San Diego Metropolitan Transit System
POLICY 42 PERFORMANCE MONITORING REPORT
FY 2026: ANNUAL

OBJECTIVE | Develop a Customer-Focused and Competitive System

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 2025	FY 2026	% Change FY25 - FY26
System Total	**81,181,071**	**81,236,120**	**0.1%**
Fixed Route (Bus + Rail) Total	**80,830,294**	**80,862,204**	**0.0%**
Light Rail (Blue, Orange, Green, & Copper)	**42,594,791**	**41,993,507**	**-1.4%**
Bus	**38,235,503**	**38,868,697**	**1.7%**
Urban Frequent	*24,122,553*	*24,286,314*	*0.7%*
Urban Standard	*5,869,524*	*5,966,236*	*1.6%*
Rapid	*6,956,391*	*7,229,937*	*3.9%*
Express	*506,437*	*583,883*	*15.3%*
Circulator	*608,727*	*614,398*	*0.9%*
Premium/Rapid Express	*114,617*	*124,462*	*8.6%*
Rural	*57,254*	*63,467*	*10.9%*
Demand Response Total	**350,777**	**373,916**	**6.6%**
MTS Access	*284,124*	*270,918*	*-4.6%*
Access Taxi	*66,653*	*102,998*	*54.5%*

NOTES: Strike May 11 - June 1, 2026. Taxi trips increased to offset the difference in service.
Express Route 910 started service Jan 2025.

Average Weekday Passengers

Route Categories	FY 2025	FY 2026	% Change FY25 - FY26
System Total	**254,338**	**251,401**	**-1.2%**
Fixed Route (Bus + Rail) Total	**253,104**	**250,105**	**-1.2%**
Light Rail (Blue, Orange, Green, & Copper)	**128,083**	**123,201**	**-3.8%**
Bus	**125,021**	**126,904**	**1.5%**
Urban Frequent	*77,588*	*77,871*	*0.4%*
Urban Standard	*19,933*	*20,279*	*1.7%*
Rapid	*22,886*	*23,899*	*4.4%*
Express	*1,699*	*1,934*	*13.8%*
Circulator	*2,239*	*2,182*	*-2.5%*
Premium/Rapid Express	*451*	*490*	*8.6%*
Rural	*225*	*250*	*10.9%*
Demand-Resp. Subtotal	**1,234**	***1,296***	**5.0%**
Demand-Resp. (MTS Access)	*1,004*	*932*	*-7.1%*
Demand-Resp. (Access Taxi)	*231*	*364*	*58.0%*

Passengers Per Revenue Hour

The 'passengers per revenue hour' metric shows how any added or removed **revenue hours** (in-service hours plus layover hours) 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.

Route Categories	FY 2025	FY 2026	% Change FY25 - FY26
System Total	**34.2**	**34.9**	**2.1%**
Fixed Route (Bus + Rail) Total	**37.5**	**38.0**	**1.3%**
Light Rail (Blue, Orange, Green, & Copper)	**170.2**	**168.6**	**-1.0%**
Bus	**20.1**	**20.7**	**3.1%**
Urban Frequent	*21.5*	*22.0*	*2.4%*
Urban Standard	*14.5*	*14.9*	*2.9%*
Rapid	*26.5*	*28.0*	*5.3%*
Express	*12.1*	*13.1*	*8.3%*
Circulator	*10.2*	*10.8*	*6.1%*
Premium/Rapid Express	*15.3*	*16.8*	*9.7%*
Rural	*11.0*	*12.2*	*11.4%*
Demand-Resp. Subtotal	**1.6**	***1.8***	**16.1%**
Demand-Resp. (MTS Access)	*1.4*	*1.6*	*14.5%*
Demand-Resp. (Access Taxi)	*2.7*	*2.6*	*-4.0%*

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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 efficiently MTS is grouping trips and breaks together for a vehicle to operate [revenue hours]).

Route Categories	FY 2025	FY 2026	% Change FY25 - FY26
System	**42.5**	**43.6**	**2.6%**
Fixed Route (Bus + Rail) Total	**47.9**	**48.7**	**1.8%**
Light Rail (Blue, Orange, Green, & Copper)	**203.2**	**202.4**	**-0.4%**
Bus	**25.8**	**26.8**	**3.5%**
Urban Frequent	*27.2*	*27.9*	*2.6%*
Urban Standard	*19.7*	*20.4*	*3.4%*
Rapid	*33.4*	*35.7*	*6.9%*
Express	*14.6*	*15.9*	*9.1%*
Circulator	*14.3*	*15.0*	*5.3%*
Premium/Rapid Express	*17.8*	*20.1*	*12.6%*
Rural	*15.0*	*14.7*	*-2.0%*
Demand-Resp. Subtotal	**1.6**	***1.8***	**16.1%**
Demand-Resp. (MTS Access)	*1.4*	*1.6*	*14.5%*
Demand-Resp. (Access Taxi)	*2.7*	*2.6*	*-4.0%*

NOTES: The Passengers per In-Service Hour metric generally followed the same trends as Passengers per Revenue Hour. Through FY2025 average weekday passengers per in-service hours were used. Beginning FY2026 all days are used in calculations. FY2025 totals here will not match FY2025 Performance Monitoring Report.

On-Time Performance

On-time performance (OTP) is measured at each bus & Trolley timepoint for every trip; departing timepoints within 0-5 minutes of the scheduled time are considered to be "on-time." OTP is measured by service change period in order to show the results of scheduling changes. MTS's goal for on-time performance is 85% for Urban Frequent and Rapid bus routes, and 90% for Trolley and all other bus route categories. 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. **Performance of fixed bus routes is heavily impacted by construction, stop signs and stop lights, and traffic when they travel through high density corridors.**

Route Categories	Quarter				*GOAL*
	Q1 FY26	Q2 FY26	Q3 FY26	Q4 FY26	
System	**87.8%**	**87.4%**	**87.3%**	**87.5%**	
Light Rail (Blue, Orange, Green, & Copper)	**95.1%**	**94.1%**	**93.1%**	**94.6%**	*90.0%*
Bus	**87.0%**	**87.0%**	**86.8%**	**87.0%**	
Urban Frequent	85.9%	86.1%	85.7%	85.9%	*85.0%*
Urban Standard	88.4%	87.6%	88.1%	88.1%	*90.0%*
Rapid	90.1%	89.8%	88.6%	89.5%	*85.0%*
Express	87.1%	86.9%	89.7%	88.5%	*90.0%*
Circulator	87.6%	88.3%	87.8%	88.0%	*90.0%*
Premium/Rapid Express	88.9%	88.3%	88.7%	88.4%	*90.0%*
Rural	N/A	N/A	N/A	N/A	
Demand-Resp. (Access & Taxi)	N/A	N/A	N/A	N/A	

NOTES: (Early Trips + On Time Trips)/Total Trips

Preventable Accidents per 100,000 Miles

Preventable accidents are defined as those in which MTS safety staff determined that the bus or train operator did not do everything possible to avoid an accident. It does not necessarily indicate that the MTS operator was at-fault or cited.

