



System Ridership Report: September 2016

System-wide ridership decreased 10.8%, or more than 66,000 passengers, for the month of September as compared to September 2015. The number of UCSB students admitted for Fall semester increased by 1000 students. With the two additional class days in September, student ridership increased by 26%. Also of note are the increased numbers of senior and disabled passengers.

Table A: Ridership Trends by Fare Component

| Fare Categories | Month | | | Fiscal Year to Date | | |
|-------------------------------|----------------|----------------|---------------|---------------------|------------------|---------------|
| | Sep 16 | Sep 15 | %Change | Jul 16 - Sep 16 | Jul 15 - Sep 15 | %Change |
| General Fare | 81,852 | 93,008 | -12.0% | 262,110 | 304,672 | -14.0% |
| Transfers | 46,126 | 55,825 | -17.4% | 145,027 | 167,463 | -13.4% |
| Full Fare Prepaid (1) | 85,623 | 104,832 | -18.3% | 277,209 | 343,294 | -19.3% |
| Santa Barbara City College | 92,652 | 121,546 | -23.8% | 165,007 | 207,228 | -20.4% |
| Senior & Disabled Prepaid (2) | 56,854 | 56,824 | 0.1% | 171,920 | 174,620 | -1.5% |
| Shuttle (DWE & Seaside) | 20,486 | 24,392 | -16.0% | 81,773 | 86,295 | -5.2% |
| UC Santa Barbara | 70,735 | 55,943 | 26.4% | 120,830 | 111,744 | 8.1% |
| Student Prepaid (3) | 53,646 | 59,472 | -9.8% | 149,798 | 157,432 | -4.8% |
| Free | 11,457 | 14,833 | -22.8% | 36,151 | 45,939 | -21.3% |
| My Ride | 9,484 | 10,507 | -9.7% | 28,891 | 35,050 | -17.6% |
| Senior | 17,622 | 16,635 | 5.9% | 53,729 | 45,958 | 16.9% |
| Persons with Disabilities | 3,390 | 3,123 | 8.5% | 10,027 | 9,722 | 3.1% |
| Tokens | 2,054 | 1,942 | 5.8% | 6,289 | 5,925 | 6.1% |
| Total | 551,981 | 618,882 | -10.8% | 1,508,761 | 1,695,342 | -11.0% |

(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 student 10-Ride and Unlimited 30-Day Passport use.

Table B: Revenue Hours and Revenue Miles

| Metrics | Month | | | Fiscal Year to Date | | |
|-------------------------|---------|---------|---------|---------------------|-----------------|---------|
| | Sep 16 | Sep 15 | %Change | Jul 16 - Sep 16 | Jul 15 - Sep 15 | %Change |
| Passengers | 551,981 | 618,882 | -10.8% | 1,508,761 | 1,695,342 | -11.0% |
| Revenue Hours | 18,608 | 17,780 | 4.7% | 54,441 | 52,588 | 3.5% |
| Passengers per Rev Hour | 29.66 | 34.81 | -14.8% | 27.71 | 32.24 | -14.0% |
| Miles | 227,826 | 217,875 | 4.6% | 651,396 | 629,226 | 3.5% |
| Passengers per Mile | 2.42 | 2.84 | -14.7% | 2.32 | 2.69 | -14.0% |

