



# Summary

## First Six Months of Fiscal Year 2015-16

And Second Quarter: October 1, 2015 through December 31, 2015

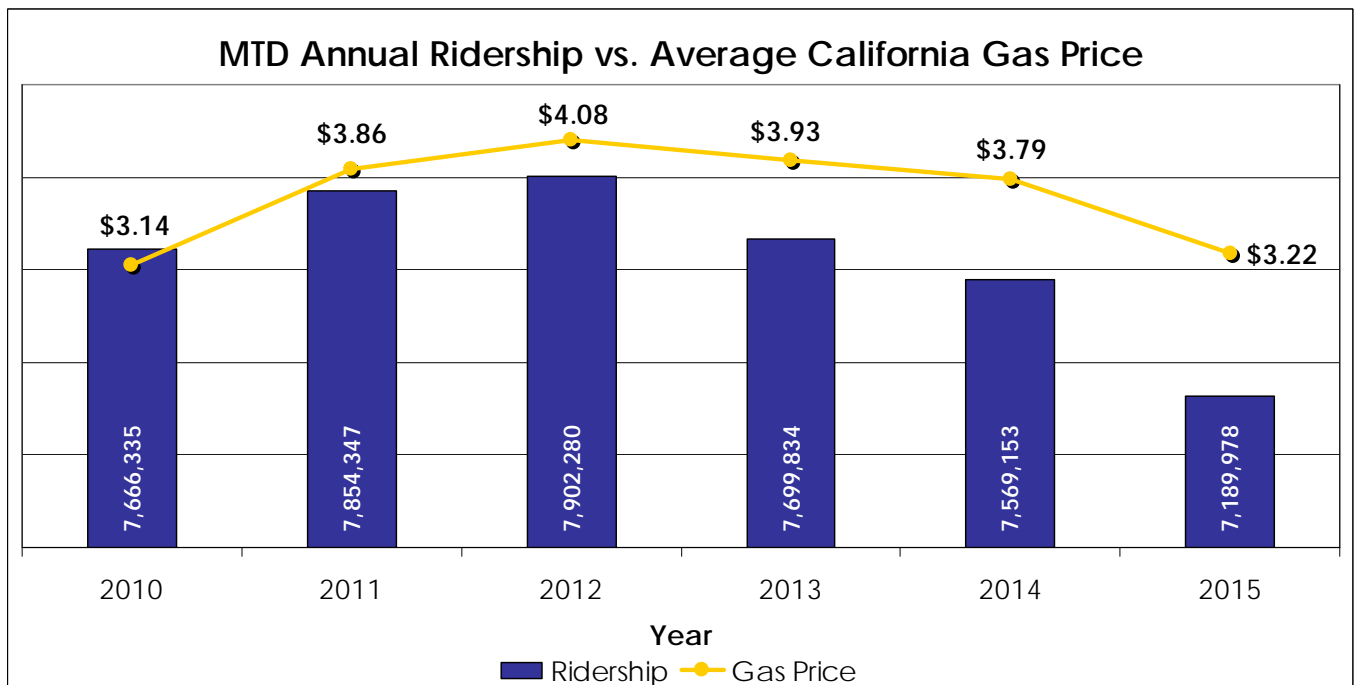
### Planning Department

With 3,433,635 passengers for the first half of Fiscal Year 2015-16, ridership is well below that for the first six months of last year – a difference of 297,135, or -8%. Almost 25,000 (8%) of those passengers were on discontinued Line 22 or Coastal Express Limited routes and nearly 27,000 (9%) were free & transfer riders. There were the same number and type of service days both years.

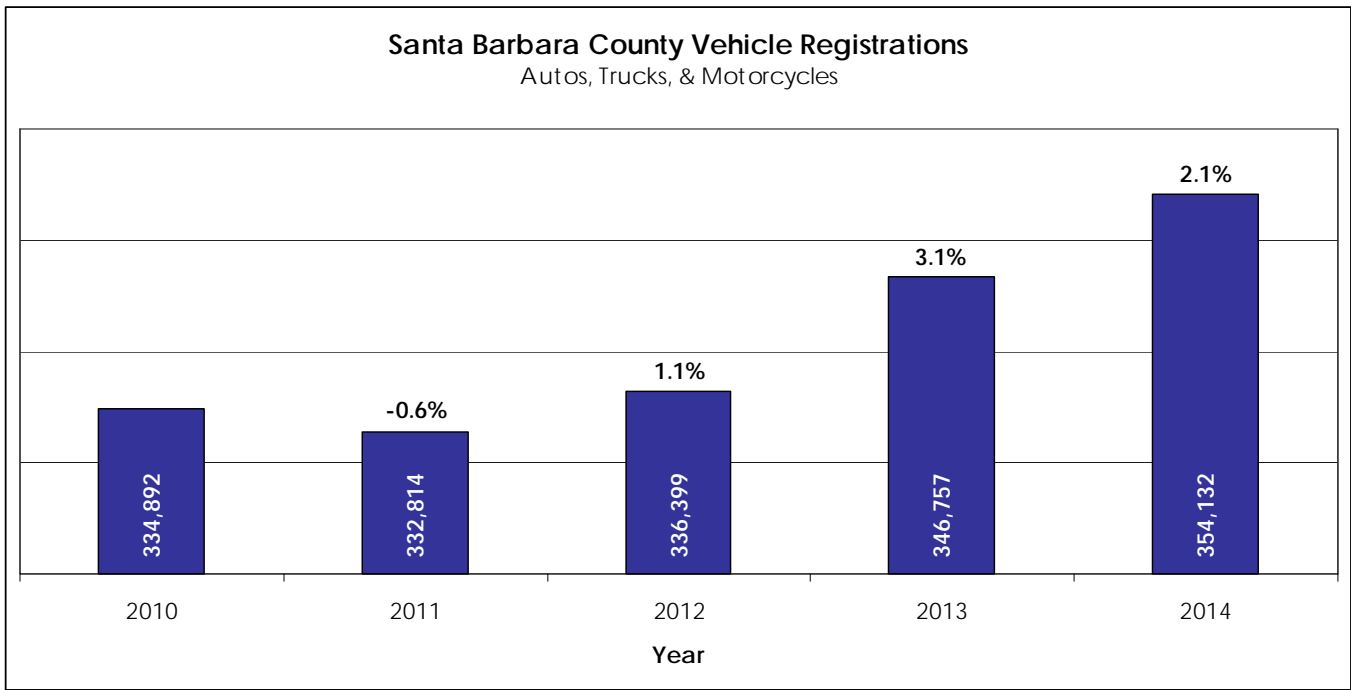
### Decreasing Ridership

Staff polled other transit agencies in California and found that MTD is not alone in facing declining ridership. In fact, among Southern California transit agencies reporting to APTA, the average ridership decrease for the calendar year through the end of September was 3.1% and for the July through September quarter, Southern California transit ridership decreased 3.8% on average. MTD ridership decreased 5.8% for the July – September quarter and 3.3% for the calendar year through September.

