



System Ridership Report: October 2021

System wide ridership increased 114% or 236,914 passengers, for the month of October 2021 as compared to October 2020. In October 2020, ridership and fare revenue was greatly impacted due to the COVID-19 pandemic. Line 28 service resumed on September 20, 2021, with the full reopening of the UCSB campus. All bus capacity restrictions were lifted on September 22, 2021.

Table A: Ridership Trends by Fare Component

| Fare Categories | Month | | | Fiscal Year to Date | | |
|------------------------------------------|----------------|----------------|---------------|---------------------|-----------------|--------------|
| | Oct-21 | Oct-20 | %Change | Jul 21 - Oct 21 | Jul 20 - Oct 20 | %Change |
| Persons with Disabilities Cash | 1,301 | 5 | 100.0% | 5,290 | 6 | 88066.7% |
| Full Fare Prepaid ⁽¹⁾ | 64,874 | 31 | 209171.0% | 260,661 | 96 | 271421.9% |
| Free | 5,931 | 207,614 | -97.1% | 25,282 | 751,485 | -96.6% |
| General Fare | 54,917 | 3 | 1830466.7% | 231,317 | 11 | 2102781.8% |
| Santa Barbara City College | 15,966 | 35 | 45517.1% | 36,248 | 104 | 34753.8% |
| Senior & Disabled Prepaid ⁽²⁾ | 42,082 | 37 | 113635.1% | 164,967 | 107 | 154074.8% |
| Shuttle | - | - | 0.0% | 3 | - | 0.0% |
| Senior Cash | 8,596 | 11 | 100.0% | 34,624 | 12 | 100.0% |
| Youth(K-12) Prepaid ⁽³⁾ | 45,134 | 17 | 265394.1% | 141,156 | 79 | 178578.5% |
| Special Pass Programs | 209 | 12 | 1641.7% | 925 | 54 | 1613.0% |
| Tokens | 1,287 | 1 | 100.0% | 4,175 | 1 | 100.0% |
| Transfers | 26,824 | 61 | 43873.8% | 107,476 | 222 | 48312.6% |
| UC Santa Barbara | 177,373 | 24 | 738954.2% | 258,778 | 99 | 261291.9% |
| Tap to Ride Transactions | 271 | - | 100.0% | 1,176 | - | 100.0% |
| Total | 444,765 | 207,851 | 114.0% | 1,272,078 | 752,276 | 69.1% |

Table B: Revenue Hours and Revenue Miles

| Metrics | Month | | | Fiscal Year to Date | | |
|-------------------------|---------|---------|---------|---------------------|-----------------|---------|
| | Oct-21 | Oct-20 | %Change | Jul 21 - Oct 21 | Jul 20 - Oct 20 | %Change |
| Passengers | 444,765 | 207,851 | 114.0% | 1,272,078 | 752,276 | 69.1% |
| Revenue Hours | 16,323 | 14,972 | 9.0% | 61,666 | 58,765 | 4.9% |
| Passengers per Rev Hour | 27.25 | 13.88 | 96.3% | 20.63 | 12.80 | 61.1% |
| Revenue Miles | 201,173 | 181,886 | 10.6% | 755,487 | 714,668 | 5.7% |
| Passengers per Rev Mile | 2.21 | 1.14 | 93.5% | 1.68 | 1.05 | 60.0% |

