



QUARTERLY REPORT

Fiscal Year 2025-26

For the Three Month Period Ending
September 30, 2025



FY 2025-26 FIRST QUARTER PERFORMANCE REPORTS
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Table of Contents

Planning

Ridership Summary	1-5
System Ridership Report	6-13

Community Relations

Customer Service Statistics	14-15
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Transit Operations & Maintenance

Fleet Maintenance Report	16
Road Calls Report	17

Management and Administration

Liability and Workers' Compensation Claims Reports	18
Transit Finance Compliance Report	19



FY 2025-26 FIRST QUARTER PERFORMANCE REPORT

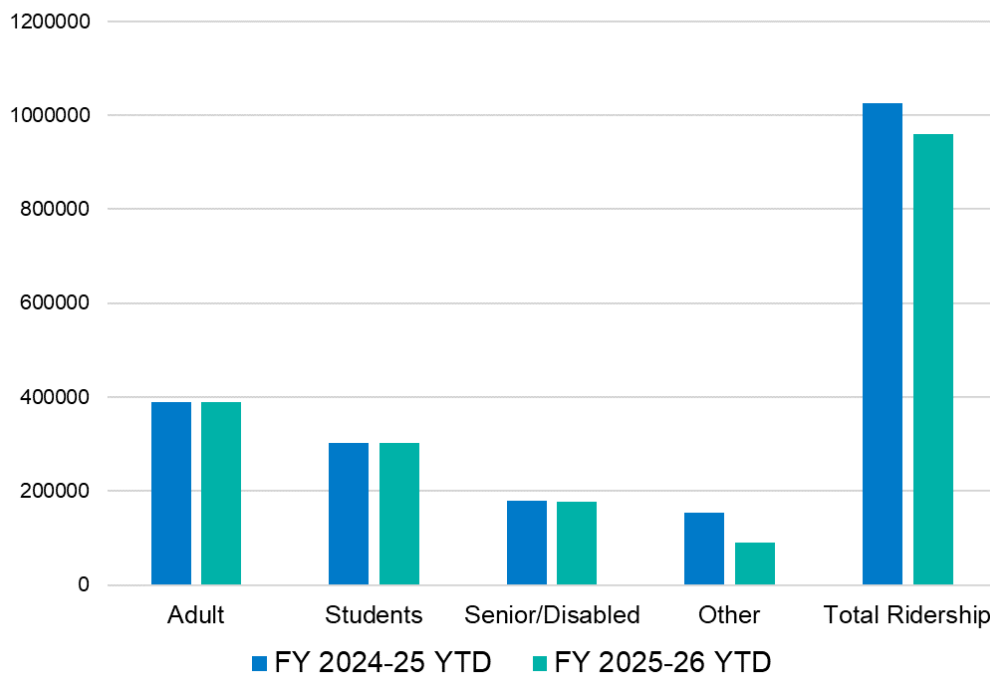
Ridership Summary

For the Three-Month Period Ending on September 30th, 2025

Ridership Performance Indicators

Systemwide ridership year-to-date (July through September) for FY 2025-26 totaled 960,686, representing a 6.4% decrease of approximately 64,583 riders from the same period last year. Systemwide ridership is now comprised of fixed route buses and MTD's newly launched microtransit service, known as *The Wave*. MTD staff observed significant quarterly ridership declines on Lines 1, 2, 12x, & 14. In August, MTD implemented its first fare increase in sixteen years. Tap2Ride continued to see growth in the first quarter of FY26, with 95,275 transactions, and a 99.8% increase from the first quarter of FY25. The graph below compares ridership to the first quarter of last fiscal year.

Fixed-Route Year-to-Date Ridership
by Fare Category



In the first quarter of FY26, revenue hours and miles were very similar to that of FY25. While MTD added an additional PM-peak Line 24x inbound trip, one less service day on the Downtown-Waterfront Shuttle (Line 33) compared to FY25 aided in keeping revenue

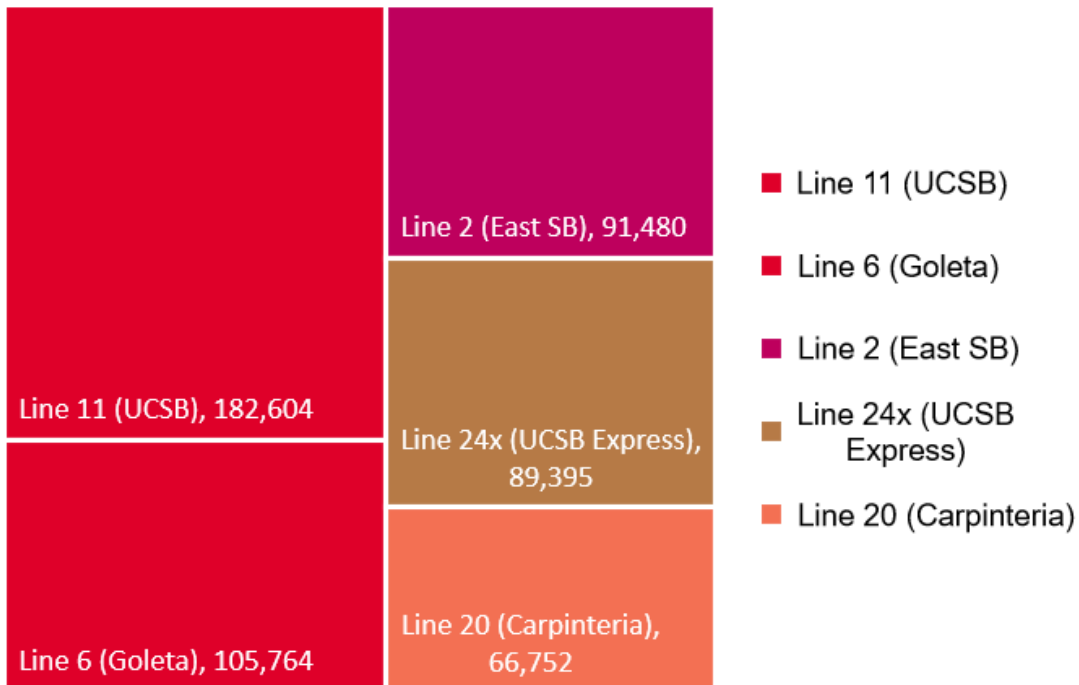
FY 2025-25 FIRST QUARTER PERFORMANCE REPORT

hours and miles consistent. The Downtown-Waterfront Shuttle returned again for another summer season, providing connectivity to the train station, waterfront, zoo, and other State Street adjacent destinations. The additional 24x inbound trip, that began running on August 18th, helps fill a schedule gap for commuters and bolsters MTD's robust service along the UCSB/Isla Vista corridor. The table below presents various data for the quarter.