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

Table C: September 2016 System Ridership

| LINE | Month | | | Fiscal Year to Date | | |
|-------------------------------------|----------------|----------------|---------------|---------------------|------------------|---------------|
| | Sep 16 | Sep 15 | %Change | Jul 16 - Sep 16 | Jul 15 - Sep 15 | %Change |
| 1 West Santa Barbara | 30,383 | 35,439 | -14.3% | 88,868 | 101,217 | -12.2% |
| 2 East Santa Barbara | 46,192 | 55,619 | -16.9% | 134,372 | 159,408 | -15.7% |
| 3 Oak Park | 16,888 | 18,596 | -9.2% | 49,683 | 54,790 | -9.3% |
| 4 Mesa/SBCC | 11,559 | 13,790 | -16.2% | 33,072 | 36,619 | -9.7% |
| 5 Mesa / La Cumbre | 13,994 | 15,953 | -12.3% | 36,596 | 43,162 | -15.2% |
| 6 Goleta | 50,609 | 58,045 | -12.8% | 152,263 | 173,603 | -12.3% |
| 7 County Health / Fairview | 22,411 | 11,874 | 88.7% | 48,780 | 37,548 | 29.9% |
| 8 County Health | - | 8,657 | -100.0% | 13,743 | 27,180 | -49.4% |
| 9 Calle Real / Old Town Shuttle | - | 3,195 | -100.0% | 4,257 | 9,007 | -52.7% |
| 10 Cathedral Oaks | 2,194 | 2,882 | -23.9% | 5,229 | 6,166 | -15.2% |
| 11 UCSB | 72,475 | 87,955 | -17.6% | 219,084 | 266,506 | -17.8% |
| 12x Goleta Express | 18,775 | 21,286 | -11.8% | 61,128 | 64,168 | -4.7% |
| 14 Montecito | 7,199 | 8,365 | -13.9% | 22,559 | 25,504 | -11.5% |
| 15x SBCC / UCSB Express | 31,651 | 46,055 | -31.3% | 54,004 | 73,198 | -26.2% |
| 16 City College Shuttle | 13,910 | 18,167 | -23.4% | 19,586 | 24,426 | -19.8% |
| 17 Lower West / SBCC | 15,699 | 17,365 | -9.6% | 40,055 | 47,671 | -16.0% |
| 20 Carpinteria | 23,618 | 26,941 | -12.3% | 76,937 | 85,159 | -9.7% |
| 21x Carpinteria Express | 7,357 | 8,926 | -17.6% | 21,982 | 26,601 | -17.4% |
| 23 Winchester Canyon | 5,000 | 5,337 | -6.3% | 15,608 | 16,647 | -6.2% |
| 24x UCSB Express | 42,644 | 49,229 | -13.4% | 135,517 | 156,758 | -13.6% |
| 25 Ellwood | 5,312 | 4,203 | 26.4% | 13,264 | 13,245 | 0.1% |
| 27 Isla Vista Shuttle | 16,357 | 18,172 | -10.0% | 30,299 | 37,035 | -18.2% |
| 28 UCSB Shuttle | 20,814 | - | 100.0% | 22,778 | - | 100.0% |
| 36 Seaside Shuttle | 5,907 | 6,986 | -15.4% | 20,097 | 20,125 | -0.1% |
| 37 Crosstown Shuttle | 7,803 | 9,096 | -14.2% | 23,363 | 24,614 | -5.1% |
| Booster Services | 29,555 | 31,387 | -5.8% | 40,988 | 38,244 | 7.2% |
| System Subtotal | 518,306 | 583,520 | -11.2% | 1,384,112 | 1,568,601 | -11.8% |
| Downtown Waterfront Shuttles | | | | | | |
| 30 Downtown Shuttle | 27,829 | 29,323 | -5.1% | 101,522 | 101,181 | 0.3% |
| 31 East Beach Waterfront Shuttle | 4,207 | 3,996 | 5.3% | 16,298 | 16,863 | -3.4% |
| 32 West Beach Waterfront Shuttle | 1,639 | 2,043 | -19.8% | 6,829 | 8,697 | -21.5% |
| Unknown/Miscellaneous | - | - | 0.0% | - | - | 0.0% |
| System Total | 551,981 | 618,882 | -10.8% | 1,508,761 | 1,695,342 | -11.0% |
| Related Routes | | | | | | |
| 20, 21x Carpinteria | 30,975 | 35,867 | -13.6% | 98,919 | 111,760 | -11.5% |
| 1, 2, 37 East/West & Crosstown | 84,378 | 100,154 | -15.8% | 246,603 | 285,239 | -13.5% |
| 4, 5, 15x, 16, 17 Mesa Lines | 86,813 | 111,330 | -22.0% | 183,313 | 225,076 | -18.6% |
| 7, 8, 9 Calle Real | 22,411 | 23,726 | -5.5% | 66,780 | 73,735 | -9.4% |
| 6, 11 State/Hollister | 123,084 | 146,000 | -15.7% | 371,347 | 440,109 | -15.6% |

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

Table C Notes - Period over period comparison exceptions: System changes and enhancements occur throughout the year. These affect the quality of conclusions drawn when comparing ridership period over period for those lines that are modified.

