



Board Report

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OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE APRIL 16, 2026

SUBJECT: NEXTGEN RIDERSHIP UPDATE - Q4 CY2025

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status update on NextGen Bus Ridership.

ISSUE

This report provides an assessment of Metro's bus ridership for the fourth quarter (October, November, and December) of calendar year 2025, compared to Q4 CY2024 when ridership last peaked. Ridership changes are examined by day type (weekday, Saturday, Sunday), service area, across Equity Focus Communities (EFCs) and non-EFCs, time period, line/line group, as well as average passenger trip length.

BACKGROUND

- The Metro Board adopted the NextGen Bus Plan in October 2020.
- The NextGen Bus Plan was designed to create a fast, frequent, and reliable Metro bus system and was to be rolled out in two phases: "Reconnect" and "Transit First."
- "Reconnect" is the initial phase to restructure the existing network and was implemented over three dates: December 2020, June 2021, and December 2021.
- "Transit First" is an additional phase to maximize the plan's effectiveness through strategic, quick-build capital investments in improved bus speeds and direct revenue service hours (RSHs) saved on bus frequency improvements.
- After achieving full operator staffing in mid-2023, the increased operators required for additional service and challenges in recruiting new operators resulted in a 1-2% operator shortage existed from December 2023 to December 2024. Recruitment efforts were increased in response and cancelled service levels were kept at relatively low levels.
- Full operator staffing was again achieved by January 2025, with cancellation rates during the first three quarters of 2025 reduced to very low levels, generally under 1% on weekdays and Saturdays and below 2% on Sundays.
- After ridership peaked in late 2024/early 2025, since June 2025, ridership has shown a reduction compared to the previous year; this appears to be linked to federal immigration enforcement actions that began in that month

The NextGen Bus Plan Reconnect phase implementation established a set of service frequency tiers for Metro's 117 bus lines, summarized in Table 1. Tier 1 and 2 lines are all-day, high-frequency services designed to support ridership growth across the NextGen network and support ridership recovery after a decrease caused by the pandemic. Tier 3 and 4 lines ensure neighborhood connectivity and coverage throughout the service area.

Table 1: NextGen Frequency Tiers as of December 2024

Service Type	Peak Weekday	Midday Weekday	Evening	Daytime Weekend	Number of Lines
Core Network (Tier1)	5-10	5-10	10-15	7.5-15	29
Convenient Network (Tier 2)	10-12	10-12	20-30	15-30	26
Connectivity Network (Tier 3)	20-30	20-30	30-60	30-60	26
Community Network (Tier 4)	40-60	40-60	60	60	36

When fully implemented, the NextGen Bus Plan Transit First scenario was expected to achieve a 15-20% increase in ridership resulting from increased speed of service/reduced travel times after implementing items from the speed and reliability tool kit, including new bus lanes and expanded transit signal priority, with reinvestment of time savings for increased service frequencies. Progress on implementation of the NextGen Speed and Reliability program is included in this report.

DISCUSSION

Travel Market

Before reviewing bus system ridership, it is important to consider changes in the over travel market in the Metro service area. Overall travel demand is calculated from Location Based Services (LBS) cell phone data. In 2023, total overall travel demand remained about 8% below 2019 pre-NextGen levels, 7% below in 2024, and 2025 data shows it as around 5% below. See Charts 4 and 5 in Attachment E for this data by year in total and by time of day.

Travel volumes by time of day are mixed:

- AM peak travel volumes finally somewhat recovered in 2025 after remaining well below 2019 levels in 2023 and 2024, though the 6 AM and 7 AM hours have not fully recovered to 2019.
- Midday travel volumes exceeded 2019 levels in 2023, matched them in 2024, but in 2025, the midday travel showed a slight decline to below 2019 levels.
- After a surge in afternoon peak travel in 2022 exceeding 2019 levels in the 3 PM hour, demand appears to have leveled off to pre-2019 levels in 2023 and 2024, and slightly below 2019 levels for 2025. The same pattern is seen for evening hours.
- Late evening and overnight hours into the early AM appear to match 2019 levels.

Some of the slight decline in travel demand may relate to immigration enforcement actions as those impact not just transit ridership but overall travel demand. This slight decline in overall travel may also relate to expanded availability of online services and commerce (midday). Telecommuting (AM

and PM peaks) may be continuing at higher levels than in the past, but with some decline as more workers return to more days per week in the office. While federal workers returned to the office full time in 2025, their numbers were significantly reduced. The state has delayed its return to office requirements. These trends will continue to be monitored.

Weekday Ridership:

Q4 CY2025 average weekday ridership declined 5.8% compared to the high point of ridership in Q4 CY2024 and compared to Q3 CY2025 overall decline of 6.4%, so there was a slightly lower rate of decline in Q4. The peak months for Q4 CY 2025 were September 2025 (764,647 down 4.9%) and October 2025 (760,709, down 5.5%) versus 804,279 and 804,963 respectively in 2024. Overall weekday ridership trends are depicted by month in Chart 1 in Attachment E, which clearly shows average weekday ridership back at 2023 levels since June.

Saturday Ridership:

Average Saturday bus ridership has showed year over year declines beginning in June after several years of consistent growth. Though average Q4 Saturday bus ridership showed a 5.8% decline over the same quarter in 2024, it was reduced compared to Q3 CY2025 (6.8%). Monthly Saturday ridership trends are depicted in Chart 2 in Attachment E. Average Saturday ridership has declined to around 2023 levels.

Sunday Ridership:

Average Sunday bus ridership also showed declines beginning in June 2025, though smaller than weekday and Saturday, Q4 CY2025 average Sunday ridership showed a 3.8% decline over the same quarter in 2024, and a lesser decline than the 4.4% decline for Sunday Q3 CY2025. Sunday ridership trends by month are depicted in Chart 3 in Attachment E.

These results show slight overall reductions of the ridership decline seen in Q3 CY2025 but still significant compared to previous consistent ridership growth. The next sections discuss some factors besides immigration enforcement that may be impacting ridership. While overall travel demand has continued to increase in the years 2023 2025, bus system ridership only kept pace with travel demand growth in 2023 through May 2025, again pointing to impacts immigration enforcement may be having on bus ridership since beginning in June 2025. Results for Q4 CY2025 average daily ridership are summarized in Table 2 below.

Table 2: Average Ridership by Day Type Q4 CY2025 compared to Q4 CY2024 and Q3 CY2025

Day Type	Weekday	Saturday	Sunday
Q4 2024 Average Ridership	765,090	529,943	431,630
Q4 2025 Average Ridership	720,700	499,312	415,310
% Change Q4 2025 compared to Q4 2024	-5.8%	-5.8%	-3.8%
% Change Q3 2025 compared to Q3 2024	-6.4%	-6.8%	-4.4%

Service Reliability

Service reliability improved in 2025 versus 2024 with overall bus system on-time performance at 76.9%, up from 74.4% in the same quarter of 2024. This improvement should be supporting ridership retention and growth and should not be considered an overall cause for ridership decline in this quarter.

Ridership Impacts from Fare Programs

The introduction and expansion of new fare programs (e.g., GoPass for students and LIFE Program for low-income riders) has likely contributed to ridership growth and recovery in 2024 and 2025.

Table 3: Comparison of Average Daily GoPass Boardings by Day Type and Year

Date Range of Comparison by Day Type	Weekdays	Saturday	Sunday	Total
Calendar Year 2024	18,447,365	1,676,507	1,284,086	21,407,958
Calendar Year 2025	18,638,158	1,695,739	1,346,297	21,680,194
GoPass Year Over Year # Change	+190,793	+19,232	+62,211	+272,236
GoPass Year Over Year % Change	1.03%	1.15%	4.84%	1.27%

Table 4: Comparison of Average Daily LIFE Boardings by Day Type and Year

Date Range of Comparison by Day Type	Weekdays	Saturday	Sunday	Total
Calendar Year 2024	17,097,503	2,272,802	1,853,718	21,224,023
Calendar Year 2025	18,149,473	2,398,694	2,030,221	22,578,388
LIFE Program Year Over Year # Change	+1,051,970	+125,892	+176,503	+1,354,365
LIFE Program Year Over Year % Change	6.15%	5.54%	9.52%	6.38%

The overall growth in the LIFE Program and GoPass boardings continued throughout CY2025, even with the decline in ridership overall in the second half of CY2025. While some of the growth of these programs is due to new rider participation, much of it is from existing riders enrolling in these programs. Enrollment and use of these programs have slowed in growth, likely due to the impacts of immigration enforcement, though they may be helping offset lost ridership.

Ridership by Service Area:

Overall, Q4 weekday bus system ridership declined 5.8% compared to 6.4% in Q3. When looking area by area, there are some notable changes with larger rates of decline in two service areas but reduced rates of decline in three areas compared to Q3.

Average Q4 CY2025 weekday ridership in the San Fernando Valley area compared to Q4 CY2024 decreased by 5.8%, indicating that ridership has been impacted even this service area, noting in Q2 CY2025 it had still shown a year over year increase and was the only service area that showed growth in Q2 CY2025, though mildly impacted in Q3 CY2025 (down 0.8%). Immigration enforcement activities may have impacted this area more in Q4, and it had declines similar to the other four service areas.

Weekday ridership declined between 3.6%-9.0% in the other four service areas over Q4 CY 2024. The Gateway Cities service area did not show the largest decline (down 7.3%) as it did in Q3, with a reduced level of decline compared to Q3. In contrast, South Bay showed the largest Q4 weekday ridership decline of 9.0%. This changed pattern of ridership decline may suggest that the immigration actions have been significant during Q4 in the San Fernando Valley and South Bay.

Saturday system ridership decreased overall, down by 5.8% in Q4 CY2025 over Q4 CY2024, compared to 6.8% in CY2025 Q3. Saturday ridership decreased 6.3% for the San Fernando Valley over the same quarter in CY2024, versus a 0.6% decline in Q3 CY2025. The other four service areas decreased by 1.8%-8.8% in Q4 CY2025, with San Gabriel Valley, Gateway Cities, and Westside Central areas all showing lower ridership declines compared to Q3, while the South Bay area showed an increased rate of decline and the largest decline at 8.8% compared to Q3 CY2025. These patterns are similar to the weekday Q4 results.

Table 5: Percentage Change in Average Daily Ridership by Service Area and Day Type CY2025 compared to CY2024

Average Daily Ridership Change by Service Area CY2025 compared to CY2024 (Year over Year)	Weekday	Saturday	Sunday
Gateway Cities Q4 YOY	-7.3%	-8.1%	-5.8%
Gateway Cities Q3 YOY	-9.1%	-10.3%	-10.0%
San Fernando Valley Q4 YOY	-5.8%	-6.3%	-4.4%
San Fernando Valley Q3 YOY	-0.8%	-0.6%	0.5%
San Gabriel Valley Q4 YOY	-3.6%	-1.8%	-1.9%
San Gabriel Valley Q3 YOY	-4.7%	-5.0%	-5.6%
South Bay Cities Q4 YOY	-9.0%	-8.8%	-8.7%
South Bay Cities Q3 YOY	-5.8%	-7.9%	-7.3%
Westside Central Q4 YOY	-6.3%	-6.8%	-5.5%
Westside Central Q3 YOY	-6.9%	-7.7%	-4.5%

Sunday ridership in Q4 CY2025 declined overall, down 3.8% compared to Q4 CY2024 (less than the 4.4% decline in Q3). In two service areas, the rate of decline was less than that of Q3 (Gateway Cities, San Gabriel Valley), while the other three areas showed an increased decline. The rates of decline varied from between 1.9%-8.7%. Again, the Gateway Cities service area saw a lesser decline and the South Bay had the largest decline. Also notable was the San Fernando Valley (4.4% decline), where a small increase had occurred in Q3 year over year.

The ridership by service area declines were generally consistent for all day types, and it appears that South Bay and San Fernando Valley saw notably increased declines, while Gateway Cities and San Gabriel Valley service areas saw less decline. Again, this may be due to immigration enforcement actions, which may have been more active in the San Fernando Valley and the South Bay this quarter. Table 5 shows full details of the percentage change in average daily ridership by service area between Q4 and Q3 CY2025 and CY2024.

Map 1 in Attachment E shows a comparison of average weekday ridership for Q4 2025 as a

percentage of Q4 2024 ridership, illustrating by LA City neighborhood and other LA County cities the level of ridership decline. Noticeably, larger declines in ridership are still seen in Q4 CY2025 in the areas impacted by the January 2025 fires, though these areas are only a tiny portion of overall bus system ridership. Next largest declines were in parts of southeast and south LA and South Bay region as well San Fernando Valley (especially eastern areas around Sylmar/San Fernando/Sun Valley) where immigration raids may have been more common in Q4 CY2025.