Service Metrics	Quarter			Fiscal Year to Date		
	FY 25-26 Q1	FY 24-25 Q1	%Change	FY 25-26 YTD	FY 24-25 YTD	%Change
Total Passengers	960,686	1,025,224	-6.3%	960,686	1,025,224	-6.3%
Revenue Hours	44,007	44,029	0.0%	44,007	44,029	0.0%
Revenue Miles	539,788	538,209	0.3%	539,788	538,209	0.3%
Passengers per Revenue Hour	21.8	23.3	-6.4%	21.8	23.3	-6.4%
Passengers per Mile	1.8	1.9	-5.3%	1.8	1.9	-5.3%

The chart below shows the top 5 lines by ridership in the first quarter of FY 25-26. Top lines by ridership were Lines 11, 6, 2, 24x, and 20. A large number of bus routes saw losses in ridership during the first quarter. These losses are most evident on Lines 1, 2, 12x, & 14. Despite this, strong performance in SBCC and UCSB ridership helped to mitigate the overall systemwide ridership decrease. UCSB ridership increased by 6.6% and SBCC increased by 2.8% between the first quarter of FY25, and FY26. Ridership on Line 33 increased by 20.1% over last year, demonstrating the Downtown-Waterfront Shuttle's growing popularity after reintroduction.

Top 5 Lines by Ridership, Year-to-Date

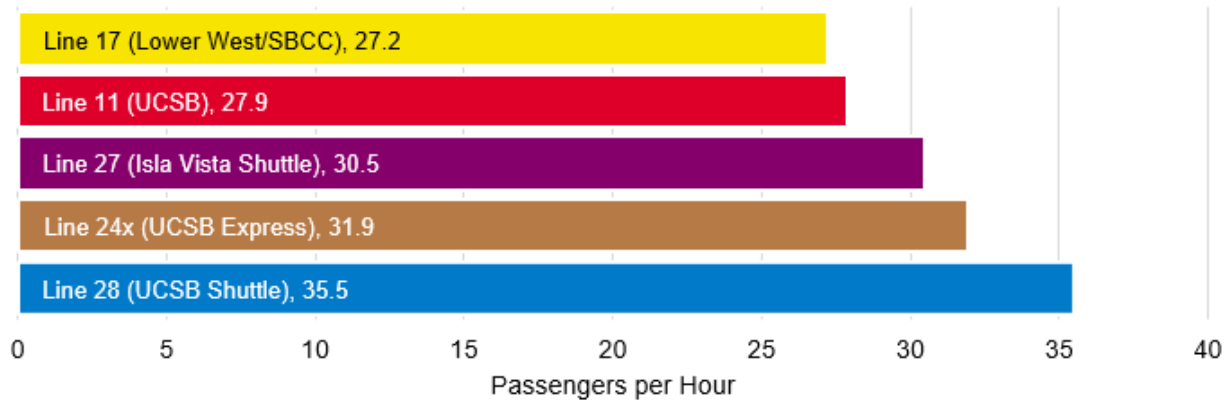


The systemwide average of passengers per revenue hour for the quarter is at 21.8 passengers per hour. Ridership per revenue hour decreased by 6.3% year-to-date, and is most prevalent amongst Lines 1, 2, 12x, & 14. Passengers per revenue hour increased

on Lines 15x, 27, and 28, representing the strong transit demand present in the UCSB/Isla Vista region. MTD's new inbound 24x trip will serve that region during high-demand travel periods, in addition to providing more frequent service to Downtown Santa Barbara. Since an increase in frequency on Line 27 (Isla Vista Shuttle) in August 2024, the line continues to capture ridership demand with a 16.5% increase in ridership over FY25.

The chart below shows the top 5 lines by passengers per hour in the first quarter, with the Line 28 (UCSB Shuttle) coming in first with 35.5 passengers per hour, followed by Line 24x (31.9), Line 27 (30.5), Line 11 (27.9), and Line 17 (27.2). Line 28 continues to illustrate its value as an integral link among UCSB, Isla Vista, and Camino Real Marketplace.

Top 5 Lines by Passengers per Hour, 1st Quarter



The Fiscal Year Numbers At-A-Glance below show the numbers for the first quarter of FY 2025-26 compared to FY 2024-25.


Fiscal Year Numbers At-A-Glance

Total
Ridership
-6.4%

At-Capacity
Loads
+19.6%

Too Full to
Board
Loads
+23.3%


800
wheelchairs
boarded
-28.4%


17,692
bicycles
carried
-6.8%

Service Days and Student Ridership

As shown in the table below, the total number of service days in the first quarter of FY 2025-26 was identical to the same period in FY 2024-25. During the current year, there was one additional service day with UCSB/SBCC in session and four fewer days of secondary schools. This is primarily due to fewer summer school days in FY26, and a later start of secondary schools in August, compared to the previous fiscal year. This may account for the observed 5.9% decrease in ridership on Booster Services during the first quarter, and for some portion of the 11.7% decrease in youth pass usage. Student enrollment at UCSB has returned to pre-pandemic levels and ridership has continued to grow, with a 1st quarter increase of 6.6% year-over-year. Ridership in the SBCC category has continued to grow at a slower rate, but has increased by 2.2% compared to the first quarter of last year.

MTD SERVICE CALENDAR DAYS

SERVICE DAYS	FY 2026		FY 2025		Year to Date
	Q1	YTD	Q1	YTD	Variance
Weekdays	64	64	64	64	0
Saturdays	13	13	13	13	0
Sundays	15	15	15	15	0
Total	92	92	92	92	0

SCHOOL DAYS	FY 2026		FY 2025		Year to Date
	Q1	YTD	Q1	YTD	Variance
SBCC	26	26	25	25	1
UCSB	7	7	6	6	1
Secondary	32	32	36	36	(4)

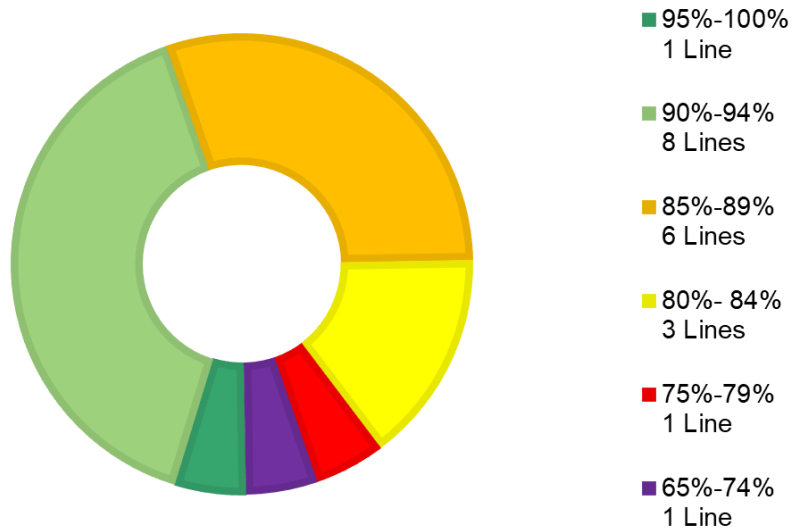
On-Time Performance Indicators

Since the acquisition and installation of the Clever Devices AVL system, Planning staff has been refining the tools used to measure on-time performance. MTD's standard is to aim for better than 80% on-time performance (OTP). "On-time" is defined as no more than 5 minutes late and no more than 1 minute early. Timeliness is tracked at scheduled timepoints on each line. The lines included in this assessment are all of MTD's fixed-route lines (not counting booster services) in operation during the first quarter of FY 2025-26.

