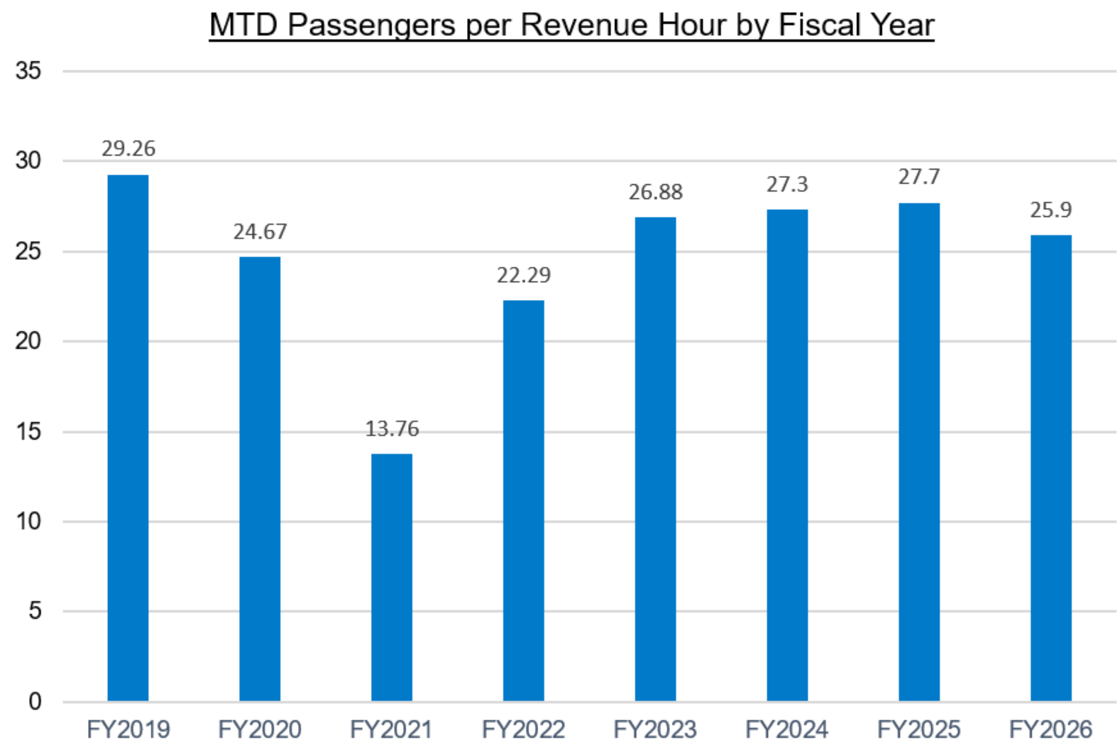
FY 2025-26 ANNUAL RIDERSHIP PERFORMANCE REPORT