*SOURCE: MTD PASSDAT PROGRAM, MTD TRANSIT DEVELOPMENT DEPARTMENT, PLANNING SECTION

Table C: October 2021 System Ridership

| LINE | Month | | | Fiscal Year to Date | | |
|-------------------------------------|----------------|----------------|---------------|---------------------|-----------------|--------------|
| | Oct-21 | Oct-20 | %Change | Jul 21 - Oct 21 | Jul 20 - Oct 20 | %Change |
| 1 West Santa Barbara | 22,641 | 20,011 | 13.1% | 84,389 | 68,965 | 22.4% |
| 2 East Santa Barbara | 35,431 | 27,406 | 29.3% | 130,330 | 98,733 | 32.0% |
| 3 Oak Park | 10,715 | 8,813 | 21.6% | 40,072 | 31,112 | 28.8% |
| 4 Mesa/SBCC | 6,198 | 5,161 | 20.1% | 24,262 | 19,117 | 26.9% |
| 5 Mesa / La Cumbre | 6,879 | 5,435 | 26.6% | 25,014 | 19,832 | 26.1% |
| 6 Goleta | 38,940 | 28,579 | 36.3% | 141,432 | 105,872 | 33.6% |
| 7 County Health / Fairview | 17,567 | 14,037 | 25.1% | 63,789 | 50,901 | 25.3% |
| 10 Cathedral Oaks | - | - | 0.0% | - | - | 0.0% |
| 11 UCSB | 93,473 | 38,431 | 143.2% | 245,335 | 140,145 | 75.1% |
| 12x Goleta Express | 12,437 | 8,389 | 48.3% | 43,111 | 29,095 | 48.2% |
| 14 Montecito | 4,744 | 4,510 | 5.2% | 17,955 | 16,361 | 9.7% |
| 15x SBCC / UCSB Express | 10,774 | - | 100.0% | 19,786 | - | 100.0% |
| 16 City College Shuttle | 3,556 | - | 100.0% | 8,173 | - | 100.0% |
| 17 Lower West / SBCC | 6,614 | 4,950 | 33.6% | 25,915 | 19,290 | 34.3% |
| 20 Carpinteria | 25,141 | 21,470 | 17.1% | 97,649 | 80,975 | 20.6% |
| 23 Winchester Canyon | 3,513 | 1,906 | 84.3% | 10,106 | 6,261 | 61.4% |
| 24x UCSB Express | 43,114 | 10,760 | 300.7% | 110,309 | 38,411 | 187.2% |
| 25 Elwood | 4,112 | 3,515 | 17.0% | 14,320 | 11,502 | 24.5% |
| 27 Isla Vista Shuttle | 21,720 | 4,478 | 385.0% | 39,863 | 15,704 | 153.8% |
| 28 UCSB Shuttle | 54,616 | - | 100.0% | 73,248 | - | 100.0% |
| 36 Seaside Shuttle | - | - | 0.0% | - | - | 0.0% |
| 37 Crosstown Shuttle | - | - | 0.0% | - | - | 0.0% |
| 90 West Goleta Amtrak Shuttle | - | - | 0.0% | - | - | 0.0% |
| 91 East Goleta Amtrak Shuttle | - | - | 0.0% | - | - | 0.0% |
| 92 Santa Barbara Amtrak Shuttle | - | - | 0.0% | - | - | 0.0% |
| Booster Services | 22,580 | - | 100.0% | 57,020 | - | 100.0% |
| System Subtotal | 444,765 | 207,851 | 114.0% | 1,272,078 | 752,276 | 69.1% |
| Downtown Waterfront Shuttles | | | | | | |
| 30 Downtown Shuttle | - | - | 0.0% | - | - | 0.0% |
| 34 Waterfront Shuttle | - | - | 0.0% | - | - | 0.0% |
| DWS Total | - | - | 0.0% | - | - | 0.0% |
| System Total | 444,765 | 207,851 | 114.0% | 1,272,078 | 752,276 | 69.1% |

| Related Routes | | | | | | |
|--------------------------------|---------|--------|--------|---------|---------|--------|
| 11, 24x, 27, 28 UCSB Lines | 212,923 | 53,669 | 296.7% | 468,755 | 194,260 | 141.3% |
| 1, 2, 37 East/West & Crosstown | 58,072 | 47,417 | 22.5% | 214,719 | 167,698 | 28.0% |
| 4, 5, 15x, 16, 17 Mesa Lines | 34,021 | 15,546 | 118.8% | 103,150 | 58,239 | 77.1% |
| 6, 11 State/Hollister | 132,413 | 67,010 | 97.6% | 386,767 | 246,017 | 57.2% |

*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: October 2021 - Passengers Per Hour