Table D: September 2016 - Passengers per Hour

| LINE | Month | | | Fiscal Year to Date | | |
|-------------------------------------|-------------|-------------|---------------|---------------------|-----------------|---------------|
| | Sep 16 | Sep 15 | %Change | Jul 16 - Sep 16 | Jul 15 - Sep 15 | %Change |
| 1 West Santa Barbara | 31.4 | 38.6 | -18.7% | 30.0 | 35.7 | -15.9% |
| 2 East Santa Barbara | 30.1 | 38.9 | -22.5% | 28.6 | 36.5 | -21.6% |
| 3 Oak Park | 19.4 | 21.4 | -9.2% | 18.7 | 20.7 | -9.3% |
| 4 Mesa/SBCC | 29.9 | 35.7 | -16.2% | 28.0 | 31.0 | -9.7% |
| 5 Mesa / La Cumbre | 24.1 | 27.5 | -12.3% | 20.6 | 24.2 | -15.1% |
| 6 Goleta | 32.9 | 35.9 | -8.2% | 31.7 | 35.4 | -10.4% |
| 7 Calle Real / Fairview | 17.6 | 27.0 | -34.8% | 19.7 | 28.3 | -30.3% |
| 8 Calle Real / Turnpike | - | 27.7 | -100.0% | 26.0 | 28.5 | -8.8% |
| 9 Calle Real / Old Town Shuttle | - | 15.1 | -100.0% | 11.7 | 13.9 | -16.0% |
| 10 Cathedral Oaks | 16.8 | 22.1 | -23.9% | 13.1 | 15.5 | -15.2% |
| 11 UCSB | 29.3 | 34.3 | -14.4% | 28.3 | 33.9 | -16.5% |
| 12x Goleta Express | 31.9 | 36.1 | -11.6% | 33.9 | 37.8 | -10.3% |
| 14 Montecito | 17.3 | 20.1 | -14.0% | 17.6 | 20.0 | -11.6% |
| 15x SBCC / UCSB Express | 40.2 | 55.7 | -28.0% | 33.1 | 45.0 | -26.5% |
| 16 City College Shuttle | 41.4 | 54.0 | -23.4% | 42.2 | 55.6 | -24.1% |
| 17 Lower West / SBCC | 58.0 | 64.2 | -9.6% | 48.4 | 57.6 | -16.0% |
| 20 Carpinteria | 19.4 | 23.8 | -18.4% | 21.4 | 24.7 | -13.2% |
| 21x Carpinteria Express | 24.1 | 24.9 | -2.9% | 21.5 | 24.1 | -11.1% |
| 23 Winchester Canyon | 22.8 | 19.6 | 16.5% | 20.4 | 19.8 | 3.1% |
| 24x UCSB Express | 41.4 | 48.3 | -14.3% | 43.3 | 54.2 | -20.2% |
| 25 Ellwood | 26.9 | 33.4 | -19.5% | 27.4 | 33.9 | -19.2% |
| 27 Isla Vista Shuttle | 32.0 | 37.6 | -15.0% | 23.8 | 29.8 | -20.0% |
| 28 UCSB Shuttle | 35.7 | - | 100.0% | 30.7 | - | 100.0% |
| 36 Seaside Shuttle | 16.8 | 19.9 | -15.5% | 18.7 | 18.7 | -0.2% |
| 37 Crosstown Shuttle | 15.1 | 17.6 | -14.2% | 14.9 | 15.6 | -4.9% |
| Booster Services | 92.8 | 98.8 | -6.1% | 87.4 | 90.8 | -3.8% |
| <i>System Average</i> | <i>29.8</i> | <i>35.4</i> | <i>-15.9%</i> | <i>27.8</i> | <i>32.8</i> | <i>-15.2%</i> |
| Downtown Waterfront Shuttles | | | | | | |
| 30 Downtown Shuttle | 30.7 | 29.4 | 4.3% | 29.5 | 28.7 | 2.6% |
| 31 East Beach Waterfront Shuttle | 20.1 | 19.6 | 3.0% | 18.4 | 19.1 | -4.0% |
| 32 West Beach Waterfront Shuttle | 18.0 | 21.3 | -15.8% | 17.2 | 21.7 | -20.6% |
| <i>System Total</i> | <i>29.7</i> | <i>34.8</i> | <i>-14.8%</i> | <i>27.7</i> | <i>32.2</i> | <i>-14.0%</i> |
| Related Routes | | | | | | |
| 20, 21x Carpinteria | 20.4 | 24.1 | -15.3% | 21.4 | 24.5 | -12.7% |
| 1, 2, 37 East/West & Crosstown | 28.0 | 35.0 | -20.0% | 26.7 | 32.5 | -17.8% |
| 4, 5, 15x, 16, 17 Mesa Lines | 36.7 | 46.4 | -20.8% | 31.1 | 38.4 | -19.0% |
| 7, 8, 9 Calle Real/Fairview | 17.6 | 24.6 | -28.5% | 19.8 | 25.2 | -21.2% |
| 6, 11 State/Hollister | 30.7 | 34.9 | -12.0% | 29.6 | 34.5 | -14.1% |

