



QUARTERLY REPORT

Fiscal Year 2025-26

For the Nine Month Period Ending
March 31, 2026



FY 2025-26 THIRD QUARTER PERFORMANCE REPORTS

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FY 2025-26 THIRD QUARTER PERFORMANCE REPORT

Ridership Summary

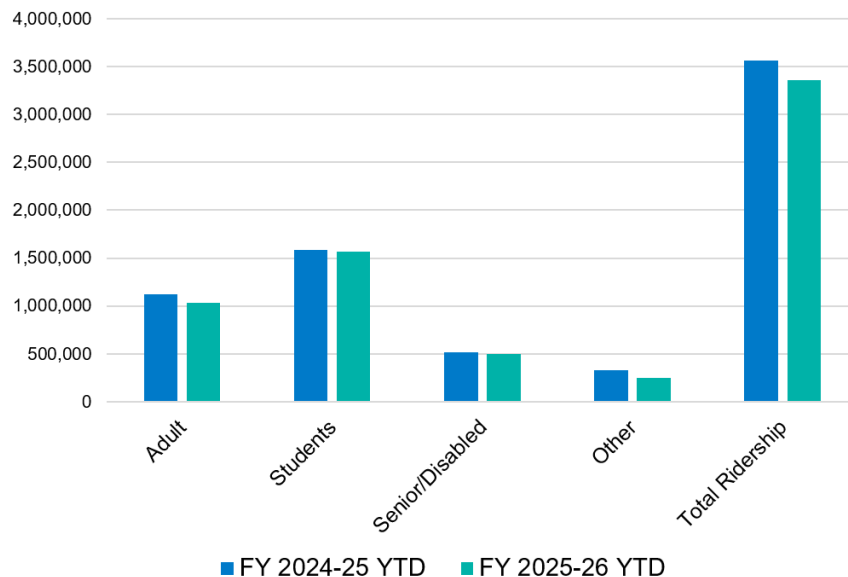
For the Nine-Month Period Ending on March 31st, 2026

Ridership Performance Indicators

Systemwide ridership year-to-date (July through March) for FY 2025-26 totaled 3,355,431, representing a 5.8% decrease of approximately 208,068 riders from the same period last year. Systemwide ridership now encompasses fixed-route ridership along with ridership from MTD’s microtransit service, *The Wave*. Ridership declines were most distinct among Lines 1, 2, 20, and 25. For the third quarter, ridership was down by 3.8% from the same quarter last year. Various factors such as MTD’s recent fare increase, fewer weekdays, fewer school days, and other factors, all may have contributed to these ridership declines.

The graph below illustrates third quarter fixed-route ridership, grouped into broad fare categories. The “Adult” and “Other” categories saw the largest ridership decline. “Adult” is composed of full-fare cash, tokens, and prepaid passes, while “Other” contains transfers, free rides (primarily small children), and shuttle ridership. Student ridership remained relatively stable, in part due to consistent demand from UC Santa Barbara (UCSB) and Santa Barbara City College (SBCC).

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



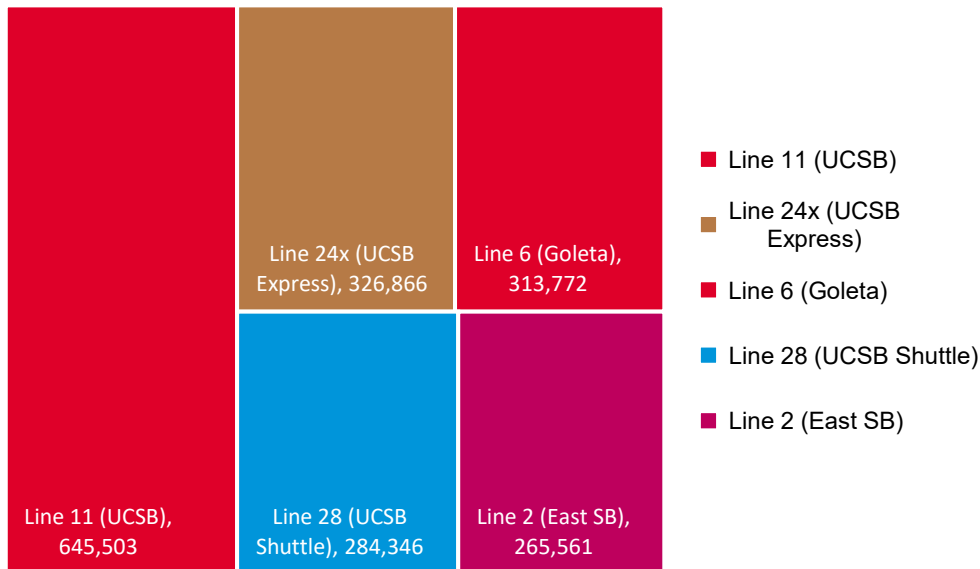
FY 2025-26 THIRD QUARTER PERFORMANCE REPORT

In the third quarter of FY26, fixed-route revenue hours remained consistent while revenue miles increased compared to third quarter data from FY25. Decreases in other metrics such as passengers per revenue hour and passengers per mile can be attributed to the previously mentioned decline in overall ridership. The table below presents various fixed-route metrics for the quarter.

Service Metrics (Fixed-Route)	Quarter			Fiscal Year to Date		
	FY 25-26 Q3	FY 24-25 Q3	%Change	FY 25-26 YTD	FY 24-25 YTD	%Change
Total Passengers	1,201,392	1,250,077	-3.9%	3,352,670	3,561,499	-5.9%
Revenue Hours	43,223	43,119	0.2%	129,937	129,945	0.0%
Revenue Miles	528,428	525,896	0.5%	1,589,067	1,586,022	0.2%
Passengers per Revenue Hour	27.8	29.0	-4.1%	25.8	27.4	-5.9%
Passengers per Mile	2.3	2.4	-4.4%	2.1	2.2	-6.0%

The chart below shows the top 5 lines by ridership, year-to-date. The top lines ordered by ridership were Lines 11, 24x, 6, 28, and 2. Though Line 2 was a higher ridership line, it still sustained a significant decline in ridership YTD when compared with FY25. There were also marked declines in ridership on Lines 1, 19x, 20, and 25. Though Line 19x saw increases in ridership in January and March, a February decline brought the overall quarter ridership down. Overall, consistent turnout from students in addition to growing ridership on *The Wave* has helped soften losses to systemwide ridership. SBCC ridership increased with a 3.5% total increase YTD over FY25, hopefully reversing a many year trend of SBCC student ridership decline.

Top 5 Lines by Ridership, Year-to-Date

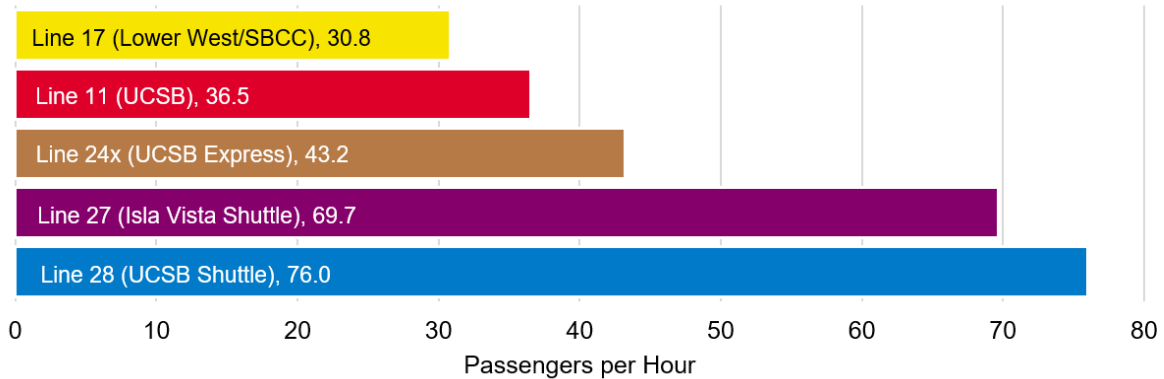


The chart below shows the top 5 lines by passengers per hour in the third quarter, with Line 28 (UCSB Shuttle) ranking first with 76.0 passengers per hour, followed by Line 27 (69.7), Line 24x (43.2), Line 11 (36.5), and Line 17 (30.8). The systemwide average of passengers per revenue hour for the quarter was 27.8, as compared to 29.0 passengers

FY 2025-26 THIRD QUARTER PERFORMANCE REPORT

per revenue hour for the same period in FY25, representing a ~4.2% decrease. Only Lines 5, 27, and 28 saw an increase in passengers per revenue hour during the third quarter.