Ridership in EFCs

For Q4 CY2025, EFC boardings as a proportion of total boardings were 0.6% higher than the same quarter of 2019 for weekdays (up just 0.1% in Q3 CY2025), down 0.5% for Saturday (down 0.9% in Q3 CY2025), and down 0.5% for Sunday (down 1.0% in Q3 CY2025) compared to pre-COVID levels. Compared to Q4 CY2024, this was a small drop for weekdays (0.1%), and a little more impacted Saturday (0.4%), and Sunday (0.5%) in Q4 CY2025.

Ridership by Time Period

When comparing Q4 CY2025 with Q4 CY2024, weekday early AM and AM peak period ridership showed the largest year-over-year declines of 11.7% and 9.6%, respectively, with the PM peak next most impacted at 7.1% year over year decline. While still a relatively large decline, midday weekday was the least impacted for the daytime periods on weekdays at down 6.4%. This data suggests travel for work may be the most impacted on weekdays. Weekday evenings showed the lowest decline in all time periods at 2.8%, with late evening and Owl period ridership on weekdays growing by 0.4% and 2.0%, respectively.

Saturday and Sunday ridership showed the largest declines year over year for Q4 CY2025, with AM Peak showing the largest declines (12.3% and -9.1% respectively on Saturday and Sunday). Midday and PM peak were the next most impacted on Saturday and Sunday, 9.5% and 7.6% Saturday, with 7.9% and 7.5% on Sunday, respectively. Least impacted for the daytime were early AM and evening periods (6.3% and 2.0% Saturday, with 3.3% and 1.7% Sunday). As with weekdays, both Saturday and Sunday late evening and Owl periods increased ridership (1.2% and 0.4% Saturday, with 1.0% and 1.4% Sunday, respectively). Sunday was the least impacted compared to Saturday, but both Saturday and in some cases, Sunday were more impacted for AM peak, midday, and PM peak than weekdays. It appears the work travel impacts occur later in the day on weekends than on weekdays.

Table 6: Average Ridership by Day Type and Time Period Q4 CY2025 versus CY2024

Time Period	Weekday CY2024 Q4	Weekday CY2025 Q4	Weekday % Change	Saturday CY2024 Q4	Saturday CY2025 Q4	Saturday % Change	Sunday CY2024 Q4	Sunday CY2025 Q4	Sunday % Change
Early AM (4a-6a)	24,880	22,271	-11.7%	11,480	10,801	-6.3%	8,702	8,420	-3.3%
AM Peak (6a-9a)	151,334	138,118	-9.6%	71,822	63,960	-12.3%	54,517	49,985	-9.1%
Midday (9a-3p)	295,932	278,228	-6.4%	227,576	207,769	-9.5%	195,525	181,250	-7.9%
PM Peak (3p-6p)	243,254	227,071	-7.1%	144,816	134,549	-7.6%	123,700	115,101	-7.5%
Evening (6p-9p)	48,963	47,616	-2.8%	43,971	43,123	-2.0%	37,967	37,334	-1.7%
Late Evening (9p-12a)	14,500	14,560	0.4%	15,208	15,386	1.2%	12,850	12,977	1.0%
Owl (12a-4a)	8,585	8,763	2.0%	9,692	9,731	0.4%	7,900	8,010	1.4%

Average Trip Length

Weekday and Saturday were at 3.3 miles and Sunday was at 3.4 miles average passenger trip length when most recently measured in Q3 CY2025. Trip lengths have remained very stable since 2022 (compared to 4.2-4.3 miles pre-NextGen). This may in part be attributable to the NextGen Bus Plan's focus on increasing market share for transit among shorter distance trips through more frequent local bus service. Even with the recent declines in ridership likely due to immigration enforcement activity, average trip length was relatively stable.

Ridership by Line

Average daily line ridership for Q4 CY2025 versus Q4 CY2024 is compared for each day type (weekday, Saturday, Sunday) and provides an overview of lines showing various levels of line ridership increase or decline year over year.

Overall ridership declines of 5.8% weekday, 5.8% Saturday, and 3.8% Sunday were recorded for Q4 CY2025 compared to Q4 CY2024. Table 7 shows the distribution of line ridership results. For weekdays, 74% of the 108 weekday bus lines had ridership in Q4 CY2025 at between 90-99% of Q4 CY2024 ridership levels, with 56% of Saturday lines and 55% of Sunday lines at this level, which was the largest share of lines.

Even with the overall system-level trend of reduced ridership in Q4 CY2025, there were 17 weekday lines (16% of total), 29 Saturday lines (28% of total), and 36 Sunday lines (35% of total) that saw ridership growth over Q4 CY2024. Interestingly, many were lower frequency, lower ridership Tier 3 and Tier 4 lines rather than the higher frequency and ridership Tier 1 and Tier 2 lines.

Table 7: Average Daily Ridership by Line Q4 CY2025 versus CY2024

CY2025 vs CY2024 Q4	Weekday	Saturday	Sunday
120%+	1	2	3
110-119%	2	4	4
100-109%	14	23	29
90-99%	80	58	57
80-89%	7	12	7
70-79%	1	2	2
60-69%	2	1	0
50-59%	0	1	1
40-49%	1	0	0
Total	108	103	103

A few lines with increased ridership were associated with service changes, such as Line 665 on weekdays where a weekday frequency improvement took place (35 minutes increased from every 50 minutes), Line 296 with a restructure focused on Lincoln Cypress A Line Station, and Lines 180/217 with the extension of Line 217 to Eagle Rock. Other lines with increased ridership did not have any recent frequency or routing improvements. These lines were distributed across the service area, though the San Fernando Valley again shows the most significant ridership growth among these lines.

- San Fernando Valley 9 weekday, 15 Saturday, 14 Sunday lines

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- San Gabriel Valley 1 weekday, 2 Saturday, 7 Sunday lines
 - Gateway Cities 2 weekday, 4 Saturday, 5 Sunday lines
 - South Bay Cities 2 weekday, 2 Saturday, 1 Sunday lines
 - Westside Central 2 weekday, 4 Saturday, 9 Sunday lines

Common to all day types were four bus lines with significant ridership decline; these are linked to impacts from the Altadena or Palisades fires of January 2025. Line 602 serving Pacific Palisades was the most impacted line, with ridership in Q4 CY2025 at 46.6% weekday, 52.8% Saturday, and 56.0% Sunday of Q4 CY2024 levels. With the exception of five miles of closed bus stops on PCH south of Malibu, the other three lines have gone back to normal, but the population has not all returned yet, so results for these lines will remain lower than 2024.

Besides the fire-impacted lines, the largest ridership drop for a line was at 84.6% weekday, 86.5% Saturday, and 85.3% Sunday. Lines with significant drops included the Van Nuys corridor Lines 233 (Local) and 761 (Rapid) which are being impacted by East San Fernando Valley Rail construction, and G Line BRT construction of grade separation at Van Nuys is impacting the service due to detours.

Bus Line Productivity

It is also important to determine if the scheduled service hours are being productively utilized. The measure of passenger boardings per revenue service hour is an industry standard measure of productivity. The NextGen Bus Plan implemented in 2020-2021 held annual bus service hours at a constant 7 million, and that remains the same in CY2025, so productivity varies mostly in line with ridership changes.

Table 8 compares the ten highest and ten lowest productivity bus lines based on weekday Q4 CY2024, while also providing the same data for Q4 CY 2025 for weekdays as well as the same data for those lines for weekends.

Table 8: 10 Highest and Lowest Productivity Bus Lines

Line	Name	Weekday Q4 2024 Productivity	Weekday Q4 2025 Productivity	Saturday Q4 2024 Productivity	Saturday Q4 2025 Productivity	Sunday Q4 2024 Productivity	Sunday Q4 2025 Productivity	Level
204	Vermont Av Local	66.7	64.5	67.9	65.8	57.1	55.4	Highest
754	Vermont Av Rapid	61.1	56.5	66.1	58.8	55	50.4	Highest
207	Western Av	58.5	56	65	63.4	53.4	51.6	Highest
18	Whittier Bl/W 6th St	52.6	49.1	46.6	43.1	38.4	37	Highest
233	Van Nuys Bl Local	49.4	43.6	45.9	40.2	38.8	34.8	Highest
16	W 3rd St	47.6	46	52.8	51.2	42.1	42.6	Highest
66	E. Olympic Bl/W 8th St	47.4	44.7	51.1	46.6	39.3	38.1	Highest
901	G Line BRT	47.1	37.9	40	32.1	32.8	27.1	Highest
45	Broadway	45	40.5	40.1	35.9	32.3	30.2	Highest
206	Normandie Av	45	43.4	44.1	41.9	38.5	38.5	Highest
211/215	Prairie Av/Inglewood Av	15.6	14.6	N/A	N/A	N/A	N/A	Lowest
179	Huntington Dr	14.1	14	17.3	16.4			Lowest
222	Burbank - Hollywood	14.1	14.1	13	13.7			Lowest
577	El Monte - Long Beach Exp	14.1	14.1	N/A	N/A	N/A	N/A	Lowest
268	Baldwin Av/Sierra Madre Bl	14	13	16.7	15.2			Lowest
617	Beverly Dr/Robertson Bl	13.1	13.5	9.3	10.5			Lowest
209	Arlington/Van Ness	13	11.7	N/A	N/A	N/A	N/A	Lowest
296	Riverside Dr	12	14.1	13.7	16.9			Lowest
601	Warner Center Shuttle	10.2	10.2	7.2	8.9			Lowest
202	Willowbrook Av	9.4	9.5	N/A	N/A	N/A	N/A	Lowest

Not surprisingly, bus lines serving some of the LA region's busiest corridors, such as Vermont Av and Western Av continue to have the highest productivity, while those with the lowest productivity are often at the outer edge of the system and on less busy corridors, and in one case, an express service with limited stops.

Below is data comparing bus system productivity (passenger boardings per revenue service hour) Q4 CY2025 and Q4 CY2024:

- Weekday: 33.8 passenger boardings per revenue service hour (2025) versus 36.2 (2024)
- Saturday: 33.6 passenger boardings per revenue service hour (2025) versus 35.5 (2024)
- Sunday: 28.6 passenger boardings per revenue service hour (2025) versus 29.3 (2024)

The weekday productivity change between Q4 CY2025 and Q4 CY2024 is explained by a 1.0% increase in service hours versus a much larger 5.6% decline in ridership. On Saturday, service was almost unchanged (down 0.1%) while ridership was again down by a much larger 5.6%. Lastly, Sunday service hours were down 1.3% while ridership was down a larger 3.6%. This means ridership has declined more than any percentage change in service hours, resulting in reduced productivity for the system overall and for many individual lines, especially the more frequent Tier 1 and Tier 2. However, improved productivity was seen in Q4 CY2025 compared to Q4 CY2024 for 14 of 108 weekday lines, 27 of 103 Saturday lines, and 38 of 103 Sunday lines. Improved performance is more common on weekends. In some cases, recent service improvements had been made; in others, ridership grew even without service improvements. Line-level ridership details are in the Attachments A, B, and C data tables. Ridership and productivity results will continue to be tracked and reported as further investments in NextGen bus speed and reliability improvements occur, and the results above re-enforce the value of improving service

Speed and Reliability

Beyond the initial Reconnect phase of the NextGen Bus Plan with route restructuring and establishment of frequency tiers, the NextGen Transit First scenario is designed to increase ridership based on the increased speed of service/reduced travel times by implementing items from the speed and reliability toolkit. These items include new bus lanes, expanded transit signal priority, stop optimization, and reinvestment of time savings to increase service frequencies.

Progress on such speed and reliability implementations include 71.9 lane-miles of new bus priority lanes implemented at the end of CY2025 across Metro's service area. The Florence Av bus lane project is the latest to be installed, with portions being completed in Fall 2025. The remainder of this project will be completed by Spring 2026. Updates on upcoming and recent projects are listed below:

- **Sunset Bl Bus Priority Lanes (Metro Line 2):** Metro began outreach on the Sunset Bl Bus Priority Lane project in Summer 2025. This 8.4 lane-mile project on Sunset Bl between Vermont Av and Havenhurst Dr will improve bus speed and reliability for the over 19,000 daily weekday Metro Line 2 riders. The project proposes to convert existing peak-hour parking lanes on Sunset Bl to peak-hour bus priority lanes. This project will complement the Alvarado St bus priority lanes that were installed in 2021 and 2023, which also serve Metro Line 2.
- **Florence Av Bus Priority Lanes (Metro Line 111):** By May 2026, construction of this peak-hour bus lane project in the City of LA and Unincorporated LA County will be complete. This project will provide 9.6 lane-miles of peak-period bus priority lanes in both directions on Florence Av between West Bl and the Florence A Line Station. These bus lanes will bring improved speed and reliability to Metro Line 111 riders.
- **Vermont Av Bus Priority Lanes (Metro Lines 204 & 754):** Metro will deliver quick-build bus priority lanes to key corridor segments ahead of the larger BRT project as part of the Vermont Transit Corridor project. This will improve the speed and reliability for over 36,000 daily weekday riders ahead of the larger project. The Bus Speed Working Group identified a 5-lane-mile northern segment of Vermont Av between Sunset Bl and Wilshire Bl, as well as a 7.5-lane-mile southern segment of Vermont Av between Gage Av and Vermont/Athens C Line Station, for quick-build bus lane projects that could be delivered ahead of the BRT improvements on Vermont Av. The proposed bus lanes would be in service full-time along the southern segment and weekday peak periods along the northern segment.

