

San Diego Metropolitan Transit System
POLICY 42 PERFORMANCE MONITORING REPORT
FY 2022: JULY 2021 - JUNE 2022

Date: 10/7/22 rev

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 2020	FY 2021	FY 2022	# Change		% Change	
				FY20 - FY21	FY21 - FY22	FY20 - FY21	FY21 - FY22
Urban Frequent	24,452,815	13,100,977	17,739,607	(11,351,838)	4,638,630	-46.4%	35.4%
Urban Standard	6,129,760	3,324,699	4,528,650	(2,805,061)	1,203,951	-45.8%	36.2%
Rapid	5,772,834	2,122,799	4,021,024	(3,650,035)	1,898,225	-63.2%	89.4%
Express	1,590,269	689,067	795,781	(901,202)	106,714	-56.7%	15.5%
Circulator	669,608	285,430	482,904	(384,178)	197,474	-57.4%	69.2%
Premium/Rapid Express	207,372	34,017	79,098	(173,355)	45,081	-83.6%	132.5%
Rural	54,435	34,329	37,522	(20,106)	3,193	-36.9%	9.3%
Fixed-Bus Subtotal	38,877,093	19,591,318	27,684,586	(19,285,775)	8,093,268	-49.6%	41.3%
Light Rail (Blue, Orange, Green)	31,991,303	19,516,255	29,737,401	(12,475,048)	10,221,146	-39.0%	52.4%
Light Rail (Silver)	11,724	82	2,098	(11,642)	2,016	-99.3%	2458.5%
Light Rail Subtotal	32,003,027	19,516,337	29,739,499	(12,486,690)	10,223,162	-39.0%	52.4%
ALL Fixed Route	70,880,120	39,107,655	57,424,085	(31,772,465)	18,316,430	-44.8%	46.8%
Demand-Resp. (MTS Access)	282,578	92,386	169,124	(190,192)	76,738	-67.3%	83.1%
Demand-Resp. (Access Taxi)	61,382	14,807	24,042	(46,575)	9,235	-75.9%	62.4%
Demand-Resp. Subtotal	343,960	107,193	193,166	(236,767)	85,973	-68.8%	80.2%
System	71,224,080	39,214,848	57,617,251	(32,009,232)	18,402,403	-44.9%	46.9%

NOTES: MTS ridership continues to rebound from the Covid-19 pandemic in all categories. Fall 2021 numbers were very positive, with UC San Diego returning to in-person learning and the Mid-Coast rail extension opening in November. However, the surge of the Covid-19 Omicron variant in January 2022 postponed spring school openings and set back progress on passenger levels. Spring 2022 showed a nice recovery, with ridership in the fourth quarter of FY22 being 25% higher than the first quarter.

Average Weekday Passengers

Route Categories	FY 2020	FY 2021	FY 2022	# Change		% Change	
				FY20 - FY21	FY21 - FY22	FY20 - FY21	FY21 - FY22
Urban Frequent	78,864	40,886	56,836	(37,978)	15,950	-48.2%	39.0%
Urban Standard	20,771	10,928	15,293	(9,843)	4,365	-47.4%	39.9%
Rapid	19,026	6,486	13,051	(12,540)	6,565	-65.9%	101.2%
Express	5,671	2,387	2,727	(3,284)	340	-57.9%	14.2%
Circulator	2,393	1,053	1,750	(1,340)	697	-56.0%	66.2%
Premium/Rapid Express	813	134	311	(679)	177	-83.5%	132.5%
Rural	213	135	148	(78)	13	-36.7%	9.3%
Fixed-Bus Subtotal	127,752	62,009	90,116	(65,744)	28,107	-51.5%	45.3%
Light Rail (Blue, Orange, Green)	98,190	59,367	90,745	(38,824)	31,378	-39.5%	52.9%
Light Rail (Silver)	79	n/a	n/a	n/a	n/a	n/a	n/a
Light Rail Subtotal	98,269	59,367	90,745	(38,902)	31,378	-39.6%	52.9%
ALL Fixed Route	226,021	121,375	180,861	(104,646)	59,485	-46.3%	49.0%
Demand-Resp. (MTS Access)	1,004	303	572	(700)	268	-69.8%	88.4%
Demand-Resp. (Access Taxi)	202	51	83	(151)	32	-74.7%	62.1%
Demand-Resp. Subtotal	1,205	354	654	(851)	300	-70.6%	84.7%
System	227,226	121,729	181,515	(105,497)	59,785	-46.4%	49.1%

NOTES: The average weekday ridership figure tracks closely with the overall passenger trends. By April 2022, two years after the onset of the pandemic, ridership had rebounded to a weekday average of over 200 thousand passengers.

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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 2020	FY 2021	FY 2022	% Change	
				FY20 - FY21	FY21 - FY22
Urban Frequent	22.6	11.6	15.9	-48.8%	37.1%
Urban Standard	15.4	8.2	11.2	-46.5%	35.8%
Rapid	26.3	9.4	18.0	-64.4%	92.0%
Express	20.9	8.6	11.7	-58.6%	35.8%
Circulator	11.2	5.0	7.2	-55.2%	43.5%
Premium/Rapid Express	21.1	5.8	11.1	-72.5%	90.7%
Rural	10.6	6.6	7.0	-38.4%	6.3%
Fixed-Bus Subtotal	21.0	10.3	14.6	-51.2%	42.5%
Light Rail (Blue, Orange, Green)	180.9	105.4	139.6	-41.8%	32.5%
Light Rail (Silver)	19.5	6.9	16.5	-64.4%	138.1%
Light Rail Subtotal	180.4	105.3	139.5	-41.6%	32.4%
ALL Fixed Route	35.0	18.7	27.3	-46.6%	46.0%
Demand-Resp. (MTS Access)	1.8	1.3	1.5	-27.9%	11.6%
Demand-Resp. (Access Taxi)	3.3	3.4	3.0	100.0%	-12.1%
Demand-Resp. Subtotal	2.0	1.5	1.6	-27.5%	9.0%
System	32.4	18.1	25.9	-44.2%	43.0%

NOTES: This figure dropped during the Covid-19 pandemic because MTS maintained most regular service levels throughout FY 2022, while ridership remained below pre-pandemic levels.