Ridership Summary

For the Twelve-Month Period Ending on June 30, 2026

Fiscal Year Ridership Highlights

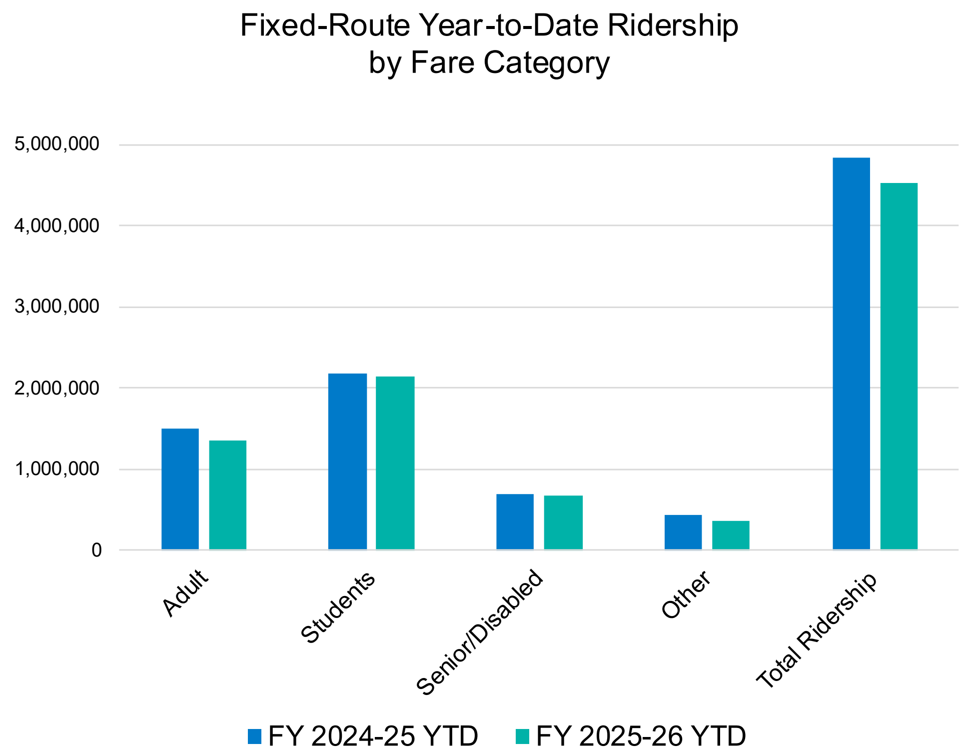
Systemwide ridership for fiscal year 2025-2026 totaled 4,529,106, representing a 6.4% decrease of approximately 307,398 riders from last year. Systemwide ridership now encompasses fixed-route ridership along with ridership from MTD's microtransit service, The Wave. Ridership declines were most distinct among Lines 1, 2, 14, 20, and 25, as evidenced by the overall decline in Passengers per Revenue Hour in Fiscal Year 2025-26.



Ridership Performance Indicators

Systemwide ridership during the fourth quarter (April through June) of FY 2025-26 totaled 1,173,675, representing a 7.9% decrease from the same quarter last year. Various factors such as MTD's recent fare increase, fewer weekdays, fewer secondary school days, and other factors, all may have contributed to these ridership declines.

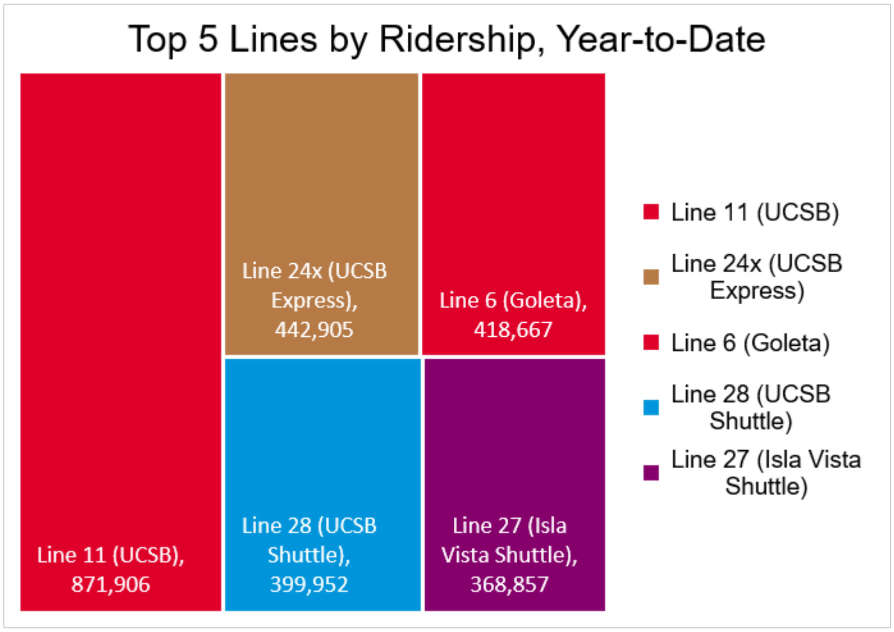
The graph below illustrates fourth quarter fixed-route ridership, grouped into broad fare categories. The “Adult” and “Other” categories saw the largest ridership decline. “Adult” is composed of full-fare cash, tokens, and prepaid passes, while “Other” contains transfers, free rides (primarily small 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).