Metro Community Relations staff and Community-Based Organization partners have completed briefings and presentations to interested stakeholders, community groups, and neighborhood councils, as well as outreach to businesses along Vermont Av for the overall BRT project and the quick-build bus lanes.

Construction was expected to begin on the northern segment in Summer 2025 but has been delayed to later in 2026 to further coordinate this complex project and ensure that feedback received during the outreach process is incorporated into the design.

Bus Lane Enforcement (BLE)

Metro continues partnering with LADOT to have dedicated parking enforcement details patrol and enforce bus lanes in the City of LA. Enforcing the no-parking regulations in the bus lanes helps riders arrive at their destinations faster and more reliably.

There are now 100 vehicles equipped with photo/video capabilities capturing vehicles stopped or parked on bus lanes during posted operating hours, as well as at bus stops along the affected routes. A bus lane enforcement expansion program is proposed for funding in the FY27 capital budget program cycle. The intent of the expansion would be to establish bus lane enforcement on all existing and planned bus lanes.

Metro is also partnering with the City of West Hollywood to extend the BLE violation and citation process on the existing BLE routes within its city limits at the City's request. Full operation (post 60-day outreach/warning period) began in July 2025.

EQUITY PLATFORM

The NextGen Bus Plan was developed with an equity methodology, placing more service in Equity Focus Communities, which have historically been more transit dependent. A central goal of the NextGen Bus Plan is to provide improved transit service frequencies, travel times, and reliability improvements for Metro system riders. Eight in 10 Metro riders are Black, Indigenous, and/or other People of Color (BIPOC); nearly 9 in 10 live in households with total annual earnings below \$50,000, and almost 6 in 10 are below the poverty line.

Improvements such as greater off-peak frequencies have helped essential workers and other riders make essential trips, with an increased share of off-peak ridership noted during the height of the pandemic.

This analysis shows that a subsequently greater proportion of increased ridership has occurred among EFC residents since the NextGen changes were implemented, with increased frequency of service and speed and reliability enhancements that continue to be implemented. Although, as of 2025, this is only true for weekdays. By providing a fast, frequent, reliable network designed through the NextGen process, there is a significant focus on serving EFCs to provide these communities with reduced wait times, shorter travel times, and improved access to key destinations. However, the impact of immigration enforcement in keeping people away from the Metro bus system is negating the potential of the NextGen Bus Plan for increasing ridership. These impacts will be monitored closely.

Staff will continue to monitor ridership in EFC and non-EFC areas to ensure NextGen benefits for marginalized groups are achieved, ensuring that enough service capacity is provided based on ridership, and that all planned NextGen speed and reliability initiatives are implemented with the intended benefits achieved. Staff will also continue to gather rider feedback through the various sources used to gather public input regarding bus services and related adjustments, such as comments received via Metro's social media channels, Customer Care, and Service Council meetings. These channels provide valuable insight into riders' key customer experience concerns.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT to ensure continued progress.

This item supports Metro's systemwide strategy to reduce VMT through planning and operational activities that will improve and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it assesses Metro bus ridership trends. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goals:

Goal #1: Provide high-quality mobility options that enable people to spend less time traveling. Improving the speed and reliability of the bus network will reduce transit travel times and improve competitiveness with other transportation options.

Goal #2: Deliver outstanding trip experiences for all transportation system users. These initiatives help to move more people within the same street capacity, where currently transit users suffer service delays and reliability issues because of single-occupant drivers.

Goal #3: Enhance communities and lives through mobility and access to opportunity. With faster transit service and improved reliability, residents have increased access to education and employment, with greater confidence that they will reach their destination on time.

NEXT STEPS

The NextGen Bus Plan network ridership will continue to be monitored into 2026 as Metro continues to deliver full service based on the NextGen Bus Plan. The agency will continue to hire new bus operators to remain fully staffed and to reliably deliver full service daily. Metro will also continue implementing bus speed and reliability improvements in 2026, such as new bus lanes and transit signal priority. Meanwhile, only an end to the immigration enforcement activities may give many riders the confidence to return to riding the Metro system. Another update is planned for the Board in July 2026, covering Q1 CY2026 (January through March 2026) versus Q1 CY2025.

ATTACHMENTS

Attachment A - Weekday Ridership Recovery Comparison by Line and Line Group

Attachment B - Saturday Ridership Recovery Comparison by Line and Line Group

Attachment C - Sunday Ridership Recovery Comparison by Line and Line Group

Attachment D - NextGen Service Tier Changes

Attachment E - NextGen Ridership Review Supporting Data Charts

Prepared by: Joe Forgiarini, Senior Executive Officer, Service Development, (213) 418-3400

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034

A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins
Chief Executive Officer

Weekday Ridership and Productivity Comparison by Line – Q4 2025 versus Q4 2024

Line	Line Description	Avg Weekday Boardings 2024 Q4	Avg Weekday Boardings 2025 Q4	Weekday Ridership 2025 versus 2024	Weekday RSH 2024	Weekday RSH 2025	% RSH 2025 over 2024	Productivity Boardings/ RSH 2024	Productivity Boardings/ RSH 2025	Productivity % 2025 over 2024
665	CSULA - City Terrace Shuttle	622	806	129.6%	33.0	45.5	137.9%	18.9	17.7	94.0%
154	Burbank BI Oxnard St	574	668	116.5%	35.7	35.4	99.2%	16.1	18.9	117.5%
96/296	Riverside Dr	572	665	116.2%	47.6	47.2	99.2%	12.0	14.1	117.2%
501	North Hollywood - Pasadena Express	1,322	1,419	107.3%	81.8	82.7	101.1%	16.2	17.2	106.2%
155	Riverside Dr	1,171	1,247	106.5%	62.0	61.8	99.7%	18.9	20.2	106.8%
158	Plummer St, Woodman Av	1,818	1,934	106.3%	73.3	73.8	100.7%	24.8	26.2	105.6%
267	El Monte - Pasadena via Temple City BI and Del Mar BI	1,874	1,944	103.8%	88.3	88.5	100.2%	21.2	22.0	103.5%
150	Ventura BI Local	3,168	3,264	103.0%	114.7	116.2	101.3%	27.6	28.1	101.7%
617	Robertson BI - Beverwil Dr	644	662	102.8%	49.1	49.1	100.0%	13.1	13.5	102.8%
202	Willowbrook Av	252	256	101.7%	26.9	26.9	100.0%	9.4	9.5	101.7%
601	Warner Center Shuttle	347	353	101.6%	33.9	34.5	101.8%	10.2	10.2	99.9%
222	Hollywood Way	1,116	1,126	100.9%	79.3	79.7	100.5%	14.1	14.1	100.4%
235/236	Balboa BI	1,970	1,985	100.8%	81.2	81.2	100.0%	24.3	24.4	100.8%
164	Victory BI	6,394	6,443	100.8%	200.5	200.6	100.0%	31.9	32.1	100.7%
218	Studio City - Beverly Hills	628	629	100.2%	32.5	32.4	99.7%	19.3	19.4	100.5%
460	Downtown LA - Norwalk - Disneyland	4,284	4,286	100.1%	179.3	181.4	101.2%	23.9	23.6	98.9%
487/489	Downtown LA - San Gabriel BI (487) - Rosemead BI (489)	1,412	1,412	100.0%	75.1	76.5	101.9%	18.8	18.5	98.2%
92	Downtown LA - Glenoaks BI - Sylmar	5,927	5,924	99.9%	238.0	237.6	99.8%	24.9	24.9	100.1%
182	Silver Lake - East Hollywood	2,939	2,932	99.8%	99.6	99.9	100.3%	29.5	29.4	99.5%
179	Rose Hill - Arcadia via Huntington Dr	912	909	99.7%	64.8	64.8	100.0%	14.1	14.0	99.7%
237	Whiteoak Av, Woodley Av	1,853	1,841	99.4%	71.0	70.8	99.7%	26.1	26.0	99.7%
287	Mission Dr (176)/Arcadia - Santa Anita Av - El Monte (287)	975	966	99.1%	60.5	60.6	100.2%	16.1	15.9	98.9%
180	Hollywood - Pasadena	7,793	7,721	99.1%	286.2	285.7	99.8%	27.2	27.0	99.2%
76	Valley BI	6,153	6,063	98.5%	211.2	214.4	101.5%	29.1	28.3	97.1%
102	La Tijera BI, Exposition BI	1,490	1,467	98.4%	68.6	68.4	99.7%	21.7	21.4	98.7%
577	El Monte - Long Beach VA Express	1,068	1,048	98.1%	76.5	76.5	100.0%	14.0	13.7	98.1%
217	Hollywood BI Fairfax BI	10,912	10,702	98.1%	330.6	329.3	99.6%	33.0	32.5	98.5%
120	Imperial Hwy	3,080	3,018	98.0%	131.8	135.1	102.5%	23.4	22.3	95.6%

*Line 96 was renamed Line 296 in December 2024. No other changes were made to the route.
RSH = Revenue Service Hours

Line	Line Description	Avg Weekday Boardings 2024 Q4	Avg Weekday Boardings 2025 Q4	Weekday Ridership 2025 versus 2024	Weekday RSH 2024	Weekday RSH 2025	% RSH 2025 over 2024	Productivity Boardings/ RSH 2024	Productivity Boardings/ RSH 2025	Productivity % 2025 over 2024
78	Downtown LA - South Arcadia via Huntington Dr/Las Tunas Dr	7,031	6,888	98.0%	243.3	247.9	101.9%	28.9	27.8	96.1%
550	San Pedro - Harbor Gateway Transit Center - USC	459	450	98.0%	26.8	26.8	100.0%	17.1	16.8	98.0%
14/37	Beverly BI - W Adams BI	12,188	11,903	97.7%	280.0	282.3	100.8%	43.5	42.2	96.9%
258	Fremont Av - Eastern Av - Garfield Av	2,254	2,199	97.6%	104.3	105	100.7%	21.6	20.9	96.9%
55	Compton Av	7,746	7,547	97.4%	200.7	200.9	100.1%	38.6	37.6	97.3%
108	Slauson Av	14,655	14,265	97.3%	372.3	380.4	102.2%	39.4	37.5	95.3%
20	Wilshire BI Local	8,962	8,711	97.2%	321.3	321.7	100.1%	27.9	27.1	97.1%
230	Laurel Canyon BI	3,240	3,149	97.2%	90.0	91	101.1%	36.0	34.6	96.1%
125	Rosecrans Av	5,194	5,036	97.0%	178.1	178.3	100.1%	29.2	28.2	96.8%
206	Normandie Av	9,120	8,839	96.9%	202.5	203.5	100.5%	45.0	43.4	96.4%
207	Western Av Local	25,457	24,674	96.9%	435.4	440.6	101.2%	58.5	56.0	95.8%
204	Vermont Av Local	22,317	21,618	96.9%	334.8	335	100.1%	66.7	64.5	96.8%
53	Central Av	11,722	11,351	96.8%	291.1	291.2	100.0%	40.3	39.0	96.8%
266	Rosemead BI	5,432	5,248	96.6%	191.8	191.8	100.0%	28.3	27.4	96.6%
240	Reseda BI/Ventura BI Local	12210	11,770	96.4%	341.2	343	100.5%	35.8	34.3	95.9%
10/48	Melrose Av/Main St/San Pedro St	7,325	7,059	96.4%	216.2	220.2	101.9%	33.9	32.1	94.6%
210	Crenshaw BI Local	13,433	12,935	96.3%	346.7	350.7	101.2%	38.7	36.9	95.2%
4	Santa Monica BI Local	23,704	22,826	96.3%	633.4	631.6	99.7%	37.4	36.1	96.6%
28	Olympic BI Local	10,506	10,111	96.2%	309.1	310.1	100.3%	34.0	32.6	95.9%
90	Downtown LA - Foothill BI	6,072	5,841	96.2%	218.6	218.3	99.9%	27.8	26.8	96.3%
605	LAC USC Medical Center Shuttle	2,408	2,315	96.1%	64.3	65.7	102.2%	37.4	35.2	94.1%
62	Telegraph Rd	3,211	3,081	96.0%	127.0	127.8	100.6%	25.3	24.1	95.4%
242/243	Tampa Av & Winnetka Av	1,933	1,855	96.0%	62.5	62.6	100.2%	30.9	29.6	95.8%
244	Topanga Canyon BI (245); De Soto Av (244)	1,828	1,747	95.6%	48.4	48.7	100.6%	37.8	35.9	95.0%
260	Artesia - Pasadena via Atlantic BI and Fair Oaks Av	10,987	10,492	95.5%	329.3	298.4	90.6%	33.4	35.2	105.4%
166	Nordhoff St	6,550	6,255	95.5%	154.6	155.9	100.8%	42.4	40.1	94.7%
205	San Pedro - Willowbrook via Vermont Av, Wilmington Av	3,146	3,004	95.5%	154.7	154.7	100.0%	20.3	19.4	95.5%
2	Sunset BI (became Sunset BI - Alvarado St)	19,328	18,429	95.4%	472.2	473.5	100.3%	40.9	38.9	95.1%
35/38	Washington BI/W Jefferson BI	5,276	5,022	95.2%	149.4	150.1	100.5%	35.3	33.5	94.8%
169	Saticoy St	2,085	1,984	95.2%	83.1	83.8	100.8%	25.1	23.7	94.4%
110	Gage Av	8,036	7,647	95.2%	227.8	228.8	100.4%	35.3	33.4	94.7%