Top 5 Lines by Passengers per Hour, 3rd Quarter



The Fiscal Year Numbers At-A-Glance below compare certain data from the third quarter YTD of FY 2025-26 to the same period in FY 2024-25. Third quarter year-to-date standing “At Capacity” loads have increased 48% from FY25, while “Too Full to Board” loads have increased by 13.6% in the same period, while wheelchair and bicycle boardings have both decreased.

Fiscal Year Numbers At-A-Glance

Total
Ridership
-5.8%

At-Capacity
Loads
+48.0%

Too Full to
Board
Loads
+13.6%



5,897
wheelchairs
boarded
-31.0%



49,268
bicycles
carried
-8.5%

Service Days and Student Ridership

As shown in the table below, the total number of service days in the third quarter of FY26 was identical to the third quarter of FY25. Comparing FY26 to FY25 data year-to-date, there were two fewer weekdays, two additional Saturdays, four additional SBCC school days, one additional UCSB school day, and two additional secondary school days. Fewer weekdays may account for the reductions in ridership, revenue hours, and revenue miles evidenced in the third quarter year-to-date, when compared to the same period last year. Weekdays have greater ridership and more service, thus more revenue hours as well.

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Additional college and K-12 school days occurred in the third quarter due to a change in timing of Spring Break at SBUSD and SBCC, both of which pushed their breaks a week later than the previous year, from March 30-April 3, 2026. Year-to-date, UCSB ridership has decreased by 0.1%, while SBCC ridership increased by 3.5%, which is attributable to the four additional SBCC school days when compared to FY25. The impact of these additional school days is more apparent when looking at quarter-over-quarter performance – SBCC ridership increased by 7.4% in Q3 compared to the same period last year.

While third quarter Youth pass prepaid ridership declined by 6.9% year to date, quite a few students are utilizing Tap2Ride, with booster services receiving 2617 contactless payments in Q3, and 6055 year-to-date.

MTD SERVICE CALENDAR DAYS

<u>SERVICE DAYS</u>	<u>FY 2026</u>		<u>FY 2025</u>		<u>Year to Date</u>
	<u>Q3</u>	<u>YTD</u>	<u>Q3</u>	<u>YTD</u>	<u>Variance</u>
Weekdays	61	185	61	187	(2)
Saturdays	15	43	15	41	2
Sundays	14	44	14	44	0
Total	90	272	90	272	0

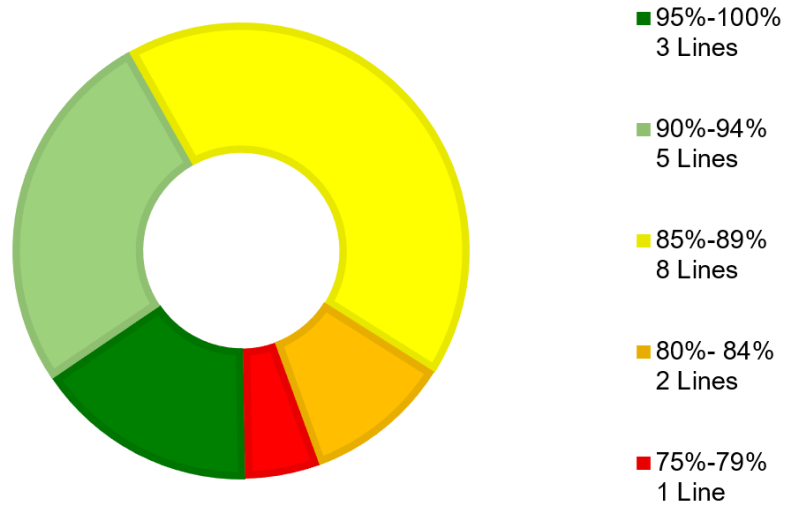
<u>SCHOOL DAYS</u>	<u>FY 2026</u>		<u>FY 2025</u>		<u>Year to Date</u>
	<u>Q3</u>	<u>YTD</u>	<u>Q3</u>	<u>YTD</u>	<u>Variance</u>
SBCC	43	119	39	115	4
UCSB	55	112	54	111	1
Secondary	54	136	52	134	2

On-Time Performance Indicators

Since the acquisition and installation of the Clever Devices AVL system, Planning staff have refined 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 the chart below represent all of MTD’s fixed-route lines (not counting booster services) in operation during the third quarter of FY26.

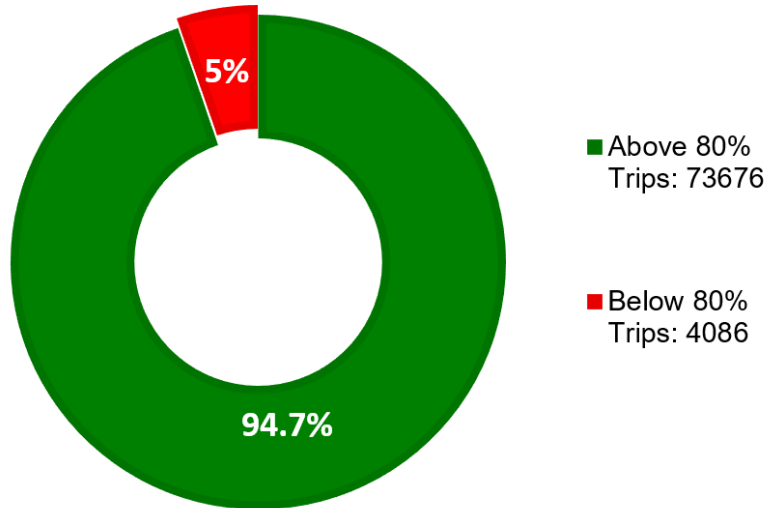
In the third quarter, one line fell below the 80% OTP threshold – Line 20. Construction, heavy passenger loads, congestion, and detour routings are common variables that can negatively impact a line’s on-time performance. Often, these variables and their impact on service varies with time of day. As construction work on Highway 101 continues in Montecito and Summerland, fluctuating traffic patterns have induced significant delays on Line 20.

FY 25-26 3RD 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 meeting MTD's goal of 80% or higher for on-time service in the third quarter of FY 25-26.

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





FY 2026 System Ridership Report for the 3rd Quarter and for the Nine-Month Period Ending March 31st, 2026

Ridership by Fare Category (January 2026 – March 2026)

Fare Categories	Quarter			YTD		
	Jan 26 - Mar 26	Jan 25 - Mar 25	% Change	FY 2025 - 2026	FY 2024 - 2025	% Change
Fixed-Route						
General Fare ⁽²⁾	172,281	174,146	-1.1%	549,421	585,495	-6.2%
Transfers ⁽²⁾	64,917	66,836	-2.9%	197,325	223,336	-11.6%
Full Fare Prepaid ⁽¹⁾	142,022	168,999	-16.0%	465,215	568,649	-18.2%
Santa Barbara City College	71,582	66,631	7.4%	203,972	197,113	3.5%
Senior & Disabled Prepaid ⁽¹⁾	131,337	140,247	-6.4%	413,990	429,061	-3.5%
Shuttle	-	-	0.0%	6,840	5,695	20.1%
UC Santa Barbara	467,539	473,468	-1.3%	1,075,865	1,076,556	-0.1%
Youth Prepaid ⁽¹⁾	101,347	108,193	-6.3%	288,645	309,947	-6.9%
Free	16,357	14,957	9.4%	43,551	50,010	-12.9%
Special Pass Programs	592	2,106	-71.9%	4,665	6,507	-28.3%
Senior Cash	26,200	25,919	1.1%	79,829	82,410	-3.1%
People with Disabilities Cash	2,717	2,775	-2.1%	7,706	9,449	-18.4%
Tokens	4,199	5,800	-27.6%	15,144	17,262	-12.3%
Senior Tap2Ride	157	-	0.0%	257	3	8466.7%
People with Disabilities Tap2Ride	145	-	0.0%	245	6	3983.3%
Total (Fixed-Route)	1,201,392	1,250,077	-3.9%	3,352,670	3,561,499	-5.9%
Demand Response						
The Wave Microtransit ⁽³⁾	1,192	-	100.0%	2,761	-	100.0%
Total (Demand Response)	1,192	-	100.0%	2,761	-	100.0%
Total (All MTD Services)	1,202,584	1,250,077	-3.8%	3,355,431	3,561,499	-5.8%

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 third quarter, all rides on The Wave were complimentary.