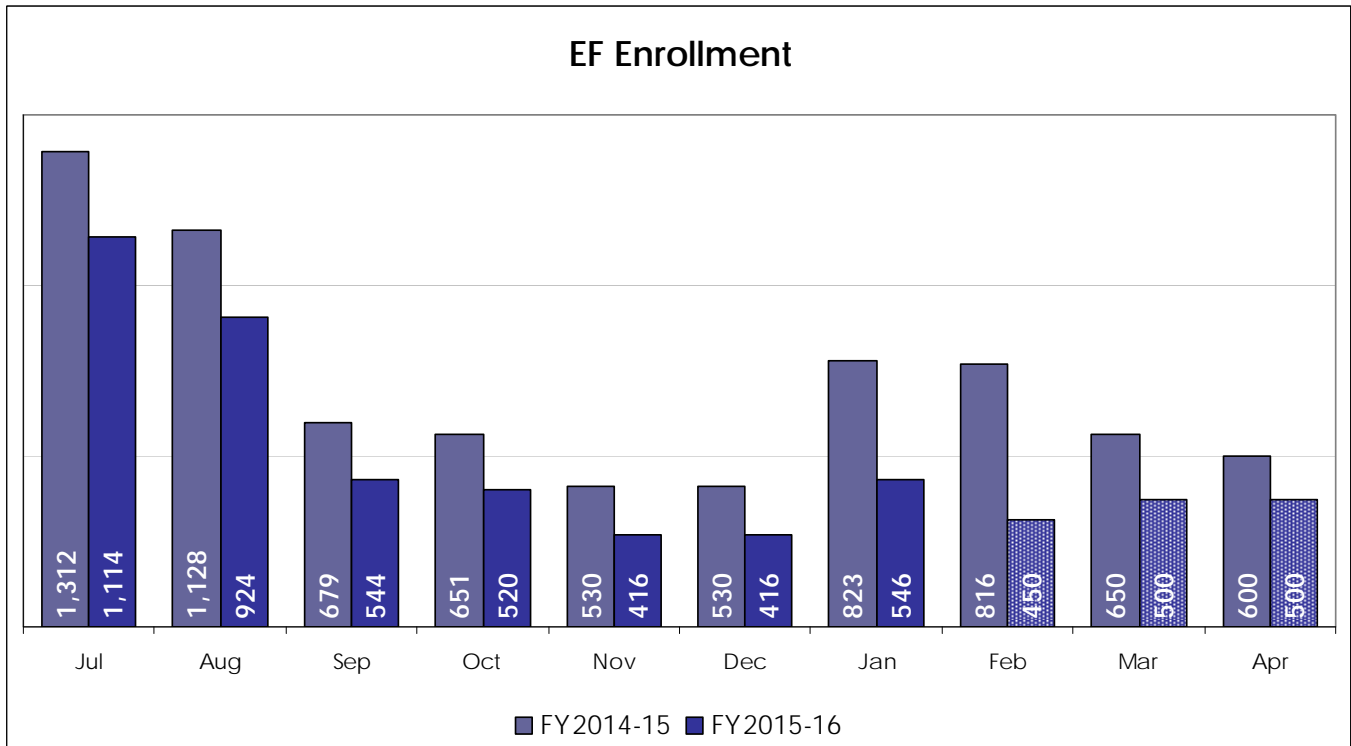
Some of the possible explanations for decreasing transit ridership are examined below.



Ridership appears to be closely correlated with gas prices. California gas prices peaked in 2012, as did MTD ridership, and both have decreased since then as depicted in the chart above.