Line	Line Description	Avg Weekday Boardings 2024 Q4	Avg Weekday Boardings 2025 Q4	Weekday Ridership 2025 versus 2024	Weekday RSH 2024	Weekday RSH 2025	% RSH 2025 over 2024	Productivity Boardings/ RSH 2024	Productivity Boardings/ RSH 2025	Productivity % 2025 over 2024
212	La Brea Av	9,631	9,145	95.0%	300.1	292	97.3%	32.1	31.3	97.6%
152	Roscoe Bl	10,685	10,131	94.8%	242.0	243.3	100.5%	44.2	41.6	94.3%
232	LAX - Long Beach via Sepulveda Bl, Pacific Coast Hwy	4,541	4,305	94.8%	198.5	199.8	100.7%	22.9	21.5	94.2%
690	Foothill Bl	1145	1,085	94.7%	50.6	50.1	99.0%	22.6	21.7	95.7%
66	E Olympic Bl/W 8th St	12,807	12,130	94.7%	270.0	271.1	100.4%	47.4	44.7	94.3%
127	Compton Bl, Somerset Bl	1,987	1,881	94.7%	91.5	91.5	100.0%	21.7	20.6	94.7%
94	Downtown LA - San Fernando Rd - North Hollywood	7,042	6,665	94.6%	232.6	404.8	174.0%	30.3	16.5	54.4%
18	Whitter Bl W 6th St	20,443	19,233	94.1%	388.7	391.4	100.7%	52.6	49.1	93.4%
117	Century Bl	9,204	8,642	93.9%	233.2	233.9	100.3%	39.5	36.9	93.6%
70	Downtown LA - City Terrace - CSULA	15,697	14,728	93.8%	413.8	421.8	101.9%	37.9	34.9	92.0%
234	Sepulveda Bl Local	9,102	8,530	93.7%	241.5	239.1	99.0%	37.7	35.7	94.7%
246	San Pedro - Harbor Gateway Transit Center via Avalon Bl	3,182	2,980	93.6%	108.8	108.9	100.1%	29.2	27.4	93.6%
211/215	Prairie Av/Inglewood Av	390	365	93.6%	25.0	25.1	100.4%	15.6	14.6	93.2%
165	Vanowen St	8,544	7,990	93.5%	225.1	219.1	97.3%	38.0	36.5	96.1%
910/950	J Line BRT - El Monte - Downtown LA - Harbor Transitway - San Pedro	16,662	15,549	93.3%	389.0	388.1	99.8%	42.8	40.1	93.5%
344	Hawthorne Bl, Rancho Palos Verdes	1,431	1,335	93.3%	65.3	65.2	99.8%	21.9	20.5	93.4%
16	3rd St	20,643	19,255	93.3%	434.0	418.8	96.5%	47.6	46.0	96.7%
105	Vernon Av, La Cienega Bl	14,734	13,727	93.2%	348.5	351.7	100.9%	42.3	39.0	92.3%
720	Wilshire Bl Rapid	20,017	18,637	93.1%	582.9	582.8	100.0%	34.3	32.0	93.1%
33	Venice Bl Local	16,902	15,724	93.0%	500.4	506.3	101.2%	33.8	31.1	92.0%
115	Manchester Av - Firestone Bl	12,328	11,458	92.9%	291.6	291.6	100.0%	42.3	39.3	92.9%
268	El Monte - Pasadena via Baldwin Av	775	718	92.7%	55.5	55.1	99.3%	14.0	13.0	93.3%
754	Vermont Av Rapid	14,165	13,093	92.4%	231.7	231.7	100.0%	61.1	56.5	92.4%
51	Avalon Bl, W 7th St	18,510	17,109	92.4%	431.3	430	99.7%	42.9	39.8	92.7%
761	Van Nuys Bl - Westside Rapid (788); new Van Nuys Bl Westside Rapid (761)	7,390	6,822	92.3%	265.9	265.2	99.7%	27.8	25.7	92.6%
81	Figueroa St	10,089	9,291	92.1%	259.0	262	101.2%	39.0	35.5	91.0%
162	Sherman Way	10,313	9,490	92.0%	244.5	246	100.6%	42.2	38.6	91.5%
224	Lankershim Bl	6,751	6,211	92.0%	194.6	196	100.7%	34.7	31.7	91.3%
30	Pico Bl	8,492	7,784	91.7%	206.8	206.8	100.0%	41.1	37.6	91.7%
111	Florence Av	15,007	13,744	91.6%	348.2	346.8	99.6%	43.1	39.6	91.9%

Line	Line Description	Avg Weekday Boardings 2024 Q4	Avg Weekday Boardings 2025 Q4	Weekday Ridership 2025 versus 2024	Weekday RSH 2024	Weekday RSH 2025	% RSH 2025 over 2024	Productivity Boardings/ RSH 2024	Productivity Boardings/ RSH 2025	Productivity % 2025 over 2024
167	Coldwater Canyon Av - Devonshire St	1,540	1,408	91.4%	69.5	68.8	99.0%	22.2	20.5	92.4%
106	Montebello - Downtown LA - Monterey Park via Cesar Chavez Av & City Terrace	4,371	3,996	91.4%	170.9	169.8	99.4%	25.6	23.5	92.0%
265	Paramount BI	1,325	1,210	91.3%	60.8	61	100.3%	21.8	19.8	91.0%
603	Hoover St	7,909	7,179	90.8%	234.7	234.2	99.8%	33.7	30.7	91.0%
161	Canoga Station - Thousand Oaks	804	730	90.8%	50.4	50.4	100.0%	16.0	14.5	90.8%
128	Alondra BI	1,201	1,088	90.6%	43.6	43.6	100.0%	27.5	24.9	90.6%
251	Soto St	14,888	13,473	90.5%	358.9	360.1	100.3%	41.5	37.4	90.2%
45	Broadway Local	13,615	12,273	90.1%	302.5	303.3	100.3%	45.0	40.5	89.9%
40	MLK - Hawthorne BI	14,111	12,691	89.9%	431.4	425.9	98.7%	32.7	29.8	91.1%
209	Van Ness Av/Arlington Av	410	367	89.7%	31.4	31.4	100.0%	13.0	11.7	89.7%
294	San Fernando Rd Rapid (794)/Burbank - Sylmar San Fernando Rd (294)	1,383	1,237	89.4%	73.7	75	101.8%	18.8	16.5	87.9%
901	G Line BRT - North Hollywood - Canoga Park - Chatsworth	13,995	12,464	89.1%	296.9	328.9	110.8%	47.1	37.9	80.4%
60	Downtown LA - Artesia via Long Beach BI	14,598	12,975	88.9%	426.8	424.2	99.4%	34.2	30.6	89.4%
233	Van Nuys BI Local	13,354	11,728	87.8%	270.4	269.3	99.6%	49.4	43.6	88.2%
611	Huntington Park Shuttle	1,396	1,181	84.6%	50.1	49.7	99.2%	27.9	23.8	85.3%
134	Santa Monica - Malibu via Pacific Coast Hwy	1,089	813	74.7%	59.9	60.6	101.2%	18.2	13.4	73.8%
662	Pasadena - Altadena via Lake Av, Lincoln Av	2129	1,354	63.6%	85.2	84.4	99.1%	25.0	16.0	64.2%
660	Atlantic BI Rapid (762)/Altadena - Pasadena (660)	805	512	63.5%	37.2	36.9	99.2%	21.6	13.9	64.0%
602	Westwood - Pacific Palisades	1,052	490	46.6%	54.3	42.4	78.1%	19.4	11.6	59.6%
256	Pasadena - Highland Park - Eastern Av	464	0	Transferred to Municipal Agency	46.4	0	N/A	10.0	N/A	N/A
177	Caltech - Pasadena - Jet Propulsion Laboratory	171	0	Transferred to Municipal Agency	14.1	0	N/A	12.1	N/A	N/A

Saturday Ridership and Productivity Comparison by Line – Q4 2025 versus Q4 2024

Line	Line Description	Avg Saturday Boardings 2024 Q4	Avg Saturday Boardings Q4-2025	Saturday Ridership 2025 versus 2024	Saturday RSH 2024	Saturday RSH 2025	RSH % 2025 over 2024	Productivity Boardings/ RSH 2024	Productivity Boardings/ RSH 2025	Productivity % 2025 over 2024
601	Warner Center Shuttle	245	302	123.6%	33.9	33.8	99.7%	7.2	8.9	124%
96/296*	Riverside Dr	434	530	122.1%	31.6	31.4	99.4%	13.7	16.9	123%
487	Downtown LA - San Gabriel Bl	475	566	119.3%	44.1	44	99.8%	10.8	12.9	120%
258	Fremont Av - Eastern Av - Garfield Av	1,015	1,165	114.8%	55.9	55.9	100.0%	18.1	20.8	115%
154	Burbank Bl Oxnard St	461	525	113.8%	34.9	34.9	100.0%	13.2	15.0	114%
617	Robertson Bl - Beverwil Dr	314	356	113.5%	33.9	33.9	100.0%	9.3	10.5	113%
501	North Hollywood - Pasadena Express	778	847	108.9%	60.2	55.1	91.5%	12.9	15.4	119%
155	Riverside Dr	954	1,037	108.7%	59.5	58.3	98.0%	16.0	17.8	111%
665	CSULA - City Terrace Shuttle	367	391	106.7%	29.1	29.1	100.0%	12.6	13.4	107%
242/243	Tampa Av & Winnetka Av	1,124	1,197	106.5%	55	55	100.0%	20.4	21.8	106%
182	Downtown LA - Eagle Rock via York Bl	1,858	1,965	105.8%	88.9	89	100.1%	20.9	22.1	106%
222	Hollywood Way	738	775	105.0%	56.6	56.6	100.0%	13.0	13.7	105%
217	Hollywood Bl Fairfax Bl	8,318	8,667	104.2%	259.3	258.7	99.8%	32.1	33.5	104%
150	Ventura Bl	1,924	1,997	103.8%	82.4	86.3	104.7%	23.3	23.1	99%
267	El Monte - Pasadena via Temple City Bl and Del Mar Bl	800	829	103.7%	46.2	46.3	100.2%	17.3	17.9	103%
120	Imperial Hwy	1,797	1,862	103.6%	87.7	94.8	108.1%	20.5	19.6	96%
237	Whiteoak Av, Woodley Av	1,154	1,195	103.6%	68.7	69	100.4%	16.8	17.3	103%
180	Hollywood - Pasadena	6,367	6,566	103.1%	230.6	231.7	100.5%	27.6	28.3	103%
205	San Pedro - Willowbrook via Vermont Av, Wilmington Av	1,491	1,536	103.0%	86	86	100.0%	17.3	17.9	103%
164	Victory Bl	3,527	3,613	102.4%	109.3	107.3	98.2%	32.3	33.7	104%
690	Foothill Bl	631	645	102.3%	46.4	46.5	100.2%	13.6	13.9	102%
169	Saticoy St	1,201	1,227	102.2%	66	65.6	99.4%	18.2	18.7	103%
240	Topanga Canyon Bl (245); Reseda/Ventura (240)	7,989	8,064	100.9%	237.4	236.3	99.5%	33.7	34.1	101%
125	Rosecrans Av	2,836	2,858	100.8%	106.4	106.3	99.9%	26.7	26.9	101%
158	Plummer St, Woodman Av	963	970	100.7%	43.2	43.4	100.5%	22.3	22.4	100%
244	Reseda Bl - Ventura Bl - Van Nuys Bl Rapid (744)/De Soto Av (244)	872	877	100.7%	45.6	45.5	99.8%	19.1	19.3	101%
53	Central Av	7,688	7,711	100.3%	204.6	204.5	100.0%	37.6	37.7	100%
460	Downtown LA - Norwalk - Disneyland	3,345	3,351	100.2%	150.9	153.7	101.9%	22.2	21.8	98%

