

San Diego Metropolitan Transit System
POLICY 42 PERFORMANCE MONITORING REPORT
FY 2023: JULY 2022 - JUNE 2023

Date: 11/2/23 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 2021	FY 2022	FY 2023	# Change		% Change	
				FY21 - FY22	FY22 - FY23	FY21 - FY22	FY22 - FY23
Urban Frequent	13,100,977	17,739,607	20,156,847	4,638,630	2,417,240	35.4%	13.6%
Urban Standard	3,324,699	4,528,650	5,222,535	1,203,951	693,885	36.2%	15.3%
Rapid	2,122,799	4,021,024	5,477,016	1,898,225	1,455,992	89.4%	36.2%
Express	689,067	795,781	685,945	106,714	(109,836)	15.5%	-13.8%
Circulator	285,430	482,904	526,347	197,474	43,443	69.2%	9.0%
Premium/Rapid Express	34,017	79,098	102,064	45,081	22,966	132.5%	29.0%
Rural	34,329	37,522	43,587	3,193	6,065	9.3%	16.2%
Fixed-Bus Subtotal	19,591,318	27,684,586	32,214,341	8,093,268	4,529,755	41.3%	16.4%
Light Rail (Blue, Orange, Green)	19,516,255	29,737,401	36,046,304	10,221,146	6,308,903	52.4%	21.2%
Light Rail (Silver)	82	2,098	1,056	2,016	(1,042)	2458.5%	-49.7%
Light Rail Subtotal	19,516,337	29,739,499	36,047,360	10,223,162	6,307,861	52.4%	21.2%
ALL Fixed Route	39,107,655	57,424,085	68,261,701	18,316,430	10,837,616	46.8%	18.9%
Demand-Resp. (MTS Access)	92,386	169,124	178,828	76,738	9,704	83.1%	5.7%
Demand-Resp. (Access Taxi)	14,807	24,042	70,834	9,235	46,792	62.4%	194.6%
Demand-Resp. Subtotal	107,193	193,166	249,662	85,973	56,496	80.2%	29.2%
System	39,214,848	57,617,251	68,511,363	18,402,403	10,894,112	46.9%	18.9%

NOTES: MTS ridership continues to rebound from the Covid-19 pandemic in nearly all categories. Monthly year-over-year ridership changes are still increasing by 20%-40%, indicating that MTS ridership has not yet reached its post-pandemic potential. Light rail ridership has increased due to the Mid-Coast light rail extension that began service in late 2021. Two express buses were replaced by the extended Blue Line, so that category shows a loss in ridership. A strike at two MTS bus divisions in May-June 2023 resulted in a loss of approx. 1.5 million boardings.

Average Weekday Passengers

Route Categories	FY 2021	FY 2022	FY 2023	# Change		% Change	
				FY21 - FY22	FY22 - FY23	FY21 - FY22	FY22 - FY23
Urban Frequent	40,886	56,836	64,672	15,950	7,837	39.0%	13.8%
Urban Standard	10,928	15,293	17,693	4,365	2,400	39.9%	15.7%
Rapid	6,486	13,051	18,378	6,565	5,327	101.2%	40.8%
Express	2,387	2,727	2,294	340	(433)	14.2%	-15.9%
Circulator	1,053	1,750	1,920	697	170	66.2%	9.7%
Premium/Rapid Express	134	311	402	177	90	132.5%	29.0%
Rural	135	148	172	13	24	9.3%	16.2%
Fixed-Bus Subtotal	62,009	90,116	105,530	28,107	15,415	45.3%	17.1%
Light Rail (Blue, Orange, Green)	59,367	90,745	109,568	31,378	18,823	52.9%	20.7%
Light Rail (Silver)	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Light Rail Subtotal	59,367	90,745	109,568	31,378	18,823	52.9%	20.7%
ALL Fixed Route	121,375	180,861	215,098	59,485	34,238	49.0%	18.9%
Demand-Resp. (MTS Access)	303	572	630	268	59	88.4%	10.3%
Demand-Resp. (Access Taxi)	51	83	242	32	159	62.1%	192.9%
Demand-Resp. Subtotal	354	654	872	300	218	84.7%	33.3%
System	121,729	181,515	215,970	59,785	34,456	49.1%	19.0%

NOTES: The average weekday ridership figure tracks closely with the overall passenger trends. October 2022 was MTS' best ridership month since February 2020, with average weekday ridership at nearly 90% of pre-pandemic levels.

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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 2021	FY 2022	FY 2023	% Change	
				FY21 - FY22	FY22 - FY23
Urban Frequent	11.6	15.9	19.6	37.1%	23.2%
Urban Standard	8.2	11.2	13.5	35.8%	20.3%
Rapid	9.4	18.0	26.6	92.0%	47.8%
Express	8.6	11.7	12.8	35.8%	9.4%
Circulator	5.0	7.2	8.6	43.5%	19.0%
Premium/Rapid Express	5.8	11.1	13.8	90.7%	25.0%
Rural	6.6	7.0	8.2	6.3%	18.1%
Fixed-Bus Subtotal	10.3	14.6	18.4	42.5%	25.7%
Light Rail (Blue, Orange, Green)	105.4	139.6	155.7	32.5%	11.6%
Light Rail (Silver)	6.9	16.5	18.5	138.1%	12.0%
Light Rail Subtotal	105.3	139.5	155.7	32.4%	11.6%
ALL Fixed Route	18.7	27.3	34.4	46.0%	26.2%
Demand-Resp. (MTS Access)	1.3	1.5	1.7	11.6%	13.9%
Demand-Resp. (Access Taxi)	3.4	3.0	3.0	100.0%	0.0%
Demand-Resp. Subtotal	1.5	1.6	1.9	9.0%	21.8%
System	18.1	25.9	32.4	43.0%	25.4%

NOTES: As with ridership, the figures for this efficiency metric continue returning towards pre-pandemic levels. Minor bus service reductions during FY 2022 that had a slight positive effect on efficiency began to be restored towards the end of FY 2023.