Revenue Hours and Revenue Miles (January 2026 – March 2026)

Metrics	Quarter			YTD		
	Jan 26 - Mar 26	Jan 25 - Mar 25	%Change	FY 2025 - 2026	FY 2024 - 2025	% Change
Fixed-Route						
Passengers	1,201,392	1,250,077	-3.9%	3,352,670	3,561,499	-5.9%
Revenue Hours	43,223	43,119	0.2%	129,937	129,945	0.0%
Passengers per Revenue Hour	27.8	29.0	-4.1%	25.8	27.4	-5.9%
Miles	528,428	525,896	0.5%	1,589,067	1,586,022	0.2%
Passengers per Mile	2.3	2.4	-4.4%	2.1	2.2	-6.0%
Demand Response						
Revenue Hours	481	-	100.0%	1,333	-	100.0%
Revenue Miles	5,162	-	100.0%	12,455	-	100.0%

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

MTD System Ridership (January 2026 – March 2026)

LINE		Quarter			YTD		
		Jan 26 - Mar 26	Jan 25 - Mar 25	% Change	FY 2025 - 2026	FY 2024 - 2025	% Change
1	West Santa Barbara	54,657	62,549	-12.6%	168,468	200,437	-15.9%
2	East Santa Barbara	86,658	100,200	-13.5%	265,561	318,046	-16.5%
3	Oak Park	33,248	34,422	-3.4%	102,243	109,678	-6.8%
4	Mesa / SBCC	21,756	21,625	0.6%	63,986	66,325	-3.5%
5	Mesa / La Cumbre	19,028	18,027	5.6%	57,981	57,312	1.2%
6	Goleta	103,106	106,485	-3.2%	313,772	337,072	-6.9%
7	County Health / Fairview	53,996	55,478	-2.7%	164,828	174,271	-5.4%
10	Cathedral Oaks	-	-	0.0%	-	-	0.0%
11	UCSB	232,892	239,207	-2.6%	645,503	676,400	-4.6%
12x	Goleta Express	32,276	33,585	-3.9%	95,744	103,595	-7.6%
14	Montecito	14,326	14,824	-3.4%	43,947	48,735	-9.8%
15x	SBCC / UCSB Express	28,778	26,864	7.1%	78,934	75,342	4.8%
16	City College Shuttle	-	-	0.0%	-	-	0.0%
17	Lower West / SBCC	25,523	24,312	5.0%	74,626	76,668	-2.7%
19x	SBCC / East SB Express	1,462	1,250	17.0%	4,386	4,936	-11.1%
20	Carpinteria	57,698	65,639	-12.1%	183,435	210,530	-12.9%
23	Winchester Canyon	14,113	13,063	8.0%	36,993	38,058	-2.8%
24x	UCSB Express	119,379	115,256	3.6%	326,866	322,388	1.4%
25	Elwood	12,088	14,900	-18.9%	36,674	43,606	-15.9%
27	Isla Vista Shuttle	117,694	123,023	-4.3%	265,142	266,703	-0.6%
28	UCSB Shuttle	120,790	127,570	-5.3%	284,346	292,150	-2.7%
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	51,924	51,798	0.2%	132,395	133,552	-0.9%
System Subtotal		1,201,392	1,250,077	-3.9%	3,345,830	3,555,804	-5.9%
<i>Downtown Waterfront Shuttles</i>							
33	Downtown Waterfront Shuttle	-	-	0.0%	6,840	5,695	20.1%
		-	-	0.0%	-	-	0.0%
<i>Unknown</i>							
		-	-	0.0%	-	-	0.0%
<i>Demand-Response</i>							
	The Wave Microtransit	1,192	-	100.0%	2,761	-	100.0%
Demand-Response Sub Total		1,192	-	100.0%	2,761	-	100.0%
System Total (Fixed-Route Only)		1,201,392	1,250,077	-3.9%	3,352,670	3,561,499	-5.9%
<i>Related Routes</i>							
11, 24x, 27, 28 UCSB Lines		590,755	605,056	-2.4%	1,521,857	1,557,641	-2.3%
1, 2 East/West		141,315	162,749	-13.2%	434,029	518,483	-16.3%
4, 5, 15x, 16, 17, 19x Mesa Lines		96,547	92,078	4.9%	279,913	280,583	-0.2%
6, 11 State/Hollister		335,998	345,692	-2.8%	959,275	1,013,472	-5.3%

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

MTD Passengers per Revenue Hour (January 2026 – March 2026)

LINE	Quarter			YTD			
	Jan 26 - Mar 26	Jan 25 - Mar 25	% Change	FY 2025 - 2026	FY 2024 - 2025	% Change	
1	West Santa Barbara	21.9	24.9	-12.4%	22.2	26.4	-15.8%
2	East Santa Barbara	22.1	25.5	-13.2%	22.4	26.7	-16.3%
3	Oak Park	14.2	14.7	-3.3%	14.4	15.5	-6.7%
4	Mesa / SBCC	19.6	19.5	0.4%	19.0	19.8	-3.7%
5	Mesa / La Cumbre	12.4	11.7	5.7%	12.5	12.3	1.2%
6	Goleta	24.3	25.1	-3.2%	24.5	26.3	-6.8%
7	County Health / Fairview	14.5	14.9	-2.7%	14.6	15.4	-5.3%
10	Cathedral Oaks	-	-	0.0%	-	-	0.0%
11	UCSB	36.5	37.5	-2.6%	33.5	35.0	-4.4%
12x	Goleta Express	19.6	20.4	-3.8%	19.3	20.8	-7.5%
14	Montecito	11.6	12.0	-3.4%	11.8	13.1	-9.8%
15x	SBCC / UCSB Express	26.8	27.7	-3.1%	25.4	25.8	-1.4%
16	City College Shuttle	-	-	0.0%	-	-	0.0%
17	Low er West / SBCC	30.8	29.3	4.9%	29.7	30.6	-2.8%
19x	SBCC / East SB Express	7.9	7.8	1.7%	6.7	7.8	-13.8%
20	Carpinteria	14.7	16.6	-11.5%	15.4	17.6	-12.6%
23	Winchester Canyon	13.4	12.4	8.1%	11.6	12.0	-2.6%
24x	UCSB Express	43.2	42.4	2.0%	39.3	39.2	0.3%
25	Elwood	17.5	21.5	-18.8%	17.5	20.8	-15.7%
27	Isla Vista Shuttle	69.7	73.1	-4.6%	59.8	59.6	0.4%
28	UCSB Shuttle	76.0	79.9	-4.9%	63.7	63.9	-0.3%
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	65.3	66.2	-1.3%	66.9	69.0	-3.1%
	System Subtotal	27.8	29.0	-4.2%	25.9	27.5	-5.9%
	<i>Downtown Waterfront Shuttles</i>						
33	Dow ntown Waterfront Shuttle	-	-	0.0%	10.0	8.2	23.2%
		-	-	0.0%	-	-	0.0%
	<i>Unknown</i>						
		-	-	0.0%	-	-	0.0%
	System Total	27.8	29.0	-4.2%	25.8	27.4	-5.9%
	<i>Related Routes</i>						
	11, 24x, 27, 28 UCSB Lines	47.6	48.8	-2.6%	417	42.6	-2.0%
	1, 2, 37 East/West	22.0	25.3	-12.9%	22.3	26.6	-16.1%
	4, 5, 15x, 16, 17, 19x Mesa Lines	20.4	20.0	2.0%	19.6	19.9	-1.7%
	6, 11State/Hollister	316	32.5	-2.8%	29.9	315	-5.2%

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

MTD “At Capacity” Loads (January 2026 – March 2026)

LINE	Quarter			YTD			
	Jan 26 - Mar 26	Jan 25 - Mar 25	% Change	FY 2025 - 2026	FY 2024 - 2025	% Change	
1	West Santa Barbara	3	9	-66.7%	15	44	-65.9%
2	East Santa Barbara	4	13	-69.2%	26	33	-21.2%
3	Oak Park	3	4	-25.0%	9	8	12.5%
4	Mesa / SBCC	-	-	0.0%	-	1	-100.0%
5	Mesa / La Cumbre	-	3	-100.0%	1	7	-85.7%
6	Goleta	10	12	-16.7%	30	43	-30.2%
7	County Health / Fairview	2	-	100.0%	8	-	100.0%
10	Cathedral Oaks	-	-	0.0%	-	-	0.0%
11	UCSB	72	226	-68.1%	271	401	-32.4%
12x	Goleta Express	2	-	100.0%	4	-	100.0%
14	Montecito	1	2	-50.0%	7	22	-68.2%
15x	SBCC / UCSB Express	6	2	200.0%	17	8	112.5%
16	City College Shuttle	-	-	0.0%	-	-	0.0%
17	Lower West / SBCC	3	5	-40.0%	6	27	-77.8%
19x	SBCC / East SB Express	-	-	0.0%	-	-	0.0%
20	Carpinteria	-	1	-100.0%	7	14	-50.0%
23	Winchester Canyon	3	2	50.0%	9	5	80.0%
24x	UCSB Express	43	44	-2.3%	195	113	72.6%
25	Elwood	-	-	0.0%	-	1	-100.0%
27	Isla Vista Shuttle	275	111	147.7%	561	391	43.5%
28	UCSB Shuttle	392	11	3463.6%	547	40	1267.5%
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	18	16	12.5%	75	49	53.1%
System Subtotal		837	461	81.6%	1,788	1,207	48.1%
<i>Downtown Waterfront Shuttles</i>							
33	Downtown Waterfront Shuttle	-	-	0.0%	-	1	-100.0%
		-	-	0.0%	-	-	0.0%
<i>Related Routes</i>							
11, 24x, 27, 28 UCSB Lines		782	392	99.5%	1,574	945	66.6%
1, 2 East/West		7	22	-68.2%	41	77	-46.8%
4, 5, 15x, 16, 17 Mesa Lines		9	10	-10.0%	24	43	-44.2%
6, 11 State/Hollister		82	238	-65.5%	301	444	-32.2%
<i>Unknown/Miscellaneous</i>		-	-	0.0%	-	-	0.0%
System Total		837	461	81.6%	1,788	1,208	48.0%