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

Table E: September 2016 – ‘At Capacity’ Loads Indicated

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

| LINE | Month | | | Fiscal Year to Date | | |
|-------------------------------------|------------|------------|---------------|---------------------|-----------------|---------------|
| | Sep 16 | Sep 15 | %Change | Jul 16 - Sep 16 | Jul 15 - Sep 15 | %Change |
| 1 West Santa Barbara | 2 | 3 | 0.0% | 4 | 5 | 0.0% |
| 2 East Santa Barbara | 7 | 11 | -36.4% | 11 | 33 | -66.7% |
| 3 Oak Park | 2 | 1 | 100.0% | 9 | 6 | 50.0% |
| 4 Mesa/SBCC | 1 | - | 100.0% | 1 | 1 | 0.0% |
| 5 Mesa / La Cumbre | 7 | 3 | 133.3% | 14 | 15 | -6.7% |
| 6 Goleta | 33 | 23 | 43.5% | 92 | 63 | 46.0% |
| 7 Calle Real / Fairview | - | 1 | -100.0% | 4 | 15 | -73.3% |
| 8 Calle Real / Turnpike | - | - | 0.0% | 1 | - | 100.0% |
| 9 Calle Real / Old Town Shuttle | - | - | 0.0% | - | - | 0.0% |
| 10 Cathedral Oaks | - | - | 0.0% | - | - | 0.0% |
| 11 UCSB | 16 | 22 | -27.3% | 53 | 91 | -41.8% |
| 12x Goleta Express | 2 | 7 | -71.4% | 18 | 19 | -5.3% |
| 14 Montecito | - | - | 0.0% | 3 | 5 | -40.0% |
| 15x SBCC / UCSB Express | 24 | 24 | 0.0% | 35 | 42 | -16.7% |
| 16 City College Shuttle | 8 | 12 | -33.3% | 10 | 14 | -28.6% |
| 17 Lower West / SBCC | 5 | 6 | -16.7% | 11 | 25 | -56.0% |
| 20 Carpinteria | - | 1 | -100.0% | 11 | 17 | -35.3% |
| 21x Carpinteria Express | 1 | 1 | 0.0% | 5 | 5 | 0.0% |
| 23 Winchester Canyon | 1 | - | 100.0% | 1 | - | 100.0% |
| 24x UCSB Express | 28 | 27 | 3.7% | 96 | 167 | -42.5% |
| 25 Ellwood | 1 | - | 100.0% | 1 | - | 100.0% |
| 27 Isla Vista Shuttle | 4 | 17 | -76.5% | 4 | 17 | -76.5% |
| 28 UCSB Shuttle | - | - | 0.0% | - | - | 0.0% |
| 36 Seaside Shuttle | - | 10 | -100.0% | 5 | 16 | -68.8% |
| 37 Crosstown Shuttle | - | 3 | -100.0% | - | 4 | -100.0% |
| Booster Services | 29 | 61 | -52.5% | 39 | 75 | -48.0% |
| <i>System Subtotal</i> | <i>171</i> | <i>233</i> | <i>-26.6%</i> | <i>428</i> | <i>635</i> | <i>-32.6%</i> |
| Downtown Waterfront Shuttles | | | | | | |
| 30 Downtown Shuttle | 8 | 15 | -46.7% | 63 | 146 | -56.8% |
| 31 East Beach Waterfront Shuttle | - | - | 100.0% | 4 | 8 | -50.0% |
| 32 West Beach Waterfront Shuttle | - | - | 0.0% | - | - | 0.0% |
| Unknown | 17 | - | 100.0% | 20 | - | 100.0% |
| <i>System Total</i> | <i>196</i> | <i>248</i> | <i>-21.0%</i> | <i>515</i> | <i>789</i> | <i>-34.7%</i> |

