green	97%	15	-	**N**
Silver Line	89%	30	-	**N**
Rapid				
Goal	***85%***	***15 min.***	***1.50***	
Routes		**Actual**		
201	89%	10 P / 15 B	-	**Y**
202	86%	10 P / 15 B	-	**Y**
204	86%	10 P / 15 B	-	**Y**
235^	98%	15 P / 30 B	-	**N**

Urban Frequent				
Goal	***85%***	***15 min.***	***1.50***	
Routes		**Actual**		
1	83%	15	-	**Y**
2	85%	12 P / 15 B	-	**Y**
3	82%	15	-	**Y**
5	87%	15	-	**Y**
6	76%	15	-	**Y**
7	77%	6 P / 12 B	-	**Y**
8	88%	20	-	**N**
9	85%	20	-	**N**
10	82%	15	-	**Y**
11	79%	15	-	**Y**
13	83%	15	-	**Y**
15	81%	10 P / 15 B	-	**Y**
30	84%	15 P	-	**N**
41	81%	7.5 P / 15 B	-	**Y**
44	86%	7.5 P / 15 B	-	**Y**
120	84%	15	-	**Y**
701	92%	15	-	**Y**
709	84%	15	-	**Y**
712	90%	15	-	**Y**
901	78%	15 P / 30 B	-	**Y**
906/907	88%	15	-	**Y**
929	80%	12 P / 15 B	-	**Y**
932	74%	15	-	**Y**
933/934	85%	15	-	**Y**
955	78%	15	-	**Y**
961	87%	15	-	**Y**
992	71%	15	-	**N**
Urban Standard				
Goal	***90%***	***30 min.***	***1.50***	
Routes		**Actual**		
4	90%	30	-	**Y**
14	95%	60	-	**N**
27	93%	30	-	**N**
28	88%	30	-	**N**
31	81%	30	-	**Y**
35	88%	15 P / 30 B	-	**N**
105	85%	30	-	**N**
115	84%	30	-	**N**
703	100%	60	-	**Y**
704	86%	30	-	**Y**
705	93%	30	-	**Y**
707	85%	60	-	**Y**
815	82%	30	-	**Y**
816	71%	30	-	**Y**
832	73%	30	-	**N**
833	80%	30	-	**Y**
834	NA	30	-	**N**
844/845*	95%	30	-	**N**
848	84%	30	-	**N**
854	90%	30	-	**N**
855	90%	30	-	**Y**
856	77%	30	-	**Y**
864	73%	30	-	**N**
871/872	74%	30	-	**Y**
874/875	68%	30	-	**Y**
904	100%	30	-	**N**
905	87%	30	-	**Y**
916/917	97%	30 P / 60 B	-	**Y**
921	78%	30	-	**Y**
923	69%	30	-	**N**
928	89%	30	-	**Y**
936	80%	30	-	**Y**

Urban Standard				
Goal	***90%***	***30 min.***	***1.50***	
Routes		**Actual**		
944/945^	NA	30	**-**	**Y/N (Note 2)**
962/963	77%	30	**-**	**Y**
967	100%	60	**-**	**Y**
968	100%	60	**-**	**Y**
Circulator				
Goal	***90%***	***60 min.***	***1.5 (Note 3)***	
Routes		**Actual**		
18	91%	30	**-**	**N**
25	72%	60	**-**	**Y**
83	85%	60	**-**	**N**
84	96%	60	**-**	**N**
88	88%	30	**-**	**N**
851	91%	30	**-**	**Y**
964	78%	30	**-**	**Y**
965	91%	30	**-**	**Y**
972	No missed trips.	~30	**-**	**Y**
973	No missed trips.	~30	**-**	**Y**
978	No missed trips.	~30	**-**	**Y**
979	No missed trips.	~30	**-**	**Y**