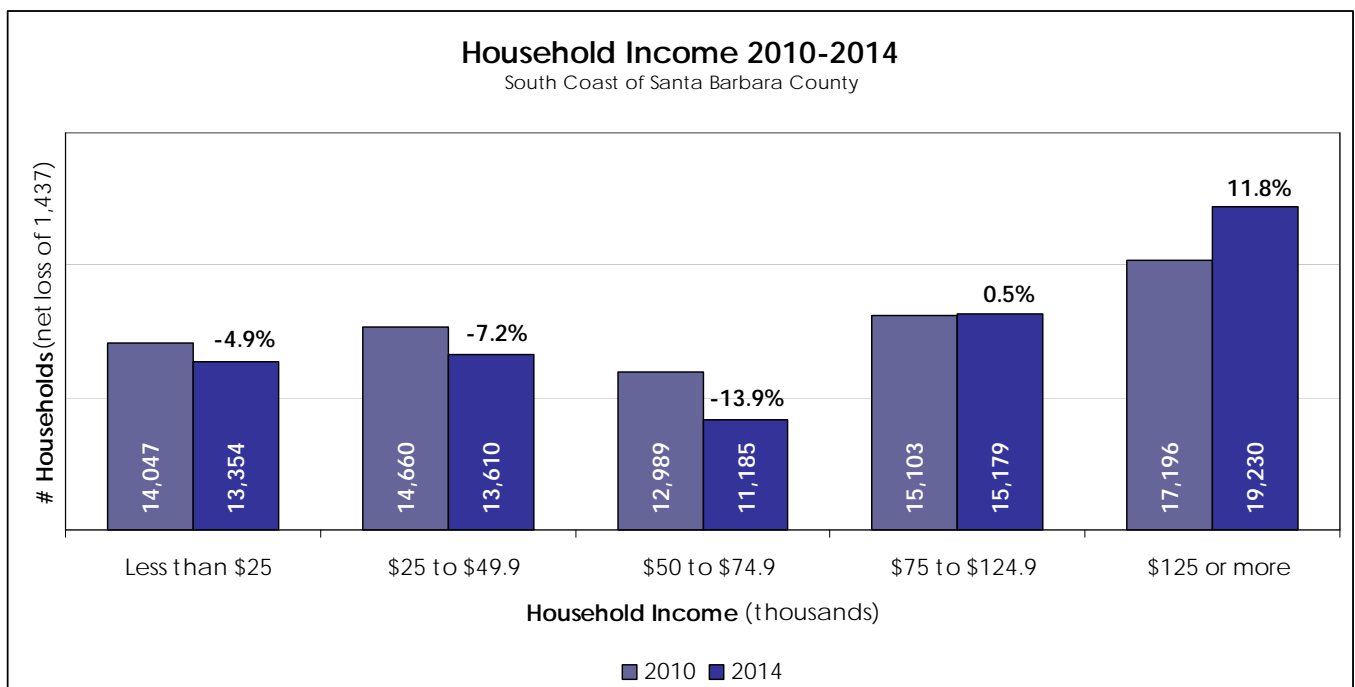
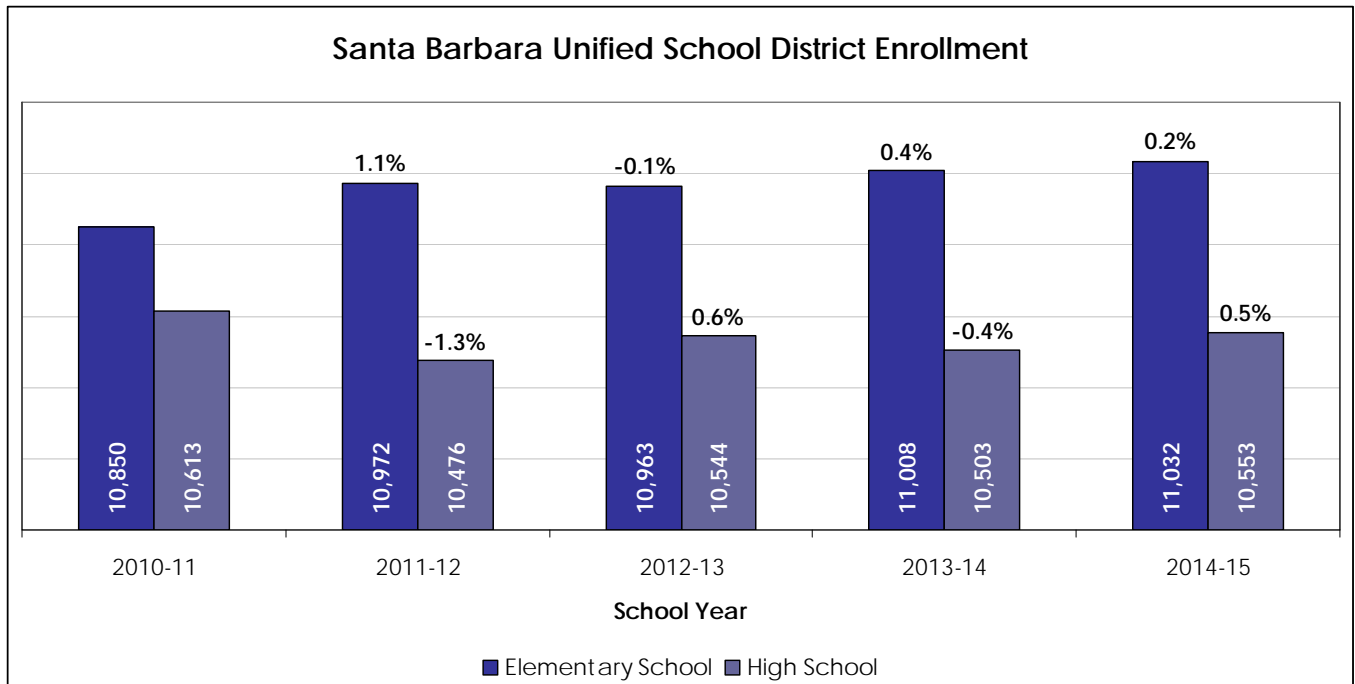


Also apparently due in part to low gas prices, vehicle sales are at record levels throughout the nation, and Santa Barbara County vehicle registration numbers grew 5.5% from 2009 to 2014, according to the Department of Motor Vehicles.



Enrollment at the international schools in the South Coast area has been significantly lower than last year. The numbers in the chart above are from the EF International Language Center, which is the largest of the local schools, but Kaplan also reports enrollment declines of about 25% since last year. On the assumptions that the majority of the visiting students rely on public transportation, and they must make at least one round trip per day, their effect on ridership is pronounced and may account for a sizeable portion of decreased ridership.

Staff has speculated that rising housing prices and the tight rental market might also be prompting some lower- and middle-income people to move out of the District, reducing the demand for transit service. As recommended by your Board, staff examined school enrollment numbers and found that they do not support this hypothesis. While enrollment at local high schools and junior high schools has declined 0.6% over the past five years, elementary school enrollment has grown 1.6% over the same period as shown below.



Income distribution data from the Census is more supportive. As depicted in the chart above, between 2010 and 2014, the number of South Coast households earning less than \$75,000 per year decreased by 3,547, while the number of households bringing in more than \$75,000 per year increased by 2,110, for a net loss of 1,437 households in the MTD service area.

The weather may be a factor in our ridership declines too. The weather in the first half of this fiscal year was very warm, with higher-than-normal average temperatures recorded on 80% of the days. While historical high daily temperatures typically average 71°, the average high temperature for these six months was 77°. Unusually high humidity was experienced through much of the summer and fall as well. People may have opted to stay indoors, rather than make a trip that entailed waiting outside in the heat for a bus with no air conditioning.

### **August & November Service Changes:**

Within the context of overall, regional ridership decreases, the routes which were affected by August and November service changes have performed reasonably well.