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

Route Categories	FY 2020	FY 2021	FY 2022	% Change	
				FY20 - FY21	FY21 - FY22
Urban Frequent	28.8	14.0	20.0	-51.4%	42.7%
Urban Standard	21.2	10.9	15.2	-48.5%	39.5%
Rapid	35.0	11.5	23.4	-67.3%	104.5%
Express	27.4	10.8	15.3	-60.4%	41.6%
Circulator	14.8	6.8	10.1	-54.0%	48.6%
Premium/Rapid Express	23.5	6.6	12.8	-71.7%	92.9%
Rural	10.6	9.5	9.9	-11.1%	5.2%
Fixed-Bus Subtotal	27.3	12.7	18.8	-53.6%	48.4%
Light Rail (Blue, Orange, Green)	216.4	122.5	165.5	-43.4%	35.1%
Light Rail (Silver)	23.2	-	-	-100.0%	0.0%
Light Rail Subtotal	216.2	122.5	165.5	-43.4%	35.1%
ALL Fixed Route	44.0	22.6	33.9	-48.7%	50.1%
Demand-Resp. (MTS Access)	1.9	1.3	1.5	-29.0%	12.7%
Demand-Resp. (Access Taxi)	3.2	3.4	2.9	100.0%	-13.0%
Demand-Resp. Subtotal	2.0	1.5	1.6	-27.5%	9.7%
System	39.6	21.6	31.6	-45.4%	45.8%

NOTES: The Weekday Passengers per In-Service Hour metric followed the same trends as Passengers per Revenue Hour.

On-Time Performance

On-time performance (OTP) is measured at each bus timepoint for every trip; buses departing timepoints within 0-5 minutes of the scheduled time are considered to be "on-time." Trolley trips arriving at their end terminal 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' 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	Service Change Period					GOAL
	Sept. 2020	Jan. 2021	June 2021	Sept. 2021	Jan. 2022	
Urban Frequent	91.9%	90.6%	87.9%	85.4%	85.0%	85.0%
Urban Standard	92.3%	91.9%	89.1%	86.6%	86.6%	90.0%
Rapid	94.0%	93.2%	90.2%	88.5%	88.7%	85.0%
Express	94.5%	94.5%	92.9%	92.3%	95.0%	90.0%
Circulator	93.1%	91.9%	88.2%	86.7%	87.6%	90.0%
Premium/Rapid Express	91.2%	97.7%	96.2%	93.4%	94.2%	90.0%
Rural	N/A	N/A	N/A	N/A	N/A	
Demand-Resp. (Access & Taxi)	N/A	N/A	N/A	N/A	N/A	
Light Rail (Blue, Orange, Green)	97.6%	97.4%	97.1%	95.7%	94.3%	90.0%
Light Rail (Silver)	N/A	N/A	N/A	N/A	N/A	90.0%
System	92.9%	91.9%	89.1%	86.8%	87.0%	

NOTES: While most categories remain above their goal, returning traffic congestion is again impacting routes in the urbanized area. Since passenger volumes on buses haven't returned to pre-pandemic levels, dwell times are having less impact on OTP in the short-term.

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 2020	FY 2021	FY 2022
MTS Directly-Operated Bus	0.91	0.92	0.93
MTS Contracted Fixed-Route Bus	1.36	0.95	1.10
Demand-Resp. (Access & Taxi)	0.51	0.33	0.22
MTS Rail	0.03	0.09	0.08

NOTES: In FY 2021, contracted services improved on their FY 2020 preventable accident rate, while directly-operated services showed slight increases.

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 failure of a vehicle that prevents the start or completion of a trip due to safety, because vehicle movement is limited, or because policy requires removal from service. The average age of each mode's fleet from year to year impacts the annual change in MDBF.

Operator	FY 2020	FY 2021	FY 2022	% Change	
				FY20 - FY21	FY21 - FY22
MTS Directly-Operated Bus	4,816	5,680	7,029	18.0%	23.8%
MTS Contracted Fixed-Route Bus	6,530	7,685	10,022	17.7%	30.4%
Demand-Resp. (Access & Taxi)	45,373	47,913	44,658	5.6%	-6.8%
MTS Rail	12,874	13,567	15,963	5.4%	17.7%

NOTES: MDBF improved for most modes from FY 2021 to FY 2022.

Complaints per 100,000 Passengers

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

Operator	FY 2020	FY 2021	FY 2022	% Change	
				FY20 - FY21	FY21 - FY22
MTS Directly-Operated Bus	5.5	8.0	4.9	44.8%	-38.8%
MTS Contracted Fixed-Route Bus	9.5	10.5	9.8	10.7%	-6.7%
Demand-Resp. (Access & Taxi)	145.4	119.4	168.8	-17.9%	41.4%
MTS Rail	1.4	1.3	1.1	-7.1%	-13.6%
System	5.5	5.6	4.7	1.8%	-16.1%

NOTES: Complaint rates spiked during the pandemic, with many complaints related to crowding, face covering requirements, and passenger behavior. In FY 2022, complaint rates improved greatly for most modes, as passenger volume returned and masking and distancing concerns diminished.

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.

Revenue Hours

Operator	FY22 Budget (Amended)	FY22 Actual	# Diff	% Diff
MTS Directly-Operated Bus	809,089	806,483	(2,606)	-0.3%
MTS Contracted Fixed-Route Bus	1,096,419	1,085,422	(10,997)	-1.0%
Demand-Resp (Access & Taxi)	113,759	121,757	7,998	7.0%
MTS Rail	637,316	638,562	1,246	0.2%
System	2,656,583	2,652,224	(4,359)	-0.2%

NOTES: Amendments made in Spring 2022 for the final FY 2022 budget incorporated most planned changes due to shifting school calendars and MTS driver availability, though a small amount of the amended service levels weren't operated due to staffing constraints. Ridership on the demand-response MTS Access service exceeded the FY 2022 mid-year projections, resulting in more hours and miles operated than budgeted.