In the first quarter, two lines fell below the 80% mark. These two routes were the 20 (Carpinteria) at 72.9% and 28 (UCSB Shuttle) at 79.7%. As the 101 project progresses into new phases, traffic patterns in Montecito and Summerland have caused significant delays for the Line 20. Along the UCSB/Isla Vista Corridor, heavy passenger loads have delayed the Line 28. Year-to-date, ridership increased by 12.6% and Too Full to Board

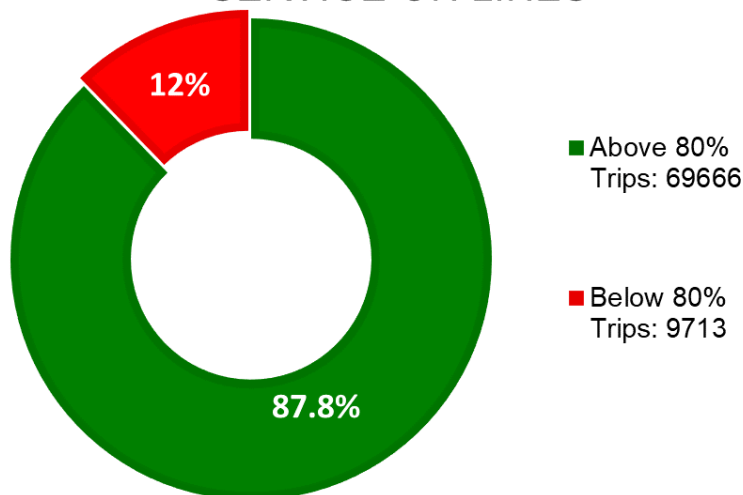
loads increased by 38.5%. Construction, heavy passenger loads, congestion, and detour routings are common variables that can negatively contribute to a route's time performance. These can vary based on the time of day.

FY 25-26 1ST QUARTER ON-TIME PERFORMANCE



When assessing the amount of service on a particular line, we can measure the number of trips that a given line takes in a quarter. The graphic below displays the amount of service provided by the lines hitting MTD's goal of 80% or higher for on-time service in the first quarter of FY 25-26.

SYSTEMWIDE TRIP ON-TIME PERFORMANCE BY AMOUNT OF SERVICE ON LINES





FY 2025-26 System Ridership Report for the First Quarter (the Three-Month Period Ending September 30th, 2025)

Ridership by Fare Category (July 2025 – September 2025)

Fare Categories	Quarter			YTD		
	Jul 25 - Sep 25	Jul 24 - Sep 24	% Change	FY 2025 - 2026	FY 2024 - 2025	% Change
Fixed-Route						
General Fare ⁽²⁾	206,004	214,464	-3.9%	206,004	214,464	-3.9%
Transfers ⁽²⁾	69,293	83,107	-16.6%	69,293	83,107	-16.6%
Full Fare Prepaid ⁽¹⁾	177,446	214,442	-17.3%	177,446	214,442	-17.3%
Santa Barbara City College	54,442	52,955	2.8%	54,442	52,955	2.8%
Senior & Disabled Prepaid ⁽¹⁾	146,515	146,604	-0.1%	146,515	146,604	-0.1%
Shuttle	6,840	5,695	20.1%	6,840	5,695	20.1%
UC Santa Barbara	159,350	149,419	6.6%	159,350	149,419	6.6%
Youth Prepaid ⁽¹⁾	87,958	99,663	-11.7%	87,958	99,663	-11.7%
Free	12,096	17,830	-32.2%	12,096	17,830	-32.2%
Special Pass Programs	2,967	2,454	20.9%	2,967	2,454	20.9%
Senior Cash	28,485	29,546	-3.6%	28,485	29,546	-3.6%
People with Disabilities Cash	2,758	3,499	-21.2%	2,758	3,499	-21.2%
Tokens	5,859	5,541	5.7%	5,859	5,541	5.7%
Senior Tap2Ride	24	-	100.0%	24	-	100.0%
People with Disabilities Tap2Ride	16	5	220.0%	16	5	220.0%
Total (Fixed-Route)	960,053	1,025,224	-6.4%	960,053	1,025,224	-6.4%
Demand Response						
The Wave Microtransit ⁽³⁾	633	-	100.0%	633	-	100.0%
Total (Demand Response)	633	-	100.0%	633	-	100.0%
Total (All MTD Services)	960,686	1,025,224	-6.3%	960,686	1,025,224	-6.3%

¹ Includes 10-ride and unlimited 30-day Pass usage from the same category.

² Includes Tap2Ride from the same fare product.

³ For the first quarter, all rides on The Wave were complimentary.

Revenue Hours and Revenue Miles (July 2025 – September 2025)

Metrics	Quarter			YTD		
	Jul 25 - Sep 25	Jul 24 - Sep 24	%Change	FY 2024 - 2025	FY 2023 - 2024	% Change
Fixed-Route						
Passengers	960,053	1,025,224	-6.4%	960,053	1,025,224	-6.4%
Revenue Hours	44,007	44,029	0.0%	44,007	44,029	0.0%
Passengers per Revenue Hour	21.8	23.3	-6.3%	21.8	23.3	-6.3%
Miles	539,788	538,209	0.3%	539,788	538,209	0.3%
Passengers per Mile	1.8	1.9	-6.6%	1.8	1.9	-6.6%
Demand Response						
Revenue Hours	262	-	100.0%	262	-	100.0%
Revenue Miles	1,931	-	100.0%	1,931	-	100.0%

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

MTD System Ridership (July 2025 – September 2025)