| LINE | | Month | | | Fiscal Year to Date | | |
|-------------------------------------|------------------------------|-------------|-------------|--------------|---------------------|-----------------|--------------|
| | | Oct-21 | Oct-20 | %Change | Jul 21 - Oct 21 | Jul 20 - Oct 20 | %Change |
| 1 | West Santa Barbara | 24.0 | 20.4 | 17.9% | 22.4 | 17.9 | 25.1% |
| 2 | East Santa Barbara | 24.1 | 18.0 | 33.9% | 22.2 | 16.5 | 34.3% |
| 3 | Oak Park | 13.3 | 10.5 | 26.2% | 12.4 | 9.5 | 30.9% |
| 4 | Mesa/SBCC | 16.2 | 13.1 | 23.4% | 15.8 | 12.3 | 28.5% |
| 5 | Mesa / La Cumbre | 11.5 | 8.9 | 28.7% | 10.5 | 8.3 | 27.0% |
| 6 | Goleta | 22.5 | 16.3 | 38.0% | 20.6 | 15.4 | 33.7% |
| 7 | Calle Real / Fairview | 13.7 | 10.7 | 27.9% | 12.4 | 9.8 | 27.1% |
| 10 | Cathedral Oaks | - | - | 0.0% | - | - | 0.0% |
| 11 | UCSB | 35.9 | 14.3 | 151.1% | 23.6 | 13.4 | 77.0% |
| 12x | Goleta Express | 20.4 | 13.7 | 48.7% | 17.8 | 11.9 | 49.5% |
| 14 | Montecito | 11.1 | 10.2 | 9.3% | 10.5 | 9.5 | 11.1% |
| 15x | SBCC / UCSB Express | 22.1 | - | 100.0% | 17.4 | - | 100.0% |
| 16 | City College Shuttle | 14.7 | - | 100.0% | 14.5 | - | 100.0% |
| 17 | Lower West / SBCC | 23.1 | 16.8 | 37.2% | 22.6 | 16.6 | 36.0% |
| 20 | Carpinteria | 16.0 | 13.1 | 21.4% | 15.5 | 12.8 | 21.6% |
| 23 | Winchester Canyon | 17.4 | 9.3 | 86.7% | 12.6 | 7.8 | 62.2% |
| 24x | UCSB Express | 40.6 | 10.1 | 304.3% | 26.0 | 9.1 | 185.4% |
| 25 | Elwood | 17.8 | 15.0 | 18.6% | 15.5 | 12.4 | 25.3% |
| 27 | Isla Vista Shuttle | 57.9 | 11.8 | 392.3% | 26.6 | 10.5 | 153.4% |
| 28 | UCSB Shuttle | 77.8 | - | 100.0% | 75.6 | - | 100.0% |
| 36 | Seaside Shuttle | - | - | 0.0% | - | - | 0.0% |
| 37 | Crosstown Shuttle | - | - | 0.0% | - | - | 0.0% |
| 90 | West Goleta Amtrak Shuttle | - | - | 0.0% | - | - | 0.0% |
| 91 | East Goleta Amtrak Shuttle | - | - | 0.0% | - | - | 0.0% |
| 92 | Santa Barbara Amtrak Shuttle | - | - | 0.0% | - | - | 0.0% |
| | Booster Services | 72.7 | - | 100.0% | 68.0 | - | 100.0% |
| System Average | | 27.2 | 13.9 | 96.2% | 20.6 | 12.8 | 61.0% |
| Downtown Waterfront Shuttles | | | | | | | |
| 30 | Downtown Shuttle | - | - | 0.0% | - | - | 0.0% |
| 34 | Waterfront Shuttle | - | - | 0.0% | - | - | 0.0% |
| DWS Average | | - | - | 0.0% | - | - | 0.0% |
| System Total | | 27.2 | 13.9 | 96.2% | 20.6 | 12.8 | 61.0% |

| Related Routes | | | | | | | |
|--------------------------------|--|------|------|--------|------|------|--------|
| 11, 24x, 27, 28 UCSB Lines | | 212 | 36 | 487.8% | 152 | 33 | 360.6% |
| 1, 2, 37 East/West & Crosstown | | 24.1 | 18.9 | 27.1% | 22.3 | 17.1 | 30.5% |
| 4, 5, 15x, 16, 17 Mesa Lines | | 17.0 | 12.0 | 42.0% | 15.2 | 11.4 | 33.8% |
| 6, 11 State/Hollister | | 30.5 | 15.1 | 102.4% | 22.4 | 14.2 | 58.3% |