MTS Rail shows 'car' (not 'train') revenue hours and miles for budget and actual.

Revenue Miles

Operator	FY22 Budget (Amended)	FY22 Actual	# Diff	% Diff
MTS Directly-Operated Bus	9,451,966	9,426,104	(25,862)	-0.3%
MTS Contracted Fixed-Route Bus	11,390,436	11,306,373	(84,063)	-0.7%
Demand-Resp (Access & Taxi)	2,508,995	2,368,513	(140,482)	-5.6%
MTS Rail	11,647,200	11,626,878	(20,322)	-0.2%
System	34,998,597	34,727,868	(270,729)	-0.8%

NOTES: See notes above for Revenue Hours. Variation in the MTS Access miles and hours compared to budget is a result of the trip lengths (of the excess ridership trips) being above or below the average.

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

Scheduled In-Service Hours (Weekly Total)

Operator	June 2021	June 2022	# Diff	% Diff
MTS Directly-Operated Bus	12,920	11,930	(990)	-7.7%
MTS Contracted Fixed-Route Bus	16,481	16,005	(476)	-2.9%
MTS Rail	3,101	3,830	729	23.5%
System	32,502	31,766	(737)	-2.3%

NOTES: Scheduled in-service hours of bus service decreased as minor reductions in services were implemented due to a shortage of drivers.

Scheduled In-Service Miles (Weekly Total)

Operator	June 2021	June 2022	# Diff	% Diff
MTS Directly-Operated Bus	188,416	175,985	(12,430)	-6.6%
MTS Contracted Fixed-Route Bus	225,764	219,567	(6,197)	-2.7%
MTS Rail	65,456	81,987	16,531	25.3%
System	479,635	477,540	(2,096)	-0.4%

NOTES: Scheduled in-service miles of bus service decreased as minor reductions in services were implemented due to a shortage of drivers.

Scheduled Weekday Peak-Vehicle Requirement

This measure shows the maximum number of vehicles that are on the road at any one time (a weekday peak period) in order to provide the levels of

Operator	June 2021	June 2022	# Change FY20 - FY21
MTS Directly-Operated Bus	218	185	(33)
MTS Contracted Fixed-Route Bus	296	281	(15)
MTS Rail	96	115	19

NOTES: Peak bus counts decreased as minor reductions in services were implemented due to a shortage of drivers.

Scheduled In-Service Speed (MPH) (Weekday)

Operator	June 2021	June 2022	% Change FY20 - FY21
MTS Directly-Operated Bus	14.6	14.7	1.0%
MTS Contracted Fixed-Route Bus	13.7	13.7	0.3%
MTS Rail	21.1	21.5	1.5%

NOTES: Scheduled service speeds remained relatively flat year-over-year.

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 2021	June 2022	% Change FY20 - FY21
MTS Directly-Operated Bus	87.0%	88.7%	1.9%
MTS Contracted Fixed-Route Bus	N/A	N/A	N/A
MTS Rail	98.5%	98.3%	-0.2%

NOTES: Efficiency of scheduling has kept the ratio generally consistent over time.

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 2021	June 2022	% Change FY20 - FY21
MTS Directly-Operated Bus	76.1%	76.0%	-0.2%
MTS Contracted Fixed-Route Bus	N/A	N/A	N/A
MTS Rail (Layover Included)	85.6%	84.9%	-0.9%

NOTES: Efficiency of scheduling has kept the ratio generally consistent over time.

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Farebox Recovery

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 services (excluding regional routes which have a 20% requirement).

Operator	FY 2020	FY 2021	FY 2022	% Change	
				FY20 - FY21	FY21 - FY22
MTS Directly-Operated Bus	19.3%	12.5%	14.1%	-35.4%	13.3%
MTS Contracted Fixed-Route Bus	28.4%	17.7%	17.1%	-37.9%	-3.3%
MTS Rail	41.1%	20.7%	24.7%	-2.7%	19.4%
ALL Fixed Route	29.1%	16.6%	18.7%	-43.2%	13.2%
Demand-Resp (Access & Taxi)	14.9%	4.4%	6.5%	-7.9%	47.7%
System	28.3%	16.1%	18.2%	-43.1%	13.0%

NOTES: While MTS has always been far ahead of the TDA requirement on farebox recovery rate, the Covid-19 pandemic has reduced this below the requirement in FY 2020-FY 2022. However, the state provided relief from this requirement due to the pandemic, so MTS' TDA funds are still secure. State lawmakers are considering reforms to the TDA legislation that would remove or replace these requirements, in recognition of the changing role of public transportation since the requirement was added in 1978 (such as improving social equity and reducing greenhouse gas emissions).

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' goal is to improve route-category average year-over-year.

Route Categories	FY 2020	FY 2021	FY 2022	% Change	
				FY20 - FY21	FY21 - FY22
Urban Frequent	\$ 3.18	\$ 7.29	\$ 5.30	129.0%	-27.3%
Urban Standard	\$ 3.60	\$ 7.88	\$ 6.32	118.8%	-19.8%
Rapid	\$ 3.86	\$ 13.25	\$ 6.26	243.4%	-52.8%
Express	\$ 5.13	\$ 14.63	\$ 10.06	185.3%	-31.2%
Circulator	\$ 3.89	\$ 11.53	\$ 8.45	196.6%	-26.7%
Premium/Rapid Express	\$ 7.21	\$ 31.16	\$ 18.45	332.0%	-40.8%
Rural	\$ 14.55	\$ 23.47	\$ 24.76	61.3%	5.5%
Fixed-Bus Subtotal	\$ 3.48	\$ 8.43	\$ 5.86	142.2%	-30.4%
Light Rail (Blue, Orange, Green)	\$ 1.63	\$ 3.79	\$ 2.62	133.1%	-31.0%
Light Rail (Silver)	\$ 24.54	\$ 78.19	\$ 28.84	218.6%	-63.1%
Light Rail Subtotal	\$ 1.64	\$ 3.79	\$ 2.62	131.9%	-31.0%
ALL Fixed Route	\$ 2.65	\$ 6.11	\$ 4.18	131.0%	-31.6%
Demand-Resp. (MTS Access)	\$ 43.32	\$ 102.80	\$ 67.73	137.3%	-34.1%
Demand-Resp. (Access Taxi)	\$ 21.86	\$ 36.57	\$ 31.25	100.0%	-14.5%
Demand Response Subtotal	\$ 39.49	\$ 93.65	\$ 63.19	137.2%	-32.5%
System	\$ 2.82	\$ 6.35	\$ 4.38	124.9%	-31.0%

NOTES: After a major spike in FY 2021, MTS' subsidy per passenger dropped in FY 2022 due to returning ridership. However, high inflation on the cost side continues to put a strain on this metric.