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

Table F: September 2016 – ‘Too Full to Board’ Loads Indicated

Passengers were refused service because a vehicle was too full to safely board additional riders.

| LINE | Month | | | Fiscal Year to Date | | |
|-------------------------------------|------------|------------|---------------|---------------------|-----------------|---------------|
| | Sep 16 | Sep 15 | %Change | Jul 16 - Sep 16 | Jul 15 - Sep 15 | %Change |
| 1 West Santa Barbara | 4 | 1 | 0.0% | 4 | 1 | 0.0% |
| 2 East Santa Barbara | 3 | 11 | -72.7% | 6 | 14 | -57.1% |
| 3 Oak Park | 2 | - | 100.0% | 3 | 1 | 200.0% |
| 4 Mesa/SBCC | - | - | 0.0% | 1 | - | 100.0% |
| 5 Mesa / La Cumbre | 1 | 2 | -50.0% | 1 | 9 | -88.9% |
| 6 Goleta | 13 | 19 | -31.6% | 32 | 48 | -33.3% |
| 7 Calle Real / Fairview | 1 | - | 100.0% | 2 | 5 | -60.0% |
| 8 Calle Real / Turnpike | - | - | 0.0% | - | - | 0.0% |
| 9 Calle Real / Old Town Shuttle | - | - | 0.0% | - | - | 0.0% |
| 10 Cathedral Oaks | - | - | 0.0% | - | - | 0.0% |
| 11 UCSB | 13 | 25 | -48.0% | 28 | 67 | -58.2% |
| 12x Goleta Express | - | 3 | -100.0% | 18 | 23 | -21.7% |
| 14 Montecito | - | - | 0.0% | 3 | - | 100.0% |
| 15x SBCC / UCSB Express | 16 | 58 | -72.4% | 28 | 87 | -67.8% |
| 16 City College Shuttle | 3 | 5 | -40.0% | 3 | 7 | -57.1% |
| 17 Lower West / SBCC | 2 | - | 100.0% | 6 | 11 | -45.5% |
| 20 Carpinteria | - | - | 0.0% | 4 | 2 | 100.0% |
| 21x Carpinteria Express | - | - | 0.0% | - | 1 | -100.0% |
| 23 Winchester Canyon | - | - | 0.0% | 1 | - | 100.0% |
| 24x UCSB Express | 44 | 29 | 51.7% | 116 | 224 | -48.2% |
| 25 Ellwood | - | - | 0.0% | 1 | - | 100.0% |
| 27 Isla Vista Shuttle | 15 | 12 | 25.0% | 15 | 13 | 15.4% |
| 28 UCSB Shuttle | - | - | 0.0% | - | - | 0.0% |
| 36 Seaside Shuttle | 1 | 2 | -50.0% | 10 | 4 | 150.0% |
| 37 Crosstown Shuttle | 1 | 3 | -66.7% | 1 | 3 | -66.7% |
| Booster Services | 13 | 29 | -55.2% | 19 | 39 | -51.3% |
| <i>System Subtotal</i> | <i>132</i> | <i>199</i> | <i>-33.7%</i> | <i>302</i> | <i>559</i> | <i>-46.0%</i> |
| Downtown Waterfront Shuttles | | | | | | |
| 30 Downtown Shuttle | 67 | 71 | -5.6% | 318 | 383 | -17.0% |
| 31 East Beach Waterfront Shuttle | 1 | 3 | -66.7% | 11 | 10 | 10.0% |
| 32 West Beach Waterfront Shuttle | 1 | 1 | 0.0% | 1 | 4 | -75.0% |
| Unknown | 35 | 1 | 3400.0% | 38 | 5 | 660.0% |
| <i>System Total</i> | <i>236</i> | <i>275</i> | <i>-14.2%</i> | <i>670</i> | <i>961</i> | <i>-30.3%</i> |