*SOURCE: GFI GENFARE, MTD TRANSIT DEVELOPMENT DEPARTMENT, PLANNING SECTION

Table E: October 2021 – ‘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 | | |
|-------------------------------------|------------|-----------|---------------|---------------------|-----------------|---------------|
| | Oct-21 | Oct-20 | %Change | Jul 21 - Oct 21 | Jul 20 - Oct 20 | %Change |
| 1 West Santa Barbara | 2 | 5 | -60.0% | 4 | 9 | -55.6% |
| 2 East Santa Barbara | 2 | 12 | -83.3% | 7 | 23 | -69.6% |
| 3 Oak Park | - | - | 0.0% | - | - | 0.0% |
| 4 Mesa/SBCC | - | - | 0.0% | - | 1 | -100.0% |
| 5 Mesa / La Cumbre | - | - | 0.0% | - | 1 | -100.0% |
| 6 Goleta | 6 | 6 | 0.0% | 6 | 12 | -50.0% |
| 7 Calle Real / Fairview | - | 1 | -100.0% | 1 | 2 | -50.0% |
| 10 Cathedral Oaks | - | - | 0.0% | - | - | 0.0% |
| 11 UCSB | 37 | 5 | 640.0% | 61 | 18 | 238.9% |
| 12x Goleta Express | 1 | 2 | -50.0% | 2 | 3 | -33.3% |
| 14 Montecito | - | 2 | -100.0% | - | 6 | -100.0% |
| 15x SBCC / UCSB Express | 17 | - | 100.0% | 26 | - | 100.0% |
| 16 City College Shuttle | - | - | 0.0% | - | - | 0.0% |
| 17 Lower West / SBCC | - | - | 0.0% | - | 1 | -100.0% |
| 20 Carpinteria | - | 4 | -100.0% | 2 | 17 | -88.2% |
| 23 Winchester Canyon | - | - | 0.0% | - | - | 0.0% |
| 24x UCSB Express | 26 | - | 100.0% | 32 | - | 100.0% |
| 25 Elwood | - | - | 0.0% | 1 | - | 100.0% |
| 27 Isla Vista Shuttle | 8 | - | 100.0% | 8 | 1 | 700.0% |
| 28 UCSB Shuttle | - | - | 0.0% | 11 | - | 100.0% |
| 36 Seaside Shuttle | - | - | 0.0% | - | - | 0.0% |
| 37 Crosstown Shuttle | - | - | 0.0% | - | - | 0.0% |
| 90 West Goleta Amtrak Shuttle | - | - | 0.0% | - | - | 0.0% |
| 91 East Goleta Amtrak Shuttle | - | - | 0.0% | - | - | 0.0% |
| 92 Santa Barbara Amtrak Shuttle | - | - | 0.0% | - | - | 0.0% |
| Booster Services | 13 | - | 100.0% | 28 | - | 100.0% |
| System Subtotal | 112 | 37 | 202.7% | 189 | 94 | 101.1% |
| Downtown Waterfront Shuttles | | | | | | |
| 30 Downtown Shuttle | - | - | 0.0% | - | - | 0.0% |
| 34 Waterfront Shuttle | - | - | 0.0% | - | - | 0.0% |
| DWS Total | - | - | 0.0% | - | - | 0.0% |
| System Total | 112 | 37 | 202.7% | 189 | 94 | 101.1% |