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FY 2022 ANNUAL ROUTE STATISTICS																						
BASE STATISTICS													TITLE VI MONITORING									
Route	Cat	Jurisdiction (#=SD Dist.)	Annual Passengers	FY21-22 % Change	Avg. Wkdy. Psgrs./ Rev. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Farebox Recovery	Budgeted Rev.Svc.		Route	Minority Route	On-Time Perf.		Weekday Headway			Vehicle Load Factor ~			
										Hours	Miles			Goal	Actual	Goal	Peak	Base	Goal	% trips over VLF	> 20%?	
Blue	LRT	3,8,NC,CV	17,366,905	65.9%	53,901	170.8	\$ 2.84	\$ 0.86	\$ 1.98	30.3%	36,195	771,034	Blue	✓	90%	90%	15 min.	7.5	15	3.00	0%	No
Orange	LRT	3,4,8,9,LG,LM,EC	5,571,123	37.7%	16,981	112.8	\$ 4.30	\$ 0.86	\$ 3.44	20.0%	21,990	441,536	Orange	✓	90%	95%	15 min.	15	15	3.00	0%	No
Green	LRT	2,3,7,9,LM,EC,ST	6,799,373	36.0%	19,862	109.7	\$ 4.42	\$ 0.86	\$ 3.56	19.4%	27,727	590,260	Green		90%	92%	15 min.	15	15	3.00	0%	No
Silver	LRT	3	2,098	2458.5%	-	16.5	\$ 29.34	\$ 0.51	\$ 28.84	1.7%	-	-	Silver		90%	99%	15 min.	30	30	3.00	0%	No
1	Frq	3,7,9,LM	736,983	24.4%	2,397	15.0	\$ 4.71	\$ 0.99	\$ 3.72	21.1%	24,968	223,385	1		85%	82%	15 min.	15	15	1.50	0%	No
2	Frq	3	445,826	41.9%	1,426	13.4	\$ 9.69	\$ 1.11	\$ 8.58	11.5%	17,464	135,260	2		85%	93%	15 min.	12	15	1.50	0%	No
3	Frq	3,4,8,9	875,726	19.2%	2,859	17.2	\$ 3.56	\$ 0.99	\$ 2.57	27.7%	27,386	212,457	3	✓	85%	80%	15 min.	12	12	1.50	0%	No
4	Std	3,4,8,9	414,293	33.2%	1,326	16.8	\$ 7.72	\$ 1.09	\$ 6.64	14.1%	12,751	132,116	4	✓	85%	87%	30 min.	30	30	1.50	0%	No
5	Frq	3,4,8,9	405,303	32.0%	1,372	17.0	\$ 3.62	\$ 0.97	\$ 2.64	26.9%	12,612	99,550	5	✓	85%	88%	15 min.	12	12	1.50	0%	No
6	Frq	3,7	195,673	12.0%	602	11.5	\$ 11.33	\$ 1.11	\$ 10.22	9.8%	9,249	80,718	6		85%	91%	15 min.	15	15	1.50	0%	No
7	Frq	3,4,9	1,412,121	34.1%	4,185	20.2	\$ 6.44	\$ 1.07	\$ 5.37	16.6%	37,356	288,644	7	✓	85%	87%	15 min.	10	10	1.50	0%	No
8	Frq	2,3	397,690	88.5%	1,088	14.5	\$ 8.98	\$ 1.11	\$ 7.87	12.3%	11,757	121,716	8		85%	82%	15 min.	20	20	1.50	0%	No
9	Frq	2,3	197,315	38.2%	560	11.6	\$ 11.18	\$ 1.09	\$ 10.08	9.8%	8,751	88,336	9		85%	92%	15 min.	20	20	1.50	0%	No
10	Frq	2,3,4,9	720,299	26.5%	2,335	18.2	\$ 7.16	\$ 1.14	\$ 6.02	15.9%	20,246	182,754	10		85%	83%	15 min.	12	15	1.50	0%	No
11	Frq	3,9	435,626	42.3%	1,412	12.5	\$ 10.39	\$ 1.12	\$ 9.27	10.8%	18,723	184,608	11		85%	88%	15 min.	15	15	1.50	0%	No
12	Frq	3,4,8,9	692,037	40.0%	2,240	16.4	\$ 7.93	\$ 1.08	\$ 6.85	13.6%	21,935	211,860	12	✓	85%	87%	15 min.	7.5/15	15	1.50	0%	No
13	Frq	4,7,9,NC	1,198,355	39.2%	3,887	21.5	\$ 6.04	\$ 1.08	\$ 4.97	17.8%	29,937	299,129	13	✓	85%	89%	15 min.	12	12	1.50	0%	No
14	Circ	7,9,LM	32,774	63.6%	129	5.1	\$ 13.94	\$ 0.99	\$ 12.95	7.1%	3,227	31,741	14		90%	90%	60 min.	60	60	1.00	0%	No
18	Circ	3,7	11,165	18.0%	44	4.2	\$ 16.76	\$ 1.02	\$ 15.74	6.1%	1,317	19,884	18		90%	92%	60 min.	30	30	1.00	0%	No
20	Exp	3,5,6,7	300,962	38.8%	989	8.7	\$ 14.93	\$ 1.13	\$ 13.81	7.5%	17,401	327,505	20		90%	94%	30 min.	15/30	30	1.50	0%	No