*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 (January 2026 – March 2026)

LINE	Quarter			YTD			
	Jan 26 - Mar 26	Jan 25 - Mar 25	% Change	FY 2025 - 2026	FY 2024 - 2025	% Change	
1	West Santa Barbara	2	17	-88.2%	10	45	-77.8%
2	East Santa Barbara	3	12	-75.0%	25	28	-10.7%
3	Oak Park	1	3	-66.7%	5	10	-50.0%
4	Mesa / SBCC	-	-	0.0%	-	-	0.0%
5	Mesa / La Cumbre	-	-	0.0%	2	2	0.0%
6	Goleta	10	18	-44.4%	32	41	-22.0%
7	County Health / Fairview	-	1	-100.0%	-	1	-100.0%
10	Cathedral Oaks	-	-	0.0%	-	-	0.0%
11	UCSB	201	285	-29.5%	598	624	-4.2%
12x	Goleta Express	12	11	9.1%	29	20	45.0%
14	Montecito	-	-	0.0%	3	5	-40.0%
15x	SBCC / UCSB Express	15	44	-65.9%	60	82	-26.8%
16	City College Shuttle	-	-	0.0%	-	-	0.0%
17	Lower West / SBCC	-	3	-100.0%	2	3	-33.3%
19x	SBCC / East SB Express	-	-	0.0%	-	1	-100.0%
20	Carpinteria	-	1	-100.0%	-	12	-100.0%
23	Winchester Canyon	1	3	-66.7%	7	8	-12.5%
24x	UCSB Express	123	186	-33.9%	461	513	-10.1%
25	Elwood	1	-	100.0%	2	1	100.0%
27	Isla Vista Shuttle	273	197	38.6%	661	385	71.7%
28	UCSB Shuttle	281	206	36.4%	620	409	51.6%
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	1	16	-93.8%	27	47	-42.6%
System Subtotal		924	1,003	-7.9%	2,544	2,237	13.7%
<i>Downtown Waterfront Shuttles</i>							
33	Downtown Waterfront Shuttle	-	-	0.0%	3	6	-50.0%
		-	-	0.0%	-	-	0.0%
<i>Related Routes</i>							
11, 24x, 27, 28 UCSB Lines		878	874	0.5%	2,340	1,931	21.2%
1, 2 East/West		5	29	-82.8%	35	73	-52.1%
4, 5, 15x, 16, 17 Mesa Lines		15	47	-68.1%	64	87	-26.4%
6, 11 State/Hollister		211	303	-30.4%	630	665	-5.3%
<i>Unknown/Miscellaneous</i>		-	-	0.0%	-	-	0.0%
System Total		924	1,003	-7.9%	2,547	2,243	13.6%

* 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 (January 2026 – March 2026)

LINE	Quarter			YTD			
	Jan 26 - Mar 26	Jan 25 - Mar 25	% Change	FY 2025 - 2026	FY 2024 - 2025	% Change	
1	West Santa Barbara	382	204	87.3%	964	920	4.8%
2	East Santa Barbara	951	1,232	-22.8%	3,133	4,052	-22.7%
3	Oak Park	168	127	32.3%	513	194	164.4%
4	Mesa / SBCC	199	152	30.9%	530	509	4.1%
5	Mesa / La Cumbre	280	169	65.7%	710	737	-3.7%
6	Goleta	2,084	2,634	-20.9%	7,433	8,666	-14.2%
7	County Health / Fairview	1,264	1,345	-6.0%	4,188	4,757	-12.0%
10	Cathedral Oaks	-	-	0.0%	-	-	0.0%
11	UCSB	3,713	4,271	-13.1%	12,271	13,659	-10.2%
12x	Goleta Express	1,084	1,254	-13.6%	3,479	3,863	-9.9%
14	Montecito	355	261	36.0%	931	933	-0.2%
15x	SBCC / UCSB Express	393	373	5.4%	1,153	1,134	1.7%
16	City College Shuttle	-	-	0.0%	-	-	0.0%
17	Low er West / SBCC	144	118	22.0%	345	441	-21.8%
19x	SBCC / East SB Express	37	31	19.4%	146	197	-25.9%
20	Carpinteria	1,589	1,830	-13.2%	4,640	5,392	-13.9%
23	Winchester Canyon	69	128	-46.1%	208	390	-46.7%
24x	UCSB Express	1,972	1,575	25.2%	5,813	5,409	7.5%
25	Elw ood	188	190	-1.1%	604	611	-1.1%
27	Isla Vista Shuttle	309	307	0.7%	876	766	14.4%
28	UCSB Shuttle	428	377	13.5%	1,308	1,151	13.6%
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	12	18	-33.3%	22	33	-33.3%
System Subtotal		15,621	16,596	-5.9%	49,267	53,814	-8.4%
<i>Downtown Waterfront Shuttles</i>							
33	Dow ntow n Waterfront Shuttle	-	-	0.0%	1	-	100.0%
		-	-	0.0%	-	-	0.0%
<i>Related Routes</i>							
11, 24x, 27, 28 UCSB Lines		6,422	6,530	-1.7%	20,268	20,985	-3.4%
1, 2 East/West		1,333	1,436	-7.2%	4,097	4,972	-17.6%
4, 5, 15x, 16, 17 Mesa Lines		1,016	812	25.1%	2,738	2,821	-2.9%
6, 11 State/Hollister		5,797	6,905	-16.0%	19,704	22,325	-11.7%
<i>Unknown/Miscellaneous</i>		-	3	-100.0%	-	8	-100.0%
System Total		15,621	16,599	-5.9%	49,268	53,822	-8.5%

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

MTD Wheelchairs Boarded (January 2026 – March 2026)

LINE	Quarter			YTD			
	Jan 26 - Mar 26	Jan 25 - Mar 25	% Change	FY 2025 - 2026	FY 2024 - 2025	% Change	
1	West Santa Barbara	179	134	33.6%	568	531	7.0%
2	East Santa Barbara	109	232	-53.0%	421	1,106	-61.9%
3	Oak Park	145	96	51.0%	400	392	2.0%
4	Mesa / SBCC	28	26	7.7%	81	99	-18.2%
5	Mesa / La Cumbre	54	84	-35.7%	155	328	-52.7%
6	Goleta	322	430	-25.1%	983	1,419	-30.7%
7	County Health / Fairview	232	282	-17.7%	730	1,217	-40.0%
10	Cathedral Oaks	-	-	0.0%	-	-	0.0%
11	UCSB	333	548	-39.2%	1,120	1,643	-31.8%
12x	Goleta Express	90	81	11.1%	266	327	-18.7%
14	Montecito	28	25	12.0%	109	120	-9.2%
15x	SBCC / UCSB Express	2	5	-60.0%	3	9	-66.7%
16	City College Shuttle	-	-	0.0%	-	-	0.0%
17	Lower West / SBCC	15	30	-50.0%	59	168	-64.9%
19x	SBCC / East SB Express	-	-	0.0%	3	-	100.0%
20	Carpinteria	119	194	-38.7%	421	761	-44.7%
23	Winchester Canyon	11	7	57.1%	29	36	-19.4%
24x	UCSB Express	90	60	50.0%	207	156	32.7%
25	Elwood	50	44	13.6%	149	119	25.2%
27	Isla Vista Shuttle	23	27	-14.8%	62	42	47.6%
28	UCSB Shuttle	42	15	180.0%	99	31	219.4%
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	1	-	100.0%	2	9	-77.8%
System Subtotal		1,873	2,320	-19.3%	5,867	8,513	-31.1%
<i>Downtown Waterfront Shuttles</i>							
33	Downtown Waterfront Shuttle	-	-	0.0%	30	32	-6.3%
		-	-	0.0%	-	-	0.0%
<i>Related Routes</i>							
11, 24x, 27, 28 UCSB Lines		488	650	-24.9%	1,488	1,872	-20.5%
1, 2 East/West		288	366	-21.3%	989	1,637	-39.6%
4, 5, 15x, 16, 17 Mesa Lines		99	145	-31.7%	298	604	-50.7%
6, 11 State/Hollister		655	978	-33.0%	2,103	3,062	-31.3%
<i>Unknown/Miscellaneous</i>		-	-	0.0%	-	-	0.0%
System Total		1,873	2,320	-19.3%	5,897	8,545	-31.0%