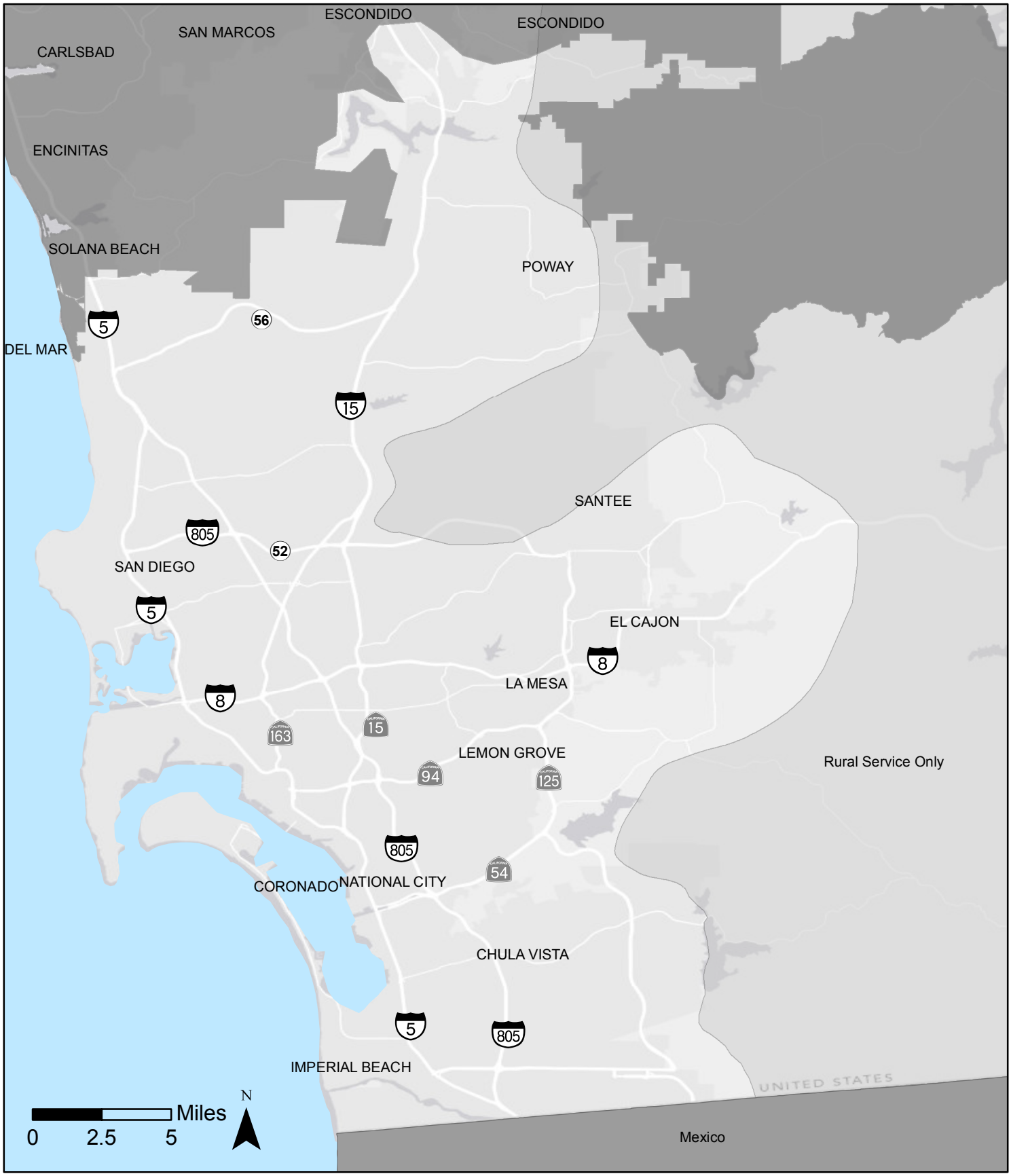
Note 1: (*) Route discontinued in FY14. (^) New route in FY14.
Note 2: Route 944 is a minority route and Route 945 is a non-minority route.
Note 3: Load standard is 1.0 for routes operated with a minibus. Routes 972, 973, 978, are 979 are timed to the COASTER schedule and wait for passengers to transfer from the selected COASTER trips.
Note 4: Rural and Demand Responsive services have no specific goals for on-time performance, headway, or load standard.