In the fourth quarter of FY26, fixed-route revenue hours remained consistent while revenue miles decreased compared to fourth 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.

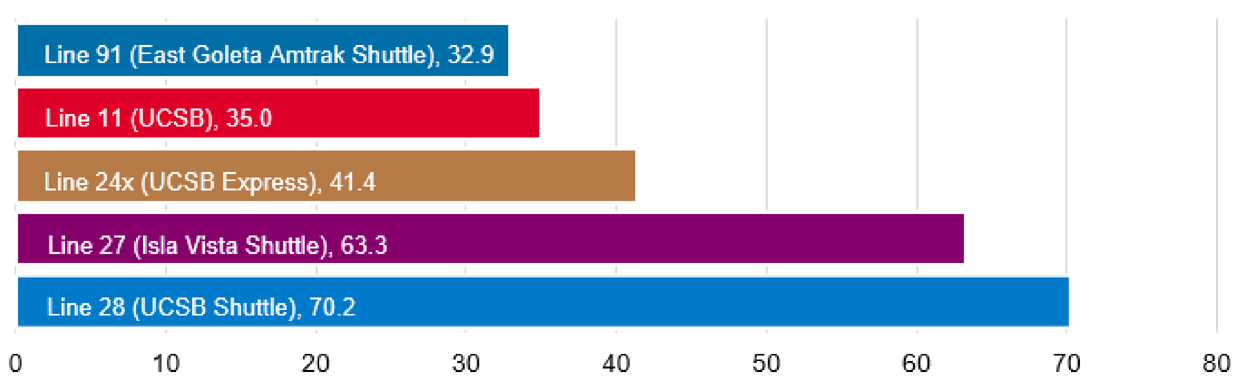
Service Metrics (Fixed-Route)	Quarter			Fiscal Year to Date		
	FY 25-26 Q4	FY 24-25 Q4	%Change	FY 25-26 YTD	FY 24-25 YTD	%Change
Total Passengers	1,172,298	1,275,622	-8.1%	4,524,968	4,836,121	-6.4%
Revenue Hours	44,500	44,681	-0.4%	174,453	174,626	-0.1%
Revenue Miles	542,317	545,654	-0.6%	2,131,366	2,131,672	-0.01%
Passengers per Revenue Hour	26.3	28.5	-7.7%	25.9	27.7	-6.5%
Passengers per Mile	2.2	2.3	-4.3%	2.1	2.3	-8.7%

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 27. Though systemwide ridership declined significantly compared to FY 2024-25, consistent turnout from students in addition to growing ridership on The Wave has helped soften losses to systemwide ridership. SBCC ridership has been slowly recovering post-pandemic, demonstrating a promising increase of 0.7% in YTD ridership over FY25 ridership data.



The chart below shows the top 5 lines by passengers per hour in the fourth quarter, with Line 28 (UCSB Shuttle) ranking first with 70.2 passengers per hour, followed by Line 27 (63.3), Line 24x (41.4), Line 11 (35.0), and Line 91 (32.9). Line 91, which provides specially timed trips to meet Amtrak trains as part of MTD's new First/Last Mile Amtrak connection service, also ranked highly, indicating positive reception for this new pilot service. The systemwide average of passengers per revenue hour for the quarter was 26.3, as compared to 28.5 passengers per revenue hour for the same period in FY25, representing a 7.7% decrease. Only Line 27 saw an increase in passengers per revenue hour (1.8%) during the fourth quarter.

Top 5 Lines by
Passengers per Hour, 4th Quarter



The Fiscal Year Numbers At-A-Glance below compare certain data from the fourth quarter YTD of FY 2025-26 to the same period in FY 2024-25. Fourth quarter year-to-date standing "At Capacity" loads have increased 50.1% from FY25, while "Too Full to Board" loads have increased by 10.6% in the same period, while wheelchair and bicycle boardings have both decreased.