		Quarter			YTD		
	LINE	Jul 25 - Sep 25	Jul 24 - Sep 24	% Change	FY 2024 - 2025	FY 2023 - 2024	% Change
1	West Santa Barbara	56,770	68,913	-17.6%	56,770	68,913	-17.6%
2	East Santa Barbara	91,480	110,416	-17.1%	91,480	110,416	-17.1%
3	Oak Park	34,797	38,302	-9.2%	34,797	38,302	-9.2%
4	Mesa / SBCC	20,299	21,877	-7.2%	20,299	21,877	-7.2%
5	Mesa / La Cumbre	18,761	19,303	-2.8%	18,761	19,303	-2.8%
6	Goleta	105,764	116,407	-9.1%	105,764	116,407	-9.1%
7	County Health / Fairview	57,477	59,706	-3.7%	57,477	59,706	-3.7%
10	Cathedral Oaks	-	-	0.0%	-	-	0.0%
11	UCSB	182,064	188,874	-3.6%	182,064	188,874	-3.6%
12x	Goleta Express	30,597	35,741	-14.4%	30,597	35,741	-14.4%
14	Montecito	15,334	17,789	-13.8%	15,334	17,789	-13.8%
15x	SBCC / UCSB Express	21,817	18,696	16.7%	21,817	18,696	16.7%
16	City College Shuttle	-	-	0.0%	-	-	0.0%
17	Lower West / SBCC	23,329	25,219	-7.5%	23,329	25,219	-7.5%
19x	SBCC / East SB Express	1,461	1,853	-21.2%	1,461	1,853	-21.2%
20	Carpinteria	66,752	74,678	-10.6%	66,752	74,678	-10.6%
23	Winchester Canyon	10,207	11,863	-14.0%	10,207	11,863	-14.0%
24x	UCSB Express	89,395	89,651	-0.3%	89,395	89,651	-0.3%
25	Elwood	12,313	14,150	-13.0%	12,313	14,150	-13.0%
27	Isla Vista Shuttle	34,167	29,339	16.5%	34,167	29,339	16.5%
28	UCSB Shuttle	49,919	44,317	12.6%	49,919	44,317	12.6%
36	Seaside Shuttle	-	-	0.0%	-	-	0.0%
37	Croston 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	30,510	32,435	-5.9%	30,510	32,435	-5.9%
	System Subtotal	953,213	1,019,529	-6.5%	953,213	1,019,529	-6.5%
<i>Downtown Waterfront Shuttles</i>							
33	Downtown Waterfront Shuttle	6,840	5,695	20.1%	6,840	5,695	20.1%
		-	-	0.0%	-	-	0.0%
<i>Unknown</i>							
		-	-	0.0%	-	-	0.0%
<i>Demand-Response</i>							
	The Wave Microtransit	633	-	100.0%	633	-	100.0%
Demand-Response Sub Total		633	-	100.0%	633	-	100.0%
System Total (Fixed-Route Only)		960,053	1,025,224	-6.4%	960,053	1,025,224	-6.4%
<i>Related Routes</i>							
11, 24x, 27, 28 UCSB Lines		355,545	352,181	10%	355,545	352,181	10%
1, 2 East/West		148,250	179,329	-17.3%	148,250	179,329	-17.3%
4, 5, 15x, 16, 17, 19x Mesa Lines		85,667	86,948	-1.5%	85,667	86,948	-1.5%
6, 11 State/Hollister		287,828	305,281	-5.7%	287,828	305,281	-5.7%

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

MTD Passengers per Revenue Hour (July 2025 – September 2025)

		Quarter			YTD		
LINE		Jul 25 - Sep 25	Jul 24 - Sep 24	% Change	FY 2024 - 2025	FY 2023 - 2024	% Change
1	West Santa Barbara	22.0	26.7	-17.5%	22.0	26.7	-17.5%
2	East Santa Barbara	22.6	27.3	-17.0%	22.6	27.3	-17.0%
3	Oak Park	14.3	15.8	-9.1%	14.3	15.8	-9.1%
4	Mesa / SBCC	17.7	19.0	-7.3%	17.7	19.0	-7.3%
5	Mesa / La Cumbre	11.9	12.3	-2.8%	11.9	12.3	-2.8%
6	Goleta	24.5	26.8	-8.7%	24.5	26.8	-8.7%
7	County Health / Fairview	14.9	15.5	-3.7%	14.9	15.5	-3.7%
10	Cathedral Oaks	-	-	0.0%	-	-	0.0%
11	UCSB	27.9	28.9	-3.3%	27.9	28.9	-3.3%
12x	Goleta Express	18.2	21.2	-14.3%	18.2	21.2	-14.3%
14	Montecito	12.1	14.0	-13.8%	12.1	14.0	-13.8%
15x	SBCC / UCSB Express	19.0	18.0	5.7%	19.0	18.0	5.7%
16	City College Shuttle	-	-	0.0%	-	-	0.0%
17	Low er West / SBCC	27.2	29.4	-7.6%	27.2	29.4	-7.6%
19x	SBCC / East SB Express	5.6	7.1	-21.2%	5.6	7.1	-21.2%
20	Carpinteria	16.4	18.4	-10.5%	16.4	18.4	-10.5%
23	Winchester Canyon	9.5	11.0	-13.6%	9.5	11.0	-13.6%
24x	UCSB Express	31.9	32.1	-0.6%	31.9	32.1	-0.6%
25	Elw ood	17.4	19.8	-12.5%	17.4	19.8	-12.5%
27	Isla Vista Shuttle	30.5	25.4	20.2%	30.5	25.4	20.2%
28	UCSB Shuttle	35.5	31.6	12.1%	35.5	31.6	12.1%
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	68.3	68.8	-0.8%	68.3	68.8	-0.8%
System Subtotal		22.0	23.3	-5.4%	22.0	23.5	-6.4%
<i>Downtown Waterfront Shuttles</i>							
33	Dow ntow n Waterfront Shuttle	10.0	8.2	23.2%	10.0	8.2	23.2%
		-	-	0.0%	-	-	0.0%
<i>Unknown</i>							
		-	-	0.0%	-	-	0.0%
System Total		21.8	23.3	-6.3%	21.8	23.3	-6.3%
<i>Related Routes</i>							
11, 24x, 27, 28 UCSB Lines		30.0	29.6	13%	30.0	29.6	13%
1, 2, 37 East/West		22.4	27.0	-17.2%	22.4	27.0	-17.2%
4, 5, 15x, 16, 17, 19x Mesa Lines		17.2	17.8	-3.7%	17.2	17.8	-3.7%
6, 11 State/Hollister		26.5	28.0	-5.3%	26.5	28.0	-5.3%

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

MTD “At Capacity” Loads (July 2025 – September 2025)