*Line 96 was renamed Line 296 in December 2024. No other changes were made to the route.
RSH = Revenue Service Hours

Line	Line Description	Avg Saturday Boardings 2024 Q4	Avg Saturday Boardings Q4-2025	Saturday Ridership 2025 versus 2024	Saturday RSH 2024	Saturday RSH 2025	RSH % 2025 over 2024	Productivity Boardings/ RSH 2024	Productivity Boardings/ RSH 2025	Productivity % 2025 over 2024
92	Downtown LA - Glenoaks BI - Sylmar	4,168	4,171	100.1%	159	156.4	98.4%	26.2	26.7	102%
108	Slauson Av	9,080	8,986	99.0%	225.4	224.3	99.5%	40.3	40.1	99%
20	Wilshire BI Local	6,669	6,599	99.0%	247.7	248.9	100.5%	26.9	26.5	98%
102	La Tijera BI, Exposition BI	1,227	1,208	98.4%	66.8	66.5	99.6%	18.4	18.2	99%
236	Balboa BI	731	717	98.0%	45.5	45.5	100.0%	16.1	15.7	98%
94	Downtown LA - San Fernando Rd - North Hollywood	5,367	5,257	97.9%	167.3	163.1	97.5%	32.1	32.2	100%
62	Telegraph Rd	2,433	2,374	97.6%	87.5	94.2	107.7%	27.8	25.2	91%
603	Hoover St	6,126	5,972	97.5%	203.1	204.2	100.5%	30.2	29.2	97%
212	La Brea Av	6,685	6,514	97.4%	187	188	100.5%	35.7	34.6	97%
260	Artesia - Pasadena via Atlantic BI and Fair Oaks Av	6,735	6,559	97.4%	176.2	187.2	106.2%	38.2	35.0	92%
204	Vermont Av Local	17,522	17,015	97.1%	258.2	258.7	100.2%	67.9	65.8	97%
78	Downtown LA - South Arcadia via Huntington Dr/Las Tunas Dr	4,549	4,417	97.1%	139.7	139.7	100.0%	32.6	31.6	97%
246	San Pedro - Harbor Gateway Transit Center via Avalon BI	2,445	2,374	97.1%	109.9	108.5	98.7%	22.3	21.9	98%
266	Rosemead BI	3,941	3,821	97.0%	126.4	126.5	100.1%	31.2	30.2	97%
207	Western Av Local	19,548	18,948	96.9%	300.6	299	99.5%	65.0	63.4	97%
218	Studio City - Beverly Hills	548	530	96.8%	32.4	32.4	100.0%	16.9	16.4	97%
28	Olympic BI Local	7,282	7,047	96.8%	208.6	208.9	100.1%	34.9	33.7	97%
14/37	Beverly BI - W Adams BI	7,560	7,307	96.6%	209.4	209.1	99.9%	36.1	34.9	97%
4	Santa Monica BI Local	19,875	19,169	96.4%	464.9	470.4	101.2%	42.8	40.8	95%
232	LAX - Long Beach via Sepulveda BI, Pacific Coast Hwy	3,279	3,147	96.0%	134.5	135.2	100.5%	24.4	23.3	95%
127	Compton BI, Somerset BI	1,139	1,092	95.9%	77.3	77.3	100.0%	14.7	14.1	96%
161	Canoga Station - Thousand Oaks	580	553	95.4%	40.8	40.7	99.8%	14.2	13.6	96%
152	Roscoe BI	7,126	6,787	95.3%	170.7	169.8	99.5%	41.7	40.0	96%
206	Normandie Av	6,105	5,811	95.2%	138.3	138.6	100.2%	44.1	41.9	95%
210	Crenshaw BI Local	10,377	9,865	95.1%	316.7	318.2	100.5%	32.8	31.0	95%
230	Laurel Canyon BI	1,850	1,754	94.8%	62.3	61.5	98.7%	29.7	28.5	96%
76	Valley BI	4,862	4,608	94.8%	152.8	152.8	100.0%	31.8	30.2	95%
10/48	Melrose Av/Main St/San Pedro St	4,364	4,121	94.4%	144.6	148.4	102.6%	30.2	27.8	92%
2	Sunset BI (became Sunset BI - Alvarado St)	14,960	14,121	94.4%	379.6	379.2	99.9%	39.4	37.2	94%
179	Rose Hill - Arcadia via Huntington Dr	847	800	94.4%	48.9	48.8	99.8%	17.3	16.4	95%

Line	Line Description	Avg Saturday Boardings 2024 Q4	Avg Saturday Boardings Q4-2025	Saturday Ridership 2025 versus 2024	Saturday RSH 2024	Saturday RSH 2025	RSH % 2025 over 2024	Productivity Boardings/ RSH 2024	Productivity Boardings/ RSH 2025	Productivity % 2025 over 2024
35/38	Washington Bl/W Jefferson Bl	3,154	2,971	94.2%	101.7	105.3	103.5%	31.0	28.2	91%
166	Nordhoff St	3,435	3,237	94.2%	80	80.2	100.3%	42.9	40.4	94%
105	Vernon Av, La Cienega Bl	9,826	9,252	94.2%	223.6	226.4	101.3%	43.9	40.9	93%
55	Compton Av	4,690	4,401	93.8%	124.2	124.4	100.2%	37.8	35.4	94%
70	Montebello - Downtown LA via Cesar Chavez Av	11,164	10,464	93.7%	292	292.7	100.2%	38.2	35.7	94%
33	Venice Bl Local	13,226	12,386	93.6%	351.2	361.2	102.8%	37.7	34.3	91%
90	Downtown LA - Foothill Bl	4,094	3,830	93.5%	144.1	139.3	96.7%	28.4	27.5	97%
16	3rd St	15,548	14,537	93.5%	294.5	284	96.4%	52.8	51.2	97%
224	Lankershim Bl	4,687	4,381	93.5%	154.5	153	99.0%	30.3	28.6	94%
910/950	J Line BRT - El Monte - Downtown LA - Harbor Transitway - San Pedro	9,228	8,612	93.3%	201.8	205.8	102.0%	45.7	41.8	92%
81	Figueroa St	7,309	6,813	93.2%	203.2	202.9	99.9%	36.0	33.6	93%
165	Vanowen St	4,715	4,387	93.1%	112.9	111.8	99.0%	41.8	39.2	94%
115	Manchester Av - Firestone Bl	8,173	7,569	92.6%	185.4	186.5	100.6%	44.1	40.6	92%
162	Sherman Way	6,924	6,402	92.5%	172.4	170.2	98.7%	40.2	37.6	94%
18	Whitter Bl W 6th St	16,040	14,830	92.5%	344.5	344.1	99.9%	46.6	43.1	93%
720	Wilshire Bl Rapid	14,407	13,308	92.4%	400.3	400.6	100.1%	36.0	33.2	92%
344	Hawthorne Bl, Rancho Palos Verdes	1,017	939	92.4%	44.6	44.6	100.0%	22.8	21.1	92%
234	Sepulveda Bl Local	5,897	5,435	92.2%	175.9	167.9	95.5%	33.5	32.4	97%
287	Arcadia - Santa Anita Av - El Monte	309	284	92.1%	15.8	15.8	100.0%	19.5	18.0	92%
117	Century Bl	5,955	5,467	91.8%	125	125.3	100.2%	47.6	43.6	92%
611	Huntington Park Shuttle	1,001	919	91.7%	46.7	46.8	100.2%	21.4	19.6	92%
294	Burbank - Sylmar San Fernando Rd	1,183	1,081	91.3%	72.8	71.5	98.2%	16.3	15.1	93%
265	Paramount Bl	654	597	91.3%	37.5	37.5	100.0%	17.4	15.9	91%
66	E Olympic Bl/W 8th St	9,656	8,803	91.2%	188.8	188.8	100.0%	51.1	46.6	91%
40	MLK - Hawthorne Bl	10,465	9,521	91.0%	348.1	348.4	100.1%	30.1	27.3	91%
268	El Monte - Pasadena via Baldwin Av	497	452	90.8%	29.8	29.8	100.0%	16.7	15.2	91%
60	Downtown LA - Artesia via Long Beach Bl	9,868	8,950	90.7%	318.6	321.1	100.8%	31.0	27.9	90%
761	Sepulveda Bl - Westside Rapid (734); Van Nuys Bl Westside Rapid (761)	4,268	3,869	90.7%	139.5	139.3	99.9%	30.6	27.8	91%
106	Montebello - Downtown LA - Monterey Park via Cesar Chavez Av & City Terrace	2,318	2,085	90.0%	98.3	96.9	98.6%	23.6	21.5	91%
45	Broadway Local	10,379	9,333	89.9%	258.6	260.2	100.6%	40.1	35.9	89%

Line	Line Description	Avg Saturday Boardings 2024 Q4	Avg Saturday Boardings Q4-2025	Saturday Ridership 2025 versus 2024	Saturday RSH 2024	Saturday RSH 2025	RSH % 2025 over 2024	Productivity Boardings/ RSH 2024	Productivity Boardings/ RSH 2025	Productivity % 2025 over 2024
251	Soto St	8,628	7,709	89.4%	234.6	234.4	99.9%	36.8	32.9	89%
754	Vermont Av Rapid	9,531	8,516	89.4%	144.3	144.8	100.3%	66.1	58.8	89%
605	LAC USC Medical Center Shuttle	1,359	1,209	89.0%	46.5	46.5	100.0%	29.2	26.0	89%
51	Avalon Bl, W 7th St	14,804	13,156	88.9%	348.9	349.9	100.3%	42.4	37.6	89%
167	Coldwater Canyon Av - Devonshire St	1,049	930	88.7%	68.8	67.2	97.7%	15.3	13.8	91%
111	Florence Av	10,527	9,317	88.5%	227.8	227.5	99.9%	46.2	41.0	89%
30	Pico Bl	6,587	5,818	88.3%	138.3	138.1	99.9%	47.6	42.1	88%
110	Gage Av	4,525	3,976	87.9%	111.4	112.1	100.6%	40.6	35.5	87%
901	G Line BRT - North Hollywood - Canoga Park - Chatsworth	9,306	8,153	87.6%	232.9	254.1	109.1%	40.0	32.1	80%
233	Van Nuys Bl Local	10,110	8,850	87.5%	220.2	220.0	99.9%	45.9	40.2	88%
128	Alondra Bl	730	632	86.5%	43.7	43.7	100.0%	16.7	14.5	87%
660	Pasadena - Altadena via Fair Oaks Av	812	645	79.4%	35.5	35.3	99.4%	22.9	18.3	80%
134	Santa Monica - Malibu via Pacific Coast Hwy	934	720	77.1%	51.1	52.4	102.5%	18.3	13.7	75%
662	Pasadena - Altadena via Lake Av, Lincoln Av	1,575	1,014	64.4%	74.1	73.5	99.2%	21.3	13.8	65%
602	Westwood - Pacific Palisades	638	337	52.8%	49.7	31.5	63.4%	12.8	10.7	83%
256	Pasadena - Highland Park - Eastern Av	416	0	Transferred to Municipal Agency	44.3	0	0.0%	9.4	N/A	N/A