- At the end of November, weekday morning peak frequencies were increased from every 15 minutes to every 10 minutes on Lines 1 and 2 using grant funding from LCTOP (Cap and Trade). For the first full month of the new service, ridership on Lines 1 and 2 during the 6:30 to 8:30 AM weekday time period increased 1.8%.
- Schedule adjustments were made for Lines 1 & 2 on the weekends to improve schedule adherence. Trip times were lengthened to improve on-time performance, which entailed the elimination of 3 trips on Saturdays and 2 trips on Sundays. Weekend ridership on Lines 1 & 2 was down 5.1% for the first quarter, and 12.3% for the second quarter – 8.9% for the first half of the year. Weekend ridership system-wide decreased 10.1% for the first half of the fiscal year, so Lines 1 & 2 performed slightly better than average. With fewer, less-frequent trips, some of this decrease was to be expected, but it is anticipated that ridership will rebound with the more reliable schedule.
- The 9:30 PM inbound Line 7 trip from the Wake Center to downtown Santa Barbara that was added in August carries an average of 3.3 people per day, with Wednesday evening loads noticeably larger. The service is new, so it may take some time before people begin to use it.
- Ridership on Line 15x for the first half of the year was down 13.1% from 2014, but schedules on Line 15x were adjusted to improve schedule adherence in August by extending trip times. Lengthening trips without adding revenue time entailed the reduction of 4 round trips per day. Buses are running more on time since this adjustment was made.
- Weekday ridership on Lines 23 & 25 combined is down 15.2% for the first half of the year. Trip times on Lines 23 and 25 were also lengthened in the evenings to improve on-time performance, which entailed the elimination of two round trips per day. Lines 23 & 25 combined ran 1.3% fewer weekday hours in the first half of FY2015-16 than they did in the same period the previous year.
- UCSB-funded weekend and evening service increases on Lines 12x and 24x were implemented at the end of August. For the first six months of the year, ridership on Line 24x increased 2.0%, but Line 12x ridership decreased 11.6%. On the two routes combined, Saturday ridership increased 3.9%, and Sunday ridership increased 11.7% for the first half of the year, while weekday ridership on the two routes combined decreased 4.3%.

### **UCSB & SBCC:**

Combined UCSB and SBCC student ridership for the first six months of the year was 26% of total ridership – a slight percentage increase over last year. Total UCSB and SBCC ridership decreased by 56,000 passengers (-6.2%) for the first half of the fiscal year.

For the first half of the fiscal year, UCSB ridership increased by nearly 13,000 passengers or 3.1%. The great majority of additional weekday student riders were on Lines 24x, 27, and 11 in that order. On Saturdays, UCSB student ridership increased on Lines 12x and 24x, but decreased on Lines 11 & 27 and decreased 0.3% overall. Total Sunday UCSB ridership was down 4.7%, but ridership on Line 24x increased 31.4%. Residents of the recently completed Sierra Madre student housing on Storke Road

appear to make up a large portion of the increased student ridership. As previously discussed, service on Lines 12x and 24x was significantly increased in August.

SBCC ridership for the first six months was down 12.7%, or nearly 69,000 passenger trips from the first half of FY2015. SBCC Fall semester enrollment was down 4%, but weekday ridership dropped 12.5% from last year, with 67% of the decrease on Lines 11, 15x, 16, and 17. SBCC began offering incentives for carpooling to campus and those efforts may have affected bus ridership. Also for part of August and all of September, Caltrans was reconstructing the Castillo undercrossing, so buses (Lines 5, 16, and 15x) were detoured and often delayed which may have reduced ridership. The road work was finished in early October.

### **Articulated Buses**

The new articulated buses have been in use on Line 15x, which is the express service between Isla Vista and SBCC. The artics carried 69% of Line 15x passengers in October, while operating 67% of the total revenue hours and making 25% fewer trips than in October 2014. Passenger feedback about the more-spacious and comfortable ride has been positive. The combined additional capacity and reduced SBCC enrollment/ridership will likely enable reduced 'boosting' of Line 15x in Fall Semester 2016.

### **Cruise Ships**

There were ten cruise ship visits to Santa Barbara in the second quarter of 2015, and there have been a total of 14 for the fiscal year to date. In the first half of 2014-15, there were 11 cruise ship visits, seven of them during the second quarter. While all of the 2014 ships were large vessels, four of the 2015 ships were smaller and carried fewer people. The Waterfront Department requested only 3 extra Downtown-Waterfront Shuttles for those visits (vs. the 4 extra shuttles we run for the larger ships). As usual, the extra shuttles were appreciated and well-used, together carrying an average of 630 passengers per day.

# Planning

## Ridership by Fare Category (October - December 2015)

Fare Categories	Quarter			YTD		
	Oct 15 - Dec 15	Oct 14 - Dec 14	% Change	FY 2015-2016	FY2014- 2015	% Change
General Fare	238,593	264,525	-9.8%	543,265	593,493	-8.5%
Transfers	145,914	156,206	-6.6%	313,377	331,503	-5.5%
Full Fare Prepaid (1)	270,671	321,840	-15.9%	613,965	719,883	-14.7%
Santa Barbara City College	266,312	322,070	-17.3%	473,540	542,433	-12.7%
Senior & Disabled Prepaid (2)	167,623	169,982	-1.4%	342,243	347,991	-1.7%
Shuttle (DWE & Seaside)	53,287	51,971	2.5%	139,582	145,112	-3.8%
UC Santa Barbara	313,620	329,383	-4.8%	425,364	412,529	3.1%
Youth Prepaid (3)	161,536	183,958	-12.2%	318,968	354,130	-9.9%
Free	37,606	43,292	-13.1%	83,545	92,414	-9.6%
My Ride / Brooks	22,998	28,300	-18.7%	58,048	66,893	-13.2%
Senior	45,111	41,269	9.3%	91,069	87,938	3.6%
Persons with Disabilities	9,339	10,719	-12.9%	19,061	22,095	-13.7%
Tokens	5,683	6,783	-16.2%	11,608	14,356	-19.1%
<b>Total</b>	<b>1,738,293</b>	<b>1,930,298</b>	<b>-9.9%</b>	<b>3,433,635</b>	<b>3,730,770</b>	<b>-8.0%</b>

(1) Includes adult 10-ride and unlimited 30-day Passport use.

(2) Includes seniors' and persons with disabilities' 10-ride, and unlimited 30-day Passport use.