25	Circ	6,7	33,840	74.4%	133	5.4	\$ 13.09	\$ 1.02	\$ 12.07	7.8%	3,133	39,644	25		90%	91%	60 min.	60	60	1.00	0%	No
27	Std	2,6	177,275	106.8%	579	9.7	\$ 7.31	\$ 1.01	\$ 6.30	13.8%	8,136	74,668	27		85%	86%	30 min.	30	30	1.50	0%	No
28	Std	2,3	197,622	49.5%	638	15.8	\$ 3.44	\$ 0.97	\$ 2.47	28.1%	6,395	43,622	28		85%	88%	30 min.	15/30	30	1.50	0%	No
30	Frq	1,2,3	827,513	45.8%	2,484	13.3	\$ 9.75	\$ 1.14	\$ 8.61	11.7%	33,741	421,132	30		85%	85%	15 min.	15	15	1.50	0%	No
31	Std	1,6	56,201	12.1%	221	11.5	\$ 11.26	\$ 1.13	\$ 10.13	10.0%	2,450	29,550	31	✓	85%	91%	30 min.	30	-	1.50	0%	No
35	Frq	2,3	313,977	23.8%	967	14.1	\$ 3.47	\$ 1.00	\$ 2.47	28.9%	11,360	70,374	35		85%	86%	15 min.	15	15	1.50	0%	No
41	Frq	1,6,7	621,988	93.3%	2,101	17.1	\$ 7.62	\$ 1.15	\$ 6.47	15.1%	18,046	229,999	41		85%	93%	15 min.	7.5/15	15	1.50	0%	No
43~	Frq	2,6	181,426	100.0%	943	11.2	\$ 11.60	\$ 1.19	\$ 10.42	10.2%	2,923	29,014	43		85%		15 min.	15	15			
44	Frq	2,3,6,7	525,665	28.9%	1,679	15.4	\$ 8.44	\$ 1.08	\$ 7.36	12.8%	17,723	196,088	44	✓	85%	93%	15 min.	7.5/15	15	1.50	0%	No
50--	Exp	1,2,3,6	25,843	(36.6%)	258	8.6	\$ 15.05	\$ 1.00	\$ 14.05	6.7%	2,994	45,456	50		90%	0%	30 min.	30	-	1.50	0%	No
60	Exp	1,3,4,6,9	39,126	10.5%	154	11.8	\$ 11.05	\$ 1.11	\$ 9.94	10.0%	1,643	29,594	60		90%	90%	30 min.	20/30	-	1.50	0%	No
83	Circ	3	14,378	69.9%	57	4.5	\$ 15.92	\$ 1.01	\$ 14.91	6.4%	1,613	12,974	83		90%	91%	60 min.	60	60	1.00	0%	No
84	Circ	2	12,635	34.4%	50	4.2	\$ 16.91	\$ 1.03	\$ 15.87	6.1%	1,505	17,788	84		90%	87%	60 min.	60	60	1.00	0%	No
88	Circ	3,7	65,464	23.0%	212	8.9	\$ 6.16	\$ 1.04	\$ 5.11	16.9%	3,692	25,848	88		90%	92%	60 min.	30	30	1.00	0%	No
105	Std	1,2,3,6	181,396	51.8%	637	12.4	\$ 10.49	\$ 1.11	\$ 9.37	10.6%	7,114	88,740	105		85%	94%	30 min.	30	30	1.50	0%	No
110	Exp	3,6	15,706	(29.8%)	62	8.5	\$ 15.21	\$ 1.13	\$ 14.08	7.4%	933	20,094	110		90%	97%	30 min.	20/30	-	1.50	0%	No
115	Std	7,9,LM,EC	124,567	93.6%	432	7.4	\$ 11.71	\$ 1.05	\$ 10.66	8.9%	8,451	92,459	115		85%	88%	30 min.	30	30	1.50	0%	No
120	Frq	3,6,7	386,645	31.0%	1,241	11.3	\$ 11.47	\$ 1.13	\$ 10.34	9.8%	17,134	180,926	120		85%	90%	15 min.	15/30	15/30	1.50	0%	No
140~	Exp	1,2	30,508	100.0%	147	4.0	\$ 32.45	\$ 1.20	\$ 31.25	3.7%	1,387	16,408	140		90%		30 min.	15	30			
150--	Exp	1,2,3	172,077	(23.3%)	1,560	17.6	\$ 7.38	\$ 1.05	\$ 6.33	14.2%	9,762	155,282	150		90%	0%	30 min.	7.5/15/30	30	1.50	0%	No
201/202^	Rpd	1	1,556,486	311.0%	5,295	35.7	\$ 3.64	\$ 1.31	\$ 2.33	35.9%	22,028	192,214	201/202^		85%	93%	15 min.	5	10	1.50	0%	No
204^	Rpd	1	43,689	360.8%	172	10.5	\$ 12.37	\$ 1.26	\$ 11.10	10.2%	2,079	15,504	204^		85%	91%	15 min.	30	30	1.50	0%	No
215^	Rpd	3,9	1,018,402	35.9%	3,029	18.0	\$ 7.21	\$ 1.11	\$ 6.10	15.4%	29,880	297,485	215^		85%	84%	15 min.	10	15	1.50	0%	No
225^	Rpd	3,8,CV	397,358	54.3%	1,256	9.7	\$ 15.84	\$ 1.19	\$ 14.65	7.5%	21,724	440,476	225^	✓	85%	86%	15 min.	15	30	1.50	0%	No