Operator	FY 2025	FY 2026	% Change FY25 - FY26
MTS Directly-Operated Bus	1.19	0.88	-26.1%
MTS Contracted Fixed-Route Bus	1.24	1.09	-12.1%
Demand-Resp. (Access & Taxi)	0.92	0.93	1.1%
MTS Rail	0.19	0.22	14.7%

Mean Distance Between Failures (MDBF)

In this metric, a higher number is better: it means the fleet is traveling farther between breakdowns. Consistent with the National Transit Database definition, a "failure" is a mechanical

Operator	FY 2025	FY 2026	% Change FY25 - FY26
MTS Directly-Operated Bus	7,473	6,011	-19.6%
MTS Contracted Fixed-Route Bus	5,704	6,594	15.6%
Demand-Resp. (Access & Taxi)	59,865	72,059	20.4%
MTS Rail	17,350	11,421	-34.2%

Complaints per 100,000 Passengers

This metric utilizes data from MTS' Customer Resource Management system, which tracks our customer service contacts.

Operator	FY 2025	FY 2026	% Change FY25 - FY26
MTS Directly-Operated Bus	4.8	5.5	14.6%
MTS Contracted Fixed-Route Bus	8.6	10.2	18.6%
Demand-Resp. (Access & Taxi)	138.3	210.5	52.2%
MTS Rail	1.8	2.0	11.1%
System	**4.8**	**5.8**	**21.5%**

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OBJECTIVE | Develop a Sustainable System

The following measures are used to ensure that transit resources are deployed efficiently and do not exceed budgetary constraints. These resources may be increased over the budgeted amounts in order to respond to heavy passenger loads, special events, or unplanned detours due to construction or route changes. They may be lower than budgeted if underperforming services are reduced, or if not all of the planned capacity is required to meet the ridership demand.

Scheduled In-Service Hours (Weekly Total)

Operator	June 2025	June 2026	# Diff	% Diff
System	**32,847**	**31,718**	**(1,129)**	**-3.4%**
Directly-Operated Bus	12,116	11,720	(396)	-3.3%
Contracted Fixed-Route Bus	16,746	16,013	(733)	-4.4%
Light Rail	3,985	3,985	1	0.0%

Scheduled In-Service Miles (Weekly Total)

Operator	June 2025	June 2026	# Diff	% Diff
System	**491,788**	**478,177**	**(13,611)**	**-2.8%**
Directly-Operated Bus	176,265	170,824	(5,441)	-3.1%
Contracted Fixed-Route Bus	230,212	222,035	(8,177)	-3.6%
Rail	85,311	85,318	7	0.0%

Scheduled In-Service Speed (MPH) (Weekday)

Operator	June 2025	June 2026	% Change FY25 - FY26
Directly-Operated Bus	14.5	14.6	0.4%
Contracted Fixed-Route Bus	14.0	13.8	-1.1%
Rail	21.4	21.4	0.1%

Contracted Fixed-Route Bus = Avg weekday speed across Southbay, East County and Copley Garages

Scheduled In-Service Miles/Total Miles (Weekday)

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

Operator	June 2025	June 2026	% Change FY25 - FY26
Directly-Operated Bus	88.1%	88.4%	0.3%
Contracted Fixed-Route Bus	N/A	N/A	N/A
Rail	96.7%	96.7%	0.0%

Scheduled In-Service Hours/Total Hours (Weekday)

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

Operator	June 2025	June 2026	% Change FY25 - FY26
Directly-Operated Bus	75.5%	75.8%	0.4%
Contracted Fixed-Route Bus	N/A	N/A	N/A
Rail	80.3%	80.3%	0.0%

Scheduled Weekday Peak-Vehicle Requirement

This measure shows the maximum number of buses and railcars that are scheduled in service at any one time (a weekday peak period) in order to demonstrate the levels of service that are planned.

Operator	June 2025	June 2026	# Change FY25 - FY26
Directly-Operated Bus	194	189	(5)
Contracted Fixed-Route Bus	289	284	(5)
Rail	116	116	0

NOTES: Rail includes 3-car Preuss School PM Peak Trip.