Sunday Ridership and Productivity Comparison by Line – Q4 2025 versus Q4 2024

Line	Line Description	Avg Sunday Boardings 2024 Q4	Avg Sunday Boardings Q4 2025	Sunday Ridership 2025 versus 2024	Sunday RSH 2024	Sunday RSH 2025	RSH % 2025 over 2024	Productivity Boardings/ RSH 2024	Productivity Boardings/ RSH 2025	Productivity % 2025 over 2024
96/296*	Riverside Dr	366	461	125.9%	31.6	31.4	99.4%	11.6	14.7	127%
665	CSULA - City Terrace Shuttle	269	328	121.7%	29.1	29.1	100.0%	9.3	11.3	122%
154	Burbank Bl Oxnard St	367	446	121.6%	34.9	34.9	100.0%	10.5	12.8	122%
182	East Hollywood - Highland Park - Rose Hill	1,359	1,528	112.5%	88.9	88.9	100.0%	15.3	17.2	112%
501	North Hollywood - Pasadena Express	656	734	111.9%	60.4	56.2	93.0%	10.9	13.1	120%
155	Riverside Dr	763	849	111.3%	59.9	58.7	98.0%	12.7	14.5	114%
150	Ventura Bl	1,605	1,780	110.9%	82.4	86.5	105.0%	19.5	20.6	106%
217	Hollywood Bl Fairfax Bl	6,794	7,397	108.9%	259.3	258.7	99.8%	26.2	28.6	109%
158	Plummer St, Woodman Av	736	800	108.6%	43	43.1	100.2%	17.1	18.6	108%
487	Downtown LA - San Gabriel Bl	438	474	108.3%	44.1	44	99.8%	9.9	10.8	109%
242/243	Tampa Av & Winnetka Av	930	1,002	107.7%	55	55	100.0%	16.9	18.2	108%
205	San Pedro - Willowbrook via Vermont Av, Wilmington Av	1,227	1,318	107.4%	86	86	100.0%	14.3	15.3	107%
237	Whiteoak Av, Woodley Av	973	1,041	107.0%	68.9	69	100.1%	14.1	15.1	107%
617	Robertson Bl - Beverwil Dr	300	320	106.4%	33.9	33.9	100.0%	8.9	9.4	106%
605	LAC USC Medical Center Shuttle	1,019	1,080	106.0%	46.4	46.4	100.0%	22.0	23.3	106%
169	Saticoy St	957	1012	105.7%	66	65.6	99.4%	14.5	15.4	106%
601	Warner Center Shuttle	209	221	105.7%	33.9	33.8	99.7%	6.2	6.5	106%
258	Fremont Av - Eastern Av - Garfield Av	863	900	104.3%	55.9	55.9	100.0%	15.4	16.1	104%
180	Hollywood - Pasadena	5,353	5,560	103.9%	230.4	230.5	100.0%	23.2	24.1	104%
108	Slauson Av	6,732	6,941	103.1%	215.7	210.9	97.8%	31.2	32.9	105%
690	Foothill Bl	500	514	102.8%	46.4	46.5	100.2%	10.8	11.1	103%
164	Victory Bl	2,703	2,772	102.5%	109.3	106.8	97.7%	24.7	26.0	105%
20	Wilshire Bl Local	5,483	5,602	102.2%	247.7	248.5	100.3%	22.1	22.5	102%
222	Hollywood Way	605	616	101.9%	56.6	56.6	100.0%	10.7	10.9	102%
62	Telegraph Rd	1,901	1,936	101.9%	86.2	86.4	100.2%	22.1	22.4	102%
244	Topanga Canyon Bl	701	714	101.7%	45.6	45.5	99.8%	15.4	15.7	102%
460	Downtown LA - Norwalk - Disneyland	2,849	2,893	101.5%	151.1	150.8	99.8%	18.9	19.2	102%
267	El Monte - Pasadena via Temple City Bl and Del Mar Bl	651	658	101.1%	46.2	46.3	100.2%	14.1	14.2	101%
76	Valley Bl	3,847	3,886	101.0%	152.8	152.8	100.0%	25.2	25.4	101%

*Line 96 was renamed Line 296 in December 2024. No other changes were made to the route.
RSH = Revenue Service Hours

Line	Line Description	Avg Sunday Boardings 2024 Q4	Avg Sunday Boardings Q4 2025	Sunday Ridership 2025 versus 2024	Sunday RSH 2024	Sunday RSH 2025	RSH % 2025 over 2024	Productivity Boardings/ RSH 2024	Productivity Boardings/ RSH 2025	Productivity % 2025 over 2024
53	Central Av	6,187	6,239	100.8%	202	201.8	99.9%	30.6	30.9	101%
14/37	Beverly Bl - W Adams Bl	6,189	6,235	100.7%	209.4	208.9	99.8%	29.6	29.8	101%
165	Vanowen St	3,669	3,689	100.5%	112.9	111.1	98.4%	32.5	33.2	102%
78	Downtown LA - South Arcadia via Huntington Dr/Las Tunas Dr	3,738	3,748	100.3%	139.7	139.7	100.0%	26.8	26.8	100%
218	Studio City - Beverly Hills	440	441	100.1%	32.4	32.4	100.0%	13.6	13.6	100%
55	Compton Av	3,609	3,610	100.0%	117.5	121.3	103.2%	30.7	29.8	97%
260	Artesia - Pasadena via Atlantic Bl and Fair Oaks Av	5,406	5,405	100.0%	176.2	187.2	106.2%	30.7	28.9	94%
206	Normandie Av	5,167	5,161	99.9%	134.2	134.2	100.0%	38.5	38.5	100%
236	Balboa Bl	556	555	99.7%	45.5	45.5	100.0%	12.2	12.2	100%
28	Olympic Bl Local	5,957	5,930	99.6%	208.6	208.9	100.1%	28.6	28.4	99%
166	Nordhoff St	2,656	2,642	99.5%	79.9	80.1	100.3%	33.2	33.0	99%
232	LAX - Long Beach via Sepulveda Bl, Pacific Coast Hwy	2,812	2,796	99.4%	134.5	135.2	100.5%	20.9	20.7	99%
212	La Brea Av	5,393	5,361	99.4%	187.5	187.6	100.1%	28.8	28.6	99%
92	Downtown LA - Glenoaks Bl - Sylmar	3,508	3,480	99.2%	159	156.7	98.6%	22.1	22.2	101%
127	Compton Bl, Somerset Bl	971	962	99.1%	77.3	77.3	100.0%	12.6	12.4	99%
120	Imperial Hwy	1,657	1,634	98.6%	87.7	87.7	100.0%	18.9	18.6	99%
94	Downtown LA - San Fernando Rd - North Hollywood	4,396	4,317	98.2%	165.4	163.5	98.9%	26.6	26.4	99%
230	Laurel Canyon Bl	1,475	1,445	98.0%	56.4	55.9	99.1%	26.2	25.9	99%
266	Rosemead Bl	3,321	3,242	97.6%	126.4	126.4	100.0%	26.3	25.6	98%
344	Hawthorne Bl, Rancho Palos Verdes	835	815	97.5%	44.5	44.5	100.0%	18.8	18.3	98%
16	3rd St	12,387	12,083	97.5%	294.5	283.8	96.4%	42.1	42.6	101%
179	Rose Hill - Arcadia via Huntington Dr	650	633	97.3%	48.9	48.8	99.8%	13.3	13.0	98%
204	Vermont Av Local	14,586	14,154	97.0%	255.3	255.3	100.0%	57.1	55.4	97%
240	Reseda Bl - Ventura Bl - Van Nuys Bl Rapid	6,703	6,497	96.9%	233	231.1	99.2%	28.8	28.1	98%
66	E Olympic Bl/W 8th St	7,126	6,907	96.9%	181.1	181.3	100.1%	39.3	38.1	97%
152	Roscoe Bl	5,846	5,663	96.9%	170.2	168.6	99.1%	34.3	33.6	98%
603	Hoover St	4,642	4,492	96.8%	160.3	161.3	100.6%	29.0	27.8	96%
4	Santa Monica Bl Local	17,180	16,617	96.7%	464.9	470.4	101.2%	37.0	35.3	96%
207	Western Av Local	15,972	15,442	96.7%	299	299.4	100.1%	53.4	51.6	97%
110	Gage Av	3,421	3,307	96.7%	111.4	112.1	100.6%	30.7	29.5	96%
2	Sunset Bl (became Sunset Bl - Alvarado St)	12,755	12,326	96.6%	379.6	379.2	99.9%	33.6	32.5	97%

Line	Line Description	Avg Sunday Boardings 2024 Q4	Avg Sunday Boardings Q4 2025	Sunday Ridership 2025 versus 2024	Sunday RSH 2024	Sunday RSH 2025	RSH % 2025 over 2024	Productivity Boardings/ RSH 2024	Productivity Boardings/ RSH 2025	Productivity % 2025 over 2024
246	San Pedro - Harbor Gateway Transit Center via Avalon BI	2,119	2,045	96.5%	108.8	108.8	100.0%	19.5	18.8	97%
18	Whitter BI W 6th St	13,241	12,777	96.5%	345	344.9	100.0%	38.4	37.0	97%
90	Downtown LA - Foothill BI	3,369	3,247	96.4%	144.1	139	96.5%	23.4	23.4	100%
210	Crenshaw BI	8,840	8,519	96.4%	308	308	100.0%	28.7	27.7	96%
10/48	Melrose Av/Main St/San Pedro St	3,619	3,485	96.3%	144.6	148	102.4%	25.0	23.5	94%
910/950	J Line BRT - El Monte - Downtown LA - Harbor Transitway - San Pedro	7,306	7,025	96.2%	201.8	205.8	102.0%	36.2	34.1	94%
106	Montebello - Downtown LA - Monterey Park via Cesar Chavez Av & City Terrace	1,839	1,764	95.9%	98.3	96.9	98.6%	18.7	18.2	97%
251	Soto St	6,584	6,309	95.8%	229.3	229.3	100.0%	28.7	27.5	96%
105	Vernon Av, La Cienega BI	8,193	7,838	95.7%	220.3	221.3	100.5%	37.2	35.4	95%
033	Venice BI Local	10,659	10,192	95.6%	349.5	359.9	103.0%	30.5	28.3	93%
162	Sherman Way	5,176	4,928	95.2%	132.8	131.7	99.2%	39.0	37.4	96%
125	Rosecrans Av	2,511	2,390	95.2%	106.4	106.3	99.9%	23.6	22.5	95%
224	Lankershim BI	3,800	3,616	95.1%	154.5	153	99.0%	24.6	23.6	96%
167	Coldwater Canyon Av - Devonshire St	909	862	94.8%	68.8	67.2	97.7%	13.2	12.8	97%
720	Wilshire BI Rapid	11,661	11,053	94.8%	400.3	400.6	100.1%	29.1	27.6	95%
35/38	Washington BI/W Jefferson BI	2,432	2,299	94.5%	100.2	100.3	100.1%	24.3	22.9	94%
234	Sepulveda BI	4,833	4,560	94.4%	175.9	167.9	95.5%	27.5	27.2	99%
45	Broadway Local	8,265	7,772	94.0%	255.7	257.2	100.6%	32.3	30.2	93%
60	Downtown LA - Artesia via Long Beach BI	7,847	7,328	93.4%	304.8	306.4	100.5%	25.7	23.9	93%
611	Huntington Park Shuttle	853	796	93.2%	46.7	46.7	100.0%	18.3	17.0	93%
265	Paramount BI	561	522	93.2%	37.5	37.5	100.0%	15.0	13.9	93%
70	El Monte - Downtown LA via Garvey Av and Cesar Chavez Av	9,505	8,798	92.6%	292	291.9	100.0%	32.6	30.1	93%
30	Pico BI	5,715	5,271	92.2%	138.3	138.3	100.0%	41.3	38.1	92%
294	Burbank - Sylmar San Fernando Rd	930	857	92.1%	72.8	72	98.9%	12.8	11.9	93%
111	Florence Av	8,469	7,787	91.9%	214.3	213.7	99.7%	39.5	36.4	92%
754	Vermont Av Rapid	7,734	7,087	91.6%	140.7	140.7	100.0%	55.0	50.4	92%
115	Manchester Av - Firestone BI	6,799	6,220	91.5%	168.4	168.4	100.0%	40.4	36.9	91%
761	Sepulveda BI - Westside Rapid	3,463	3,164	91.3%	139.5	139.3	99.9%	24.8	22.7	91%
102	La Tijera BI, Exposition BI	1,073	977	91.1%	66.8	66.5	99.6%	16.1	14.7	91%
81	Figueroa St	5,961	5,428	91.1%	202.9	202.5	99.8%	29.4	26.8	91%

Line	Line Description	Avg Sunday Boardings 2024 Q4	Avg Sunday Boardings Q4 2025	Sunday Ridership 2025 versus 2024	Sunday RSH 2024	Sunday RSH 2025	RSH % 2025 over 2024	Productivity Boardings/ RSH 2024	Productivity Boardings/ RSH 2025	Productivity % 2025 over 2024
40	MLK - Hawthorne BI	8,198	7,450	90.9%	298	298	100.0%	27.5	25.0	91%
901	G Line BRT - North Hollywood - Canoga Park - Chatsworth	7,645	6,890	90.1%	232.9	254.1	109.1%	32.8	27.1	83%
51	Avalon BI, W 7th St	11,553	10,408	90.1%	262.8	263	100.1%	44.0	39.6	90%
233	Van Nuys BI Local	8,539	7,665	89.8%	220.2	220.2	100.0%	38.8	34.8	90%
161	Canoga Station - Thousand Oaks	468	419	89.6%	40.8	40.7	99.8%	11.5	10.3	90%
117	Century BI	5,037	4,514	89.6%	122.1	122.1	100.0%	41.3	37.0	90%
287	Arcadia - Santa Anita Av - El Monte	239	213	89.1%	15.8	15.8	100.0%	15.1	13.5	89%
128	Alondra BI	575	512	88.9%	43.7	43.7	100.0%	13.2	11.7	89%
268	El Monte - Pasadena via Baldwin Av	428	365	85.3%	29.8	29.8	100.0%	14.4	12.2	85%
134	Santa Monica - Malibu via Pacific Coast Hwy	766	616	80.4%	51.1	52.4	102.5%	15.0	11.7	78%
660	Pasadena - Altadena via Fair Oaks Av	726	574	79.1%	35.5	35.3	99.4%	20.5	16.3	80%
662	Pasadena - Altadena via Lake Av, Lincoln Av	1,269	981	77.3%	73.1	72.5	99.2%	17.4	13.5	78%
602	Westwood - Pacific Palisades	511	286	56.0%	49.7	31.5	63.4%	10.3	9.1	88%
256	Pasadena - Highland Park - Eastern Av	308	0	Transferred to Municipal Agency	44.2	0	N/A	7.0	N/A	N/A

Summary of NextGen Frequency Changes

NextGen Bus Plan service frequency improvements were implemented through the service changes that occurred between December 2020 through December 2022.