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 2021	FY 2022	FY 2023	% Change	
				FY21 - FY22	FY22 - FY23
Urban Frequent	14.0	20.0	25.3	42.7%	26.4%
Urban Standard	10.9	15.2	18.7	39.5%	22.6%
Rapid	11.5	23.4	35.7	104.5%	52.2%
Express	10.8	15.3	17.1	41.6%	11.3%
Circulator	6.8	10.1	12.7	48.6%	25.6%
Premium/Rapid Express	6.6	12.8	16.1	92.9%	25.4%
Rural	9.5	9.9	12.2	5.2%	22.5%
Fixed-Bus Subtotal	12.7	18.8	24.3	48.4%	29.1%
Light Rail (Blue, Orange, Green)	122.5	165.5	185.2	35.1%	11.9%
Light Rail (Silver)	-	-	-	0.0%	0.0%
Light Rail Subtotal	122.5	165.5	185.2	35.1%	11.9%
ALL Fixed Route	22.6	33.9	43.5	50.1%	28.6%
Demand-Resp. (MTS Access)	1.3	1.5	1.7	12.7%	15.0%
Demand-Resp. (Access Taxi)	3.4	2.9	2.9	100.0%	-1.0%
Demand-Resp. Subtotal	1.5	1.6	1.9	9.7%	21.7%
System	21.6	31.6	40.1	45.8%	27.0%

NOTES: The Weekday Passengers per In-Service Hour metric generally 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. 2021	Jan. 2022	June 2022	Sept. 2022	Jan. 2023	
Urban Frequent	85.4%	85.0%	83.6%	82.4%	82.0%	85.0%
Urban Standard	86.6%	86.6%	86.9%	84.8%	84.3%	90.0%
Rapid	88.5%	88.7%	88.7%	86.9%	86.5%	85.0%
Express	92.3%	95.0%	94.4%	91.7%	91.1%	90.0%
Circulator	86.7%	87.6%	84.3%	85.9%	85.0%	90.0%
Premium/Rapid Express	93.4%	94.2%	93.8%	90.5%	88.6%	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)	95.7%	94.3%	96.1%	95.8%	95.8%	90.0%
Light Rail (Silver)	N/A	N/A	N/A	N/A	N/A	N/A
System	86.8%	87.0%	86.5%	85.3%	85.0%	

NOTES: This metric is resuming pre-pandemic levels, partly due to increasing ridership, but also because worsening congestion in the urban areas is putting downward pressure on OTP for route categories that operate mostly in the urban street environment.

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 2021	FY 2022	FY 2023
MTS Directly-Operated Bus	0.92	0.93	0.96
MTS Contracted Fixed-Route Bus	0.95	1.10	1.30
Demand-Resp. (Access & Taxi)	0.33	0.22	0.71
MTS Rail	0.09	0.08	0.05

NOTES: In FY 2023, MTS Rail improved on its preventable accident rate, while bus 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 2021	FY 2022	FY 2023	% Change	
				FY21 - FY22	FY22 - FY23
MTS Directly-Operated Bus	5,680	7,029	6,019	23.8%	-14.4%
MTS Contracted Fixed-Route Bus	7,685	10,022	6,765	30.4%	-32.5%
Demand-Resp. (Access & Taxi)	47,913	44,658	47,519	-6.8%	6.4%
MTS Rail	13,567	15,963	15,439	17.7%	-3.3%

Complaints per 100,000 Passengers

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

Operator	FY 2021	FY 2022	FY 2023	% Change	
				FY21 - FY22	FY22 - FY23
MTS Directly-Operated Bus	8.0	4.9	4.0	-38.8%	-17.5%
MTS Contracted Fixed-Route Bus	10.5	9.8	10.4	-6.7%	5.8%
Demand-Resp. (Access & Taxi)	119.4	168.8	245.1	41.4%	45.2%
MTS Rail	1.3	1.1	1.2	-13.6%	5.7%
System	5.6	4.7	4.9	-16.1%	3.6%

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	FY23 Budget	FY23 Actual	# Diff	% Diff
MTS Directly-Operated Bus	762,165	761,678	(487)	-0.1%
MTS Contracted Fixed-Route Bus	1,032,335	989,488	(42,847)	-4.2%
Demand-Resp (Access & Taxi)	150,251	129,217	(21,034)	-14.0%
MTS Rail	705,850	692,826	(13,024)	-1.8%
System	2,650,601	2,573,208	(77,393)	-2.9%

NOTES: Directly-operated modes operated nearly all of the budgeted service. The contracted fixed-route bus mode lost service due to strikes at the South Bay and Copley Park divisions in May and June 2023. More demand-response service was operated than budgeted, due to continued increases in demand for ADA paratransit.