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FY 2026 ROUTE STATISTICS

BASE STATISTICS

Route	Cat	Jurisdiction (#=SD Dist.)	Passengers	FY25 - 26 % Change	Avg. Wkdy. Psgrs.	Psgrs./ Rev. Hr.	Psgrs./ InSvc. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Revenue	Expense	Total Subsidy	Farebox Recovery	Actual Rev.Svc. Hours	Actual Rev.Svc. Miles
1	Frq	3,7,9,**LM**	968,197	0.2%	3,168	21.3	26.3	$ 4.19	$ 1.20	$ 2.99	$1,160,766	$4,059,330	$2,898,564	28.6%	45,412	443,288
2	Frq	3	599,166	1.9%	1,896	19.5	25.2	$ 8.94	$ 1.20	$ 7.74	$716,091	$5,354,837	$4,638,746	13.4%	30,713	240,076
3	Frq	3,4,8,9	1,100,829	2.1%	3,636	20.4	24.3	$ 3.55	$ 1.20	$ 2.35	$1,319,778	$3,904,992	$2,585,215	33.8%	54,001	426,434
4	Std	3,4,8,9	498,739	1.8%	1,630	20.2	24.9	$ 8.63	$ 1.20	$ 7.43	$596,066	$4,303,327	$3,707,261	13.9%	24,682	260,437
5	Frq	3,4,8,9	467,476	2.0%	1,580	20.7	30.1	$ 3.43	$ 1.20	$ 2.23	$560,454	$1,602,155	$1,041,701	35.0%	22,590	174,959
6	Frq	3,7	215,383	(6.8%)	655	16.2	19.9	$ 10.73	$ 1.20	$ 9.53	$257,414	$2,311,020	$2,053,606	11.1%	13,255	113,321
7	Frq	3,4,9	1,928,335	1.5%	5,713	29.7	36.4	$ 5.87	$ 1.20	$ 4.68	$2,304,641	$11,321,470	$9,016,829	20.4%	64,935	504,033
8	Frq	2,3	620,557	1.7%	1,697	18.6	25.3	$ 9.37	$ 1.20	$ 8.17	$741,656	$5,814,077	$5,072,421	12.8%	33,347	342,312
9	Frq	2,3	265,662	1.7%	697	16.8	23.9	$ 10.41	$ 1.20	$ 9.21	$317,505	$2,765,030	$2,447,525	11.5%	15,859	149,656
10	Frq	2,3,4,9	1,031,468	(0.1%)	3,410	25.6	32.5	$ 6.82	$ 1.20	$ 5.62	$1,232,754	$7,034,532	$5,801,778	17.5%	40,347	349,427
11	Frq	3,9	505,373	(1.5%)	1,601	15.9	19.6	$ 10.99	$ 1.20	$ 9.80	$603,994	$5,555,340	$4,951,346	10.9%	31,863	310,176
12	Frq	3,4,8,9	893,804	(3.5%)	2,905	22.3	29.0	$ 7.82	$ 1.20	$ 6.62	$1,068,226	$6,987,283	$5,919,057	15.3%	40,076	397,100
13	Frq	4,7,9,**NC**	1,836,931	(3.4%)	6,058	30.8	37.1	$ 5.65	$ 1.20	$ 4.46	$2,195,400	$10,387,298	$8,191,899	21.1%	59,577	591,876
14	Circ	7,9,**LM**	46,098	(9.1%)	181	7.1	9.0	$ 9.87	$ 1.14	$ 8.73	$52,610	$454,943	$402,333	11.6%	6,477	65,317
18	Circ	3,7	16,566	(3.7%)	65	6.3	8.4	$ 16.73	$ 1.14	$ 15.59	$18,906	$277,102	$258,196	6.8%	2,633	39,784
20	Exp	3,5,6,7	416,808	3.3%	1,376	12.1	14.8	$ 14.37	$ 1.20	$ 13.18	$498,146	$5,989,997	$5,491,850	8.3%	34,356	646,853
25	Circ	6,7	52,846	(6.6%)	208	8.4	11.3	$ 10.35	$ 1.14	$ 9.21	$60,311	$546,842	$486,531	11.0%	6,273	78,511
27	Std	2,6	291,295	5.4%	877	14.1	19.9	$ 5.71	$ 1.20	$ 4.51	$349,232	$1,663,079	$1,313,847	21.0%	20,690	181,612
28	Std	2,3	258,549	3.0%	827	21.4	34.3	$ 2.94	$ 1.20	$ 1.74	$309,973	$761,010	$451,037	40.7%	12,096	83,104
30	Frq	1,2,3	1,229,089	8.5%	3,640	21.4	25.2	$ 8.14	$ 1.20	$ 6.94	$1,468,940	$9,999,542	$8,530,602	14.7%	57,353	719,854
31	Std	1,6	78,847	(5.2%)	310	16.9	21.4	$ 10.29	$ 1.20	$ 9.10	$94,234	$811,429	$717,195	11.6%	4,654	59,126
35	Frq	2,3	397,104	7.3%	1,198	18.3	27.6	$ 3.08	$ 1.20	$ 1.89	$476,086	$1,224,828	$748,742	38.9%	21,680	133,754
41	Frq	1,6,7	798,344	(2.4%)	2,760	22.1	28.2	$ 7.90	$ 1.20	$ 6.70	$954,137	$6,303,305	$5,349,168	15.1%	36,153	461,199
43	Frq	2,6	454,523	0.6%	1,435	18.6	27.0	$ 9.38	$ 1.20	$ 8.18	$543,221	$4,263,052	$3,719,831	12.7%	24,451	247,802
44	Frq	2,3,6,7	817,937	(0.2%)	2,675	23.9	31.8	$ 7.30	$ 1.20	$ 6.11	$977,554	$5,972,736	$4,995,182	16.4%	34,257	356,026
60	Exp	1,3,4,6,9	54,607	4.7%	215	15.5	18.7	$ 11.22	$ 1.20	$ 10.02	$65,263	$612,494	$547,231	10.7%	3,513	59,209
83	Circ	3	17,884	(10.0%)	70	5.6	7.5	$ 10.10	$ 1.14	$ 8.96	$20,410	$180,704	$160,294	11.3%	3,215	25,944
84	Circ	2	14,352	(6.6%)	57	4.8	6.5	$ 17.26	$ 1.14	$ 16.11	$16,379	$247,660	$231,281	6.6%	2,990	35,557
88	Circ	3,7	107,868	27.6%	313	20.0	31.4	$ 4.31	$ 1.20	$ 3.11	$129,322	$464,560	$335,238	27.8%	5,394	50,731
105	Std	1,2,3,6	191,471	(5.8%)	683	12.6	16.6	$ 13.85	$ 1.20	$ 12.65	$228,836	$2,651,004	$2,422,168	8.6%	15,205	182,155
110	Exp	3,6	19,727	(2.3%)	78	10.9	12.9	$ 15.97	$ 1.20	$ 14.78	$23,577	$315,052	$291,475	7.5%	1,807	37,474