		Quarter			YTD		
LINE		Jul 25 - Sep 25	Jul 24 - Sep 24	% Change	FY 2024 - 2025	FY 2023 - 2024	% Change
1	West Santa Barbara	2	16	-87.5%	2	16	-87.5%
2	East Santa Barbara	10	9	11.1%	10	9	11.1%
3	Oak Park	3	3	0.0%	3	3	0.0%
4	Mesa / SBCC	-	1	-100.0%	-	1	-100.0%
5	Mesa / La Cumbre	-	2	-100.0%	-	2	-100.0%
6	Goleta	12	12	0.0%	12	12	0.0%
7	County Health / Fairview	3	-	100.0%	3	-	100.0%
10	Cathedral Oaks	-	-	0.0%	-	-	0.0%
11	UCSB	61	44	38.6%	61	44	38.6%
12x	Goleta Express	2	-	100.0%	2	-	100.0%
14	Montecito	6	6	0.0%	6	6	0.0%
15x	SBCC / UCSB Express	-	3	-100.0%	-	3	-100.0%
16	City College Shuttle	-	-	0.0%	-	-	0.0%
17	Low er West / SBCC	1	12	-91.7%	1	12	-91.7%
19x	SBCC / East SB Express	-	-	0.0%	-	-	0.0%
20	Carpinteria	5	5	0.0%	5	5	0.0%
23	Winchester Canyon	-	1	-100.0%	-	1	-100.0%
24x	UCSB Express	90	19	373.7%	90	19	373.7%
25	Ellw ood	-	1	-100.0%	-	1	-100.0%
27	Isla Vista Shuttle	24	46	-47.8%	24	46	-47.8%
28	UCSB Shuttle	5	12	-58.3%	5	12	-58.3%
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	32	21	52.4%	32	21	52.4%
System Subtotal		256	213	20.2%	256	213	20.2%
<i>Downtown Waterfront Shuttles</i>							
33	Dow ntown Waterfront Shuttle	-	1	-100.0%	-	1	-100.0%
		-	-	0.0%	-	-	0.0%
<i>Related Routes</i>							
11, 24x, 27, 28 UCSB Lines		180	121	48.8%	180	121	48.8%
1, 2 East/West		12	25	-52.0%	12	25	-52.0%
4, 5, 15x, 16, 17 Mesa Lines		1	18	-94.4%	1	18	-94.4%
6, 11 State/Hollister		73	56	30.4%	73	56	30.4%
<i>Unknown/Miscellaneous</i>		-	-	0.0%	-	-	0.0%
System Total		256	214	19.6%	256	214	19.6%

*Classified as a 30-foot vehicle with 10 or more standees, or a **40-foot vehicle with 20 or more**.
Source: GFI Genfare, MTD Transit Development Department, Planning Section

MTD “Too Full to Board” Loads (July 2025 – September 2025)

		Quarter			YTD		
LINE		Jul 25 - Sep 25	Jul 24 - Sep 24	% Change	FY 2024 - 2025	FY 2023 - 2024	% Change
1	West Santa Barbara	5	12	-58.3%	5	12	-58.3%
2	East Santa Barbara	9	10	-10.0%	9	10	-10.0%
3	Oak Park	3	3	0.0%	3	3	0.0%
4	Mesa / SBCC	-	-	0.0%	-	-	0.0%
5	Mesa / La Cumbre	1	1	0.0%	1	1	0.0%
6	Goleta	13	12	8.3%	13	12	8.3%
7	County Health / Fairview	-	-	0.0%	-	-	0.0%
10	Cathedral Oaks	-	-	0.0%	-	-	0.0%
11	UCSB	98	71	38.0%	98	71	38.0%
12x	Goleta Express	5	1	400.0%	5	1	400.0%
14	Montecito	3	3	0.0%	3	3	0.0%
15x	SBCC / UCSB Express	19	11	72.7%	19	11	72.7%
16	City College Shuttle	-	-	0.0%	-	-	0.0%
17	Low er West / SBCC	1	-	100.0%	1	-	100.0%
19x	SBCC / East SB Express	-	1	-100.0%	-	1	-100.0%
20	Carpinteria	-	5	-100.0%	-	5	-100.0%
23	Winchester Canyon	-	1	-100.0%	-	1	-100.0%
24x	UCSB Express	132	93	41.9%	132	93	41.9%
25	Ellw ood	-	1	-100.0%	-	1	-100.0%
27	Isla Vista Shuttle	44	41	7.3%	44	41	7.3%
28	UCSB Shuttle	36	26	38.5%	36	26	38.5%
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	20	20	0.0%	20	20	0.0%
System Subtotal		389	312	24.7%	389	312	24.7%
<i>Downtown Waterfront Shuttles</i>							
33	Dow ntow n Wterfront Shuttle	3	6	-50.0%	3	6	-50.0%
		-	-	0.0%	-	-	0.0%
<i>Related Routes</i>							
11, 24x, 27, 28 UCSB Lines		310	231	34.2%	310	231	34.2%
1, 2 East/West		14	22	-36.4%	14	22	-36.4%
4, 5, 15x, 16, 17 Mesa Lines		21	12	75.0%	21	12	75.0%
6, 11 State/Hollister		111	83	33.7%	111	83	33.7%
<i>Unknown/Miscellaneous</i>		-	-	0.0%	-	-	0.0%
System Total		392	318	23.3%	392	318	23.3%

* Indicates that passengers were refused service because a vehicle was too full to safely board.
Source: GFI Genfare, MTD Transit Development Department, Planning Section

MTD Bicycles Carried (July 2025 – September 2025)

		Quarter			YTD		
LINE		Jul 25 - Sep 25	Jul 24 - Sep 24	% Change	FY 2024 - 2025	FY 2023 - 2024	% Change
1	West Santa Barbara	287	404	-29.0%	287	404	-29.0%
2	East Santa Barbara	1,233	1,514	-18.6%	1,233	1,514	-18.6%
3	Oak Park	207	10	1970.0%	207	10	1970.0%
4	Mesa / SBCC	181	184	-1.6%	181	184	-1.6%
5	Mesa / La Cumbre	216	342	-36.8%	216	342	-36.8%
6	Goleta	2,987	3,084	-3.1%	2,987	3,084	-3.1%
7	County Health / Fairview	1,608	1,724	-6.7%	1,608	1,724	-6.7%
10	Cathedral Oaks	-	-	0.0%	-	-	0.0%
11	UCSB	4,545	4,810	-5.5%	4,545	4,810	-5.5%
12x	Goleta Express	1,191	1,375	-13.4%	1,191	1,375	-13.4%
14	Montecito	302	373	-19.0%	302	373	-19.0%
15x	SBCC / UCSB Express	460	391	17.6%	460	391	17.6%
16	City College Shuttle	-	-	0.0%	-	-	0.0%
17	Lower West / SBCC	115	166	-30.7%	115	166	-30.7%
19x	SBCC / East SB Express	71	102	-30.4%	71	102	-30.4%
20	Carpinteria	1,709	1,805	-5.3%	1,709	1,805	-5.3%
23	Winchester Canyon	73	136	-46.3%	73	136	-46.3%
24x	UCSB Express	1,815	1,862	-2.5%	1,815	1,862	-2.5%
25	Elwood	218	242	-9.9%	218	242	-9.9%
27	Isla Vista Shuttle	164	125	31.2%	164	125	31.2%
28	UCSB Shuttle	306	335	-8.7%	306	335	-8.7%
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	3	7	-57.1%	3	7	-57.1%
System Subtotal		17,691	18,991	-6.8%	17,691	18,991	-6.8%
<i>Downtown Waterfront Shuttles</i>							
33	Downtown Waterfront Shuttle	1	-	100.0%	1	-	100.0%
		-	-	0.0%	-	-	0.0%
<i>Related Routes</i>							
11, 24x, 27, 28 UCSB Lines		6,830	7,132	-4.2%	6,830	7,132	-4.2%
1, 2 East/West		1,520	1,918	-20.8%	1,520	1,918	-20.8%
4, 5, 15x, 16, 17 Mesa Lines		972	1,083	-10.2%	972	1,083	-10.2%
6, 11 State/Hollister		7,532	7,894	-4.6%	7,532	7,894	-4.6%
<i>Unknown/Miscellaneous</i>		-	-	0.0%	-	-	0.0%
System Total		17,692	18,991	-6.8%	17,692	18,991	-6.8%