San Diego Metropolitan Transit System
POLICY 42 PERFORMANCE MONITORING REPORT
FY 2022: JULY 2021 - JUNE 2022

Date: 9/20/22 rev

FY 2022 ANNUAL ROUTE STATISTICS																						
BASE STATISTICS													TITLE VI MONITORING									
Route	Cat	Jurisdiction (#=SD Dist.)	Annual Passengers	FY21-22 % Change	Avg. Wkdy. Psgrs.	Psgrs./ Rev. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Farebox Recovery	Budgeted Rev.Svc.		Route	Minority Route	On-Time Perf.		Weekday Headway			Vehicle Load Factor ~		
											Hours	Miles			Goal	Actual	Goal	Peak	Base	Goal	% trips over VLF	> 20%?
235^	Rpd	3,5,6,9,Esc	884,235	30.5%	2,823	13.4	\$ 9.73	\$ 1.11	\$ 8.62	11.5%	33,249	782,975	235^		85%	90%	15 min.	15	15	1.50	0%	No
237^	Rpd	1,6	120,854	141.0%	476	10.2	\$ 12.72	\$ 1.22	\$ 11.50	9.6%	5,922	72,739	237^	✓	85%	95%	15 min.	15	-	1.50	0%	No
280	RpEx	3,5,Esc	37,603	97.6%	148	10.2	\$ 25.47	\$ 2.80	\$ 22.66	11.0%	1,786	56,380	280		90%	94%	30 min.	15	-	1.00	0%	No
290	RpEx	3,5	41,495	176.8%	163	12.0	\$ 17.22	\$ 2.59	\$ 14.63	15.0%	1,672	42,053	290		90%	95%	30 min.	10	-	1.00	0%	No
701	Frq	CV	285,188	42.0%	1,028	12.3	\$ 6.52	\$ 0.96	\$ 5.56	14.8%	12,945	129,624	701	✓	85%	82%	15 min.	15	15	1.50	0%	No
704	Std	CV	263,085	38.5%	919	12.5	\$ 6.77	\$ 1.01	\$ 5.76	14.9%	10,612	113,674	704	✓	85%	83%	30 min.	30	30	1.50	0%	No
705	Std	CV,NC,Cty	126,907	61.0%	468	10.9	\$ 6.27	\$ 1.01	\$ 5.26	16.1%	5,861	50,886	705	✓	85%	89%	30 min.	30/60	30/60	1.50	0%	No
707	Std	CV	70,802	80.8%	279	7.1	\$ 9.91	\$ 1.01	\$ 8.91	10.2%	4,991	44,734	707	✓	85%	89%	30 min.	30	30	1.50	0%	No
709	Frq	CV	420,359	55.9%	1,458	14.4	\$ 6.03	\$ 1.00	\$ 5.03	16.6%	15,584	171,260	709	✓	85%	86%	15 min.	7.5/15	15	1.50	0%	No
712	Frq	CV	361,936	56.5%	1,246	15.2	\$ 5.30	\$ 0.98	\$ 4.32	18.6%	12,093	123,362	712	✓	85%	86%	15 min.	15	15	1.50	0%	No
815	Frq	EC	246,757	16.1%	808	15.6	\$ 3.73	\$ 1.06	\$ 2.66	28.6%	8,582	63,651	815		85%	87%	15 min.	15	15	1.50	0%	No
816	Std	EC,Cty	68,343	14.6%	269	8.0	\$ 10.87	\$ 1.06	\$ 9.81	9.7%	4,328	47,562	816		85%	88%	30 min.	30	30	1.50	0%	No
832	Std	ST	22,540	105.9%	84	8.4	\$ 9.30	\$ 1.09	\$ 8.21	11.7%	1,343	14,082	832		85%	84%	30 min.	60	60	1.50	0%	No
833	Std	EC,ST	54,873	19.6%	173	7.4	\$ 9.57	\$ 1.01	\$ 8.56	10.6%	3,707	36,737	833		85%	83%	30 min.	35-45	35-45	1.50	0%	No
834	Std	ST	19,719	69.0%	78	8.2	\$ 9.89	\$ 1.08	\$ 8.82	10.9%	1,209	12,400	834		85%	84%	30 min.	60	60	1.50	0%	No
838	Std	Cty	114,805	4.0%	319	8.7	\$ 8.18	\$ 1.04	\$ 7.14	12.7%	5,209	78,287	838		85%	83%	30 min.	60	60	1.50	0%	No
848	Std	EC,Cty	173,262	25.2%	558	10.9	\$ 6.96	\$ 1.05	\$ 5.91	15.1%	8,058	77,200	848		85%	87%	30 min.	30	30	1.50	0%	No
851	Circ	LM,Cty	36,536	49.1%	144	10.5	\$ 6.80	\$ 0.98	\$ 5.82	14.4%	1,756	20,418	851	✓	90%	89%	60 min.	60	60	1.00	0%	No
852	Std	4,9,LM	170,784	29.1%	536	9.2	\$ 7.74	\$ 1.06	\$ 6.69	13.6%	9,362	84,757	852		85%	87%	30 min.	30	30	1.50	0%	No
854	Std	7,LM	27,127	49.0%	107	7.7	\$ 10.93	\$ 1.08	\$ 9.85	9.9%	1,769	18,828	854		85%	93%	30 min.	30/60	30/60	1.50	0%	No
855	Std	LM,Cty	118,849	35.9%	403	13.1	\$ 5.67	\$ 1.03	\$ 4.64	18.1%	4,585	43,237	855		85%	92%	30 min.	30	30	1.50	0%	No