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

Revenue Miles

Operator	FY23 Budget	FY23 Actual	# Diff	% Diff
MTS Directly-Operated Bus	8,827,397	8,826,407	(990)	0.0%
MTS Contracted Fixed-Route Bus	10,721,706	9,933,536	(788,170)	-7.4%
Demand-Resp (Access & Taxi)	3,317,716	2,635,451	(682,265)	-20.6%
MTS Rail	12,985,891	12,700,555	(285,335)	-2.2%
System	35,852,710	34,095,950	(1,756,760)	-4.9%

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 2022	June 2023	# Diff	% Diff
MTS Directly-Operated Bus	11,930	11,615	(315)	-2.6%
MTS Contracted Fixed-Route Bus	16,005	15,443	(562)	-3.5%
MTS Rail	3,830	3,834	4	0.1%
System	31,766	30,892	(873)	-2.7%

Scheduled In-Service Miles (Weekly Total)

Operator	June 2022	June 2023	# Diff	% Diff
MTS Directly-Operated Bus	175,985	169,784	(6,202)	-3.5%
MTS Contracted Fixed-Route Bus	219,567	212,702	(6,865)	-3.1%
MTS Rail	81,987	82,078	91	0.1%
System	477,540	464,564	(12,976)	-2.7%

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 2022	June 2023	# Change FY22 - FY23
MTS Directly-Operated Bus	185	185	0
MTS Contracted Fixed-Route Bus	281	270	(11)
MTS Rail	115	115	0

Scheduled In-Service Speed (MPH) (Weekday)

Operator	June 2022	June 2023	% Change FY22 - FY23
MTS Directly-Operated Bus	14.7	14.6	-0.8%
MTS Contracted Fixed-Route Bus	13.7	13.8	0.6%
MTS Rail	21.5	21.5	0.0%

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 2022	June 2023	% Change FY22 - FY23
MTS Directly-Operated Bus	88.7%	88.3%	-0.5%
MTS Contracted Fixed-Route Bus	N/A	N/A	N/A
MTS Rail	98.3%	98.2%	-0.1%

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 2022	June 2023	% Change FY22 - FY23
MTS Directly-Operated Bus	76.0%	76.7%	0.9%
MTS Contracted Fixed-Route Bus	N/A	N/A	N/A
MTS Rail (Layover Included)	84.9%	83.7%	-1.3%

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 2021	FY 2022	FY 2023	% Change	
				FY21 - FY22	FY22 - FY23
MTS Directly-Operated Bus	12.5%	14.1%	16.9%	13.3%	19.4%
MTS Contracted Fixed-Route Bus	17.7%	17.1%	23.0%	-3.3%	34.8%
MTS Rail	20.7%	24.7%	21.3%	-2.7%	-13.7%
ALL Fixed Route	16.6%	18.7%	20.2%	13.2%	7.8%
Demand-Resp (Access & Taxi)	4.4%	6.5%	7.8%	-7.9%	20.3%
System	16.1%	18.2%	19.7%	13.0%	8.0%

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 2023. 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 2021	FY 2022	FY 2023	% Change	
				FY21 - FY22	FY22 - FY23
Urban Frequent	\$ 7.29	\$ 5.30	\$ 4.74	-27.3%	-10.6%
Urban Standard	\$ 7.88	\$ 6.32	\$ 5.66	-19.8%	-10.5%
Rapid	\$ 13.25	\$ 6.26	\$ 4.54	-52.8%	-27.4%
Express	\$ 14.63	\$ 10.06	\$ 10.60	-31.2%	5.3%
Circulator	\$ 11.53	\$ 8.45	\$ 7.62	-26.7%	-9.8%
Premium/Rapid Express	\$ 31.16	\$ 18.45	\$ 16.03	-40.8%	-13.1%
Rural	\$ 23.47	\$ 24.76	\$ 23.99	5.5%	-3.1%
Fixed-Bus Subtotal	\$ 8.43	\$ 5.86	\$ 5.09	-30.4%	-13.3%
Light Rail (Blue, Orange, Green)	\$ 3.79	\$ 2.62	\$ 2.73	-31.0%	4.5%
Light Rail (Silver)	\$ 78.19	\$ 28.84	\$ 28.80	-63.1%	-0.1%
Light Rail Subtotal	\$ 3.79	\$ 2.62	\$ 2.74	-31.0%	4.4%
ALL Fixed Route	\$ 6.11	\$ 4.18	\$ 3.84	-31.6%	-8.1%
Demand-Resp. (MTS Access)	\$ 102.80	\$ 67.73	\$ 60.84	-34.1%	-10.2%
Demand-Resp. (Access Taxi)	\$ 36.57	\$ 31.25	\$ 34.36	100.0%	10.0%
Demand Response Subtotal	\$ 93.65	\$ 63.19	\$ 53.33	-32.5%	-15.6%
System	\$ 6.35	\$ 4.38	\$ 4.02	-31.0%	-8.1%

NOTES: After a major spike in FY 2021, MTS' subsidy per passenger dropped in FY 2022 and FY 2023 due to returning ridership. However, high inflation on the cost side continues to put a strain on this metric.