115	Std	7,9,**LM,EC**	207,068	1.1%	737	12.6	17.4	$ 9.55	$ 1.31	$ 8.25	$270,353	$1,978,400	$1,708,047	13.7%	16,460	193,645
120	Frq	3,6,7	469,141	(9.0%)	1,496	15.2	19.4	$ 11.48	$ 1.20	$ 10.28	$560,692	$5,383,430	$4,822,738	10.4%	30,877	320,220
201^	Rpd	1	1,371,214	6.0%	4,920	62.4	82.1	$ 2.79	$ 0.65	$ 2.15	$885,325	$3,828,395	$2,943,070	23.1%	21,958	195,238
202^	Rpd	1	1,184,690	0.3%	4,200	59.7	75.6	$ 2.92	$ 0.65	$ 2.27	$764,896	$3,459,295	$2,694,399	22.1%	19,841	185,051
204^	Rpd	1	66,913	(0.3%)	263	16.6	33.3	$ 10.48	$ 0.65	$ 9.84	$43,202	$701,413	$658,211	6.2%	4,023	28,495
215^	Rpd	3,9	1,522,836	3.8%	4,584	24.4	30.7	$ 7.14	$ 1.17	$ 5.97	$1,787,770	$10,880,537	$9,092,767	16.4%	62,406	582,084
225^	Rpd	3,8,**CV**	677,149	6.1%	2,144	17.7	22.0	$ 9.60	$ 1.38	$ 8.21	$937,537	$6,497,631	$5,560,094	14.4%	38,218	718,639
227~	Rpd	8,**IB**	912,380	2.1%	2,862	26.5	37.7	$ 6.11	$ 1.20	$ 4.91	$1,090,734	$5,573,075	$4,482,341	19.6%	34,378	620,964
235^	Rpd	3,5,6,9,**Esc**	1,309,032	5.2%	4,195	19.8	24.1	$ 8.80	$ 1.21	$ 7.59	$1,586,628	$11,521,799	$9,935,171	13.8%	66,084	1,557,295
237^	Rpd	1,6	185,723	8.0%	731	15.8	20.5	$ 11.01	$ 1.40	$ 9.61	$260,409	$2,045,658	$1,785,249	12.7%	11,733	145,415
280	RpEx	3,5,**Esc**	63,310	20.4%	249	16.3	18.2	$ 18.55	$ 3.33	$ 15.21	$211,129	$1,174,225	$963,097	18.0%	3,878	118,749
290	RpEx	3,5	61,152	(1.4%)	241	17.4	22.4	$ 14.13	$ 3.33	$ 10.79	$203,932	$863,891	$659,959	23.6%	3,512	87,365
701	Frq	**CV**	330,724	(0.3%)	1,176	16.4	20.5	$ 5.76	$ 1.20	$ 4.56	$396,503	$1,905,620	$1,509,117	20.8%	20,160	208,098
704	Std	**CV**	365,288	1.0%	1,281	17.4	22.2	$ 5.65	$ 1.20	$ 4.45	$437,942	$2,063,446	$1,625,504	21.2%	21,028	225,333
705	Std	**CV,NC,Cty**	175,959	(0.2%)	626	15.8	23.9	$ 5.24	$ 1.20	$ 4.04	$210,956	$922,435	$711,479	22.9%	11,116	100,732
707	Std	**CV**	93,115	(1.3%)	367	13.5	20.7	$ 6.69	$ 1.20	$ 5.49	$111,635	$622,661	$511,026	17.9%	6,878	67,996
709	Frq	**CV**	704,279	2.7%	2,500	23.0	29.4	$ 4.40	$ 1.20	$ 3.20	$844,356	$3,097,472	$2,253,116	27.3%	30,668	338,251
712	Frq	**CV**	547,459	3.0%	1,939	25.2	33.0	$ 3.77	$ 1.20	$ 2.57	$656,345	$2,063,236	$1,406,890	31.8%	21,750	225,310
815	Frq	**EC**	328,447	(0.9%)	1,088	19.5	27.6	$ 3.74	$ 1.31	$ 2.43	$428,828	$1,226,997	$798,169	34.9%	16,830	120,098
816	Std	**EC,Cty**	105,721	5.8%	416	12.0	17.1	$ 9.18	$ 1.31	$ 7.87	$138,032	$970,325	$832,293	14.2%	8,826	94,975
832	Std	**ST**	34,296	(6.1%)	122	12.3	20.6	$ 8.33	$ 1.31	$ 7.02	$44,778	$285,575	$240,798	15.7%	2,792	27,952
833	Std	**EC,ST**	66,950	(13.6%)	228	9.2	11.7	$ 7.49	$ 1.14	$ 6.35	$76,408	$501,777	$425,370	15.2%	7,303	72,041
834	Std	**ST**	26,863	16.4%	106	9.9	17.4	$ 9.42	$ 1.31	$ 8.12	$35,073	$253,076	$218,003	13.9%	2,704	24,771
838	Std	**Cty**	96,748	(4.2%)	277	9.6	14.3	$ 10.95	$ 1.14	$ 9.81	$110,415	$1,059,345	$948,930	10.4%	10,096	152,092
848	Std	**EC,Cty**	262,190	1.2%	857	16.6	22.1	$ 5.98	$ 1.31	$ 4.67	$342,321	$1,566,884	$1,224,563	21.8%	15,757	153,366
851	Circ	**LM,Cty**	58,983	(8.5%)	232	16.8	22.4	$ 7.06	$ 1.31	$ 5.76	$77,010	$416,655	$339,645	18.5%	3,504	40,782
852	Std	4,9,**LM**	253,925	5.5%	811	13.7	18.0	$ 6.75	$ 1.31	$ 5.45	$331,530	$1,715,158	$1,383,628	19.3%	18,535	167,879
854	Std	7,**LM**	63,587	5.5%	250	11.4	18.0	$ 9.86	$ 1.31	$ 8.55	$83,021	$626,780	$543,760	13.2%	5,577	61,349
855	Std	**LM,Cty**	197,414	(4.9%)	686	21.7	32.8	$ 4.45	$ 1.31	$ 3.14	$257,748	$877,558	$619,809	29.4%	9,108	85,895
856	Std	4,9,**LG,Cty**	467,355	1.9%	1,677	20.7	25.7	$ 5.38	$ 1.31	$ 4.07	$610,190	$2,514,273	$1,904,083	24.3%	22,524	246,096
864	Std	**EC,Cty**	268,979	(2.5%)	859	18.7	27.7	$ 5.03	$ 1.31	$ 3.72	$351,185	$1,352,795	$1,001,609	26.0%	14,370	132,411
872	Std	**EC**	39,193	2.8%	154	11.1	20.6	$ 5.35	$ 1.31	$ 4.05	$51,171	$209,839	$158,668	24.4%	3,532	20,539
874	Std	**EC**	129,919	(0.0%)	434	15.2	19.4	$ 6.44	$ 1.31	$ 5.14	$169,625	$837,028	$667,403	20.3%	8,545	81,928
875	Std	**EC**	120,285	(0.5%)	394	13.8	17.3	$ 7.08	$ 1.31	$ 5.77	$157,047	$851,444	$694,397	18.4%	8,712	83,339