856	Std	4,9,LG,Cty	294,733	27.4%	1,038	12.5	\$ 6.77	\$ 1.05	\$ 5.72	15.5%	11,962	128,136	856	✓	85%	80%	30 min.	30	30	1.50	0%	No
864	Std	EC,Cty	240,835	20.8%	741	15.6	\$ 4.33	\$ 1.07	\$ 3.26	24.7%	7,790	66,672	864		85%	86%	30 min.	30	30	1.50	0%	No
872	Std	EC	23,849	34.3%	94	7.2	\$ 7.52	\$ 1.06	\$ 6.46	14.1%	1,668	11,422	872		85%	93%	30 min.	30	30	1.50	0%	No
874/875	Std	EC	203,454	20.5%	675	11.8	\$ 6.41	\$ 1.07	\$ 5.34	16.7%	8,660	83,346	874/875		85%	87%	30 min.	30	30	1.50	0%	No
888	Rural	EC,Cty	1,004	(10.7%)	10	1.7	\$ 134.24	\$ 5.03	\$ 129.20	3.7%	281	8,917	888									
891	Rural	EC,Cty	337	(24.3%)	6	1.2	\$ 202.21	\$ 5.23	\$ 196.98	2.6%	165	4,584	891									
892	Rural	EC,Cty	299	(2.3%)	6	1.0	\$ 232.15	\$ 5.56	\$ 226.59	2.4%	171	4,561	892									
894	Rural	EC,Cty	35,882	10.6%	141	8.6	\$ 22.63	\$ 4.10	\$ 18.54	18.1%	2,765	51,077	894									
901	Frq	3,8,IB,Cor	482,592	40.0%	1,495	11.7	\$ 9.14	\$ 1.01	\$ 8.13	11.1%	21,090	283,466	901		85%	80%	15 min.	15	30	1.50	0%	No
904*	Circ	Cor	70,940	238.5%	192	9.4	\$ 4.21	\$ 0.12	\$ 4.10	2.8%	4,415	22,166	904*		90%	82%	60 min.	60	60	1.50	0%	No
905	Std	8	376,134	53.7%	1,371	24.5	\$ 4.51	\$ 0.99	\$ 3.52	22.0%	7,802	110,156	905	✓	85%	86%	30 min.	15/30	30	1.50	0%	No
906/907	Frq	8	849,392	11.4%	2,707	19.9	\$ 2.82	\$ 1.00	\$ 1.82	35.4%	22,012	155,176	906/907	✓	85%	83%	15 min.	15	15	1.50	0%	No
909	Circ	8	48,968	77.0%	193	13.4	\$ 7.40	\$ 1.05	\$ 6.35	14.2%	1,846	22,692	909	✓	90%	85%	60 min.	60+	60+	1.5	0%	No
916/917	Std	4,LG	88,775	20.3%	308	7.8	\$ 11.46	\$ 0.98	\$ 10.48	8.5%	5,867	67,488	916/917	✓	85%	83%	30 min.	30/60	30/60	1.50	0%	No
921	Std	1,6	157,319	66.3%	480	9.9	\$ 7.39	\$ 1.09	\$ 6.30	14.8%	7,976	77,824	921	✓	85%	86%	30 min.	30	30	1.50	0%	No
923	Std	2,3	108,488	43.5%	427	8.1	\$ 8.93	\$ 1.00	\$ 7.94	11.2%	6,760	61,722	923		85%	86%	30 min.	30	30	1.50	0%	No
928	Std	6,7	120,785	(1.3%)	423	8.2	\$ 10.90	\$ 1.09	\$ 9.81	10.0%	7,404	84,242	928		85%	86%	30 min.	30	30	1.50	0%	No
929	Frq	3,8,CV,NC	1,123,047	16.2%	3,610	18.2	\$ 4.32	\$ 0.99	\$ 3.33	23.0%	32,270	320,240	929	✓	85%	77%	15 min.	12	15	1.00	0%	No
932	Frq	8,CV,NC	638,894	28.4%	2,159	16.0	\$ 4.84	\$ 1.00	\$ 3.84	20.6%	21,594	198,944	932	✓	85%	83%	15 min.	15	15	1.50	0%	No
933/934	Frq	8,IB	983,688	42.2%	3,265	17.8	\$ 5.19	\$ 0.97	\$ 4.22	18.7%	28,932	342,088	933/934	✓	85%	77%	15 min.	12	15	1.50	0%	No
936	Std	4,9,LG,Cty	252,404	15.7%	719	12.1	\$ 5.65	\$ 1.06	\$ 4.59	18.7%	10,563	92,322	936	✓	85%	84%	30 min.	30	30	1.50	0%	No
944	Std	5,PW	37,634	39.5%	137	4.8	\$ 14.72	\$ 1.04	\$ 13.68	7.0%	3,915	42,142	944		85%	94%	30 min.	30	30	1.00	0%	No
945	Std	5,PW	79,513	46.8%	286	6.6	\$ 10.83	\$ 1.01	\$ 9.82	9.3%	6,107	85,015	945		85%	86%	30 min.	30	30	1.50	0%	No
945A	Std	PW	7,746	1051.0%	30	7.2	\$ -	\$ -	\$ -	9.3%	535	7,060	945A		85%	84%	30 min.	30	30	1.50	0%	No
950	Exp	8	211,559	41.7%	717	27.4	\$ 4.97	\$ 1.01	\$ 3.96	20.4%	3,915	67,542	950	✓	90%	97%	30 min.	12/20	20	1.50	0%	No
955	Frq	4,8,9,NC	794,480	29.0%	2,604	17.2	\$ 4.24	\$ 0.97	\$ 3.26	23.0%	24,723	228,378	955	✓	85%	85%	15 min.	12	12	1.50	0%	No