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

Tap2Ride Contactless Payments Overview

Tap2Ride Transactions Breakdown

Tap2Ride Fare Categories	Quarter			Fiscal Year to Date		
	Jan 26 - Mar 26	Jan 25 - Mar 25	%Change	FY 2025 - 2026	FY 2024 - 2025	%Change
General Fare	79,003	41,867	88.7%	238,443	132,362	80.1%
Transfers ⁽¹⁾	4,704	2,002	135.0%	14,517	6,192	134.4%
Daily Cap ⁽²⁾	2,970	191	1455.0%	7,953	655	1114.2%
Multi Day Cap ⁽³⁾	2,023	690	193.2%	6,967	3,312	110.4%
Senior and People with Disabilities Time Cap ⁽¹⁾	15	-	100.0%	36	-	100.0%
Senior	107	-	100.0%	201	3	6600.0%
Senior Multi Day Cap ⁽³⁾	50	-	100.0%	56	-	100.0%
People with Disabilities	136	-	100.0%	229	6	3716.7%
People with Disabilities Multi Day Cap ⁽³⁾	9	-	100.0%	16	-	100.0%
Total	89,017	44,750	98.9%	268,418	142,530	88.3%

(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.

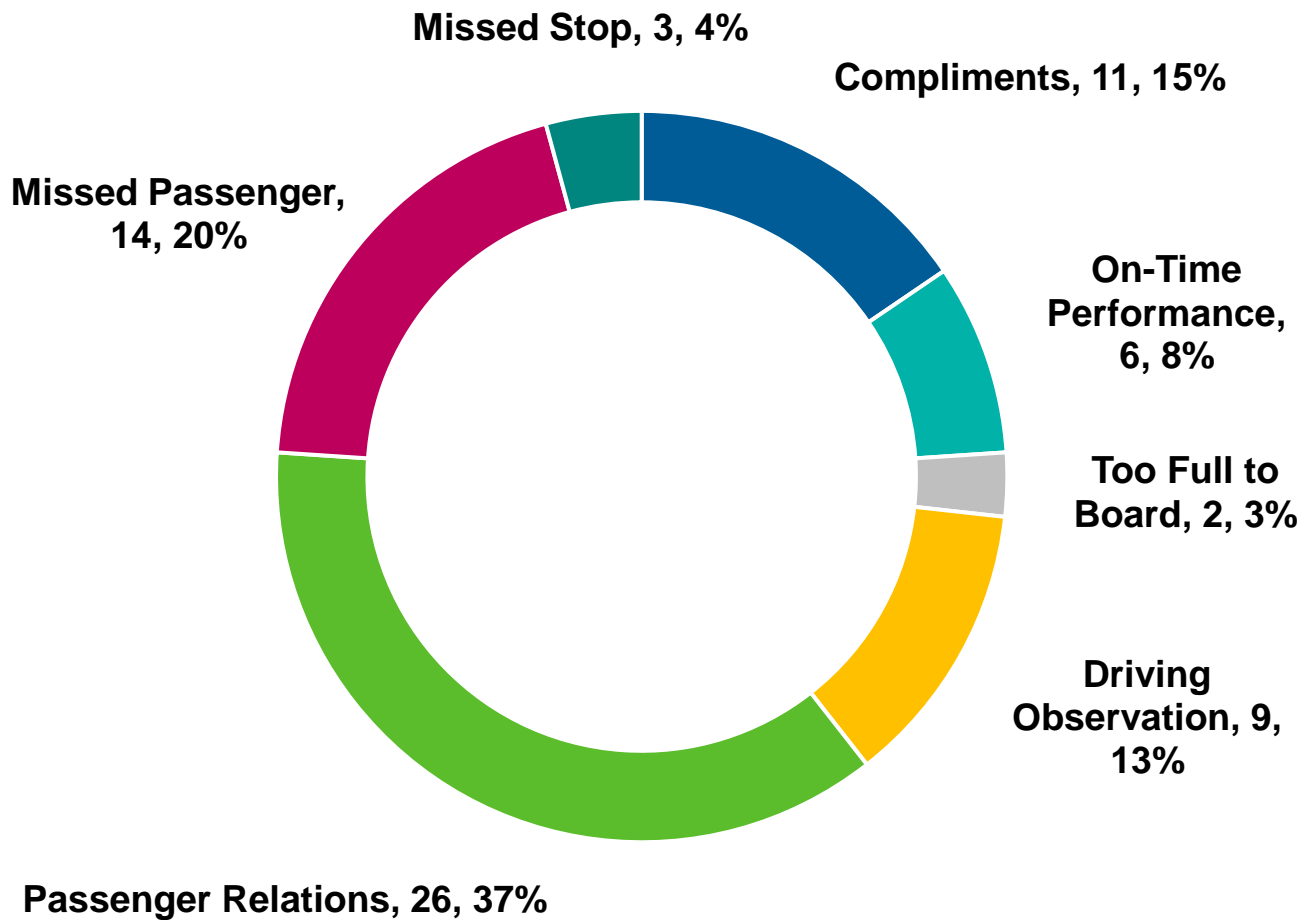
(3) Multi Day Cap, refers to transactions after a customer reaches the value of monthly pass, within a 30-day period.