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FY 2023 ANNUAL ROUTE STATISTICS																						
BASE STATISTICS												TITLE VI MONITORING										
Route	Cat	Jurisdiction (#=SD Dist.)	Annual Passengers	FY22-23 % 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%?
Blue	LRT	3,8,NC,CV	21,867,982	25.9%	67,371	183.2	\$ 2.95	\$ 0.74	\$ 2.21	25.1%	119,126	2,199,021	Blue	✓	90%	93%	15 min.	7.5	15	3.00	0%	No
Orange	LRT	3,4,8,9,LG,LM,EC	6,251,754	12.2%	19,128	126.3	\$ 4.29	\$ 0.74	\$ 3.55	17.3%	49,481	876,091	Orange	✓	90%	94%	15 min.	15	15	3.00	0%	No
Green	LRT	2,3,7,9,LM,EC,ST	7,926,568	16.6%	23,068	126.6	\$ 4.28	\$ 0.74	\$ 3.54	17.3%	61,554	1,171,397	Green	✓	90%	92%	15 min.	15	15	3.00	0%	No
Silver	LRT	3	1,056	(49.7%)	-	18.5	\$ 29.22	\$ 0.52	\$ 28.70	1.8%	-	-	Silver	✓	90%	100%	15 min.	30	30	3.00	0%	No
1	Frq	3,7,9,LM	707,665	(4.0%)	2,282	17.4	\$ 4.44	\$ 1.31	\$ 3.13	29.5%	42,565	386,771	1	✓	85%	77%	15 min.	15	15	1.50	0%	No
2	Frq	3	535,750	20.2%	1,724	17.2	\$ 8.89	\$ 1.18	\$ 7.72	13.2%	31,150	244,905	2	✓	85%	93%	15 min.	12	15	1.50	0%	No
3	Frq	3,4,8,9	827,961	(5.5%)	2,706	18.1	\$ 3.62	\$ 1.36	\$ 2.26	37.5%	48,440	372,653	3	✓	85%	76%	15 min.	12	12	1.50	0%	No
4	Std	3,4,8,9	505,378	22.0%	1,597	21.7	\$ 7.05	\$ 1.06	\$ 5.99	15.0%	23,300	248,279	4	✓	85%	86%	30 min.	30	30	1.50	0%	No
5	Frq	3,4,8,9	389,179	(4.0%)	1,321	18.0	\$ 3.55	\$ 1.28	\$ 2.27	36.2%	22,632	173,739	5	✓	85%	88%	15 min.	12	12	1.50	0%	No
6	Frq	3,7	245,394	25.4%	759	16.1	\$ 9.54	\$ 1.15	\$ 8.38	12.1%	15,373	130,643	6	✓	85%	87%	15 min.	15	15	1.50	0%	No
7	Frq	3,4,9	1,731,404	22.6%	5,225	26.7	\$ 5.73	\$ 1.08	\$ 4.65	18.9%	64,923	504,548	7	✓	85%	82%	15 min.	10	10	1.50	0%	No
8	Frq	2,3	511,208	28.5%	1,371	17.3	\$ 8.87	\$ 1.25	\$ 7.62	14.1%	29,583	314,477	8	✓	85%	87%	15 min.	20	20	1.50	0%	No
9	Frq	2,3	259,822	31.7%	737	14.7	\$ 10.38	\$ 1.18	\$ 9.21	11.3%	17,791	157,567	9	✓	85%	92%	15 min.	20	20	1.50	0%	No
10	Frq	2,3,4,9	870,403	20.8%	2,871	22.4	\$ 6.85	\$ 1.26	\$ 5.59	18.4%	38,775	349,950	10	✓	85%	81%	15 min.	12	15	1.50	0%	No
11	Frq	3,9	467,540	7.3%	1,501	14.9	\$ 10.24	\$ 1.30	\$ 8.94	12.7%	31,261	308,374	11	✓	85%	84%	15 min.	15	15	1.50	0%	No
12	Frq	3,4,8,9	850,892	23.0%	2,756	21.1	\$ 7.24	\$ 0.98	\$ 6.27	13.5%	40,206	395,618	12	✓	85%	84%	15 min.	7.5/15	15	1.50	0%	No
13	Frq	4,7,9,NC	1,490,154	24.3%	4,749	29.5	\$ 5.19	\$ 1.07	\$ 4.12	20.6%	50,554	511,735	13	✓	85%	84%	15 min.	12	12	1.50	0%	No
14	Circ	7,9,LM	37,146	13.3%	146	6.6	\$ 11.92	\$ 1.22	\$ 10.71	10.2%	6,452	63,482	14	✓	90%	84%	60 min.	60	60	1.00	0%	No
18	Circ	3,7	12,846	15.1%	51	5.5	\$ 14.37	\$ 1.39	\$ 12.98	9.7%	2,634	39,769	18	✓	90%	89%	60 min.	30	30	1.00	0%	No
20	Exp	3,5,6,7	360,223	19.7%	1,190	10.4	\$ 14.73	\$ 1.24	\$ 13.50	8.4%	34,744	650,911	20	✓	90%	91%	30 min.	15/30	30	1.50	0%	No