Gateway Cities

Weekday frequency change highlights in the Gateway Cities service area include:

- **Tier 1:** five local lines had frequency improvements:
 - Line 53 increased from every 15 to every 10 minutes midday
 - Line 60 increased from every 18 to every 10 minutes midday
 - Line 105 increased from every 18-20 to every 10 minutes peak and midday
 - Line 108 increased from every 10 to every 7.5 minutes peak and from every 15 to every 10 minutes midday
 - Line 251 increased from every 22 to every 10 minutes midday
- **Tier 2:** Line 55 increased from every 15 to every 12 minutes peak and from every 20 to every 15 minutes midday
- **Tier 4:** changes consisted of:
 - Line 127 added new 60-minutes peak and midday service
 - Line 130 east of Artesia A Line Station was transferred to Long Beach Transit

Weekend frequency change highlights in the Gateway Cities service area include:

- **Tier 1:** Four lines had frequency improved:
 - Line 53 increased from every 20 to every 15 minutes Sunday
 - Line 60 increased from every 12-15 to every 10 minutes Saturday and Sunday
 - Lines 105 and 108 increased from every 20 to every 15 minutes Sunday
- **Tier 4:** Changes were made to four lines:
 - Line 127 added new 30-60 minute Saturday and Sunday service
 - Lines 128 and 258 added new 60-minute Sunday service
 - Line 130 east of Artesia A Line Station was transferred to Long Beach Transit

San Gabriel Valley

Weekday frequency change highlights in the San Gabriel Valley service area include:

- **Tier 1:** three local lines had frequency improvements:
 - Line 70 increased from every 15 to every 7.5 minutes peak and midday
 - Line 78 increased from every 20 to every 10 minutes midday
- **Tier 2:** Line 260 increased from every 12-15 to every 12 minutes peak periods and from every 20 to every 15 minutes midday

- **Tier 3:** Line 266 increased from every 24 to every 20 minutes peak and from every 33 to every 20 minutes midday
- **Tier 4:** part of Line 256 (CSULA – Commerce) transferred to Commerce Municipal Bus Lines and as of December 2024 Lines 177 (Pasadena – Jet Propulsion Laboratory) and 256 (Highland Park – Pasadena) transferred to Pasadena Transit

Weekend frequency change highlights in the San Gabriel Valley service area include:

- **Tier 1:** Line 70 increased from every 15-20 to every 10 minutes Saturday and Sunday midday periods
- **Tier 3:** Line 266 increased from every 45 to every 30 minutes Saturday and Sunday
- **Tier 4:** part of Line 256 (CSULA – Commerce) transferred to Commerce Municipal Bus Lines.

San Fernando Valley

Key route restructurings focused on more direct connections to North Hollywood (Lines 90 and 94). A total of 19 San Fernando Valley lines gained improved weekday midday frequencies through revenue service hours investment as follows:

- **Tier 1:** three local lines increased from every 14 to 33 minutes to every 10 minutes (Lines 233, 234, 240)
- **Tier 2:** seven local lines increased from every 19 to 30 minutes to every 15 minutes (Lines 94, 152, 162, 164, 165, 166, 224)
- **Tier 3:** four local lines increased from every 25 to 49 minutes to every 20 minutes (Lines 90, 92, 150, 230) and three lines increased from every 49 to 61 minutes to every 30 minutes (Lines 235/236, 244, 690)
- **Tier 4:** two lines increased from every 60 to every 40 minutes (Lines 242, 243)

Saturday service frequency increases were also significant and appear to support growing regional ridership.

- **Tier 1:** two local lines increased from every 16 to 30 minutes to every 12 to 15 minutes (Lines 234, 240)
- **Tier 2:** three local lines increased from every 24 to 30 minutes to every 20 minutes (Lines 152, 162, 224)
- **Tier 3:** two local lines increased from every 50 to every 30 minutes (Lines 230 and 690)
- **Tier 4:** Lines 242 and 243 increased from every 60 to every 40 minutes
- Three lines that previously had no weekend service gained Saturday service: Oxnard/Burbank Line 154, Saticoy Line 169, and White Oak on Line 237 (formerly Line 239). Lines 90 and 94 were refocused on North Hollywood Saturdays (same change as weekdays) in line with key regional travel patterns.

San Fernando Valley Sunday service frequency increases were also significant and are likely supporting ridership growth:

- **Tier 1:** two local lines increased from every 19 to 30 minutes to every 12 to 15 minutes (Lines 234 and 240)
- **Tier 2:** one local line increased from every 32 to every 20 minutes (Line 152)
- **Tier 3:** two local lines increased from every 50 to every 30 minutes (Lines 230 and 690)
- Five lines that previously had no weekend service gained Sunday service: Oxnard/Burbank Line 154, Saticoy Line 169, Tampa and Winnetka Lines 242 and 243, and White Oak Line 237 (formerly Line 239). The same refocus of two lines on North Hollywood weekdays and Saturdays was made on Sundays (Lines 90, 94).

South Bay Cities

Weekday frequency change highlights in the South Bay Cities service area include:

- **Tier 1:** Eight local lines had frequency improved:
 - Line 40 increased from every 15 to every 7.5-10 minutes peak and from every 20 to every 10 minutes midday
 - Line 45 increased from every 15 to every 10 minutes midday
 - Line 51 increased from every 12 to 7.5 minutes midday
 - Line 111 increased from every 12-15 minutes to every 10 minutes peak and midday
 - Line 204 increased from every 12-15 to every 7.5 minutes weekday peak and midday
 - Line 207 increased from every 15 to every 6-7.5 minutes peak and from every 18 to every 7.5 minutes midday
 - Line 210 increased from every 20 to every 10 minutes peak and midday
 - Line 212 increased from every 12-15 to every 10 minutes peak and midday
 - J Line Express service increased from every 15 minutes to every 10 minutes during midday
- **Tier 2:** three local lines had improved frequencies:
 - Line 110 increased from every 24 to every 15 minutes midday
 - Line 117 increased from every 18-20 to every 15 minutes peak and midday
 - Line 206 increased from every 20 to 15 minutes midday
- **Tier 3:** three local lines had improved frequencies:
 - Line 125 increased from every 25-35 to every 20 minutes peak and midday
 - Line 232 increased from every 22 to every 15 minutes peak
 - Line 246 increased from every 60 to every 30 minutes midday

- **Tier 4:** had two changes
 - Line 202 added new 60-minute midday service
 - Line 130 west of Artesia A Line Station was transferred to Torrance Transit

Weekend frequency change highlights in the South Bay Cities service area include:

- **Tier 1:** Seven local lines had frequency improvements
 - Line 40 increased from every 20 to every 12 minutes Sunday and from every 20 to every 15 minutes Sunday
 - Line 45 increased from every 15 to every 10 minutes Sunday
 - Line 51 increased from every 10 to every 7.5 minutes Saturday and from every 12 to every 10 minutes Sunday
 - Line 204 increased from every 20 to every 12 minutes Saturday and Sunday
 - Line 207 increased from every 15 to every 10 minutes Saturday and Sunday
 - Line 210 increased from every 20 to every 10 minutes Saturday and Sunday
 - Line 212 increased from every 18 to every 15 minutes Saturday and from every 23 to 15 minutes Sunday
- **Tier 3:** Two local lines had frequency improved:
 - Line 125 increased from every 40 to every 30 minutes Sunday
 - Line 246 increased from every 40 to every 30 minutes Saturday and from every 60 to every 30 minutes Sunday
- **Tier 4:** Line 130 west of Artesia A Line Station was transferred to Torrance Transit.

Westside Central

Weekday frequency change highlights in the Westside Central service area include:

- **Tier 1:** Nine local lines had frequencies improved:
 - Line 2 increased from every 10 to every 7.5 minutes peak periods and from every 12-15 to every 10 minutes midday (Sunset – Alvarado)
 - Line 4 increased from every 15 to every 7.5 minutes peak and midday periods (Santa Monica BI)
 - Line 18 increased from every 10 to 7.5 minutes weekday midday (6th – Whittier)
 - Line 20 increased from every 15 to every 12 minutes peak periods (Wilshire – 6th St)
 - Line 28 increased from every 18 to every 7.5-10 minutes peak periods and from every 27 to every 10 minutes midday (Olympic BI)
 - Line 30 increased from every 12 to 10 minutes midday (Pico BI)
 - Line 33 increased from every 17-18 to 7.5 minutes peak hours and midday (Venice BI)

- Line 66 increased from every 12-15 to every 10 minutes peak periods and from every 18 to every 10 minutes midday (Olympic Bl)
- Line 217 increased from every 12-15 to every 10 minutes peak and midday periods (subsequently adjusted to 12 minutes with an extension to Glendale and Eagle Rock Plaza in June 2024 with service coordinated with Line 180, also at 12-minute headways for maximum frequency between Hollywood/Vine, East Hollywood, Los Feliz, Glendale, and Eagle Rock Plaza)
- **Tier 2:** Three local lines had frequency improved:
 - Line 10 increased from every 20 to 15 minutes midday
 - Line 603 increased from every 15 to every 12 minutes weekday peak periods and from every 20 to every 12 minutes weekday midday
 - Line 605 increased from every 23 to every 15 minutes midday
- **Tier 4:** Line 617 (formerly Line 17) increased from every 60 to every 45 minutes peak and midday

Weekend frequency change highlights in the Westside Central service area include:

- **Tier 1:** Nine local lines had improvements made:
 - Line 2 increased from every 12-15 to every 10 minutes Saturday and from every 15-20 to every 10 minutes Sunday
 - Line 4 increased from every 15 to every 10 minutes Saturday and Sunday
 - Line 18 increased from every 10 to 7.5 minutes Saturday and from every 15 to every 7.5 minutes Sunday
 - Line 20 increased from every 15 to every 12 minutes Saturday and from every 20 to every 12 minutes Sunday
 - Line 28 increased from every 15 to every 12 minutes Saturday and from every 18 to every 12 minutes Sunday
 - Line 30 increased from every 12 to 10 minutes Saturday and Sunday
 - Line 33 increased from every 20 to 10 minutes peak hours and midday
 - Line 66 increased from every 20 to every 15 minutes Sunday
- **Tier 2** improvements consisted of:
 - Line 14/37 increased from every 20 to 15 minutes Saturday and Sunday
 - Line 603 increased from every 18 to every 12 minutes Saturday and from every 18 to every 15 minutes Sunday
 - Line 605 increased from every 35 to every 20 minutes midday
- **Tier 4:** Line 617 (formerly Line 17) had new 60-minute Saturday and Sunday service added.