*SOURCE: GFI GENFARE, MTD TRANSIT DEVELOPMENT DEPARTMENT, PLANNING SECTION

Table F: October 2021 – ‘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 | | |
|-------------------------------------|------------|--------------|---------------|---------------------|-----------------|---------------|
| | Oct-21 | Oct-20 | %Change | Jul 21 - Oct 21 | Jul 20 - Oct 20 | %Change |
| 1 West Santa Barbara | 2 | 50 | -96.0% | 28 | 119 | -76.5% |
| 2 East Santa Barbara | 4 | 128 | -96.9% | 68 | 401 | -83.0% |
| 3 Oak Park | 2 | 48 | -95.8% | 4 | 116 | -96.6% |
| 4 Mesa/SBCC | - | - | 0.0% | 1 | 9 | -88.9% |
| 5 Mesa / La Cumbre | - | 5 | -100.0% | 2 | 27 | -92.6% |
| 6 Goleta | 5 | 222 | -97.7% | 38 | 675 | -94.4% |
| 7 Calle Real / Fairview | - | 37 | -100.0% | - | 86 | -100.0% |
| 10 Cathedral Oaks | - | - | 0.0% | - | - | 0.0% |
| 11 UCSB | 109 | 296 | -63.2% | 198 | 853 | -76.8% |
| 12x Goleta Express | 1 | 20 | -95.0% | 13 | 42 | -69.0% |
| 14 Montecito | - | 23 | -100.0% | 2 | 105 | -98.1% |
| 15x SBCC / UCSB Express | 9 | - | 100.0% | 13 | - | 100.0% |
| 16 City College Shuttle | - | - | 0.0% | - | - | 0.0% |
| 17 Lower West / SBCC | - | 5 | -100.0% | 2 | 16 | -87.5% |
| 20 Carpinteria | 3 | 181 | -98.3% | 32 | 528 | -93.9% |
| 23 Winchester Canyon | 2 | 4 | -50.0% | 3 | 11 | -72.7% |
| 24x UCSB Express | 77 | 5 | 1440.0% | 243 | 12 | 1925.0% |
| 25 Elwood | - | 2 | -100.0% | 1 | 8 | -87.5% |
| 27 Isla Vista Shuttle | 20 | 10 | 100.0% | 28 | 14 | 100.0% |
| 28 UCSB Shuttle | 40 | - | 100.0% | 54 | - | 100.0% |
| 36 Seaside Shuttle | - | - | 0.0% | - | - | 0.0% |
| 37 Crosstown Shuttle | - | - | 0.0% | - | - | 0.0% |
| 90 West Goleta Amtrak Shuttle | - | - | 0.0% | - | - | 0.0% |
| 91 East Goleta Amtrak Shuttle | - | - | 0.0% | - | - | 0.0% |
| 92 Santa Barbara Amtrak Shuttle | - | - | 0.0% | - | - | 0.0% |
| Booster Services | 9 | - | 100.0% | 43 | - | 100.0% |
| System Subtotal | 283 | 1,036 | -72.7% | 773 | 3,022 | -74.4% |
| Downtown Waterfront Shuttles | | | | | | |
| 30 Downtown Shuttle | - | - | 0.0% | - | - | 0.0% |
| 34 Waterfront Shuttle | - | - | 0.0% | - | - | 0.0% |
| DWS Total | - | - | 0.0% | - | - | 0.0% |
| System Total | 283 | 1,036 | -72.7% | 773 | 3,022 | -74.4% |

*SOURCE: GFI GENFARE, MTD TRANSIT DEVELOPMENT DEPARTMENT, PLANNING SECTION

Table G: October 2021 – Bicycles Carried

| LINE | Month | | | Fiscal Year to Date | | |
|-------------------------------------|--------------|--------------|---------------|---------------------|-----------------|---------------|
| | Oct-21 | Oct-20 | %Change | Jul 21 - Oct 21 | Jul 20 - Oct 20 | %Change |
| 1 West Santa Barbara | 137 | 226 | -39.4% | 561 | 866 | -35.2% |
| 2 East Santa Barbara | 382 | 524 | -27.1% | 1,532 | 2,037 | -24.8% |
| 3 Oak Park | 1 | 105 | -99.0% | 7 | 328 | -97.9% |
| 4 Mesa/SBCC | 60 | 159 | -62.3% | 304 | 552 | -44.9% |
| 5 Mesa / La Cumbre | 143 | 168 | -14.9% | 479 | 755 | -36.6% |
| 6 Goleta | 905 | 1,265 | -28.5% | 3,475 | 5,062 | -31.4% |
| 7 Calle Real / Fairview | 417 | 487 | -14.4% | 1,694 | 2,034 | -16.7% |
| 10 Cathedral Oaks | - | - | | - | - | 0.0% |
| 11 UCSB | 1,549 | 1,827 | -15.2% | 5,313 | 7,013 | -24.2% |
| 12x Goleta Express | 514 | 515 | -0.2% | 2,027 | 2,153 | -5.9% |
| 14 Montecito | 71 | 103 | -31.1% | 277 | 523 | -47.0% |
| 15x SBCC / UCSB Express | 133 | - | 100.0% | 326 | - | 100.0% |
| 16 City College Shuttle | 25 | - | 100.0% | 67 | 1 | 6600.0% |
| 17 Lower West / SBCC | 46 | 89 | -48.3% | 210 | 334 | -37.1% |
| 20 Carpinteria | 543 | 942 | -42.4% | 2,515 | 3,528 | -28.7% |
| 23 Winchester Canyon | 58 | 70 | -17.1% | 140 | 255 | -45.1% |
| 24x UCSB Express | 975 | 907 | 7.5% | 3,431 | 3,307 | 3.7% |
| 25 Ellwood | 73 | 143 | -49.0% | 244 | 507 | -51.9% |
| 27 Isla Vista Shuttle | 58 | 74 | -21.6% | 187 | 218 | -14.2% |
| 28 UCSB Shuttle | 243 | - | 100.0% | 316 | - | 100.0% |
| 36 Seaside Shuttle* | - | - | 0.0% | - | - | 0.0% |
| 37 Crosstown Shuttle* | - | - | 0.0% | - | - | 0.0% |
| 90 West Goleta Amtrak Shuttle | - | - | 0.0% | - | - | 0.0% |
| 91 East Goleta Amtrak Shuttle | - | - | 0.0% | - | - | 0.0% |
| 92 Santa Barbara Amtrak Shuttle | - | - | 0.0% | - | - | 0.0% |
| Booster services | 16 | 3 | 433.3% | 51 | 4 | 1175.0% |
| System Subtotal | 6,349 | 7,607 | -16.5% | 23,156 | 29,477 | -21.4% |
| Downtown Waterfront Shuttles | | | | | | |
| 30 Downtown Shuttle* | - | - | 0.0% | - | - | 0.0% |
| 34 Waterfront Shuttle* | - | - | 0.0% | - | - | 0.0% |
| DWS Total | - | - | 0.0% | - | - | 0.0% |
| System Total | 6,349 | 7,607 | -16.5% | 23,156 | 29,477 | -21.4% |