25	Circ	6,7	37,693	11.4%	148	7.0	\$ 11.32	\$ 1.22	\$ 10.10	10.8%	6,266	79,289	25	✓	90%	87%	60 min.	60	60	1.00	0%	No
27	Std	2,6	213,310	20.3%	655	10.6	\$ 7.02	\$ 1.34	\$ 5.68	19.0%	20,845	181,973	27	✓	85%	87%	30 min.	30	30	1.50	0%	No
28	Std	2,3	214,790	8.7%	692	17.9	\$ 3.22	\$ 1.16	\$ 2.06	36.0%	12,428	84,511	28	✓	85%	82%	30 min.	15/30	30	1.50	0%	No
30	Frq	1,2,3	1,017,256	22.9%	3,068	18.9	\$ 8.10	\$ 1.27	\$ 6.83	15.7%	53,863	667,701	30	✓	85%	79%	15 min.	15	15	1.50	0%	No
31	Std	1,6	77,216	37.4%	304	16.0	\$ 9.56	\$ 1.35	\$ 8.21	14.2%	4,816	59,101	31	✓	85%	89%	30 min.	30	-	1.50	0%	No
35	Frq	2,3	318,441	1.4%	975	16.5	\$ 3.09	\$ 1.37	\$ 1.72	44.5%	20,028	120,699	35	✓	85%	85%	15 min.	15	15	1.50	0%	No
41	Frq	1,6,7	759,248	22.1%	2,631	20.8	\$ 7.36	\$ 1.17	\$ 6.20	15.9%	36,603	465,148	41	✓	85%	90%	15 min.	7.5/15	15	1.50	0%	No
43~	Frq	2,6	386,007	100.0%	1,219	15.4	\$ 9.95	\$ 1.13	\$ 8.82	11.3%	25,335	250,776	43	✓	85%	92%	15 min.	15	15	1.50	0%	No
44	Frq	2,3,6,7	683,179	30.0%	2,225	20.0	\$ 7.66	\$ 1.07	\$ 6.59	14.0%	34,216	355,866	44	✓	85%	91%	15 min.	7.5/15	15	1.50	0%	No
60	Exp	1,3,4,6,9	55,598	42.1%	219	16.7	\$ 9.17	\$ 1.16	\$ 8.01	12.6%	3,325	59,187	60	✓	90%	83%	30 min.	20/30	-	1.50	0%	No
83	Circ	3	14,106	(1.9%)	56	5.0	\$ 15.92	\$ 1.40	\$ 14.52	8.8%	3,226	25,949	83	✓	90%	90%	60 min.	60	60	1.00	0%	No
84	Circ	2	12,473	(1.3%)	49	4.7	\$ 16.90	\$ 1.44	\$ 15.46	8.5%	3,010	35,575	84	✓	90%	93%	60 min.	60	60	1.00	0%	No
88	Circ	3,7	88,452	35.1%	294	12.3	\$ 5.09	\$ 1.42	\$ 3.67	27.9%	7,305	51,198	88	✓	90%	94%	60 min.	30	30	1.00	0%	No
105	Std	1,2,3,6	192,420	6.1%	686	12.7	\$ 12.09	\$ 1.07	\$ 11.03	8.8%	15,140	182,144	105	✓	85%	93%	30 min.	30	30	1.50	0%	No
110	Exp	3,6	17,646	12.4%	69	9.6	\$ 15.96	\$ 1.25	\$ 14.70	7.8%	1,832	40,188	110	✓	90%	97%	30 min.	20/30	-	1.50	0%	No
115	Std	7,9,LM,EC	189,961	52.5%	678	11.5	\$ 8.98	\$ 1.11	\$ 7.87	12.3%	16,901	195,809	115	✓	85%	84%	30 min.	30	30	1.50	0%	No
120	Frq	3,6,7	483,432	25.0%	1,577	14.3	\$ 10.67	\$ 1.25	\$ 9.42	11.8%	33,704	351,480	120	✓	85%	86%	15 min.	15/30	15/30	1.50	0%	No
140~	Exp	1,2	37,381	100.0%	185	6.3	\$ 24.44	\$ 1.34	\$ 23.10	5.5%	5,972	71,318	140	✓	85%	86%	30 min.	15	30	1.50	0%	No
201/202^	Rpd	1	2,452,699	57.6%	8,820	59.3	\$ 2.58	\$ 1.36	\$ 1.23	52.5%	41,596	372,460	201/202^	✓	85%	92%	15 min.	5	10	1.50	0%	No
204^	Rpd	1	70,422	61.2%	277	17.2	\$ 8.92	\$ 1.35	\$ 7.57	15.1%	4,102	28,501	204^	✓	85%	94%	15 min.	30	30	1.50	0%	No
215^	Rpd	3,9	1,271,180	24.8%	3,817	25.3	\$ 6.06	\$ 1.18	\$ 4.88	19.4%	50,293	499,112	215^	✓	85%	83%	15 min.	10	15	1.50	0%	No
225^	Rpd	3,8,CV	495,535	24.7%	1,566	13.8	\$ 12.16	\$ 1.42	\$ 10.74	11.7%	37,085	726,726	225^	✓	85%	80%	15 min.	15	30	1.50	0%	No