(3) Includes K-12 Youth 10-ride and unlimited 30-day Passport use.

Source: MTD Passdat Program, MTD Transit Development Department, Planning Section

## Revenue Hours and Revenue Miles (October - December 2015)

Metrics	Quarter			YTD		
	Oct 15 - Dec 15	Oct 14 - Dec 14	%Change	FY 2015-2016	FY2014- 2015	% Change
Passengers	1,738,293	1,930,298	-9.9%	3,433,635	3,730,770	-8.0%
Revenue Hours	51,896	51,245	1.3%	104,484	102,296	2.1%
Passengers per Revenue Hour	33.5	37.7	-11.1%	32.9	36.5	-9.9%
Miles	631,608	649,100	-2.7%	1,257,835	1,285,805	-2.2%
Passengers per Mile	2.8	3.0	-7.5%	2.7	2.9	-5.9%

Source: MTD Passdat Program, MTD Transit Development Department, Planning Section

# Planning

## MTD System Ridership (October - December 2015)

LINE	Quarter			YTD		
	Oct 15 - Dec 15	Oct 14 - Dec 14	% Change	FY 2015-2016	FY2014- 2015	% Change
1 West Santa Barbara	95,421	102,185	-6.6%	196,638	205,637	-4.4%
2 East Santa Barbara	150,305	162,463	-7.5%	309,713	327,459	-5.4%
3 Oak Park	49,750	59,078	-15.8%	104,540	117,694	-11.2%
4 Mesa / SBCC	33,645	38,387	-12.4%	70,264	77,189	-9.0%
5 Mesa / La Cumbre	38,782	46,974	-17.4%	81,944	96,790	-15.3%
6 Goleta	162,359	179,218	-9.4%	335,962	359,193	-6.5%
7 County Health / Fairview	31,357	35,433	-11.5%	68,905	75,832	-9.1%
8 County Health	25,253	29,558	-14.6%	52,433	62,643	-16.3%
9 Calle Real / Old Town Shuttle	8,812	9,097	-3.1%	17,819	18,267	-2.5%
10 Cathedral Oaks	7,209	8,341	-13.6%	13,375	15,826	-15.5%
11 UCSB	279,867	326,630	-14.3%	546,373	609,447	-10.3%
12x Goleta Express	61,609	67,814	-9.2%	125,777	142,315	-11.6%
14 Montecito	23,648	25,280	-6.5%	49,152	51,949	-5.4%
15x SBCC / UCSB Express	94,927	118,008	-19.6%	168,125	193,390	-13.1%
16 City College Shuttle	45,170	51,679	-12.6%	69,596	81,057	-14.1%
17 Lower West / SBCC	40,242	45,933	-12.4%	87,913	99,667	-11.8%
20 Carpinteria	77,414	86,394	-10.4%	162,573	179,333	-9.3%
21x Carpinteria Express	23,215	25,113	-7.6%	49,816	53,079	-6.1%
22 Old Mission	-	-	0.0%	-	3,172	-100.0%
23 Winchester Canyon	14,548	17,582	-17.3%	31,195	38,626	-19.2%
24x UCSB Express	175,897	173,789	1.2%	332,655	326,088	2.0%
25 Ellwood	11,332	13,876	-18.3%	24,577	27,771	-11.5%
27 Isla Vista Shuttle	93,514	103,251	-9.4%	130,549	131,073	-0.4%
36 Seaside Shuttle	20,818	17,898	16.3%	40,943	37,531	9.1%
37 Crosstown Shuttle	24,320	26,345	-7.7%	48,934	51,229	-4.5%
Booster Services	73,731	74,536	-1.1%	111,975	111,460	0.5%
System Subtotal	1,663,145	1,844,862	-9.8%	3,231,746	3,493,717	-7.5%
<i>Downtown Waterfront Shuttles</i>						
30 Downtown Shuttle	61,342	61,046	0.5%	162,523	170,811	-4.9%
31 East Beach Waterfront Shuttle	7,355	7,901	-6.9%	24,218	28,562	-15.2%
32 West Beach Waterfront Shuttle	6,451	6,569	-1.8%	15,148	15,977	-5.2%
<i>Coastal Express Limited</i>						
86,87 Limited - Santa Barbara	-	5,023	-100.0%	-	10,691	-100.0%
88,89 Limited - Goleta	-	4,897	-100.0%	-	11,012	-100.0%
<i>Unknown</i>						
	-	-	0.0%	-	-	0.0%
<b>System Total</b>	<b>1,738,293</b>	<b>1,930,298</b>	<b>-9.9%</b>	<b>3,433,635</b>	<b>3,730,770</b>	<b>-8.0%</b>
<i>Related Routes</i>						
20, 21x Carpinteria	100,629	111,507	-9.8%	212,389	232,412	-8.6%
1, 2, 37 East/West & Crosstown	270,046	290,993	-7.2%	555,285	584,325	-5.0%
4, 5, 15x, 16, 17 Mesa Lines	252,766	300,981	-16.0%	477,842	548,093	-12.8%
6, 11 State/Hollister	442,226	505,848	-12.6%	882,335	968,640	-8.9%
7, 8, 9 Calle Real/Fairview	65,422	74,088	-11.7%	139,157	156,742	-11.2%

Source: MTD Passdat Program, MTD Transit Development Department, Planning Section