*SOURCE: GFI GENFARE, MTD TRANSIT DEVELOPMENT DEPARTMENT, PLANNING SECTION
 *THE ELECTRIC SHUTTLE CANNOT CARRY BICYCLES, UNLESS REPLACED BY A DIESEL VEHICLE

Table H: October 2021 – Wheelchairs Boarded

| LINE | | Month | | | Fiscal Year to Date | | |
|-------------------------------------|------------------------------|------------|--------------|---------------|---------------------|-----------------|---------------|
| | | Oct-21 | Oct-20 | %Change | Jul 21 - Oct 21 | Jul 20 - Oct 20 | %Change |
| 1 | West Santa Barbara | 53 | 115 | -53.9% | 230 | 397 | -42.1% |
| 2 | East Santa Barbara | 159 | 273 | -41.8% | 673 | 873 | -22.9% |
| 3 | Oak Park | 33 | 67 | -50.7% | 90 | 185 | -51.4% |
| 4 | Mesa/SBCC | 15 | 17 | -11.8% | 77 | 54 | 42.6% |
| 5 | Mesa / La Cumbre | 26 | 9 | 188.9% | 73 | 43 | 69.8% |
| 6 | Goleta | 106 | 158 | -32.9% | 439 | 490 | -10.4% |
| 7 | Calle Real / Fairview | 117 | 124 | -5.6% | 404 | 452 | -10.6% |
| 10 | Cathedral Oaks | - | - | 0.0% | - | - | 0.0% |
| 11 | UCSB | 100 | 178 | -43.8% | 465 | 596 | -22.0% |
| 12x | Goleta Express | 30 | 29 | 3.4% | 141 | 134 | 5.2% |
| 14 | Montecito | 22 | 10 | 120.0% | 62 | 53 | 17.0% |
| 15x | SBCC / UCSB Express | 1 | - | 100.0% | 2 | - | 100.0% |
| 16 | City College Shuttle | 24 | - | 100.0% | 68 | - | 100.0% |
| 17 | Low er West / SBCC | 19 | - | 100.0% | 96 | 14 | 585.7% |
| 20 | Carpinteria | 70 | 126 | -44.4% | 352 | 479 | -26.5% |
| 23 | Winchester Canyon | 2 | - | 100.0% | 6 | 1 | 500.0% |
| 24x | UCSB Express | 25 | 35 | -28.6% | 78 | 105 | -25.7% |
| 25 | Elw ood | 6 | 9 | -33.3% | 10 | 22 | -54.5% |
| 27 | Isla Vista Shuttle | 2 | 5 | -60.0% | 15 | 15 | 0.0% |
| 28 | UCSB Shuttle | 2 | - | 100.0% | 2 | - | 100.0% |
| 36 | Seaside Shuttle | - | - | 0.0% | - | - | 0.0% |
| 37 | Crosstow n Shuttle | - | - | 0.0% | - | - | 0.0% |
| 90 | West Goleta Amtrak Shuttle | - | - | 0.0% | - | - | 0.0% |
| 91 | East Goleta Amtrak Shuttle | - | - | 0.0% | - | - | 0.0% |
| 92 | Santa Barbara Amtrak Shuttle | - | - | 0.0% | - | - | 0.0% |
| | Booster Services | 2 | - | 100.0% | 5 | - | 100.0% |
| System Subtotal | | 814 | 1,155 | -29.5% | 3,288 | 3,913 | -16.0% |
| Downtown Waterfront Shuttles | | | | | | | |
| 30 | Dow ntow n Shuttle | - | - | 0.0% | - | - | 0.0% |
| 34 | Waterfront Shuttle | - | - | 0.0% | - | - | 0.0% |
| DWS Total | | - | - | 0.0% | - | - | 0.0% |
| System Total | | 814 | 1,155 | -29.5% | 3,288 | 3,913 | -16.0% |