San Diego Metropolitan Transit System
POLICY 42 PERFORMANCE MONITORING REPORT
 FY 2023: JULY 2022 - JUNE 2023

Date: 11/2/23 rev

FY 2023 ANNUAL ROUTE STATISTICS																						
BASE STATISTICS													TITLE VI MONITORING									
Route	Cat	Jurisdiction (#=SD Dist.)	Annual Passengers	FY22-23 % 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	1,035,247	17.1%	3,299	16.7	\$ 9.18	\$ 1.26	\$ 7.91	13.8%	61,881	1,461,930	235^		85%	88%	15 min.	15	15	1.50	0%	No
237^	Rpd	1,6	151,933	25.7%	598	12.9	\$ 11.90	\$ 1.35	\$ 10.55	11.4%	11,828	145,479	237^	✓	85%	93%	15 min.	15	-	1.50	0%	No
280	RpEx	3,5,Esc	50,070	33.2%	197	13.2	\$ 22.68	\$ 3.39	\$ 19.29	15.0%	3,802	119,461	280		90%	89%	30 min.	15	-	1.00	0%	No
290	RpEx	3,5	51,994	25.3%	205	14.5	\$ 16.30	\$ 3.40	\$ 12.90	20.9%	3,576	89,103	290		90%	88%	30 min.	10	-	1.00	0%	No
701	Frq	CV	296,390	3.9%	1,062	15.3	\$ 5.64	\$ 1.07	\$ 4.57	19.0%	20,327	208,616	701	✓	85%	78%	15 min.	15	15	1.50	0%	No
704	Std	CV	291,968	11.0%	1,027	14.5	\$ 6.23	\$ 1.28	\$ 4.95	20.6%	21,066	226,108	704	✓	85%	82%	30 min.	30	30	1.50	0%	No
705	Std	CV,NC,Cty	146,765	15.6%	521	13.5	\$ 5.51	\$ 1.26	\$ 4.25	22.8%	11,305	101,243	705	✓	85%	90%	30 min.	30/60	30/60	1.50	0%	No
707	Std	CV	82,390	16.4%	324	11.4	\$ 7.07	\$ 1.17	\$ 5.90	16.5%	7,474	72,151	707	✓	85%	87%	30 min.	30	30	1.50	0%	No
709	Frq	CV	534,694	27.2%	1,889	19.0	\$ 4.86	\$ 1.21	\$ 3.65	25.0%	29,583	321,788	709	✓	85%	82%	15 min.	7.5/15	15	1.50	0%	No
712	Frq	CV	434,158	20.0%	1,532	20.8	\$ 4.18	\$ 1.11	\$ 3.07	26.5%	20,979	214,188	712	✓	85%	85%	15 min.	15	15	1.50	0%	No
815	Frq	EC	262,403	6.3%	858	18.8	\$ 3.50	\$ 1.41	\$ 2.09	40.3%	14,220	104,542	815		85%	86%	15 min.	15	15	1.50	0%	No
816	Std	EC,Cty	82,034	20.0%	323	9.6	\$ 10.23	\$ 1.30	\$ 8.93	12.7%	8,656	95,123	816		85%	83%	30 min.	30	30	1.50	0%	No
832	Std	ST	31,578	40.1%	111	12.0	\$ 7.46	\$ 1.22	\$ 6.24	16.4%	2,673	28,014	832		85%	82%	30 min.	60	60	1.50	0%	No
833	Std	EC,ST	53,920	(1.7%)	177	8.1	\$ 9.79	\$ 1.31	\$ 8.48	13.4%	7,378	73,115	833		85%	81%	30 min.	35-45	35-45	1.50	0%	No
834	Std	ST	20,796	5.5%	82	8.6	\$ 10.79	\$ 1.13	\$ 9.65	10.5%	2,418	24,801	834		85%	77%	30 min.	60	60	1.50	0%	No
838	Std	Cty	105,830	(7.8%)	301	10.8	\$ 7.30	\$ 1.44	\$ 5.85	19.8%	10,342	155,447	838		85%	78%	30 min.	60	60	1.50	0%	No
848	Std	EC,Cty	218,127	25.9%	710	13.9	\$ 6.23	\$ 1.29	\$ 4.93	20.8%	15,997	153,622	848		85%	86%	30 min.	30	30	1.50	0%	No
851	Circ	LM,Cty	44,973	23.1%	177	13.0	\$ 6.91	\$ 0.97	\$ 5.94	14.0%	3,513	40,836	851	✓	90%	86%	60 min.	60	60	1.00	0%	No
852	Std	4,9,LM	200,986	17.7%	635	11.0	\$ 7.37	\$ 1.25	\$ 6.12	17.0%	18,584	168,231	852	✓	85%	84%	30 min.	30	30	1.50	0%	No
854	Std	7,LM	33,583	23.8%	132	9.5	\$ 10.08	\$ 1.32	\$ 8.76	13.1%	3,538	37,656	854		85%	91%	30 min.	30/60	30/60	1.50	0%	No
855	Std	LM,Cty	156,213	31.4%	539	17.4	\$ 4.88	\$ 1.07	\$ 3.82	21.8%	9,126	86,047	855	✓	85%	91%	30 min.	30	30	1.50	0%	No
856	Std	4,9,LG,Cty	373,080	26.6%	1,324	16.8	\$ 5.80	\$ 1.19	\$ 4.62	20.5%	22,587	246,901	856	✓	85%	79%	30 min.	30	30	1.50	0%	No