TITLE VI MONITORING (FY 2026 Statistics) ~

Route	Minority Route	On-Time Perf. Goal	On-Time Perf. Actual	Weekday Headway Goal	Weekday Headway Peak	Weekday Headway Base	Vehicle Load Factor ~~ Goal	Vehicle Load Factor ~~ % trips over VLF	Vehicle Load Factor ~~ > 20%?
1	✓	85%	0%	15 min.	15	15	1.50	0%	No
2		85%	0%	15 min.	12	15	1.50	0%	No
3	✓	85%	0%	15 min.	12	12	1.50	0%	No
4	✓	85%	0%	30 min.	30	30	1.50	0%	No
5	✓	85%	0%	15 min.	12	12	1.50	0%	No
6		85%	0%	15 min.	15	15	1.50	0%	No
7	✓	85%	0%	15 min.	10	10	1.50	0%	No
8		85%	0%	15 min.	20	20	1.50	0%	No
9		85%	0%	15 min.	20	20	1.50	0%	No
10	✓	85%	0%	15 min.	12	15	1.50	0%	No
11		85%	0%	15 min.	15	15	1.50	0%	No
12	✓	85%	0%	15 min.	7.5/15	15	1.50	0%	No
13	✓	85%	0%	15 min.	12	12	1.50	0%	No
14		90%	0%	60 min.	60	60	1.00	0%	No
18		90%	0%	60 min.	30	30	1.00	0%	No
20	✓	90%	0%	30 min.	15/30	30	1.50	0%	No
25		90%	0%	60 min.	60	60	1.00	0%	No
27		85%	0%	30 min.	30	30	1.50	0%	No
28		85%	0%	30 min.	15/30	30	1.50	0%	No
30		85%	0%	15 min.	15	15	1.50	0%	No
31		85%	0%	30 min.	30	-	1.50	0%	No
35		85%	0%	15 min.	15	15	1.50	0%	No
41		85%	0%	15 min.	7.5/15	15	1.50	0%	No
43	✓	85%	0%	15 min.	15	15	1.50	0%	No
44	✓	85%	0%	15 min.	7.5/15	15	1.50	0%	No
60	✓	90%	0%	30 min.	20/30	-	1.50	0%	No
83		90%	0%	60 min.	60	60	1.00	0%	No
84		90%	0%	60 min.	60	60	1.00	0%	No
88		90%	0%	60 min.	30	30	1.00	0%	No
105		85%	0%	30 min.	30	30	1.50	0%	No
110	✓	90%	0%	30 min.	20/30	-	1.50	0%	No
115		85%	0%	30 min.	30	30	1.50	0%	No
120	✓	85%	0%	15 min.	15/30	15/30	1.50	0%	No
201^	✓	0%	0%	15 min.	5	10	1.50	0%	No
202^	✓	0%	0%	15 min.	5	10	1.50	0%	No
204^		85%	0%	15 min.	30	30	1.50	0%	No
215^	✓	85%	0%	15 min.	10	15	1.50	0%	No
225^	✓	85%	0%	15 min.	15	30	1.50	0%	No
227~	✓	85%	0%	15 min.	15	30	1.50	0%	No
235^		85%	0%	15 min.	15	15	1.50	0%	No
237^	✓	85%	0%	15 min.	15	-	1.50	0%	No
280		90%	0%	30 min.	15	-	1.00	0%	No
290		90%	0%	30 min.	10	-	1.00	0%	No
701	✓	85%	0%	15 min.	15	15	1.50	0%	No
704	✓	85%	0%	30 min.	30	30	1.50	0%	No
705	✓	85%	0%	30 min.	30/60	30/60	1.50	0%	No
707	✓	85%	0%	30 min.	30	30	1.50	0%	No
709	✓	85%	0%	15 min.	7.5/15	15	1.50	0%	No
712	✓	85%	0%	15 min.	15	15	1.50	0%	No
815		85%	0%	15 min.	15	15	1.50	0%	No
816		85%	0%	30 min.	30	30	1.50	0%	No
832		85%	0%	30 min.	60	60	1.50	0%	No
833		85%	0%	30 min.	35-45	35-45	1.50	0%	No
834		85%	0%	30 min.	60	60	1.50	0%	No
838		85%	0%	30 min.	60	60	1.50	0%	No
848		85%	0%	30 min.	30	30	1.50	0%	No
851	✓	90%	0%	60 min.	60	60	1.00	0%	No
852	✓	85%	0%	30 min.	30	30	1.50	0%	No
854		85%	0%	30 min.	30/60	30/60	1.50	0%	No
855	✓	85%	0%	30 min.	30	30	1.50	0%	No
856	✓	85%	0%	30 min.	30	30	1.50	0%	No
864		85%	0%	30 min.	30	30	1.50	0%	No
872		85%	0%	30 min.	30	30	1.50	0%	No
874		0%	0%	30 min.	30	30	1.50	0%	No
875		0%	0%	30 min.	30	30	1.50	0%	No

San Diego Metropolitan Transit System
POLICY 42 PERFORMANCE MONITORING REPORT
FY 2026: ANNUAL