San Diego Metropolitan Transit System
POLICY 42 PERFORMANCE MONITORING REPORT
 FY 2022: JULY 2021 - JUNE 2022

Date: 9/20/22 rev

FY 2022 ANNUAL ROUTE STATISTICS													TITLE VI MONITORING									
BASE STATISTICS													TITLE VI MONITORING									
Route	Cat	Jurisdiction (#=SD Dist.)	Annual Passengers	FY21-22 % Change	Avg. Wkdy. Psgrs.	Psgrs./ Rev. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Farebox Recovery	Budgeted Rev.Svc.		Route	Minority Route	On-Time Perf.		Weekday Headway			Vehicle Load Factor ~		
											Hours	Miles			Goal	Actual	Goal	Peak	Base	Goal	% trips over VLF	> 20%?
961	Frq	4,NC	361,775	54.3%	1,165	15.4	\$ 5.23	\$ 0.99	\$ 4.25	18.9%	11,838	121,308	961	✓	85%	90%	15 min.	15/30	15/30	1.50	0%	No
962	Frq	4,NC,Cty	368,274	22.2%	1,175	14.3	\$ 5.57	\$ 1.00	\$ 4.57	18.0%	13,037	131,676	962	✓	85%	85%	15 min.	15	15	1.50	0%	No
963	Std	4,NC	93,823	28.3%	298	10.1	\$ 6.47	\$ 1.01	\$ 5.46	15.6%	4,761	39,068	963	✓	85%	89%	30 min.	30	30	1.50	0%	No
964	Circ	5,6	82,319	51.4%	324	8.0	\$ 8.86	\$ 1.02	\$ 7.84	11.5%	5,152	49,196	964	✓	90%	88%	60 min.	30	30	1.00	0%	No
965	Circ	9	35,333	26.2%	121	7.4	\$ 9.55	\$ 1.00	\$ 8.55	10.5%	2,391	24,331	965	✓	90%	86%	60 min.	35-45	35-45	1.00	0%	No
967	Std	4,NC	25,790	46.4%	102	7.2	\$ 9.93	\$ 1.02	\$ 8.91	10.3%	1,803	16,053	967	✓	85%	89%	30 min.	60	60	1.50	0%	No
968	Std	NC	34,918	76.2%	137	8.3	\$ 9.49	\$ 0.99	\$ 8.50	10.5%	2,083	21,047	968	✓	85%	84%	30 min.	60+	60+	1.50	0%	No
972**	Circ	1,6	4,747	84.5%	19	3.6	\$ 20.18	\$ 0.78	\$ 19.40	3.8%	655	7,605	972**	✓						1.00	0%	No
973**	Circ	1,6	6,326	166.5%	25	4.7	\$ 15.35	\$ 0.78	\$ 14.58	5.1%	664	9,333	973**	✓						1.00	0%	No
974 ***	Circ	1	5,976	403.0%	24	4.9	\$ 14.86	\$ 0.78	\$ 14.09	5.2%	610	6,153	974 ***	✓						1.00	0%	No
978**	Circ	1	5,766	237.8%	23	4.4	\$ 16.39	\$ 0.78	\$ 15.61	4.7%	648	7,401	978**	✓						1.00	0%	No
979**	Circ	1	4,009	89.2%	16	3.2	\$ 22.83	\$ 0.78	\$ 22.06	3.4%	626	5,720	979**	✓						1.00	0%	No
985~	Circ	1	11,728	100.0%	76	6.6	\$ 10.78	\$ 1.14	\$ 9.64	10.6%	312	3,554	985	✓	90%		15 min.	15	15			
992	Frq	2,3	253,057	52.5%	709	11.1	\$ 5.65	\$ 0.99	\$ 4.65	17.6%	11,644	92,103	992	✓	85%	75%	15 min.	15	15	1.50	0%	No
Access	D.R.	ALL	169,124	83.1%	572	1.5	\$ 72.08	\$ 4.35	\$ 67.73	6.0%												
Taxi	D.R.	ALL	24,042	62.4%	83	3.0	\$ 35.88	\$ 4.63	\$ 31.25	12.9%												
TOTAL			57,617,251	46.9%	181,515	25.9	\$ 5.36	\$ 0.97	\$ 4.38	18.2%	1,057,621	12,454,603										

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

Route Category	Q1-Q2 Passengers	FY19-20 % Change	Avg. Wkdy. Psgrs.	Psgs./ Rev. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Farebox Recovery
Urban Frequent	17,739,607	35.4%	56,836	15.9	\$ 6.35	\$ 1.04	\$ 5.30	16.5%
Urban Standard	4,528,650	36.2%	15,293	11.2	\$ 7.36	\$ 1.04	\$ 6.32	14.1%
Rapid ^	4,021,024	89.4%	13,051	18.0	\$ 7.46	\$ 1.20	\$ 6.26	16.1%
Express	795,781	15.5%	2,727	11.7	\$ 11.14	\$ 1.08	\$ 10.06	9.7%
Circulator	482,904	69.2%	1,750	7.2	\$ 9.32	\$ 0.88	\$ 8.45	9.4%
Premium/Rapid Express	79,098	132.5%	311	11.1	\$ 21.14	\$ 2.69	\$ 18.45	12.7%
Rural ^^	37,522	9.3%	148	7.0	\$ 28.90	\$ 4.14	\$ 24.76	14.3%
Fixed Bus Subtotal	27,684,586	41.3%	90,116	14.6	\$ 6.94	\$ 1.07	\$ 5.86	15.5%
Light Rail (B,O,G)	29,737,401	52.4%	90,745	139.6	\$ 3.48	\$ 0.86	\$ 2.62	24.7%
Light Rail (Silver)	2,098	2458.5%	-	16.5	\$ 29.34	\$ 0.51	\$ 28.84	1.7%
Light Rail Subtotal	29,739,499	52.4%	90,745	139.5	\$ 3.48	\$ 0.86	\$ 2.62	24.7%
ALL Fixed-Route	57,424,085	46.8%	180,861	27.3	\$ 5.15	\$ 0.96	\$ 4.18	18.7%
MTS Access	169,124	83.1%	572	1.5	\$ 72.08	\$ 4.35	\$ 67.73	6.0%
Access Taxi	24,042	62.4%	83	3.0	\$ 35.88	\$ 4.63	\$ 31.25	12.9%
Demand-Resp Subtotal	193,166	80.2%	654	1.6	\$ 67.57	\$ 4.39	\$ 63.19	6.5%
System Total	57,617,251	46.9%	181,515	25.9	\$ 5.36	\$ 0.97	\$ 4.38	18.2%

SERVICE AVAILABILITY	
Goal	Actual
80% of residents or jobs within 1/2 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: 99.0% % of jobs within 1/2 mile of a bus stop or rail station in urban areas: 99.2%
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 (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.'

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

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

** SVCC Fares and one-half of the subsidy are paid for by NCTD.

*** Route 974 SVCC connection to UCSD service starts January 2020

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

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

~ Routes 43, 140, 985 are new routes starting Nov 21, 2021 with opening of Mid-Coast.

-- Routes 50 and 150 discontinued starting Nov 21, 2021 with opening of Mid-Coast.

& Rural and Demand Response services have no specific Policy 42 goals for on-time performance, headway, or vehicle load.

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