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

Table G: September 2016 – Bicycles Carried

| LINE | Month | | | Fiscal Year to Date | | |
|-------------------------------------|--------------|---------------|---------------|---------------------|-----------------|---------------|
| | Sep 16 | Sep 15 | %Change | Jul 16 - Sep 16 | Jul 15 - Sep 15 | %Change |
| 1 West Santa Barbara | 198 | 215 | -7.9% | 633 | 628 | 0.8% |
| 2 East Santa Barbara | 492 | 560 | -12.1% | 1,494 | 1,553 | -3.8% |
| 3 Oak Park | 127 | 255 | -50.2% | 412 | 773 | -46.7% |
| 4 Mesa/SBCC | 189 | 223 | -15.2% | 539 | 655 | -17.7% |
| 5 Mesa / La Cumbre | 301 | 289 | 4.2% | 812 | 786 | 3.3% |
| 6 Goleta | 1,369 | 1,599 | -14.4% | 3,949 | 4,798 | -17.7% |
| 7 Calle Real / Fairview | 577 | 323 | 78.6% | 1,222 | 915 | 33.6% |
| 8 Calle Real / Turnpike | - | 236 | -100.0% | 330 | 681 | -51.5% |
| 9 Calle Real / Old Town Shuttle | - | 33 | -100.0% | 51 | 89 | -42.7% |
| 10 Cathedral Oaks | 42 | 69 | -39.1% | 146 | 165 | -11.5% |
| 11 UCSB | 1,831 | 2,112 | -13.3% | 5,392 | 6,325 | -14.8% |
| 12x Goleta Express | 669 | 901 | -25.7% | 2,164 | 2,321 | -6.8% |
| 14 Montecito | 158 | 163 | -3.1% | 472 | 537 | -12.1% |
| 15x SBCC / UCSB Express | 380 | 644 | -41.0% | 788 | 1,133 | -30.5% |
| 16 City College Shuttle | 131 | 194 | -32.5% | 174 | 236 | -26.3% |
| 17 Lower West / SBCC | 167 | 110 | 51.8% | 404 | 417 | -3.1% |
| 20 Carpinteria | 625 | 668 | -6.4% | 1,860 | 2,293 | -18.9% |
| 21x Carpinteria Express | 302 | 317 | -4.7% | 675 | 813 | -17.0% |
| 23 Winchester Canyon | 102 | 61 | 67.2% | 300 | 221 | 35.7% |
| 24x UCSB Express | 1,237 | 1,340 | -7.7% | 3,441 | 3,659 | -6.0% |
| 25 Ellwood | 102 | 61 | 67.2% | 218 | 184 | 18.5% |
| 27 Isla Vista Shuttle | 152 | 187 | -18.7% | 307 | 396 | -22.5% |
| 28 UCSB Shuttle | - | - | 0.0% | - | - | 0.0% |
| 36 Seaside Shuttle* | - | - | 0.0% | - | - | 0.0% |
| 37 Crosstown Shuttle* | - | - | 0.0% | - | - | 0.0% |
| Booster services | 32 | 19 | 68.4% | 42 | 33 | 27.3% |
| System Subtotal | 9,183 | 10,579 | -13.2% | 25,825 | 29,611 | -12.8% |
| Downtown Waterfront Shuttles | | | | | | |
| 30 Downtown Shuttle* | - | - | N/A | - | - | N/A |
| 31 East Beach Waterfront Shuttle* | - | - | N/A | - | - | N/A |
| 32 West Beach Waterfront Shuttle* | - | - | N/A | - | - | N/A |
| Unknown | 267 | 35 | 662.9% | 509 | 54 | 842.6% |
| System Total | 9,450 | 10,614 | -11.0% | 26,334 | 29,665 | -11.2% |

* The electric shuttles cannot carry bicycles.