FY 2026 ROUTE STATISTICS

BASE STATISTICS

Route	Cat	Jurisdiction (#=SD Dist.)	Passengers	FY25 - 26 % Change	Avg. Wkdy. Psgrs.	Psgrs./ Rev. Hr.	Psgrs./ InSvc. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Revenue	Expense	Total Subsidy	Farebox Recovery	Actual Rev.Svc. Hours	Actual Rev.Svc. Miles
888	Rural	**EC,Cty**	800	4.8%	3	1.4	1.5	$ 237.08	$ 3.76	$ 233.32	$3,008	$189,668	$186,659	1.6%	585	16,596
891	Rural	**EC,Cty**	304	15.6%	1	1.0	1.1	$ 347.18	$ 3.76	$ 343.42	$1,143	$105,542	$104,399	1.1%	313	9,235
892	Rural	**EC,Cty**	238	7.7%	1	0.8	0.9	$ 425.35	$ 3.76	$ 421.59	$895	$101,234	$100,339	0.9%	299	8,858
894	Rural	**EC,Cty**	62,125	10.9%	245	15.6	19.2	$ 18.23	$ 3.76	$ 14.47	$233,604	$1,132,520	$898,916	20.6%	3,994	99,096
901	**Frq**	3,8,**IB,Cor**	616,276	5.4%	1,885	15.8	19.4	$ 7.47	$ 1.20	$ 6.27	$738,850	$4,604,923	$3,866,073	16.0%	39,058	502,868
904*	Circ	**Cor**	76,205	14.0%	194	12.8	20.3	$ 2.73	$ 1.14	$ 1.59	$86,970	$207,826	$120,856	41.8%	5,942	29,838
905	Std	8	239,317	9.8%	875	15.8	22.4	$ 8.06	$ 1.20	$ 6.86	$286,916	$1,928,779	$1,641,863	14.9%	15,150	210,627
906	**Frq**	8	584,076	4.6%	1,853	26.8	35.7	$ 2.42	$ 1.20	$ 1.23	$700,245	$1,416,051	$715,806	49.5%	21,789	154,636
907	**Frq**	8	628,636	1.1%	1,997	27.9	37.7	$ 2.18	$ 1.20	$ 0.98	$753,668	$1,369,559	$615,891	55.0%	22,560	149,559
909	Circ	8	48,491	13.1%	191	12.9	17.5	$ 8.77	$ 1.20	$ 7.57	$58,136	$425,229	$367,094	13.7%	3,759	46,436
910**	Exp	3,8,**CV,NC**	92,741	203.6%	265	18.7	22.9	$ 9.20	$ 1.20	$ 8.01	$111,187	$853,636	$742,449	13.0%	4,952	93,219
916	Std	4,**LG**	60,968	(1.0%)	215	10.9	13.4	$ 9.86	$ 1.20	$ 8.66	$73,094	$601,160	$528,066	12.2%	5,579	65,648
917	Std	4,**LG**	68,570	5.5%	241	11.7	14.3	$ 8.80	$ 1.20	$ 7.60	$82,208	$603,449	$521,241	13.6%	5,849	65,898
921	Std	1,6	248,318	12.6%	799	15.6	22.8	$ 6.37	$ 1.31	$ 5.06	$324,210	$1,580,799	$1,256,590	20.5%	15,892	154,728
923	Std	2,3	145,543	3.7%	573	10.8	13.2	$ 7.75	$ 1.20	$ 6.55	$174,491	$1,127,760	$953,270	15.5%	13,491	123,154
928	Std	6,7	161,863	2.4%	567	10.1	14.3	$ 9.45	$ 1.20	$ 8.26	$194,057	$1,530,261	$1,336,205	12.7%	16,095	167,108
929	**Frq**	3,8,**CV,NC**	1,435,380	(2.0%)	4,610	21.2	25.5	$ 4.01	$ 1.20	$ 2.81	$1,720,869	$5,760,778	$4,039,909	29.9%	67,781	629,090
932	**Frq**	8,**CV,NC**	823,660	0.8%	2,809	20.5	25.1	$ 4.37	$ 1.20	$ 3.17	$987,481	$3,600,539	$2,613,058	27.4%	40,184	393,187
933	**Frq**	8,**IB**	637,839	2.0%	2,081	24.0	28.4	$ 4.33	$ 1.20	$ 3.13	$764,702	$2,758,908	$1,994,206	27.7%	26,606	301,279
934	**Frq**	8,**IB**	610,421	0.4%	2,018	22.9	27.3	$ 4.38	$ 1.20	$ 3.18	$731,830	$2,675,494	$1,943,664	27.4%	26,694	292,170
936	Std	4,9,**LG,Cty**	372,193	3.4%	1,080	18.4	25.2	$ 4.46	$ 1.31	$ 3.16	$485,944	$1,660,632	$1,174,688	29.3%	20,272	162,542
944	Std	5,**PW**	50,237	(1.7%)	184	7.2	12.4	$ 10.38	$ 1.14	$ 9.30	$57,334	$521,342	$464,009	11.0%	6,943	74,850
945	Std	5,**PW**	110,887	(2.0%)	375	9.0	11.2	$ 10.71	$ 1.14	$ 9.63	$126,551	$1,187,058	$1,060,507	10.7%	12,275	170,428
955	**Frq**	4,8,9,**NC**	1,038,487	0.6%	3,404	24.4	30.7	$ 3.41	$ 1.20	$ 2.21	$1,245,036	$3,543,324	$2,298,288	35.1%	42,619	386,939
961	**Frq**	4,**NC**	516,858	4.0%	1,657	21.8	29.3	$ 4.29	$ 1.20	$ 3.09	$619,658	$2,218,754	$1,599,096	27.9%	23,721	242,293
962	**Frq**	4,**NC,Cty**	485,663	2.9%	1,536	20.1	27.8	$ 4.66	$ 1.20	$ 3.46	$582,259	$2,264,275	$1,682,017	25.7%	24,214	247,264
963	Std	4,**NC**	118,858	1.5%	384	12.8	18.2	$ 5.63	$ 1.20	$ 4.43	$142,498	$668,841	$526,343	21.3%	9,287	73,039
964	Circ	5,6	97,860	(9.9%)	385	10.7	15.0	$ 6.00	$ 1.14	$ 4.85	$111,684	$586,766	$475,082	19.0%	9,163	84,243
965	Circ	9	43,116	(6.8%)	150	9.8	14.1	$ 6.68	$ 1.14	$ 5.54	$49,207	$288,058	$238,851	17.1%	4,422	41,357
967	Std	4,**NC**	41,380	6.7%	163	11.5	16.1	$ 7.09	$ 1.20	$ 5.89	$49,610	$293,309	$243,699	16.9%	3,599	32,030
968	Std	**NC**	54,346	4.6%	214	13.0	17.1	$ 7.04	$ 1.20	$ 5.84	$65,155	$382,712	$317,557	17.0%	4,188	41,793
985	Circ	1	34,129	(3.6%)	134	10.6	14.7	$ 6.73	$ 1.14	$ 5.58	$38,950	$229,537	$190,587	17.0%	3,229	32,955
992	**Frq**	2,3	398,790	3.6%	1,097	17.7	23.4	$ 4.13	$ 1.20	$ 2.93	$478,107	$1,647,997	$1,169,890	29.0%	22,570	179,965
Access	D.R.	ALL	270,918	(4.6%)	932	1.6	1.6	$ 130.74	$ 4.58	$ 121.58	$1,240,101	$17,709,574	$16,469,473	7.0%	164,624	2,508,677
Taxi	D.R.	ALL	102,998	54.5%	364	2.6	2.6	$ 81.85	$ 4.58	$ 72.70	$471,463	$4,215,362	$3,743,898	11.2%	39,185	1,085,995
Blue	**LRT**	3,8,**NC,CV**	25,940,687	(0.0%)	77,373	213.9	252.3	$ 3.10	$ 0.80	$ 2.30	$20,764,752	$80,510,340	$59,745,588	25.8%	121,267	2,231,236
Orange	**LRT**	3,4,8,9,**LG,LM,EC**	6,445,670	(7.1%)	19,273	127.0	151.0	$ 5.23	$ 0.80	$ 4.43	$5,159,568	$33,686,779	$28,527,211	15.3%	50,740	832,594
Green	**LRT**	2,3,7,9,**LM,EC**	9,020,491	(2.4%)	24,795	141.9	174.5	$ 4.68	$ 0.80	$ 3.88	$7,220,636	$42,192,127	$34,971,491	17.1%	63,551	1,143,409
Copper	**LRT**	EC,ST	586,659	26.2%	1,760	43.3	57.1	$ 15.35	$ 0.80	$ 14.55	$469,603	$9,004,608	$8,535,004	5.2%	13,563	197,353
TOTAL			**81,236,120**	0.1%	**251,401**	**34.9**	**43.6**	**$ 5.29**	**$ 1.00**	**$ 4.28**	**$81,292,317**	**$429,373,673**	**$348,081,357**	**18.9%**	**2,329,541**	**28,533,692**