Service Availability

> 80% of residents or jobs within ½ mile of a bus stop or rail station in urban areas.
> 100% of suburban residences within 5 miles of a bus stop or rail station.
> One return trip at least 2 days/week to destinations from rural villages

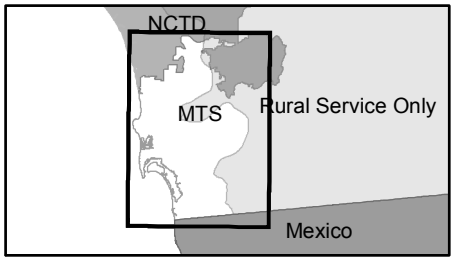
Goal		
80% of residents or jobs within ½ mile of a bus stop or rail station in urban area	**% of residents within 1/2 mile of a bus stop or rail station in urban areas**	**% of jobs within 1/2 mile of a bus stop or rail station in urban areas**
	98.1%	98.2%
100% of suburban residences within 5 miles of a bus stop or rail station.	**% of suburban residents within 5 miles of a bus stop or rail station**	
	100.0%	
One return trip at least 2 days/week to destinations from rural villages (Lakeside and Alpine).	**Available Service**	
	Route 848 serves Lakeside seven days a week and Route 864 serves Alpine seven days a week.	

See attached map entitled 'Metropolitan Transit System Area of Jurisdiction'.



Metropolitan Transit System
AREA OF JURISDICTION

June, 2014



FY 2014 ANNUAL ROUTE STATISTICS

Updated: *11/19/2014*

Route	Annual Passengers	Avg. Weekday Passengers	Passengers/ Revenue Hour	Subsidy per Passenger	Farebox Recovery	Cost Per Passenger
Blue Line	15,094,878	47,268	249.4	$ 0.28	78.9%	$ 1.32
Orange Line	10,896,289	33,505	216.3	$ 1.16	47.4%	$ 2.20
Green Line	13,673,926	39,966	217.1	$ 0.78	57.1%	$ 1.83
Silver Line	29,540	181	40.6	$ 8.63	11.5%	$ 9.76
1	1,515,014	4,981	31.6	$ 2.50	29.7%	$ 3.56
2	1,423,635	4,583	38.1	$ 1.99	35.0%	$ 3.05
3	1,822,383	6,265	39.4	$ 0.19	83.6%	$ 1.15
4	873,817	2,824	37.6	$ 2.06	33.3%	$ 3.09
5	913,424	3,091	48.9	$ 1.36	42.7%	$ 2.38
6	606,400	1,940	33.1	$ 2.48	29.6%	$ 3.52
7	3,771,716	11,618	46.7	$ 1.43	42.6%	$ 2.49
8	603,070	1,621	31.5	$ 2.62	29.1%	$ 3.69
9	536,493	1,565	31.2	$ 2.67	28.4%	$ 3.73
10	1,554,363	5,101	40.3	$ 1.83	36.8%	$ 2.89
11	2,574,222	8,736	33.8	$ 2.39	30.7%	$ 3.45
13	2,183,110	7,126	46.5	$ 1.45	41.9%	$ 2.50
14	89,619	352	12.0	$ 8.40	10.9%	$ 9.43
15	1,548,803	4,986	36.5	$ 2.12	33.4%	$ 3.19
18	47,009	186	16.3	$ 2.09	32.8%	$ 3.11
20	1,233,204	4,141	30.3	$ 2.79	27.5%	$ 3.84
25	110,738	436	17.3	$ 1.91	34.8%	$ 2.93
27	255,527	945	17.7	$ 2.10	32.2%	$ 3.10
28	420,822	1,386	32.9	$ 0.30	76.6%	$ 1.27
30	2,175,394	6,851	30.9	$ 2.63	30.1%	$ 3.77
31	112,438	441	23.9	$ 3.80	22.0%	$ 4.87
35	611,302	1,859	31.3	$ 0.19	84.3%	$ 1.18
41	1,391,958	4,633	38.5	$ 1.92	36.4%	$ 3.02
44	1,344,856	4,513	35.7	$ 2.18	33.1%	$ 3.26
50	248,096	981	22.1	$ 4.23	19.7%	$ 5.26
60^	5,450	339	28.1	$ 3.10	25.0%	$ 4.14
83	43,097	170	13.2	$ 2.81	26.6%	$ 3.83
84	34,587	137	11.5	$ 3.39	23.2%	$ 4.41
88	110,873	377	25.5	$ 3.31	24.6%	$ 4.39
105	399,745	1,397	26.4	$ 3.34	24.4%	$ 4.42
110^	2,826	177	23.0	$ 4.06	19.6%	$ 5.05
115	365,861	1,345	24.2	$ 2.22	31.5%	$ 3.24
120	953,698	3,065	28.2	$ 3.09	25.1%	$ 4.13
150	746,389	2,946	42.6	$ 1.69	38.1%	$ 2.73
201	787,028	2,532	42.6	$ 1.59	41.7%	$ 2.72
202	675,577	2,110	38.1	$ 1.92	37.0%	$ 3.05
204	152,767	466	15.9	$ 6.21	15.2%	$ 7.32
210*	71,364	302	27.7	$ 3.20	23.9%	$ 4.20
235^	43,084	2,224	11.4	$ 9.29	9.3%	$ 10.24
280^	7,069	442	20.4	$ 7.73	34.8%	$ 11.86
290^	10,597	662	30.8	$ 2.96	57.3%	$ 6.92
701	588,348	2,224	23.8	$ 1.74	32.7%	$ 2.58
703	40,465	-	27.5	$ 1.90	34.6%	$ 2.91
704	503,788	1,823	24.7	$ 1.86	31.8%	$ 2.73