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

Table H: September 2016 – Wheelchairs Boarded

| LINE | Month | | | Fiscal Year to Date | | |
|-------------------------------------|--------------|--------------|---------------|---------------------|-----------------|---------------|
| | Sep 16 | Sep 15 | %Change | Jul 16 - Sep 16 | Jul 15 - Sep 15 | %Change |
| 1 West Santa Barbara | 117 | 112 | 4.5% | 365 | 364 | 0.3% |
| 2 East Santa Barbara | 177 | 148 | 19.6% | 525 | 491 | 6.9% |
| 3 Oak Park | 150 | 151 | -0.7% | 410 | 350 | 17.1% |
| 4 Mesa/SBCC | 13 | 12 | 8.3% | 43 | 30 | 43.3% |
| 5 Mesa / La Cumbre | 76 | 61 | 24.6% | 196 | 227 | -13.7% |
| 6 Goleta | 161 | 221 | -27.1% | 526 | 644 | -18.3% |
| 7 Calle Real / Fairview | 199 | 134 | 48.5% | 432 | 275 | 57.1% |
| 8 Calle Real / Turnpike | - | 46 | -100.0% | 86 | 157 | -45.2% |
| 9 Calle Real / Old Town Shuttle | - | 33 | -100.0% | 33 | 78 | -57.7% |
| 10 Cathedral Oaks | 2 | - | 100.0% | 5 | 1 | 400.0% |
| 11 UCSB | 200 | 266 | -24.8% | 623 | 732 | -14.9% |
| 12x Goleta Express | 59 | 68 | -13.2% | 190 | 201 | -5.5% |
| 14 Montecito | 35 | 20 | 75.0% | 71 | 78 | -9.0% |
| 15x SBCC / UCSB Express | 24 | 9 | 166.7% | 60 | 10 | 500.0% |
| 16 City College Shuttle | 59 | 37 | 59.5% | 75 | 41 | 82.9% |
| 17 Lower West / SBCC | 26 | 11 | 136.4% | 72 | 29 | 148.3% |
| 20 Carpinteria | 70 | 86 | -18.6% | 249 | 334 | -25.4% |
| 21x Carpinteria Express | 32 | 18 | 77.8% | 73 | 47 | 55.3% |
| 23 Winchester Canyon | 3 | 5 | -40.0% | 17 | 10 | 70.0% |
| 24x UCSB Express | 39 | 29 | 34.5% | 137 | 115 | 19.1% |
| 25 Ellwood | 8 | 12 | -33.3% | 15 | 21 | -28.6% |
| 27 Isla Vista Shuttle | 2 | 9 | -77.8% | 7 | 17 | -58.8% |
| 28 UCSB Shuttle | - | - | 0.0% | - | - | 0.0% |
| 36 Seaside Shuttle | 5 | 16 | -68.8% | 22 | 27 | -18.5% |
| 37 Crosstown Shuttle | 10 | 8 | 25.0% | 35 | 21 | 66.7% |
| Booster Services | 1 | - | 100.0% | 1 | - | 100.0% |
| System Subtotal | 1,468 | 1,512 | -2.9% | 4,268 | 4,300 | -0.7% |
| Downtown Waterfront Shuttles | | | | | | |
| 30 Downtown Shuttle | 95 | 41 | 131.7% | 245 | 165 | 48.5% |
| 31 East Beach Waterfront Shuttle | 9 | 15 | -40.0% | 34 | 36 | -5.6% |
| 32 West Beach Waterfront Shuttle | 1 | 2 | -50.0% | 7 | 6 | 16.7% |
| Unknown | 10 | 1 | 100.0% | 26 | 1 | 100.0% |
| System Total | 1,583 | 1,571 | 0.8% | 4,580 | 4,508 | 1.6% |