# Planning

## MTD Passengers per Revenue Hour (October - December 2015)

LINE	Quarter			YTD		
	Oct 15 - Dec 15	Oct 14 - Dec 14	% Change	FY 2015-2016	FY2014- 2015	% Change
1 West Santa Barbara	34.6	37.2	-6.9%	35.1	37.1	-5.3%
2 East Santa Barbara	34.7	38.9	-10.6%	35.6	40.4	-11.8%
3 Oak Park	19.6	29.0	-32.4%	20.1	29.1	-30.7%
4 Mesa / SBCC	29.7	33.8	-12.4%	30.3	33.3	-9.0%
5 Mesa / La Cumbre	22.5	27.3	-17.5%	23.4	27.6	-15.4%
6 Goleta	33.8	37.5	-9.8%	34.6	37.1	-6.8%
7 County Health / Fairview	24.3	27.9	-12.9%	26.3	29.4	-10.4%
8 County Health	27.8	32.6	-14.6%	28.2	33.7	-16.3%
9 Calle Real / Old Town Shuttle	14.0	14.4	-3.1%	13.9	14.3	-2.4%
10 Cathedral Oaks	19.3	22.3	-13.4%	17.3	20.5	-15.4%
11 UCSB	36.6	42.7	-14.3%	35.2	39.3	-10.4%
12x Goleta Express	35.1	43.3	-19.1%	36.4	44.4	-18.0%
14 Montecito	19.2	20.5	-6.5%	19.6	20.7	-5.4%
15x SBCC / UCSB Express	49.7	49.4	0.6%	47.5	48.1	-1.2%
16 City College Shuttle	57.4	64.3	-10.7%	56.8	66.0	-14.0%
17 Lower West / SBCC	50.9	58.1	-12.4%	54.3	61.6	-11.8%
20 Carpinteria	23.0	26.0	-11.4%	23.9	26.6	-10.2%
21x Carpinteria Express	22.2	23.9	-7.1%	23.2	24.6	-5.8%
22 Old Mission	-	-	0.0%	-	13.0	-100.0%
23 Winchester Canyon	17.9	21.4	-16.3%	18.9	23.1	-18.5%
24x UCSB Express	57.6	69.8	-17.5%	55.9	66.0	-15.3%
25 Ellwood	30.2	36.4	-16.8%	32.1	36.0	-10.7%
27 Isla Vista Shuttle	52.3	55.0	-5.1%	43.0	43.2	-0.4%
36 Seaside Shuttle	20.0	17.2	16.3%	19.3	17.7	9.0%
37 Crosstown Shuttle	16.5	17.9	-7.7%	16.0	18.7	-14.3%
Booster Services	95.2	93.5	1.8%	93.6	91.6	2.3%
System Subtotal	34.4	38.9	-11.5%	33.6	37.4	-10.1%
<i>Downtown Waterfront Shuttles</i>						
30 Downtown Shuttle	22.7	24.1	-6.0%	26.1	29.0	-10.2%
31 East Beach Waterfront Shuttle	14.8	16.1	-7.9%	17.6	21.4	-17.7%
32 West Beach Waterfront Shuttle	20.2	24.6	-18.1%	21.0	24.0	-12.3%
<i>Coastal Express Limited</i>						
86,87 Limited - Santa Barbara	-	21.7	-100.0%	-	22.4	-100.0%
88,89 Limited - Goleta	-	19.1	-100.0%	-	20.8	-100.0%
<i>Unknown</i>						
	-	-	0.0%	-	-	0.0%
<b>System Total</b>	<b>33.5</b>	<b>37.7</b>	<b>-11.0%</b>	<b>32.9</b>	<b>36.5</b>	<b>-9.9%</b>
<i>Related Routes</i>						
20, 21x Carpinteria	22.8	25.5	-10.5%	23.7	26.1	-9.2%
1, 2, 37 East/West & Crosstown	31.5	34.6	-8.9%	32.0	35.7	-10.2%
4, 5, 15x, 16, 17 Mesa Lines	39.8	44.0	-9.5%	39.2	43.2	-9.4%
6, 11 State/Hollister	35.5	40.7	-12.7%	35.0	38.5	-9.1%
7, 8, 9 Calle Real	23.1	26.4	-12.3%	24.2	27.4	-11.8%

Source: MTD Passdat Program, MTD Transit Development Department, Planning Section



# Planning

## MTD 'At Capacity' Loads\* (October - December 2015)

LINE	Quarter			Year to Date		
	Oct 15 - Dec 15	Oct 14 - Dec 14	% Change	FY 2015-2016	FY2014- 2015	% Change
1 West Santa Barbara	11	6	83.3%	16	21	-23.8%
2 East Santa Barbara	33	29	13.8%	66	64	3.1%
3 Oak Park	4	7	-42.9%	10	14	-28.6%
4 Mesa / SBCC	2	4	-50.0%	3	14	-78.6%
5 Mesa / La Cumbre	6	15	-60.0%	21	41	-48.8%
6 Goleta	36	104	-65.4%	99	169	-41.4%
7 County Health / Fairview	5	41	-87.8%	20	82	-75.6%
8 County Health	4	1	0.0%	4	1	300.0%
9 Calle Real / Old Town Shuttle	-	-	0.0%	-	2	-100.0%
10 Cathedral Oaks	2	5	0.0%	2	5	-60.0%
11 UCSB	115	268	-57.1%	206	470	-56.2%
12x Goleta Express	15	33	-54.5%	34	85	-60.0%
14 Montecito	6	1	500.0%	11	6	83.3%
15x SBCC / UCSB Express	47	256	-81.6%	89	449	-80.2%
16 City College Shuttle	38	28	35.7%	52	57	-8.8%
17 Lower West / SBCC	7	7	0.0%	32	33	-3.0%
20 Carpinteria	21	35	-40.0%	38	75	-49.3%
21x Carpinteria Express	1	5	-80.0%	6	9	-33.3%
22 Old Mission	-	2	0.0%	-	-	0.0%
23 Winchester Canyon	-	-	0.0%	-	7	-100.0%
24x UCSB Express	169	308	-45.1%	336	559	-39.9%
25 Ellwood	-	-	0.0%	-	2	-100.0%
27 Isla Vista Shuttle	146	129	13.2%	163	130	25.4%
36 Seaside Shuttle	11	4	175.0%	27	9	200.0%
37 Crosstown Shuttle	2	-	100.0%	6	5	20.0%
Booster Services	145	144	0.7%	220	208	5.8%
System Subtotal	826	1,432	-42.3%	1,461	2,517	-42.0%
<i>Downtown Waterfront Shuttles</i>						
30 Downtown Shuttle	12	95	-87.4%	158	362	-56.4%
31 East Beach Waterfront Shuttle	-	3	-100.0%	8	8	0.0%
32 West Beach Waterfront Shuttle	-	20	-100.0%	-	20	-100.0%
<i>Coastal Express Limited</i>						
86,87 Limited - Santa Barbara	-	-	0.0%	-	-	0.0%
88,89 Limited - Goleta	-	-	0.0%	-	-	0.0%
<i>Related Routes</i>						
20, 21x Carpinteria	22	40	-45.0%	44	84	-47.6%
1, 2, 37 East/West & Crosstown	46	35	31.4%	88	90	-2.2%
4, 5, 15x, 16, 17 Mesa Lines	100	310	-67.7%	197	594	-66.8%
6, 11 State/Hollister	151	372	-59.4%	305	639	-52.3%
7, 8, 9 Calle Real, Fairview	9	42	-78.6%	24	85	-71.8%
<i>Unknown/Miscellaneous</i>						
	3	5	-40.0%	3	7	-57.1%
System Total	841	1,555	-45.9%	1,630	2,914	-44.1%

\* Classified as a 30-foot vehicle with 10 or more standees, or a 40-foot vehicle with 20 or more standees.