Route	Annual Passengers	Avg. Weekday Passengers	Passengers/ Revenue Hour	Subsidy per Passenger	Farebox Recovery	Cost Per Passenger
705	308,324	1,110	26.9	$ 1.16	42.4%	$ 2.02
707	62,372	245	22.9	$ 2.36	27.2%	$ 3.24
709	1,045,506	3,858	39.2	$ 0.90	48.7%	$ 1.76
712	856,355	3,097	30.5	$ 1.15	42.9%	$ 2.02
810	146,432	616	27.2	$ 4.20	50.2%	$ 8.43
815	359,232	1,077	31.8	$ 0.42	71.3%	$ 1.45
816	348,447	1,378	33.1	$ 0.89	54.1%	$ 1.94
820	46,634	197	17.3	$ 7.46	35.0%	$ 11.48
832	60,286	202	16.2	$ 2.03	33.6%	$ 3.05
833	134,734	452	19.7	$ 1.55	39.7%	$ 2.57
834	19,061	75	16.2	$ 4.60	18.3%	$ 5.63
844.845*	167,008	674	12.9	$ 2.89	26.2%	$ 3.92
848	442,090	1,442	30.6	$ 1.08	49.6%	$ 2.14
850	33,197	136	21.3	$ 5.90	40.8%	$ 9.96
851	94,583	373	20.5	$ 1.45	41.4%	$ 2.47
854	191,523	730	26.1	$ 1.62	38.1%	$ 2.62
855	290,389	1,009	31.8	$ 0.88	53.9%	$ 1.90
856	719,975	2,598	30.2	$ 1.51	40.4%	$ 2.54
860	36,282	154	17.5	$ 8.18	33.4%	$ 12.28
864	457,090	1,471	19.2	$ 3.26	24.9%	$ 4.35
870	14,580	57	11.5	$ 2.31	47.1%	$ 4.37
871.872	121,782	463	21.9	$ 1.67	38.2%	$ 2.69
874.875	510,711	1,747	29.1	$ 1.27	44.8%	$ 2.30
880	23,883	94	14.8	$ 5.01	46.8%	$ 9.42
888	2,755	13	4.6	$ 33.39	3.9%	$ 34.75
891	1,461	14	4.0	$ 41.10	2.9%	$ 42.33
892	1,769	17	5.1	$ 31.83	4.0%	$ 33.14
894	66,251	262	15.6	$ 7.53	14.6%	$ 8.81
901	1,069,771	3,419	25.9	$ 2.19	31.3%	$ 3.19
904	94,312	260	18.5	$ 1.28	20.2%	$ 1.61
905	642,499	2,241	36.4	$ 1.14	50.8%	$ 2.32
906.907	1,512,377	4,911	38.4	$ 0.08	92.5%	$ 1.08
916.917	255,363	909	22.2	$ 2.04	32.0%	$ 2.99
921	398,098	1,490	26.6	$ 1.29	44.8%	$ 2.34
923	265,030	1,019	18.6	$ 1.69	37.8%	$ 2.71
928	408,829	1,479	29.3	$ 1.38	41.5%	$ 2.36
929	2,516,163	8,056	36.4	$ 0.65	60.0%	$ 1.62
932	1,291,346	4,379	31.3	$ 0.91	51.4%	$ 1.88
933.934	1,806,978	6,056	32.2	$ 1.28	43.4%	$ 2.25
936	656,485	1,959	31.4	$ 0.76	57.0%	$ 1.76
944.945^	11,539	643	9.0	$ 4.59	18.5%	$ 5.63
950^	39,881	187	68.1	$ 0.90	57.4%	$ 2.11
955	1,584,508	5,191	37.1	$ 0.54	64.1%	$ 1.50
960*	96,004	397	26.2	$ 3.21	23.2%	$ 4.18
961	635,939	2,180	30.7	$ 1.01	48.9%	$ 1.99
962.963	697,087	2,493	28.1	$ 0.97	50.6%	$ 1.97
964	89,491	353	15.0	$ 2.36	30.2%	$ 3.38
965	68,996	247	14.7	$ 2.42	29.7%	$ 3.45
967	64,284	238	14.5	$ 2.73	26.4%	$ 3.71
968	65,281	248	14.6	$ 3.19	23.5%	$ 4.17
992	445,159	1,313	22.7	$ 1.03	51.3%	$ 2.12