TITLE VI MONITORING (FY 2026 Statistics) ~

Route	Minority Route	On-Time Perf. Goal	On-Time Perf. Actual	Weekday Headway Goal	Weekday Headway Peak	Weekday Headway Base	Vehicle Load Factor ~~ Goal	Vehicle Load Factor ~~ % trips over VLF	Vehicle Load Factor ~~ > 20%?
888									
891									
892									
894									
901	✓	85%	0%	15 min.	15	30	1.50	0%	No
904*		90%	0%	60 min.	60	60	1.50	0%	No
905	✓	85%	0%	30 min.	15/30	30	1.50	0%	No
906	✓	0%	0%	15 min.	15	15	1.50	0%	No
907	✓	0%	0%	15 min.	15	15	1.50	0%	No
909	✓	90%	0%	60 min.	60+	60+	1.5	0%	No
910		90%	0%	60 min.	60+	60+	1.5	0%	No
916	✓	0%	0%	30 min.	30/60	30/60	1.50	0%	No
917	✓	0%	0%	30 min.	30/60	30/60	1.50	0%	No
921	✓	85%	0%	30 min.	30	30	1.50	0%	No
923		85%	0%	30 min.	30	30	1.50	0%	No
928		85%	0%	30 min.	30	30	1.50	0%	No
929	✓	85%	0%	15 min.	12	15	1.00	0%	No
932	✓	85%	0%	15 min.	15	15	1.50	0%	No
933	✓	0%	0%	15 min.	12	15	1.50	0%	No
934	✓	0%	0%	15 min.	12	15	1.50	0%	No
936	✓	85%	0%	30 min.	30	30	1.50	0%	No
944		85%	0%	30 min.	30	30	1.00	0%	No
945		85%	0%	30 min.	30	30	1.50	0%	No
955	✓	85%	0%	15 min.	12	12	1.50	0%	No
961	✓	85%	0%	15 min.	15/30	15/30	1.50	0%	No
962	✓	85%	0%	15 min.	15	15	1.50	0%	No
963	✓	85%	0%	30 min.	30	30	1.50	0%	No
964	✓	90%	0%	60 min.	30	30	1.00	0%	No
965	✓	90%	0%	60 min.	35-45	35-45	1.00	0%	No
967	✓	85%	0%	30 min.	60	60	1.50	0%	No
968	✓	85%	0%	30 min.	60+	60+	1.50	0%	No
985	✓	90%		15 min.	15	15			
992		85%	0%	15 min.	15	15	1.50	0%	No

*FTA defines **Minority** persons to include the following: (1) American Indian and Alaska Native, (2) Asian, (3) Black or African American, (4) Hispanic or Latino, (5) Native Hawaiian or Other Pacific Islander.*

*FTA defines **Minority Route** as one with at least 1/3 of its total mileage in a census block(s) with a percentage of minority population that exceeds the percentage of minority population in the entire MTS service area.*

Blue	✓	90%	0%	15 min.	7.5	15	3.00	0%	No
Orange	✓	90%	0%	15 min.	15	15	3.00	0%	No
Green		90%	0%	15 min.	15	15	3.00	0%	No
Copper		90%	0%	15 min.	15	15	3.00	0%	No

Source: https://www.transit.dot.gov/sites/fta.dot.gov/files/dovs/FTA_Title_VI_FINAL.pdf

Route Category	Passengers	FY25 - 26 % Change	Avg. Wkday. Psgrs.	Psgrs./ Rev. Hr.	Psgrs./ InSvc. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Revenue	Expense	Total Subsidy	Farebox Recovery	Revenue Hours	Revenue Miles
System Total	**81,236,120**	**0.1%**	**251,401**	**34.9**	**43.6**	**$ 5.29**	**$ 1.00**	**$ 4.28**	**$81,292,317**	**$429,373,673**	**$348,081,357**	**18.9%**	**2,329,541**	**28,533,692**
Fixed Route (Bus + Rail) Total	**80,862,204**	**0.0%**	**250,105**	**38.0**	**48.7**	**$ 5.04**	**$ 0.98**	**$ 4.05**	**$79,580,752**	**$407,448,737**	**$327,867,985**	**19.5%**	**2,125,732**	**24,939,020**
Light Rail (Blue, Orange, Green, & Copper)	**41,993,507**	**-1.4%**	**123,201**	**168.6**	**202.4**	**$ 3.94**	**$ 0.80**	**$ 3.14**	**$33,614,559**	**$165,393,853**	**$131,779,294**	**20.3%**	**249,121**	**4,404,592**
Bus	**38,868,697**	**1.7%**	**126,904**	**20.7**	**26.8**	**$ 6.23**	**$ 1.18**	**$ 5.04**	**$45,966,193**	**$242,054,884**	**$196,088,691**	**19.0%**	**1,876,611**	**20,534,428**
Urban Frequent	*24,286,314*	*0.7%*	*77,871*	*22.0*	*27.9*	*$ 5.78*	*$ 1.14*	*$ 4.64*	*$27,692,021*	*$140,398,185*	*$112,706,164*	*19.7%*	*1,103,950*	*10,652,520*
Urban Standard	*5,966,236*	*1.6%*	*20,279*	*14.9*	*20.4*	*$ 6.95*	*$ 1.46*	*$ 5.49*	$8,716,085	*$41,484,754*	*$32,768,669*	*21.0%*	*399,810*	*4,100,618*
Rapid ^	*7,229,937*	*3.9%*	*23,899*	*28.0*	*35.7*	*$ 6.16*	*$ 1.02*	*$ 5.14*	*$7,356,502*	*$44,507,803*	*$37,151,301*	*16.5%*	*258,641*	*4,033,181*
Express	*583,883*	*15.3%*	*1,934*	*13.1*	*15.9*	*$ 13.31*	*$ 1.40*	*$ 11.91*	*$818,434*	*$7,771,179*	*$6,952,745*	*10.5%*	*44,628*	*836,755*
Circulator	*614,398*	*0.9%*	*2,182*	*10.8*	*15.0*	*$ 7.04*	*$ 1.19*	*$ 5.85*	*$729,440*	*$4,325,883*	*$3,596,443*	*16.9%*	*57,001*	*571,455*
Premium/Rapid Express	*124,462*	*8.6%*	*490*	*16.8*	*20.1*	*$ 16.38*	*$ 3.33*	*$ 13.04*	*$415,061*	*$2,038,116*	*$1,623,055*	*20.4%*	*7,390*	*206,114*
*Rural ^^*	*63,467*	*10.9%*	*250*	*12.2*	*14.7*	*$ 24.09*	*$ 3.76*	*$ 20.33*	*$238,650*	*$1,528,964*	*$1,290,314*	*15.6%*	*5,191*	*133,785*
Demand-Resp Subtotal	**373,916**	**6.6%**	**1,296**	**1.8**	**1.8**	**$ 58.64**	**$ 4.58**	**$ 54.06**	**$1,711,564**	**$21,924,936**	**$20,213,372**	**7.8%**	**203,809**	**3,594,672**
MTS Access	*270,918*	*-4.6%*	*932*	*1.6*	*1.6*	*$ 65.37*	*$ 4.58*	*$ 60.79*	*$1,240,101*	*$17,709,574*	*$16,469,473*	*7.0%*	*164,624*	*2,508,677*
Access Taxi	*102,998*	*54.5%*	*364*	*2.6*	*2.6*	*$ 40.93*	*$ 4.58*	*$ 36.35*	*$471,463*	*$4,215,362*	*$3,743,898*	*11.2%*	*39,185*	*1,085,995*