FY 2025-26 THIRD QUARTER PERFORMANCE REPORTS

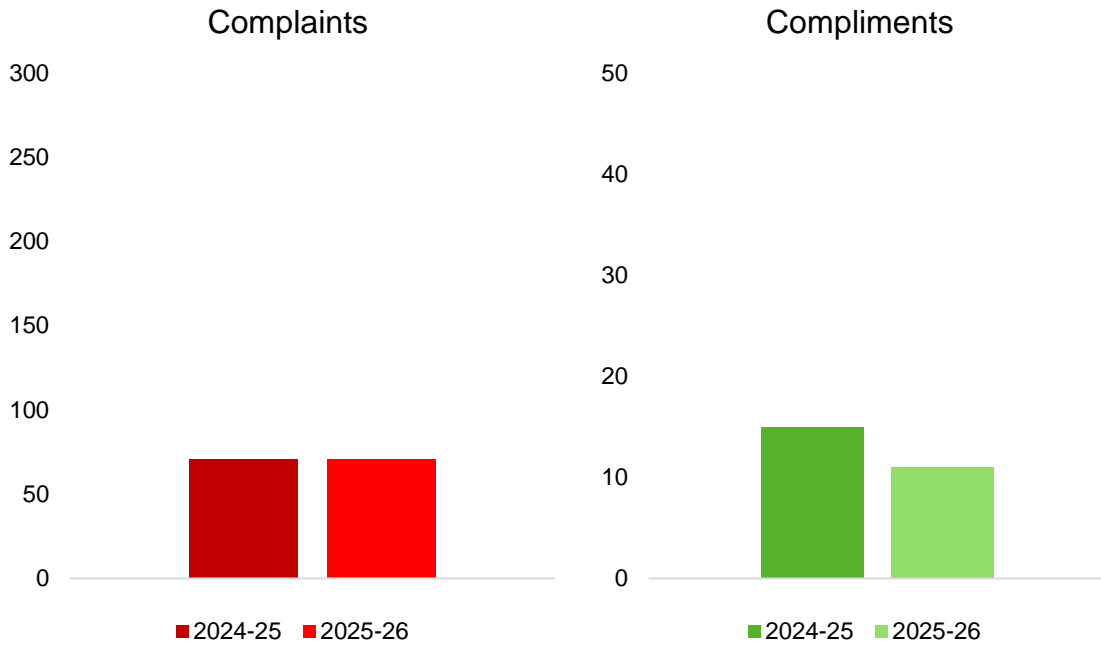
Customer Service Report

Third Quarter Customer Service Statistics

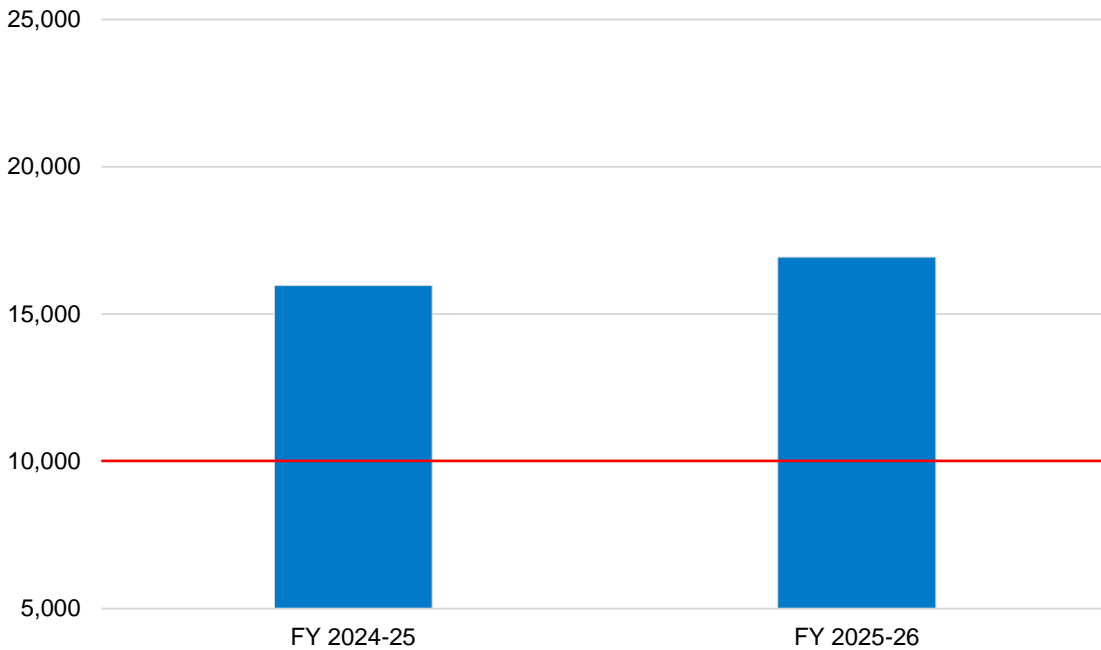


Compliments: Documented praise of MTD Employee's action; **On-Time Performance:** Complaints about buses running late; **Too Full to Board:** Complaints from passengers that could not board the bus; **Driving Observations:** Concerns regarding driving safety; **Passenger Relations:** Perceived negative 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.

Third Quarter Year-over-Year Comparison

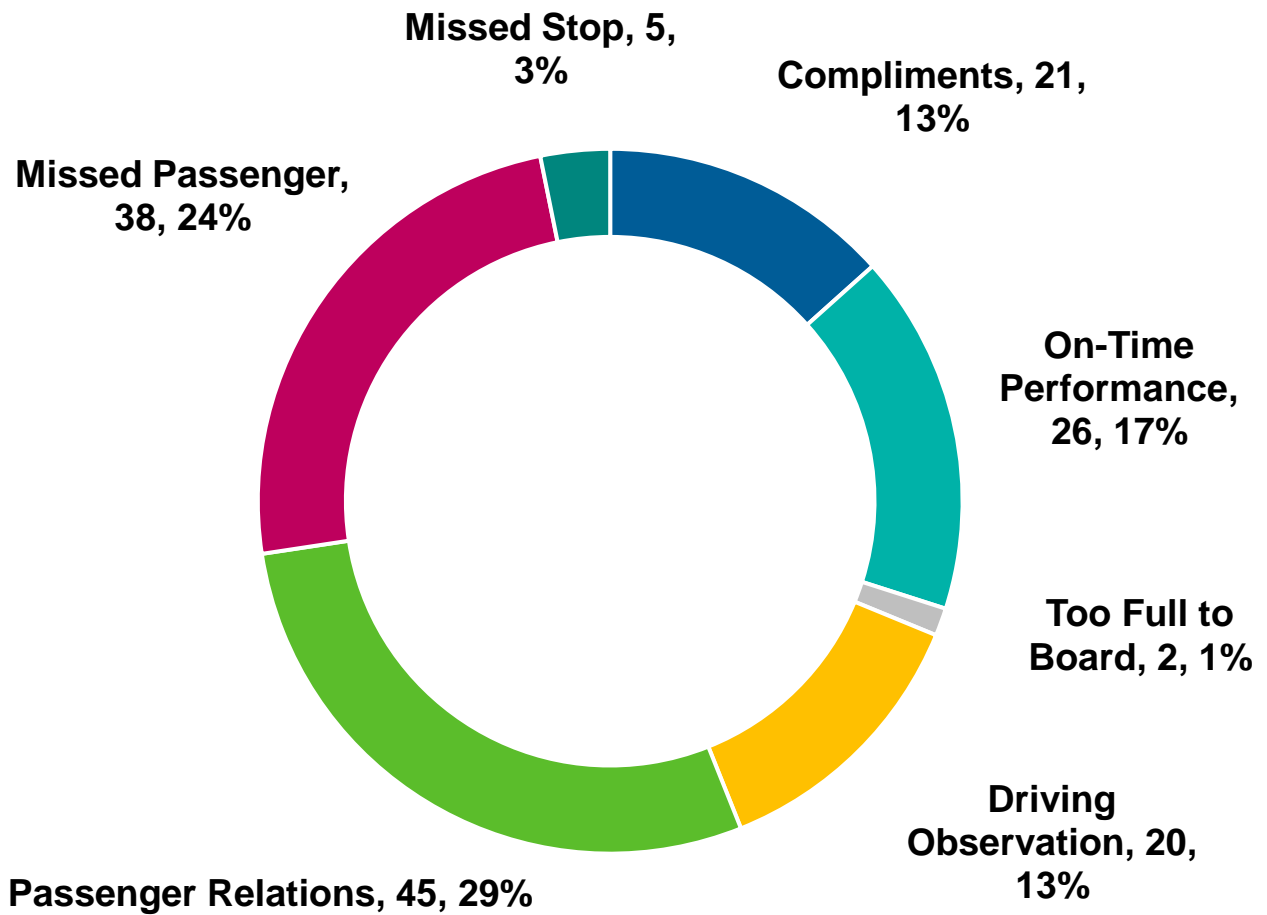


Third Quarter Passenger Boardings per Complaint



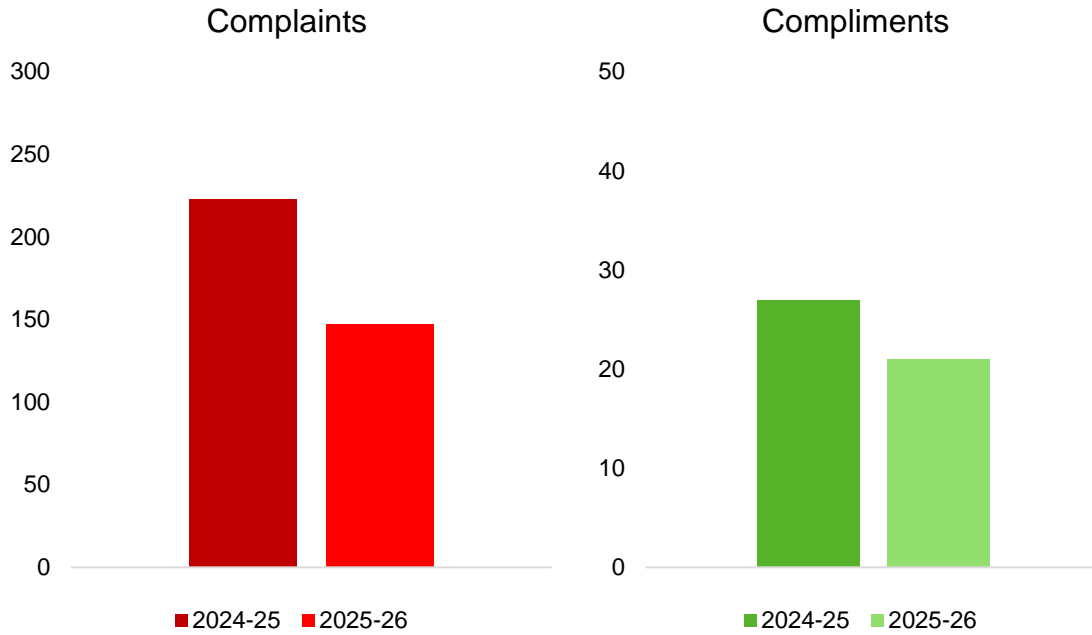
***MTD Performance Standard:** Passenger complaints shall average no more than 1 complaint per 10,000 MTD passenger boardings.