*SOURCE: GFI GENFARE, MTD TRANSIT DEVELOPMENT DEPARTMENT, PLANNING SECTION

Table I: Ridership by Day Type

| | October 2021 | | | October 2020 | | | | |
|----------|--------------|------|---------------------|--------------|------|---------------------|---------------------------|-----------------------------|
| | Ridership | Days | Avg Daily Ridership | Ridership | Days | Avg Daily Ridership | Change in Daily Ridership | % Change in Daily Ridership |
| Weekday | 362,844 | 21 | 17,278 | 164,437 | 22 | 7,474 | 9,804 | 131.2% |
| Saturday | 47,887 | 5 | 9,577 | 27,323 | 5 | 5,465 | 4,113 | 75.3% |
| Sunday | 34,034 | 5 | 6,807 | 16,091 | 4 | 4,023 | 2,784 | 69.2% |
| Total | 444,765 | 31 | 14,347 | 207,851 | 31 | 6,705 | 7,642 | 114.0% |

| | FY 2022 | | | FY 2021 | | | | |
|----------|-----------|------|---------------------|-----------|------|---------------------|---------------------------|-----------------------------|
| | Ridership | Days | Avg Daily Ridership | Ridership | Days | Avg Daily Ridership | Change in Daily Ridership | % Change in Daily Ridership |
| Weekday | 1,045,519 | 85 | 12,300 | 598,398 | 86 | 6,958 | 5,342 | 76.8% |
| Saturday | 123,741 | 18 | 6,875 | 83,867 | 18 | 4,659 | 2,215 | 47.5% |
| Sunday | 102,818 | 20 | 5,141 | 70,011 | 19 | 3,685 | 1,456 | 39.5% |
| Total | 1,272,078 | 123 | 10,342 | 752,276 | 123 | 6,116 | 4,226 | 69.1% |

*SOURCE: GFI GENFARE, MTD TRANSIT DEVELOPMENT DEPARTMENT, PLANNING SECTION

External Factors Affecting Ridership

Service Days & School Days:

| | Weekdays | Saturdays | Sundays | HS + JHS | SBCC | UCSB |
|--------|----------|-----------|---------|----------|------|------|
| Oct-21 | 21 | 5 | 5 | 21 | 21 | 9 |
| Oct-20 | 22 | 5 | 4 | 0 | 0 | 0 |

*SOURCE: GREGORIAN CALENDAR, SB AREA SCHOOL DISTRICT, SBCC, UCSB. SS=SUMMER SESSION

Weather: There were four days of rain during the month of October 2021 and zero days in October 2020.

| | Temperature (°F) | High | Average | Low | Precipitation | |
|--------|------------------|------|---------|-----|------------------------------------|--|
| Oct-21 | Maximum | 86 | 68 | 60 | Weekday: 1.19 in (4 days) | |
| | Mean | 72 | 61 | 51 | Saturday: 0.00 in (0 days) 1.19 in | |
| | Minimum | 61 | 55 | 44 | Sunday: 0.00 in (0 days) | |
| Oct-20 | Maximum | 86 | 73 | 66 | Weekday: 0.0 in (0 days) | |
| | Mean | 76 | 66 | 59 | Saturday: 0.0 in(0 days) 0.00 in | |
| | Minimum | 67 | 59 | 53 | Sunday: 0.0 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 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.