* City of Coronado subsidized fares for summer service on Route 904.

^ SANDAG reimburses MTS for net operating costs for Routes 201-237 with TransNet funds (except Route 227).

^^ Routes 888, 891, 892, and 894 receive federal rural operating subsidy.

** New 910 Express route started service on Jan 26, 2025.

~ Copper Line started service on Sept 29, 2024

~ System summary totals include Transit Center costs not associated with specific routes.

NC=National City, CV=Chula Vista
IB=Imperial Beach, LG=Lemon Grove, LM=La Mesa
EC=El Cajon, ST=Santee, PW=Poway
Cor=Coronado, Cty=County Uninc., Esc=Escondido
SD Dist.=City of San Diego Council District

38,868,697	######	1.18

SERVICE AVAILABILITY

Goal	Actual	
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:* **99.2%**	*% of **jobs** within 1/2 mile of a bus stop or rail station in urban areas:* **95.9%**
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 (defined as Lakeside and Alpine).	*Available Service:* ***Route 848 serves Lakeside seven days a week and Route 838 serves Alpine seven days a week.***	

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

Percentage Sources: American Community Survey (2019) and 2020 U.S. Census Bureau

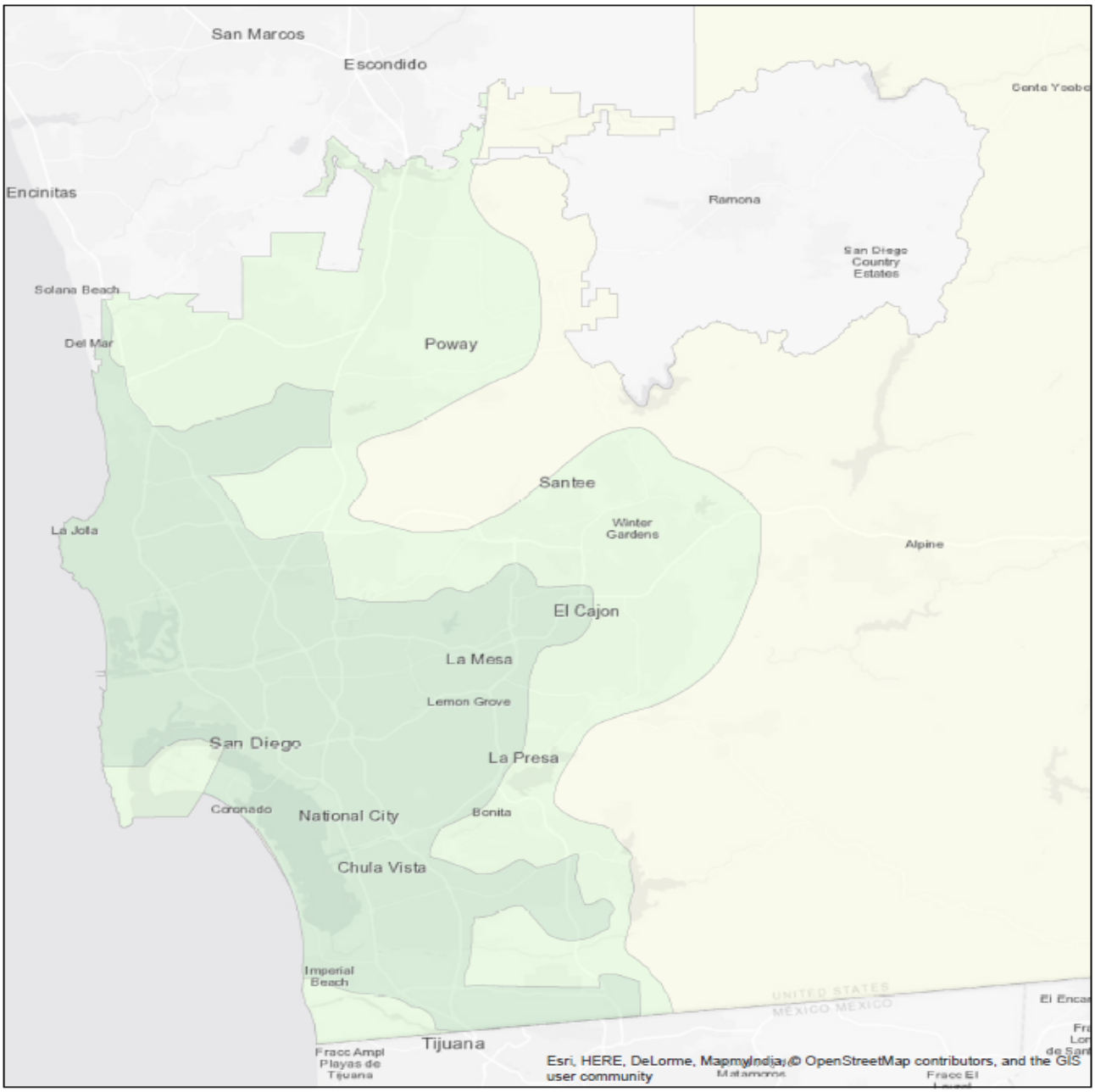
^ Minority Route report updated using ACS 2021 (10/26/2023)

~ Title VI Monitoring statistics are updated on an annual basis

~~ No trips averaged above the vehicle load factor target (1.5 for most bus routes, 3.0 for Trolley).

NOTE: Rural and Demand Response services have no specific Policy 42 goals for OTP, headway, or vehicle load.

** Service Availability updated from PR request for Urban & Suburban Transit Access (1/27/2023)*



MTS Urban Service Area
MTS Suburban Service Area
MTS Rural Service Area

MTS Area of Jurisdiction

December 2024