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

MTD Wheelchairs Boarded (July 2025 – September 2025)

		Quarter			YTD		
LINE		Jul 25 - Sep 25	Jul 24 - Sep 24	% Change	FY 2024 - 2025	FY 2023 - 2024	% Change
1	West Santa Barbara	199	215	-7.4%	199	215	-7.4%
2	East Santa Barbara	192	442	-56.6%	192	442	-56.6%
3	Oak Park	166	164	1.2%	166	164	1.2%
4	Mesa / SBCC	23	39	-41.0%	23	39	-41.0%
5	Mesa / La Cumbre	64	134	-52.2%	64	134	-52.2%
6	Goleta	361	516	-30.0%	361	516	-30.0%
7	County Health / Fairview	265	550	-51.8%	265	550	-51.8%
10	Cathedral Oaks	-	-	0.0%	-	-	0.0%
11	UCSB	439	602	-27.1%	439	602	-27.1%
12x	Goleta Express	95	119	-20.2%	95	119	-20.2%
14	Montecito	42	60	-30.0%	42	60	-30.0%
15x	SBCC / UCSB Express	1	-	100.0%	1	-	100.0%
16	City College Shuttle	-	-	0.0%	-	-	0.0%
17	Low er West / SBCC	22	88	-75.0%	22	88	-75.0%
19x	SBCC / East SB Express	3	-	100.0%	3	-	100.0%
20	Carpinteria	174	303	-42.6%	174	303	-42.6%
23	Winchester Canyon	6	14	-57.1%	6	14	-57.1%
24x	UCSB Express	46	48	-4.2%	46	48	-4.2%
25	Elw ood	49	44	11.4%	49	44	11.4%
27	Isla Vista Shuttle	13	9	44.4%	13	9	44.4%
28	UCSB Shuttle	19	11	72.7%	19	11	72.7%
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	-	1	-100.0%	-	1	-100.0%
System Subtotal		2,179	3,359	-35.1%	2,179	3,359	-35.1%
<i>Downtown Waterfront Shuttles</i>							
33	Dow ntown Wterfront Shuttle	30	32	-6.3%	30	32	-6.3%
		-	-	0.0%	-	-	0.0%
<i>Related Routes</i>							
11, 24x, 27, 28 UCSB Lines		517	670	-22.8%	517	670	-22.8%
1, 2 East/West		391	657	-40.5%	391	657	-40.5%
4, 5, 15x, 16, 17 Mesa Lines		110	261	-57.9%	110	261	-57.9%
6, 11 State/Hollister		800	1,118	-28.4%	800	1,118	-28.4%

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

Tap2Ride Contactless Payments Overview

Tap2Ride Transactions Breakdown

Tap2Ride Fare Categories	Month			Fiscal Year to Date		
	Jul 25 - Sep 25	Jul 24 - Sep 24	%Change	FY 2024 - 2025	FY 2023 - 2024	%Change
General Fare	85,511	44,647	91.5%	85,511	44,647	91.5%
Transfers ⁽¹⁾	5,321	1,935	175.0%	5,321	1,935	175.0%
Daily Cap ⁽²⁾	2,210	219	909.1%	2,210	219	909.1%
Multi Day Cap ⁽³⁾	2,190	878	149.4%	2,190	878	149.4%
Senior and People with Disabilities Time Cap ⁽¹⁾	3	-	100.0%	3	-	100.0%
Senior	24	-	100.0%	24	-	100.0%
Senior Multi Day Cap ⁽³⁾	-	-	0.0%	-	-	0.0%
People with Disabilities	16	5	100.0%	16	5	100.0%
People with Disabilities Multi Day Cap ⁽³⁾	-	-	0.0%	-	-	0.0%
Total	95,275	47,684	99.8%	95,275	47,684	99.8%

(1) Transfers, refer to tap transactions where a customer taps on another bus within 60 minutes of an original tap at no charge.

(2) Daily Cap, refers to a tap transaction where a customer has reached the equivalent value of a day pass, within the same day.

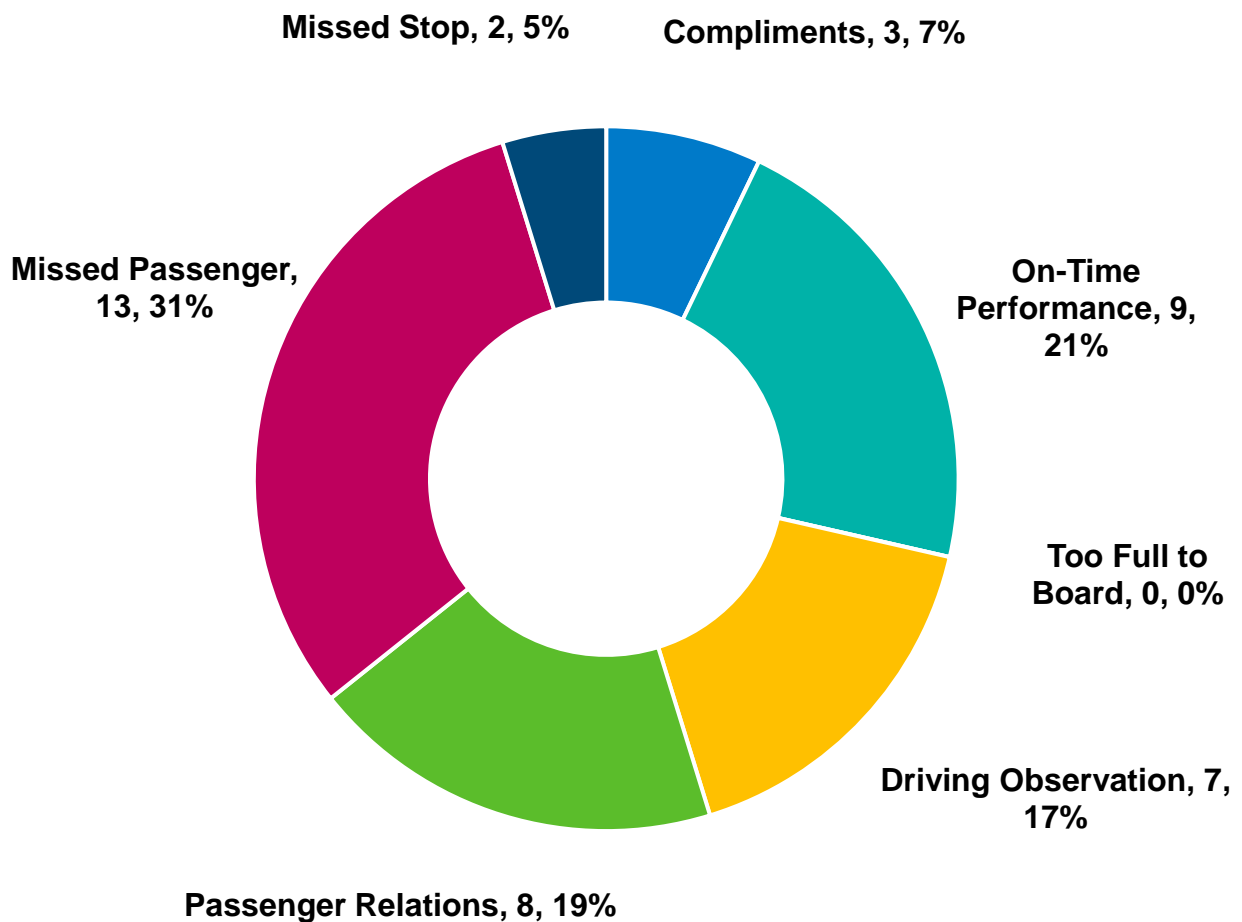
(3) Multi Day Cap, refers to transactions after a customer reaches the value of monthly pass, within a 30-day period.