Fiscal Year Numbers At-A-Glance

Total Ridership	At-Capacity Loads	Too Full to Board Loads	7,914 wheelchairs boarded	67,485 bicycles carried
-6.4%	+50.1%	+10.6%	-28.3%	-7.8%

Service Days and Student Ridership

As shown in the table below, the total number of service days in the fourth quarter of FY26 was identical to the fourth quarter of FY25. Comparing FY26 to FY25 data year-to-date, there were two fewer weekdays, two additional Saturdays, and two fewer secondary school days. Fewer weekdays may account for the reductions in ridership, revenue hours, and revenue miles evidenced in the fourth 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. Fewer college and k-12 school days occurred in the fourth 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 to April 3 2026. Year-to-date student ridership remained consistent, with UCSB seeing a 0.5% decrease and SBCC a 0.7% increase.

Fourth quarter Youth pass prepaid ridership declined by 20.7% compared to the same period in FY25 and declined 10.6% overall from FY25 to FY26 year-to-date. Many students are utilizing Tap2Ride, with booster services receiving 2,624 contactless payments in Q4, and 8,679 year-to-date.

MTD SERVICE CALENDAR DAYS

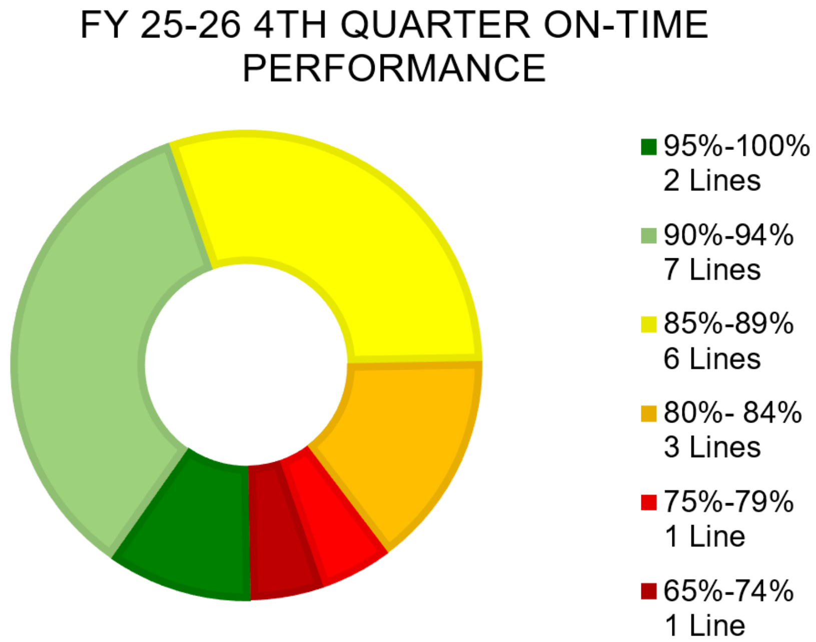
SERVICE DAYS	FY 2026 Q4	FY 2026 YTD	FY 2025 Q4	FY 2025 YTD	Year-to-Date Variance
Weekdays	64	249	64	251	(2)
Saturdays	13	56	13	54	2
Sundays	14	58	14	58	0
Total	**91**	**363**	**91**	**363**	**0**

SCHOOL DAYS	FY 2026 Q4	FY 2026 YTD	FY 2025 Q4	FY 2025 YTD	Year-to-Date Variance
SBCC	35	154	39	154	0
UCSB	52	164	53	164	0
Secondary	58	194	62	196	(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 fourth quarter of FY26.

In the fourth quarter, two lines fell below the 80% OTP threshold – Line 20 and Line 27. 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. Impacts to OTP on Line 27 may be related to larger student loads, overlap with Line 28 service, or changes in bus operators on the route.



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 fourth quarter of FY 25-26.