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

Table I: Ridership by Day Type

September 2016

September 2015

| | September 2016 | | | September 2015 | | | Change in Daily Ridership | % Change in Daily Ridership |
|----------|----------------|------|---------------------|----------------|------|---------------------|---------------------------|-----------------------------|
| | Ridership | Days | Avg Daily Ridership | Ridership | Days | Avg Daily Ridership | | |
| Weekday | 473,234 | 21 | 22,535 | 521,893 | 21 | 24,852 | -2,317 | -9.3% |
| Saturday | 44,717 | 4 | 11,179 | 59,311 | 4 | 14,828 | -3,649 | -24.6% |
| Sunday | 34,030 | 5 | 6,806 | 37,678 | 5 | 7,536 | -730 | -9.7% |
| Total | 551,981 | 30 | 18,399 | 618,882 | 30 | 20,629 | -2,230 | -10.8% |

FY 2017

FY 2016

| | FY 2017 | | | FY 2016 | | | Change in Daily Ridership | % Change in Daily Ridership |
|----------|-----------|------|---------------------|-----------|------|---------------------|---------------------------|-----------------------------|
| | Ridership | Days | Avg Daily Ridership | Ridership | Days | Avg Daily Ridership | | |
| Weekday | 1,252,824 | 64 | 19,575 | 1,398,667 | 64 | 21,854 | -2,279 | -10.4% |
| Saturday | 141,127 | 13 | 10,856 | 170,468 | 13 | 13,113 | -2,257 | -17.2% |
| Sunday | 114,810 | 15 | 7,654 | 126,207 | 15 | 8,414 | -760 | -9.0% |
| Total | 1,508,761 | 92 | 16,400 | 1,695,342 | 92 | 18,428 | -2,028 | -11.0% |

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

External Factors Affecting Ridership

Service Days & School Days: The number of weekday service days was the same in both September of this year and September of last year. UCSB had two more class days during Fall semester than it did last September.

| | Weekdays | Saturdays | Sundays | HS + JHS | SBCC | UCSB |
|--------|----------|-----------|---------|----------|------|----------|
| Sep-16 | 21 | 4 | 5 | 21 | 21 | 7 + 6 SS |
| Sep-15 | 21 | 4 | 5 | 21 | 21 | 5 + 8 SS |

Source: Gregorian Calendar, SB Area School Districts, SBCC, UCSB. SS = Summer Session

Weather: Average temperatures for September 2016 were cooler than in September 2015 and very close to normal for the month. There was virtually no precipitation in September either this year or last year.

| | Temperature (°F) | | | | Precipitation |
|--------|------------------|------|---------|-----|-------------------------------|
| | Maximum | High | Average | Low | |
| Sep-16 | Maximum | 101 | 79 | 61 | Weekday: 0 in (0 days) |
| | Mean | 77 | 66 | 55 | Saturday: T in (1 day) T in |
| | Minimum | 65 | 60 | 48 | Sunday: 0 in (0 days) |
| Sep-15 | Maximum | 90 | 79 | 68 | Weekday: .2 in (3 days) |
| | Mean | 82 | 72 | 61 | Saturday: 0 in (0 days) .2 in |
| | Minimum | 75 | 68 | 54 | Sunday: 0 in (0 days) |

Source: www.wunderground.com

Addendum: Data Source Documentation

GFI Genfare data is taken directly from the electronic fare box system on each MTD vehicle so equipped. In general, GFI data has not been verified, modified, adjusted, added, or removed since being captured at the time of the driver/passenger transaction. GFI data is considered raw data.

Passdat program accuracy is determined by the amount of GFI fare box data that remains unchanged as compared to Trapeze Run and Trip templates for the evaluation time period. Both human and mechanical errors influence the need to make manual adjustments. These corrections are defined and determined by evaluation of historical and experiential ridership patterns.