FY 2025-26 FIRST QUARTER PERFORMANCE REPORTS

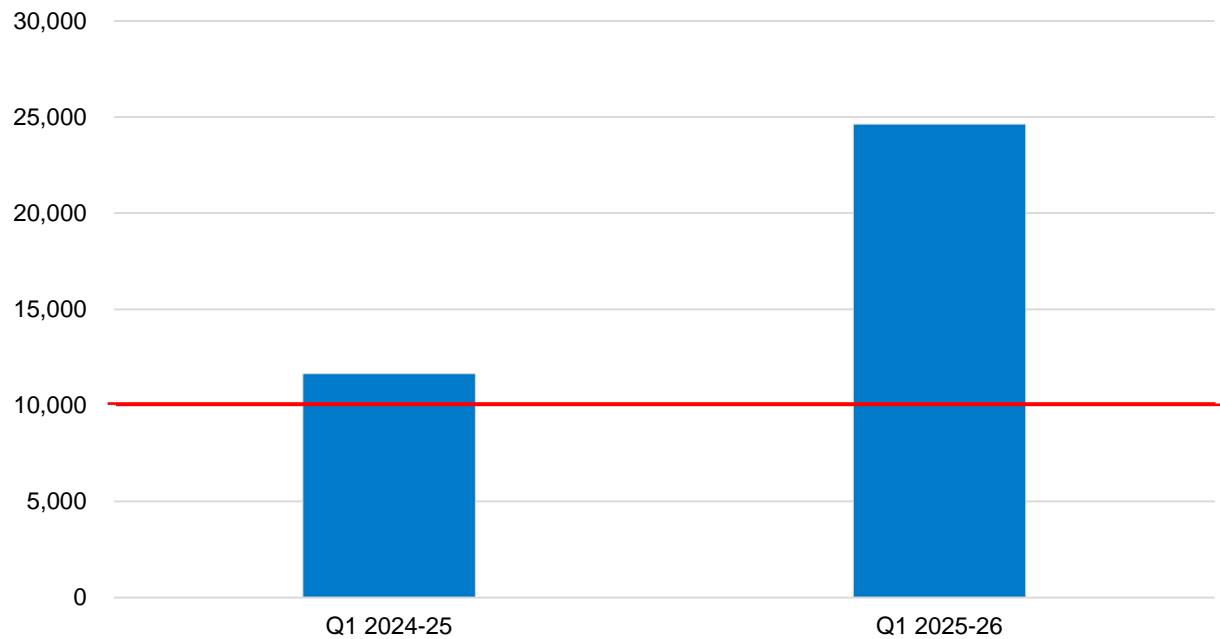
Customer Service Report

First Quarter Customer Service Statistics



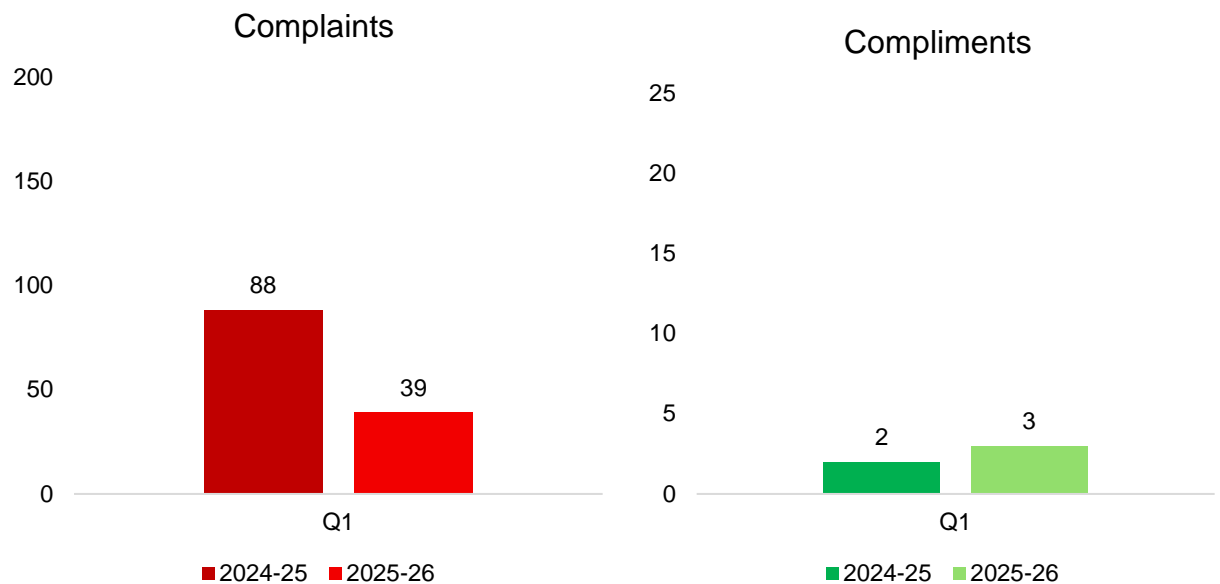
Compliments: Documented praise of MTD Employee's action; **On-Time Performance:** Complaints about buses running late; **Too Full to Board:** Complaints from passengers that could not board the bus; **Driving Observations:** Concerns regarding driving safety; **Passenger Relations:** Perceived negative treatment of passengers by an MTD Employee; **Missed Passengers:** Complaints that passengers were passed up at MTD authorized stops; **Missed Stop:** Complaint from passenger on board a bus where the driver did not stop at requested stop.

Q1 Passenger Boardings per Complaint



***MTD Performance Standard:** Passenger complaints shall average no more than 1 complaint per 10,000 MTD passenger boardings.