Route	Annual Passengers	Avg. Weekday Passengers	Passengers/ Revenue Hour	Subsidy per Passenger	Farebox Recovery	Cost Per Passenger
MTS ACCESS	417,717	1,500	2.1	$ 31.62	13.0%	$ 36.32
SVCC	125,905	504	21.1	$ 1.36	Note 11	$ 2.38

SERVICE CATEGORY	Annual Passengers	Avg. Weekday Passengers	Passengers/ Revenue Hour	Subsidy per Passenger	Farebox Recovery	Cost Per Passenger
Premium Express	286,428	1,197	21.5	$ 5.50	43.2%	$ 9.68
Rapid Express	17,666	1,104	25.6	$ 4.86	45.3%	$ 8.89
Express	2,457,794	9,022	31.6	$ 2.60	28.8%	$ 3.65
Light Rail	39,694,633	120,920	227.3	$ 0.70	59.8%	$ 1.74
Rapid	1,658,456	5,294	33.4	$ 2.35	32.4%	$ 3.47
Urban Frequent	38,270,989	125,361	35.5	$ 1.58	39.4%	$ 2.60
Urban Standard	11,425,215	39,436	26.6	$ 1.56	39.4%	$ 2.57
Circulator	725,279	2,782	17.6	$ 2.21	31.8%	$ 3.24
Rural	72,236	306	13.0	$ 9.79	11.6%	$ 11.07
Demand-Responsive	417,717	1,500	2.1	$ 31.62	13.0%	$ 36.32

MODE	Annual Passengers	Avg. Weekday Passengers	Passengers/ Revenue Hour	Subsidy per Passenger	Farebox Recovery	Cost Per Passenger
Light Rail	39,694,633	120,920	227.3	$ 0.70	59.8%	$ 1.74
Fixed Route Bus	54,914,063	184,503	32.4	$ 1.68	38.3%	$ 2.73
Demand-Responsive	417,717	1,500	2.1	$ 31.62	13.0%	$ 36.32
Rural	72,236	306	13.0	$ 9.79	11.6%	$ 11.07

System Totals	**95,026,413**	**306,923**	**45.9**	**$ 1.40**	**43.0%**	**$ 2.46**

Note 1: (*) Route discontinued in FY14. (^) New route in FY14.
Note 2: After federal JARC grant, Route 905 subsidy/passenger is $0.77.
Note 3: After federal JARC grant, Route 929 subsidy/passenger is $0.57.
Note 4: After federal JARC grant, Route 932 subsidy/passenger is $0.76.
Note 5: After federal JARC grant, Route 955 subsidy/passenger is $0.41.
Note 6: After federal JARC grant, Route 960 subsidy/passenger is $1.61.
Note 7: After federal JARC grant, Route 967 subsidy/passenger is $1.96. Route 968 subsidy/passenger is $2.44
Note 8: City of Coronado subsidized fares for summer service on Route 904. Subsidy/passenger after payment is $1.14.
Note 9: After Rural 5311 grant, Routes 888, 891, 892, and 894 subsidy/passenger is $5.66.
Note 10: After Rural 5311 grant, Route 864 subsidy/passenger is $2.86.
Note 11: SVCC fares and one-half of the subsidy are paid for by NCTD resulting in a 72% farebox recovery.
Note 12: Routes 201, 202, 204 & 235, SANDAG reimburses MTS for the net operating cost (operating cost less fare revenue) using TransNet funds.