FY 2025-26 Year-to-Date Customer Service Statistics
for the Nine-Month Period Ending March 31, 2026

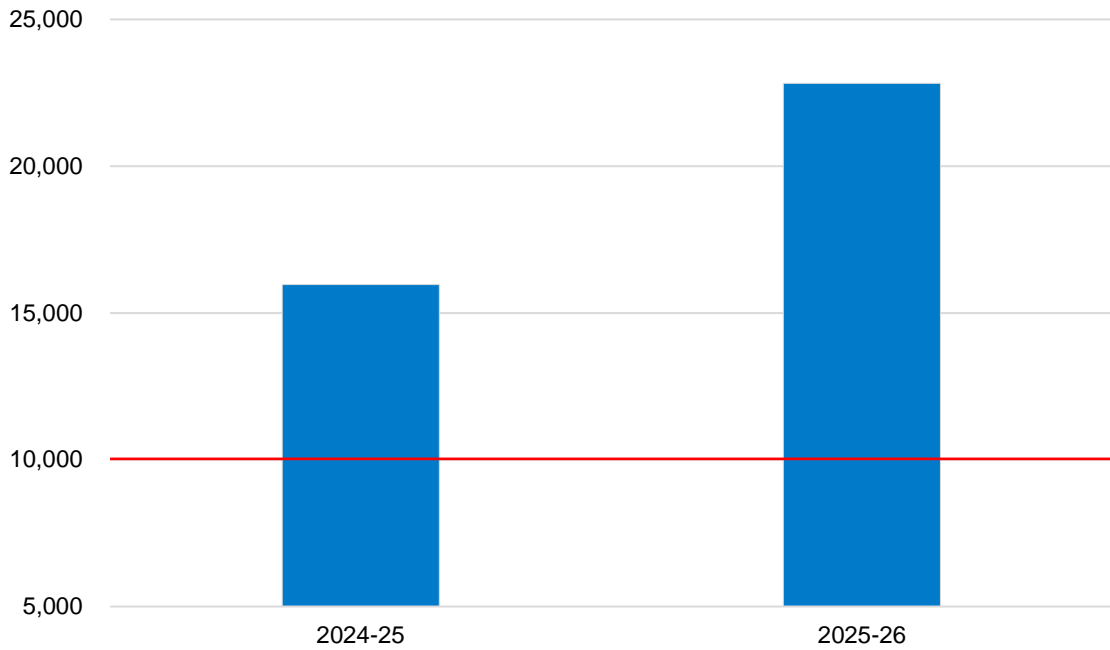


Compliments: Documented praise of MTD Employee's action; **On-Time Performance:** Complaints about buses running late; **Too Full to Board:** Complaints from passengers that could not board the bus; **Driving Observations:** Concerns regarding driving safety; **Passenger Relations:** Perceived negative 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.

YTD Year-over-Year Comparison



YTD Passenger Boardings per Complaint



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

Fleet Maintenance Report

Performance Indicators

For Fiscal Years 2026-2025



FY 2026 Q3 Totals									FY 2025 Q3 Totals								Change	
Fleet	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	419,249	4.56	\$242,610	\$112,619	\$92,655	\$205,273	\$1.07	61	440,875	4.59	\$258,233	\$241,705	\$104,564	\$346,269	\$1.37	-\$0.30	-22.1%
Gillig 29'	6	28,953	4.64	\$16,673	\$33,530	\$13,019	\$46,549	\$2.18	6	30,687	4.89	\$17,048	\$2,554	\$5,955	\$8,510	\$0.83	\$1.35	162.2%
Nova Articulated	3	11,208	3.23	\$10,014	\$21,060	\$11,529	\$32,588	\$3.80	3	11,870	2.89	\$11,277	\$15,524	\$6,276	\$21,800	\$2.79	\$1.01	36.4%
Diesel Fleet:	60	459,410	4.14	\$269,297	\$167,208	\$117,202	\$284,410	\$1.21	70	483,432	4.12	\$286,558	\$259,784	\$116,795	\$376,579	\$1.37	-\$0.17	-12.1%
Fleet	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 29' Hybrid	3	21,954	5.01	\$11,267	\$5,791	\$4,151	\$9,942	\$0.97	3	11,393	5.50	\$5,671	\$1,152	\$3,332	\$4,484	\$0.89	\$0.07	8.4%
Gillig 40' Hybrid	14	105,013	4.94	\$55,455	\$27,492	\$21,600	\$49,093	\$1.00	14	72,070	4.63	\$41,069	\$10,978	\$23,378	\$34,356	\$1.05	-\$0.05	-4.9%
Hybrid Fleet:	17	126,967	4.97	\$66,722	\$33,283	\$25,751	\$59,034	\$0.99	17	83,463	5.07	\$46,740	\$12,129	\$26,710	\$38,840	\$1.03	-\$0.03	-3.4%
Fleet	Fleet Count	Miles	MPKW	Elec Cost	Parts	Labor	Parts & Labor	Total Cost per Mile	Fleet Count	Miles	MPKW	Elec Cost	Parts	Labor	Parts & Labor	Total Cost per Mile	Total Cost per Mile	
New Flyer BEB	9	10,745	0.48	\$6,264	\$3,746	\$3,543	\$7,288	\$1.26	9	21,722	0.42	\$14,576	\$307	\$2,719	\$3,026	\$0.81	\$0.45	55.5%
BYD BEB	14	26,062	0.59	\$12,493	\$5,968	\$9,646	\$15,614	\$1.08	14	23,745	0.56	\$12,028	\$3,782	\$9,566	\$13,348	\$1.07	\$0.01	1.1%
Ford EV Vans	3	0	0.00	\$0	\$0	\$0	\$0	\$0.00	3	0	0.00	\$14	\$0	\$37	\$37	N/A	NA	0
Electric Fleet:	26	36,807	0.54	\$18,757	\$9,713	\$13,189	\$22,902	\$1.13	26	45,467	0.49	\$26,619	\$4,089	\$12,322	\$16,411	\$0.95	\$0.19	19.6%
Fleet	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	
Ford Gas Transit Vans	5	6,766	12.24	\$2,589	\$218	\$613	\$831	\$0.51	2	931	16.27	\$246	\$0	\$560	\$560	\$0.87	-\$0.36	-41.1%
Unleaded Fleet:	5	6,766	12.24	\$2,589	\$218	\$613	\$831	\$0.51	2	931	16.27	\$246	\$0	\$560	\$560	\$0.87	-\$0.36	-41.6%
Totals:	108	629,950		\$357,365	\$210,423	\$156,755	\$367,177	\$1.15	115	613,293		\$360,163	\$276,002	\$156,388	\$432,390	\$1.29	-\$0.14	-11.0%

FY 2026 (Q1-Q3) Totals									FY 2025 (Q1-Q3) Totals								Change	
Fleet	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	1,303,873	4.60	\$756,062	\$423,524	\$299,851	\$723,375	\$1.13	61	1,334,646	4.55	\$762,363	\$647,539	\$301,472	\$949,011	\$1.28	-\$0.15	-11.5%
Gillig 29'	6	78,960	4.65	\$45,037	\$42,043	\$23,033	\$65,077	\$1.39	6	94,608	4.85	\$50,043	\$31,834	\$20,770	\$52,604	\$1.08	\$0.31	28.5%
Nova Articulated	3	43,532	3.47	\$33,798	\$68,992	\$26,853	\$95,845	\$2.98	3	31,270	3.09	\$26,054	\$24,387	\$16,520	\$40,907	\$2.14	\$0.84	39.1%
Diesel Fleet:	60	1,426,365	4.24	\$834,897	\$534,560	\$349,737	\$884,297	\$1.21	70	1,460,524	4.16	\$838,459	\$703,760	\$338,762	\$1,042,522	\$1.29	-\$0.08	-6.4%
Fleet	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 29' Hybrid	3	53,783	4.99	\$28,183	\$66,739	\$13,126	\$79,865	\$2.01	3	32,227	5.37	\$15,312	\$7,344	\$9,935	\$17,279	\$1.01	\$1.00	98.7%
Gillig 40' Hybrid	14	253,523	4.86	\$137,204	\$119,895	\$76,222	\$196,117	\$1.31	14	213,863	4.57	\$118,558	\$88,705	\$60,195	\$148,901	\$1.25	\$0.06	5.1%
Hybrid Fleet:	17	307,306	4.92	\$165,387	\$186,634	\$89,348	\$275,982	\$1.44	17	246,090	4.97	\$133,870	\$96,049	\$70,131	\$166,180	\$1.22	\$0.22	17.8%
Fleet	Fleet Count	Miles	MPKW	Elec Cost	Parts	Labor	Parts & Labor	Total Cost per Mile	Fleet Count	Miles	MPKW	Elec Cost	Parts	Labor	Parts & Labor	Total Cost per Mile	Total Cost per Mile	
New Flyer EV's	9	44,500	0.46	\$26,870	\$4,894	\$15,255	\$20,149	\$1.06	9	61,335	0.45	\$38,392	\$1,929	\$8,668	\$10,597	\$0.80	\$0.26	32.7%
BYD EV's	14	79,226	0.57	\$39,206	\$12,634	\$26,713	\$39,347	\$0.99	14	78,549	0.57	\$39,126	\$53,517	\$25,593	\$79,109	\$1.51	-\$0.52	-34.2%
Ford EV Vans	3	0	0.00	\$0	\$0	\$0	\$0	\$0.00	3	0	0.00	\$15	\$0	\$37	\$37	N/A	NA	N/A
Electric Fleet:	26	123,726	0.52	\$66,075	\$17,528	\$41,968	\$59,496	\$1.01	26	139,884	0.51	\$77,532	\$55,446	\$34,298	\$89,743	\$1.20	-\$0.18	-15.1%
Fleet	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	
Ford Gas Transit Vans	5	17,452	12.09	\$6,653	\$471	\$1,309	\$1,780	\$0.48	2	931	16.27	\$246	\$0	\$798	\$798	\$1.12	-\$0.64	-57.2%
Unleaded Fleet:	5	17,452	12.09	\$6,653	\$471	\$1,309	\$1,780	\$0.48	2	931	16.27	\$246	\$0	\$798	\$798	\$1.12	-\$0.64	-56.9%
Totals:	108	1,874,849		\$1,073,012	\$739,193	\$482,362	\$1,221,555	\$1.22	115	1,847,429		\$1,050,107	\$855,255	\$443,988	\$1,299,243	\$1.27	-\$0.05	-3.76%