864	Std	EC,Cty	238,460	(1.0%)	746	15.6	\$ 4.96	\$ 1.42	\$ 3.54	28.6%	15,485	132,674	864		85%	82%	30 min.	30	30	1.50	0%	No
872	Std	EC	29,232	22.6%	115	8.8	\$ 7.05	\$ 1.34	\$ 5.71	19.0%	3,335	22,845	872		85%	90%	30 min.	30	30	1.50	0%	No
874/875	Std	EC	230,852	13.5%	764	13.5	\$ 6.42	\$ 1.41	\$ 5.01	21.9%	17,239	165,802	874/875		85%	84%	30 min.	30	30	1.50	0%	No
888	Rural	EC,Cty	788	(21.5%)	8	1.4	\$ 179.87	\$ 5.74	\$ 174.13	3.2%	557	17,666	888									
891	Rural	EC,Cty	246	(27.0%)	5	0.8	\$ 324.37	\$ 4.85	\$ 319.52	1.5%	337	9,344	891									
892	Rural	EC,Cty	232	(22.4%)	4	0.8	\$ 315.24	\$ 6.28	\$ 308.95	2.0%	330	8,784	892									
894	Rural	EC,Cty	42,321	17.9%	167	10.3	\$ 21.80	\$ 3.89	\$ 17.91	17.9%	5,644	102,154	894									
901	Frq	3,8,IB,Cor	512,372	6.2%	1,592	13.7	\$ 8.29	\$ 1.39	\$ 6.90	16.8%	38,445	517,078	901	✓	85%	76%	15 min.	15	30	1.50	0%	No
904*	Circ	Cor	67,772	(4.5%)	188	9.7	\$ 4.72	\$ 0.24	\$ 4.48	5.0%	7,612	37,487	904*		90%	84%	60 min.	60	60	1.50	0%	No
905	Std	8	398,812	6.0%	1,433	27.1	\$ 4.37	\$ 1.13	\$ 3.25	25.8%	15,412	215,375	905	✓	85%	86%	30 min.	15/30	30	1.50	0%	No
906/907	Frq	8	824,801	(2.9%)	2,636	23.5	\$ 2.58	\$ 1.30	\$ 1.28	50.5%	36,453	263,807	906/907	✓	85%	80%	15 min.	15	15	1.50	0%	No
909	Circ	8	40,149	(18.0%)	158	11.5	\$ 9.30	\$ 1.45	\$ 7.84	15.6%	3,627	46,573	909	✓	90%	73%	60 min.	60+	60+	1.5	0%	No
916/917	Std	4,LG	107,619	21.2%	375	9.6	\$ 10.10	\$ 1.23	\$ 8.87	12.2%	11,649	133,946	916/917	✓	85%	80%	30 min.	30/60	30/60	1.50	0%	No
921	Std	1,6	186,603	18.6%	601	12.0	\$ 7.15	\$ 1.48	\$ 5.67	20.7%	15,880	154,805	921	✓	85%	81%	30 min.	30	30	1.50	0%	No
923	Std	2,3	113,318	4.5%	446	8.7	\$ 8.88	\$ 1.35	\$ 7.53	15.2%	13,520	123,444	923		85%	84%	30 min.	30	30	1.50	0%	No
928	Std	6,7	125,303	3.7%	433	8.7	\$ 11.80	\$ 1.40	\$ 10.40	11.9%	14,751	167,855	928		85%	84%	30 min.	30	30	1.50	0%	No
929	Frq	3,8,CV,NC	1,180,640	5.1%	3,826	20.5	\$ 4.13	\$ 1.23	\$ 2.90	29.9%	60,285	603,746	929	✓	85%	70%	15 min.	12	15	1.00	0%	No
932	Frq	8,CV,NC	623,475	(2.4%)	2,103	18.7	\$ 4.34	\$ 1.28	\$ 3.06	29.4%	34,981	337,967	932	✓	85%	80%	15 min.	15	15	1.50	0%	No
933/934	Frq	8,IB	1,095,907	11.4%	3,637	21.9	\$ 4.46	\$ 1.05	\$ 3.41	23.6%	52,099	598,698	933/934	✓	85%	74%	15 min.	12	15	1.50	0%	No
936	Std	4,8,LG,Cty	299,196	18.5%	871	15.0	\$ 4.77	\$ 1.34	\$ 3.43	28.1%	20,310	163,303	936	✓	85%	80%	30 min.	30	30	1.50	0%	No
944	Std	5,PW	37,693	0.2%	146	6.0	\$ 13.12	\$ 1.40	\$ 11.72	10.7%	7,215	77,598	944		85%	91%	30 min.	30	30	1.00	0%	No
945	Std	5,PW	76,311	(4.0%)	271	7.0	\$ 11.22	\$ 1.28	\$ 9.94	11.4%	12,140	168,988	945		85%	83%	30 min.	30	30	1.50	0%	No
945A	Std	PW	7,382	(4.7%)	29	8.3	\$ -	\$ -	\$ -	4.4%	1,004	14,120	945A		85%	82%	30 min.	30	30	1.50	0%	No
950	Exp	8	215,097	1.7%	709	28.3	\$ 5.17	\$ 1.26	\$ 3.91	24.3%	7,836	132,315	950	✓	90%	96%	30 min.	12/20	20	1.50	0%	No
955	Frq	4,8,9,NC	805,316	1.4%	2,622	20.7	\$ 3.73	\$ 1.19	\$ 2.54	32.0%	43,563	398,793	955	✓	85%	81%	15 min.	12	12	1.50	0%	No