Source: GFI Genfare, MTD Transit Development Department, Planning Section

# Planning

## MTD 'Too Full to Board' Loads\* (October – December 2015)

LINE	Quarter			Year to Date		
	Oct 15 - Dec 15	Oct 14 - Dec 14	% Change	FY 2015-2016	FY2014- 2015	% Change
1 West Santa Barbara	4	2	100.0%	5	7	-28.6%
2 East Santa Barbara	18	18	0.0%	32	34	-5.9%
3 Oak Park	-	8	-100.0%	1	12	-91.7%
4 Mesa / SBCC	-	-	0.0%	-	5	-100.0%
5 Mesa / La Cumbre	4	6	-33.3%	13	37	-64.9%
6 Goleta	24	72	-66.7%	72	108	-33.3%
7 County Health / Fairview	4	13	-69.2%	9	24	-62.5%
8 County Health	-	-	0.0%	-	5	-100.0%
9 Calle Real / Old Town Shuttle	-	-	0.0%	-	1	-100.0%
10 Cathedral Oaks	-	7	-100.0%	-	7	-100.0%
11 UCSB	142	234	-39.3%	209	353	-40.8%
12x Goleta Express	13	6	116.7%	36	33	9.1%
14 Montecito	-	1	-100.0%	-	4	-100.0%
15x SBCC / UCSB Express	39	264	-85.2%	126	569	-77.9%
16 City College Shuttle	16	25	-36.0%	23	42	-45.2%
17 Lower West / SBCC	-	1	-100.0%	11	23	-52.2%
20 Carpinteria	16	26	-38.5%	18	51	-64.7%
21x Carpinteria Express	-	-	0.0%	1	29	-96.6%
22 Old Mission	-	-	0.0%	-	-	0.0%
23 Winchester Canyon	-	-	0.0%	-	2	-100.0%
24x UCSB Express	221	221	0.0%	445	513	-13.3%
25 Ellwood	-	-	0.0%	-	2	-100.0%
27 Isla Vista Shuttle	109	137	-20.4%	122	137	-10.9%
36 Seaside Shuttle	2	3	-33.3%	6	6	0.0%
37 Crosstown Shuttle	2	2	0.0%	5	3	66.7%
Booster Services	75	110	-31.8%	114	141	-19.1%
System Subtotal	689	1,156	-40.4%	1,248	2,148	-41.9%
<i>Downtown Waterfront Shuttles</i>						
30 Downtown Shuttle	79	147	-46.3%	462	584	-20.9%
31 East Beach Waterfront Shuttle	4	1	300.0%	14	23	-39.1%
32 West Beach Waterfront Shuttle	4	20	-80.0%	8	23	-65.2%
<i>Coastal Express Limited</i>						
86,87 Limited - Santa Barbara	-	-	0.0%	-	1	-100.0%
88,89 Limited - Goleta	-	-	0.0%	-	1	-100.0%
<i>Related Routes</i>						
20, 21x Carpinteria	16	26	-38.5%	19	80	-76.3%
1, 2, 37 East/West & Cross town	24	22	9.1%	42	44	-4.5%
4, 5, 15x, 16, 17 Mesa Lines	59	296	-80.1%	173	676	-74.4%
6, 11 State/Hollister	166	306	-45.8%	281	461	-39.0%
7, 8, 9 Calle Real, Fairview	4	13	-69.2%	9	30	-70.0%
<i>Unknown/Miscellaneous</i>						
	4	3	100.0%	9	4	125.0%
System Total	780	1,327	-41.2%	1,741	2,784	-37.5%

\* Indicates that passengers were refused service because a vehicle was too full to safely board additional riders.