FY 2026 QUARTER PERFORMANCE REPORTS

Road Calls Report

**FY 2026 Q3 National Transit Database Road Calls ("Mechanical System Failures")
For the 3-Month Period Ending March 31, 2026**

Fleet Category	All Reportable Mechanical System Failures (Q3)	Quarterly Miles (Q3)	Miles Between All Reportable Mechanical System Failures (Q3)
BYDs (Units 30-43)	3	26,062	8,687
200 Gas Transit Vans (Units 280-284)	0	6,766	N/A
400 Gilligs (Units 434-450)	6	55,333	9,222
600 Gilligs (Units 600-652)	30	363,916	12,131
700 Gilligs (Units 700-713)	4	28,953	7,238
700 Gillig Hybrids (Units 715-717)	0	21,954	N/A
800 New Flyer EV's (Units 806-814)	4	10,745	2,686
900 Gillig Hybrids (Units 900-915)	2	105,013	52,507
1000 Novas (Units 1001-1003)	6	11,208	1,868
System Total Excluding EVs	48	593,143	12,357
System Total All Vehicles	55	629,950	11,454



FY 2025-26 3rd QUARTER PERFORMANCE REPORTS

Liability Report

Reportable to National Transit Database (NTD)

Fiscal Year End June 30	2026	2025	2024	2023	2022
1 st Quarter: July - September	0	3	0	0	0
2 nd Quarter: October - December	0	0	0	0	1
3 rd Quarter: January - March	1	1	2	0	2
Fiscal Year to Date:	1	4	2	0	3

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
1 st Quarter: July - September	1	4	1	3	5
2 nd Quarter: October- December	0	2	2	1	4
3 rd Quarter: January - March	3	2	6	0	4
Fiscal Year to Date:	4	8	9	4	13

Transit Finance

Compliance Report for Quarter Ending March 31, 2026

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 January 1 and March 31, 2026, 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 Ridership and Statistical reports to FTA.

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

Submitted quarterly Sales and Use Tax Reports.

Submitted quarterly Underground Storage Tank Return.

Submitted quarterly Exempt Bus Operator Return.

Confirmed submittal of quarterly Federal and State Payroll Tax Reports.

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

Submitted quarterly Multiple Worksite Report to the Department of Labor, Bureau of Labor Statistics.

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

Submitted Annual Single Audit Report to Federal Clearinghouse and State Controller's and State Controller's Office.

Submitted Annual FTA Drug and Alcohol Program MIS Data.

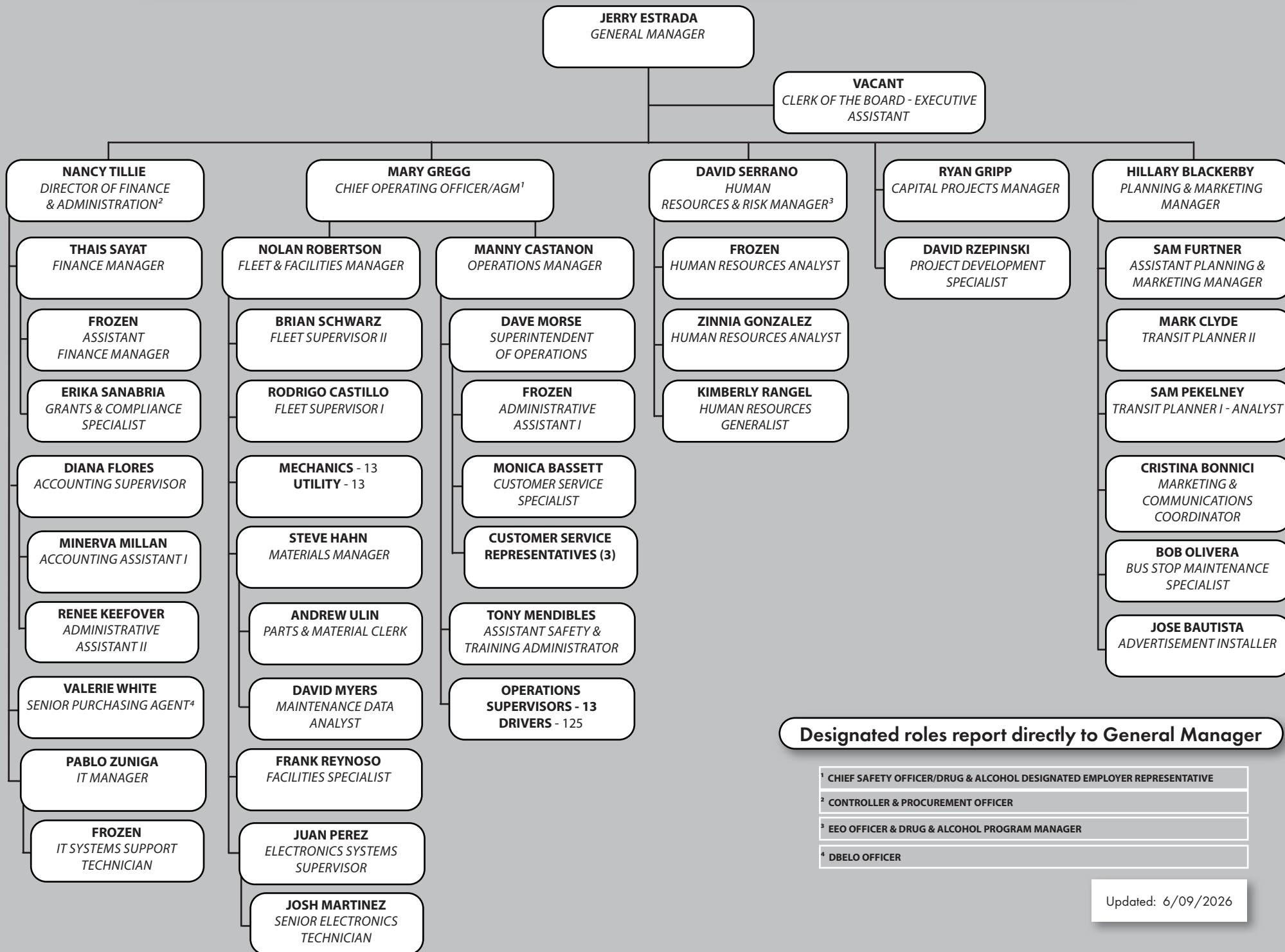
Completed Annual Staff Pension Plan Non-Discrimination Testing and the Form 5500, Annual Return/Report of Employee Benefit Plan.

Submitted Annual Return of Hazardous Waste Generation and Handling Fee Return.

Submitted U.S. Department of Transportation Federal Motor Carrier Safety Administration Biennial Update 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.)*

Santa Barbara Metropolitan Transit District Management Organizational Chart



Designated roles report directly to General Manager

- ¹ CHIEF SAFETY OFFICER/DRUG & ALCOHOL DESIGNATED EMPLOYER REPRESENTATIVE
- ² CONTROLLER & PROCUREMENT OFFICER
- ³ EEO OFFICER & DRUG & ALCOHOL PROGRAM MANAGER
- ⁴ DBELO OFFICER

Updated: 6/09/2026