San Diego Metropolitan Transit System
POLICY 42 PERFORMANCE MONITORING REPORT
FY 2023: JULY 2022 - JUNE 2023

Date: 11/2/23 rev

FY 2023 ANNUAL ROUTE STATISTICS														TITLE VI MONITORING								
BASE STATISTICS														TITLE VI MONITORING								
Route	Cat	Jurisdiction (#=SD Dist.)	Annual Passengers	FY22-23 % 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%?	
961	Frq	4,NC	407,638	12.7%	1,310	17.8	\$ 4.79	\$ 1.12	\$ 3.67	23.3%	23,709	241,015	961	✓	85%	79%	15 min.	15/30	15/30	1.50	0%	No
962	Frq	4,NC,Cty	356,058	(3.3%)	1,113	17.2	\$ 5.13	\$ 1.32	\$ 3.82	25.6%	21,452	224,278	962	✓	85%	79%	15 min.	15	15	1.50	0%	No
963	Std	4,NC	109,486	16.7%	360	12.2	\$ 5.70	\$ 1.35	\$ 4.34	23.8%	9,336	77,789	963	✓	85%	85%	30 min.	30	30	1.50	0%	No
964	Circ	5,6	78,325	(4.9%)	308	9.6	\$ 8.21	\$ 1.24	\$ 6.97	15.1%	9,113	85,820	964	✓	90%	84%	60 min.	30	30	1.00	0%	No
965	Circ	9	37,981	7.5%	130	8.9	\$ 8.88	\$ 1.29	\$ 7.59	14.5%	4,743	48,268	965	✓	90%	75%	60 min.	35-45	35-45	1.00	0%	No
967	Std	4,NC	27,497	6.6%	108	7.9	\$ 9.40	\$ 1.36	\$ 8.04	14.5%	3,607	32,106	967	✓	85%	91%	30 min.	60	60	1.50	0%	No
968	Std	NC	44,426	27.2%	175	11.0	\$ 7.56	\$ 1.11	\$ 6.45	14.6%	4,186	41,902	968	✓	85%	84%	30 min.	60+	60+	1.50	0%	No
972**	Circ	1,6	5,502	15.9%	22	4.7	\$ 16.68	\$ 0.78	\$ 15.90	4.7%	1,321	14,107	972**						1.00	0%	No	
973**	Circ	1,6	7,548	19.3%	30	6.3	\$ 12.31	\$ 0.78	\$ 11.53	6.3%	1,334	17,289	973**	✓					1.00	0%	No	
974 ***	Circ	1	6,968	16.6%	27	6.4	\$ 12.16	\$ 0.78	\$ 11.38	6.4%	1,211	11,335	974 ***	✓					1.00	0%	No	
978**	Circ	1	5,222	(9.4%)	21	4.5	\$ 17.30	\$ 0.78	\$ 16.52	4.5%	1,293	13,747	978**						1.00	0%	No	
979**	Circ	1	6,295	57.0%	25	5.6	\$ 13.92	\$ 0.78	\$ 13.14	5.6%	1,262	11,044	979**						1.00	0%	No	
985~	Circ	1	22,896	100.0%	90	8.1	\$ 9.77	\$ 1.48	\$ 8.29	15.1%	3,357	38,082	985	✓	90%	89%	15 min.	15	15	1.00	0%	No
992	Frq	2,3	288,060	13.8%	794	13.0	\$ 5.15	\$ 1.35	\$ 3.80	26.3%	23,097	182,704	992	✓	85%	68%	15 min.	15	15	1.50	0%	No
Access	D.R.	ALL	178,828	5.7%	630	1.7	\$ 65.31	\$ 4.46	\$ 60.84	6.8%												
Taxi	D.R.	ALL	70,834	194.6%	242	2.8	\$ 39.01	\$ 4.65	\$ 34.36	11.9%												
TOTAL			68,511,363	18.9%	215,970	32.4	\$ 5.01	\$ 0.99	\$ 4.02	19.7%	2,028,018	23,833,695										

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 revenue 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	FY22-23 % Change	Avg. Wkdy. Psgrs.	Psgrs./ Rev. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Farebox Recovery
Urban Frequent	20,156,847	13.6%	64,672	19.6	\$ 5.93	\$ 1.19	\$ 4.74	20.1%
Urban Standard	5,222,535	15.3%	17,693	13.5	\$ 6.93	\$ 1.25	\$ 5.68	18.0%
Rapid ^	5,477,016	36.2%	18,378	26.6	\$ 5.84	\$ 1.30	\$ 4.54	22.3%
Express	685,945	-13.8%	2,294	12.8	\$ 11.84	\$ 1.24	\$ 10.60	10.5%
Circulator	526,347	9.0%	1,920	8.6	\$ 8.44	\$ 1.10	\$ 7.34	13.0%
Premium/Rapid Express	102,064	29.0%	402	13.8	\$ 19.43	\$ 3.40	\$ 16.03	17.5%
Rural ^^	43,587	16.2%	172	8.2	\$ 27.93	\$ 3.94	\$ 23.99	14.1%
Fixed Bus Subtotal	32,214,341	16.4%	105,530	18.4	\$ 6.32	\$ 1.23	\$ 5.09	19.5%
Light Rail (B,O,G)	36,046,304	21.2%	109,568	155.7	\$ 3.48	\$ 0.74	\$ 2.73	21.3%
Light Rail (Silver)	1,056	-49.7%	-	18.5	\$ 29.22	\$ 0.52	\$ 28.70	1.8%
Light Rail Subtotal	36,047,360	21.2%	109,568	155.7	\$ 3.48	\$ 0.74	\$ 2.74	21.3%
ALL Fixed-Route	68,261,701	18.9%	215,098	34.4	\$ 4.82	\$ 0.97	\$ 3.84	20.2%
MTS Access	178,828	5.7%	630	1.7	\$ 65.31	\$ 4.46	\$ 60.84	6.8%
Access Taxi	70,834	194.6%	242	2.8	\$ 39.01	\$ 4.65	\$ 34.36	11.9%
Demand-Resp Subtotal	249,662	29.2%	872	1.9	\$ 57.85	\$ 4.52	\$ 53.33	7.8%
System Total	68,511,363	18.9%	215,970	32.4	\$ 5.01	\$ 0.99	\$ 4.02	19.7%

* 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

SERVICE AVAILABILITY *			
Goal	Actual	Goal	Actual
80% of residents or jobs within 1/2 mile of a bus stop or rail station in urban area	99.2%	% 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: 95.9%
100% of suburban residences within 5 miles of a bus stop or rail station.	100.0%	% of suburban residents within 5 miles of a bus stop or rail station:	
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.'

^ Minority Route report updated using ACS 2020 (10/26/2023)

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

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