Source: GFI Genfare, MTD Transit Development Department, Planning Section

# Planning

## MTD Bicycles Carried (October - December 2015)

LINE	Quarter			Year to Date		
	Oct 15 - Dec 15	Oct 14 - Dec 14	% Change	FY 2015-2016	FY2014- 2015	% Change
1 West Santa Barbara	603	694	-13.1%	1,231	1,245	-1.1%
2 East Santa Barbara	1,499	1,797	-16.6%	3,052	3,628	-15.9%
3 Oak Park	595	674	-11.7%	1,368	1,227	11.5%
4 Mesa / SBCC	517	624	-17.1%	1,172	1,314	-10.8%
5 Mesa / La Cumbre	714	809	-11.7%	1,500	1,744	-14.0%
6 Goleta	4,214	4,232	-0.4%	9,012	8,758	2.9%
7 County Health / Fairview	756	672	12.5%	1,671	1,472	13.5%
8 County Health	551	586	-6.0%	1,232	1,224	0.7%
9 Calle Real / Old Town Shuttle	114	110	3.6%	203	208	-2.4%
10 Cathedral Oaks	123	201	-38.8%	288	381	-24.4%
11 UCSB	6,635	6,997	-5.2%	12,960	13,506	-4.0%
12x Goleta Express	2,270	2,115	7.3%	4,591	4,472	2.7%
14 Montecito	454	375	21.1%	991	909	9.0%
15x SBCC / UCSB Express	1,250	1,204	3.8%	2,383	2,242	6.3%
16 City College Shuttle	395	495	-20.2%	631	779	-19.0%
17 Lower West / SBCC	330	472	-30.1%	747	971	-23.1%
20 Carpinteria	2,101	1,813	15.9%	4,394	4,162	5.6%
21x Carpinteria Express	813	669	21.5%	1,626	1,441	12.8%
22 Old Mission	-	-	0.0%	-	101	-100.0%
23 Winchester Canyon	270	352	-23.3%	491	559	-12.2%
24x UCSB Express	3,905	3,197	22.1%	7,564	6,613	14.4%
25 Ellwood	163	247	-34.0%	347	524	-33.8%
27 Isla Vista Shuttle	833	845	-1.4%	1,229	1,151	6.8%
36 Seaside Shuttle <sup>1</sup>	-	-	N/A	-	-	N/A
37 Crosstown Shuttle <sup>1</sup>	-	-	N/A	-	-	N/A
Booster Services	44	134	-67.2%	77	199	-61.3%
<b>System Subtotal</b>	<b>29,149</b>	<b>29,314</b>	<b>-0.6%</b>	<b>58,760</b>	<b>58,830</b>	<b>-0.1%</b>
<i>Downtown Waterfront Shuttles <sup>1</sup></i>						
30 State Street Shuttle	-	-	N/A	-	-	N/A
31 East Beach Waterfront Shuttle	-	-	N/A	-	-	N/A
32 West Beach Waterfront Shuttle	-	-	N/A	-	-	N/A
<i>Coastal Express Limited</i>						
86, 87 Limited - Santa Barbara	-	12	-100.0%	-	27	-100.0%
88, 89 Limited - Goleta	-	164	-100.0%	-	398	-100.0%
<i>Related Routes</i>						
20, 21x Carpinteria	2,914	2,482	17.4%	6,020	5,603	7.4%
1,2,3,7 East/West & Crosstown	2,102	2,491	-15.6%	4,283	4,873	-12.1%
4, 5, 15x, 16, 17 Mesa Lines	3,206	3,604	-11.0%	6,433	7,050	-8.8%
6, 11 State/Hollister	10,849	11,229	-3.4%	21,972	22,264	-1.3%
7, 8, 9 Calle Real/Fairview	1,421	1,368	3.9%	3,106	2,904	7.0%
<i>Unknown/Miscellaneous</i>						
	58	66	-12.1%	112	111	0.9%
<b>System Total</b>	<b>29,207</b>	<b>29,556</b>	<b>-1.2%</b>	<b>58,872</b>	<b>59,366</b>	<b>-0.8%</b>

<sup>1</sup> MTD electric shuttles cannot carry bicycles.

Source: GFI Genfare, MTD Transit Development Department, Planning Section

# Planning

## MTD Wheelchairs Boarded (October - December 2015)

LINE	Quarter			Year to Date		
	Oct 15 - Dec 15	Oct 14 - Dec 14	% Change	FY 2015-2016	FY2014- 2015	% Change
1 West Santa Barbara	325	458	-29.0%	689	721	-4.4%
2 East Santa Barbara	503	591	-14.9%	994	1,252	-20.6%
3 Oak Park	443	461	-3.9%	793	804	-1.4%
4 Mesa / SBCC	23	111	-79.3%	53	231	-77.1%
5 Mesa / La Cumbre	182	243	-25.1%	409	591	-30.8%
6 Goleta	627	566	10.8%	1,271	1,335	-4.8%
7 County Health / Fairview	345	219	57.5%	620	431	43.9%
8 County Health	191	192	-0.5%	348	365	-4.7%
9 Calle Real / Old Town Shuttle	69	40	72.5%	147	103	42.7%
10 Cathedral Oaks	2	3	-33.3%	3	9	-66.7%
11 UCSB	771	744	3.6%	1,503	1,614	-6.9%
12x Goleta Express	188	238	-21.0%	389	476	-18.3%
14 Montecito	55	56	-1.8%	133	155	-14.2%
15x SBCC / UCSB Express	13	7	85.7%	23	22	4.5%
16 City College Shuttle	72	79	-8.9%	113	161	-29.8%
17 Lower West / SBCC	25	72	-65.3%	54	153	-64.7%
20 Carpinteria	482	366	31.7%	816	666	22.5%
21x Carpinteria Express	92	124	-25.8%	139	169	-17.8%
22 Old Mission	-	-	0.0%	-	-	0.0%
23 Winchester Canyon	19	37	-48.6%	29	83	-65.1%
24x UCSB Express	111	97	14.4%	226	139	62.6%
25 Ellwood	16	45	-64.4%	37	102	-63.7%
27 Isla Vista Shuttle	12	18	-33.3%	29	42	-31.0%
36 Seaside Shuttle	41	12	241.7%	68	33	106.1%
37 Crosstown Shuttle	20	17	17.6%	41	43	-4.7%
Booster Services	5	4	25.0%	5	6	-16.7%
<b>System Subtotal</b>	<b>4,632</b>	<b>4,800</b>	<b>-3.5%</b>	<b>8,932</b>	<b>9,706</b>	<b>-8.0%</b>
<i>Downtown Waterfront Shuttles</i>						
30 State Street Shuttle	131	98	33.7%	296	336	-11.9%
31 East Beach Waterfront Shuttle	57	9	533.3%	93	31	200.0%
32 West Beach Waterfront Shuttle	16	13	23.1%	22	31	-29.0%
<i>Coastal Express Limited</i>						
86,87 Limited - Santa Barbara	-	-	0.0%	-	1	-100.0%
88,89 Limited - Goleta	-	-	0.0%	-	4	-100.0%
<i>Related Routes</i>						
20, 21x Carpinteria	574	490	17.1%	955	835	14.4%
1, 2, 37 East/West & Crosstown	848	1,066	-20.5%	1,724	2,016	-14.5%
4, 5, 15x, 16, 17 Mesa Lines	315	512	-38.5%	652	1,158	-43.7%
6, 11 State/Hollister	1,398	1,310	6.7%	2,774	2,949	-5.9%
7, 8, 9 Calle Real/Fairview	605	451	34.1%	1,115	899	24.0%
<i>Unknown/Miscellaneous</i>						
	11	2	450.0%	12	8	50.0%
<b>System Total</b>	<b>4,847</b>	<b>4,922</b>	<b>-1.5%</b>	<b>9,355</b>	<b>10,117</b>	<b>-7.5%</b>

Source: GFI Genfare, MTD Transit Development Department, Planning Section