Year-over-Year Comparison Charts



Fleet Maintenance Report

Performance Indicators

For Fiscal Years 2026-2025



Fleet	FY 2026 Q1 Totals										FY 2025 Q1 Totals										Change	
	Fleet Count	Miles	MPG	Fuel/Oil	Parts	Labor	Parts & Labor	Total Cost per Mile			Fleet Count	Miles	MPG	Fuel/Oil	Parts	Labor	Parts & Labor	Total Cost per Mile			Total Cost per Mile	
Gillig 40'	51	448,012	4.56	\$263,894	\$165,635	\$108,948	\$274,582	\$1.20			61	449,176	4.50	\$256,179	\$142,260	\$94,447	\$236,707	\$1.10			\$0.10	9.5%
Gillig 29'	6	23,365	4.78	\$13,061	\$3,016	\$5,301	\$8,316	\$0.91			6	30,941	4.82	\$16,309	\$16,839	\$7,057	\$23,896	\$1.30			-\$0.38	-29.6%
Nova Articulated	3	18,923	3.81	\$12,887	\$9,628	\$6,426	\$16,054	\$1.53			3	9,709	3.49	\$7,148	\$2,334	\$2,901	\$5,234	\$1.28			\$0.25	19.9%
Diesel Fleet:	60	490,300	4.38	\$289,842	\$178,278	\$120,674	\$298,952	\$1.20			70	489,826	4.27	\$279,637	\$161,432	\$104,405	\$265,837	\$1.11			\$0.09	7.8%
Gillig 29' Hybrid	3	15,403	4.95	\$8,112	\$56,413	\$4,788	\$61,201	\$4.50			3	12,252	5.23	\$5,875	\$523	\$2,431	\$2,954	\$0.72			\$3.78	524.4%
Gillig 40' Hybrid	14	56,456	4.68	\$31,896	\$19,881	\$19,578	\$39,459	\$1.26			14	68,438	4.43	\$38,496	\$22,827	\$16,480	\$39,307	\$1.14			\$0.13	11.2%
Hybrid Fleet:	17	71,859	4.81	\$40,008	\$76,294	\$24,366	\$100,660	\$1.96			17	80,690	4.83	\$44,371	\$23,349	\$18,911	\$42,260	\$1.07			\$0.88	82.3%
New Flyer BEB	9	31,437	0.50	\$17,742	\$1,149	\$7,915	\$9,064	\$0.85			9	24,796	0.49	\$14,110	\$1,495	\$2,111	\$3,605	\$0.71			\$0.14	19.0%
BYD BEB	14	29,789	0.56	\$15,139	\$2,896	\$7,964	\$10,860	\$0.87			14	31,009	0.57	\$15,352	\$11,906	\$6,423	\$18,329	\$1.09			-\$0.22	-19.9%
Ford EV Vans	3	0	0.00	\$0	\$0	\$0	\$0	\$0.00			3	0	0.00	\$0	\$0	\$0	\$0	N/A			NA	0
Electric Fleet:	26	61,226	0.53	\$32,882	\$4,045	\$15,879	\$19,924	\$0.86			26	55,805	0.53	\$29,462	\$13,401	\$8,533	\$21,934	\$0.92			-\$0.06	-6.4%
Ford Vans	5	4,957	11.32	\$1,968	\$44	\$281	\$325	\$0.46			0	0	0	\$0	\$0	\$0	\$0	N/A			N/A	N/A
Unleaded Fleet:	5	4,957	11.32	\$1,968	\$44	\$281	\$325	\$0.46			0	0	0	\$0	\$0	\$0	\$0	N/A			\$0.16	14.4%
Totals:	108	628,342		\$364,700	\$258,661	\$161,200	\$419,861	\$1.25			113	626,321		\$353,470	\$198,182	\$131,849	\$330,031	\$1.09			\$0.16	14.4%



FY 2025-26 FIRST QUARTER PERFORMANCE REPORTS

Road Calls Report

**FY 2025-26 Q1 National Transit Database Road Calls ("Mechanical System Failures")
For the 3-Month Period Ending September 30, 2025**

Fleet Category	All Reportable Mechanical System Failures (Q1)	Quarterly Miles (Q1)	Miles Between All Reportable Mechanical System Failures (Q1)
BYDs (Units 30-43)	1	29,789	29,789
400 Gilligs (Units 434-450)	8	75,272	9,409
600 Gilligs (Units 600-652)	40	372,740	9,319
700 Gilligs (Units 700-713)	1	23,365	23,365
700 Gillig Hybrids (Units 715-717)	0	15,403	N/A
800 New Flyer EV's (Units 806-814)	1	31,437	31,437
900 Gillig Hybrids (Units 900-915)	11	56,456	5,132
1000 Novas (Units 1001-1003)	5	18,923	3,785
System Total Excluding EVs	65	562,159	8,649
System Total All Vehicles	67	623,385	9,304



FY 2025-26 FIRST QUARTER PERFORMANCE REPORTS

Liability Report

Reportable to National Transit Database (NTD)

Fiscal Year End June 30	2026	2025	2024	2023	2022
1st Quarter: July - September	0	3	0	0	0
Fiscal Year to Date:	0	3	0	0	0

The NTD defines a Reportable Event (Major Incident) as a safety or security event occurring on transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle meeting any of the following criteria:

- An evacuation for life safety reasons
- Estimated property damage equal to or exceeding \$25,000
- Fatality confirmed within 30 days
- Immediate transport away from the scene for medical attention, except illnesses requiring transport for medical attention
- Collisions involving transit vehicles that require towing away of a transit roadway vehicle or other non-transit roadway vehicle

Workers' Compensation Claims Report

Fiscal Year End June 30	2026	2025	2024	2023	2022
1st Quarter: July - September	1	4	1	3	5
Fiscal Year to Date:	1	4	1	3	5

Transit Finance

Compliance Report for Quarter Ending September 30, 2025

As a recipient of Federal funds from the Federal Transit Administration (FTA), the Santa Barbara Metropolitan Transit District (MTD) is subject to a number of rules and regulations and reporting requirements. This report describes actions taken between July 1 and September 30, 2025, to address these requirements.

MTD Compliance Actions

Submitted MTD monthly National Transit Database Safety and Security reports to the Federal Transit Administration (FTA).

Submitted MTD monthly National Transit Database and one-week each month Ridership and Statistical reports to FTA.

Submitted quarterly and annual Milestone Progress Reports and Federal Financial Reports for MTD's FTA grants.

Submitted quarterly Sales and Use Tax Reports.

Submitted quarterly Underground Tank Return

Confirmed submittal of quarterly Payroll Tax Reports.

Submitted quarterly report to Caltrans for the cap-and-trade Transit and Intercity Rail Capital Program (TIRCP).

Submitted quarterly report to Caltrans for the SB1 Solutions for Congested Corridors Program (SCCP).

Submitted FY 2025-26 Project List for the California State of Good Repair program to Caltrans, as required.

Submitted annual Project Activity reports to Caltrans for the Low Carbon Transit Operations Program (LCTOP)

Submitted Annual CalPERS (CERBT) Annual Report

Continued to monitor all FTA compliance areas and ensure that MTD is in compliance, including the Americans with Disabilities Act (ADA) complementary paratransit service that is operated by Easy Lift Transportation for MTD. *(MTD is responsible for this service, and must ensure that it complies with all FTA requirements.)*