NextGen Ridership Review Supporting Data Charts Q42026

Chart 1: Average Weekday Ridership by Month, 2019-2025

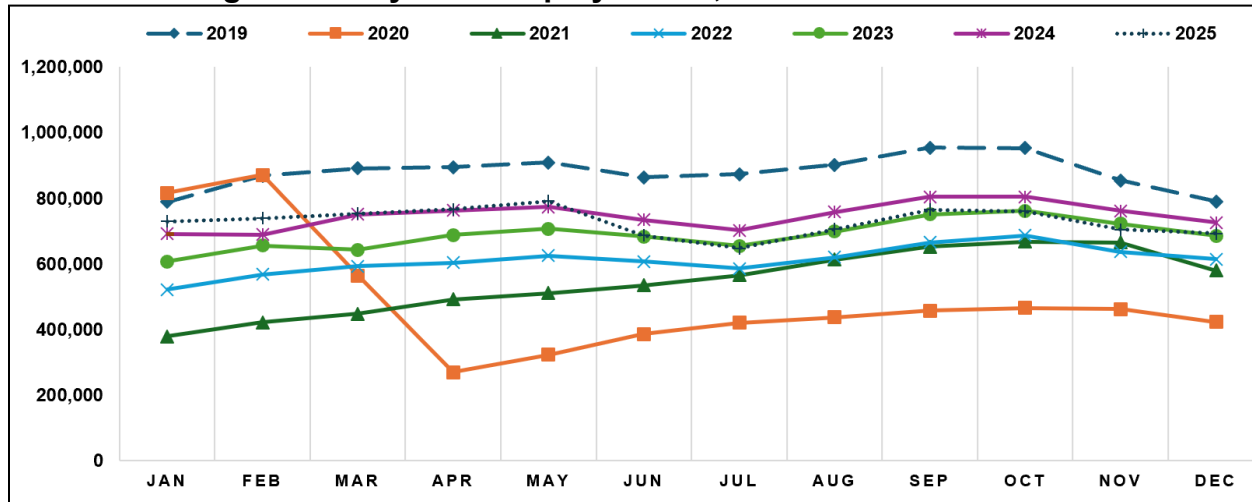


Chart 2: Average Saturday Ridership by Month, 2019-2025

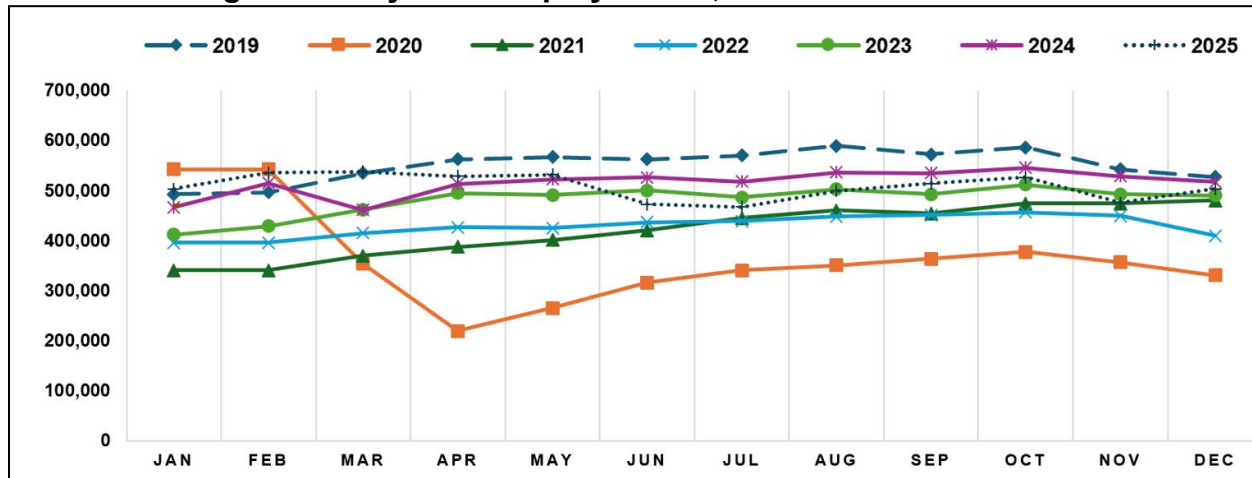


Chart 3: Average Sunday Ridership by Month, 2019-2025

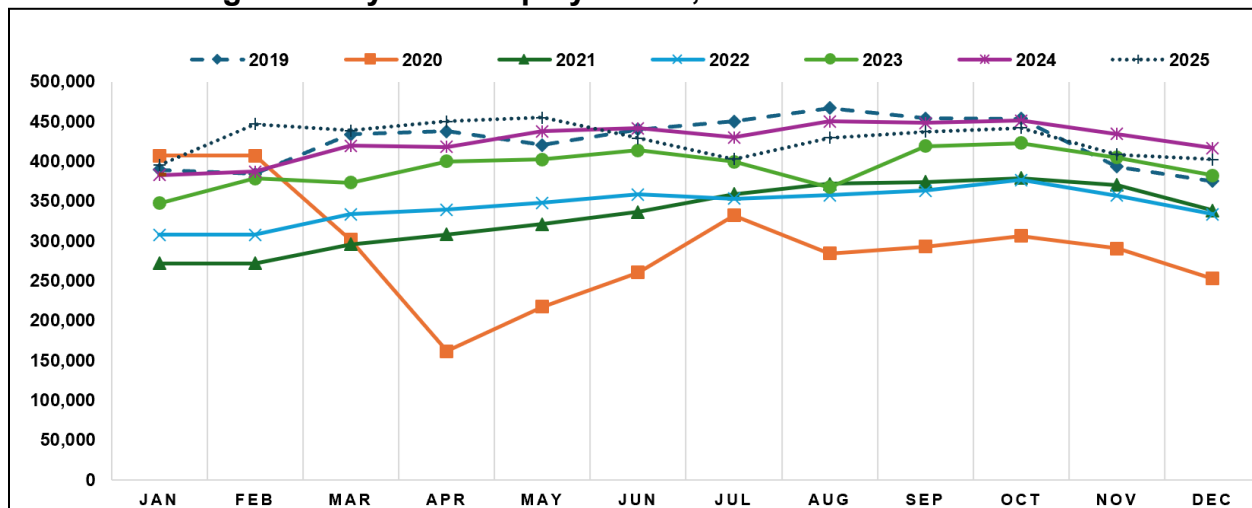


Chart 4: Percentage difference of LA County Total Daily Trips compared to 2019, 2019-2025

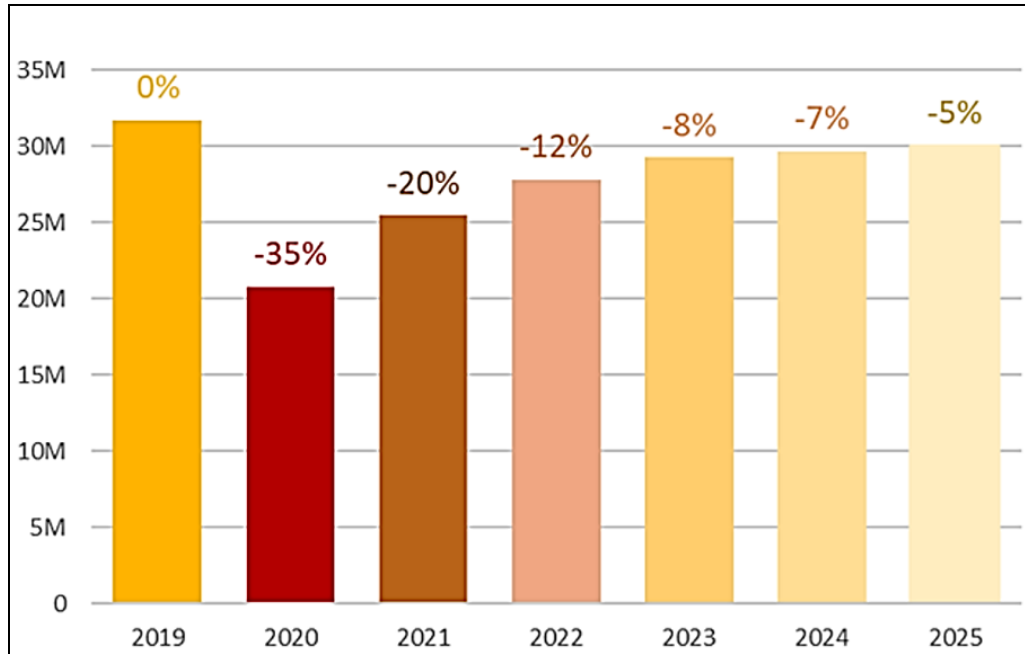
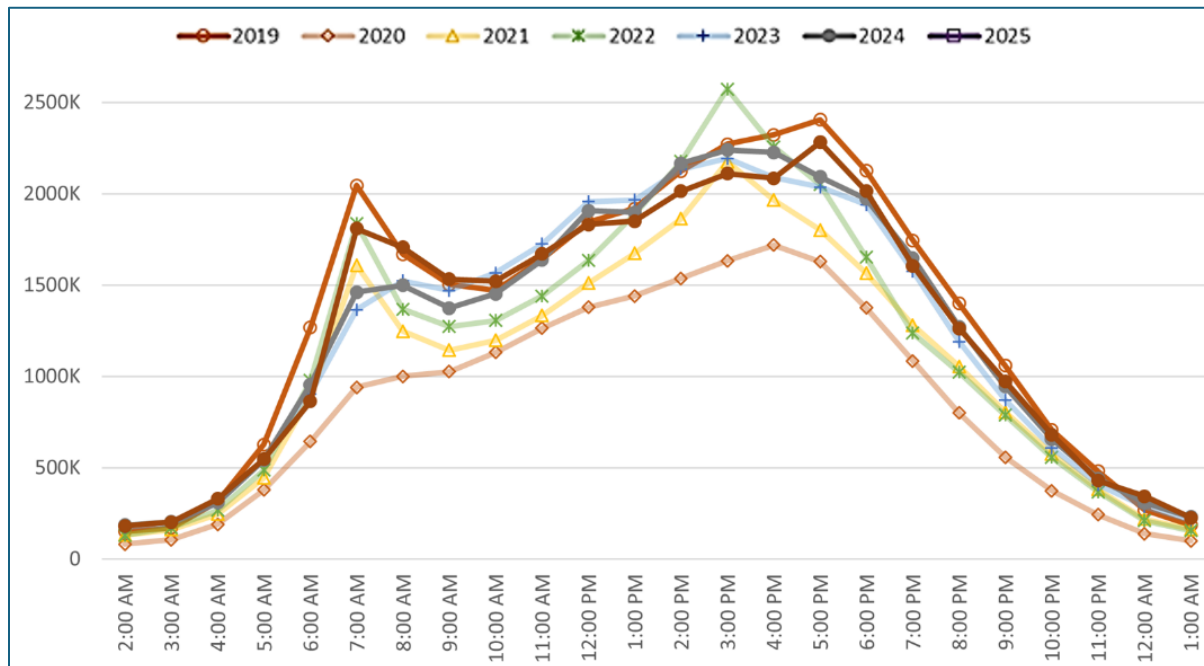
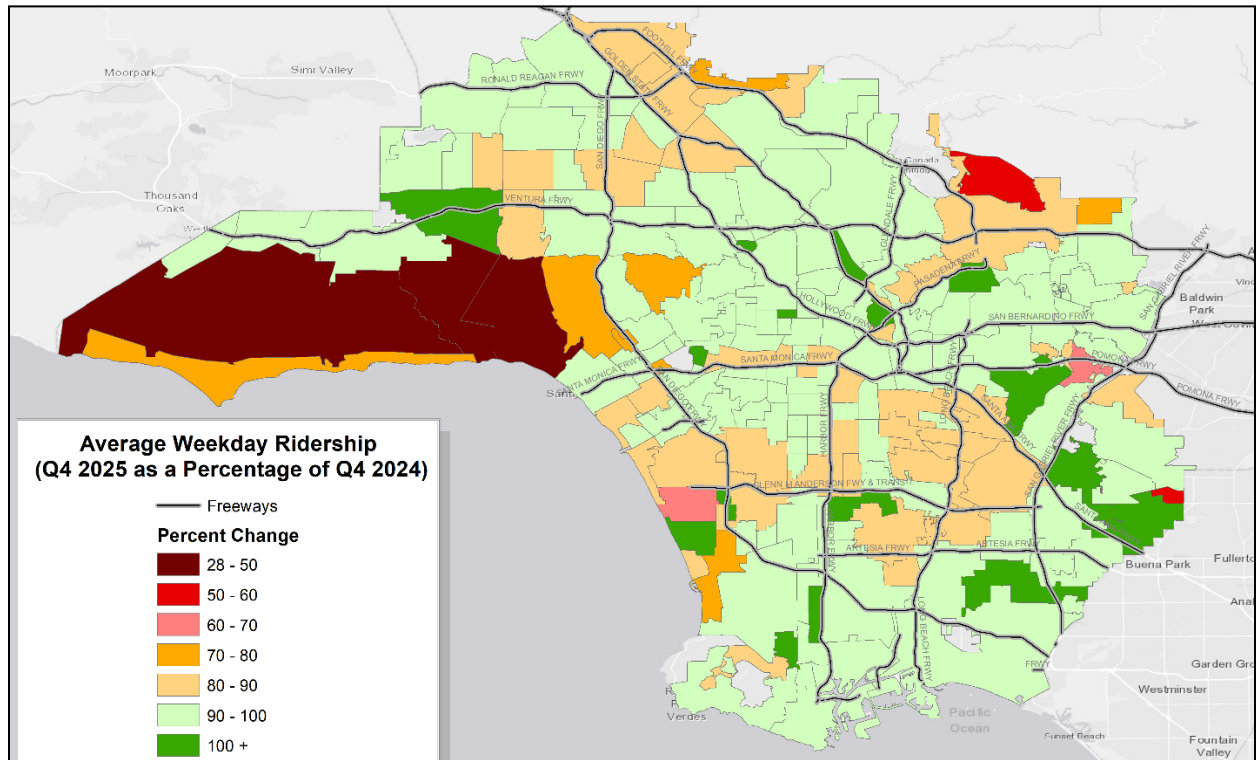


Chart 5: LA County Total Daily Trips By Year and Hour, 2019-2025



Map 1: Q4 2025 Average Weekday Ridership as a Percentage of Q4 2024 Average Weekday Ridership





NextGen Ridership Update Quarter 4, Calendar Year 2025

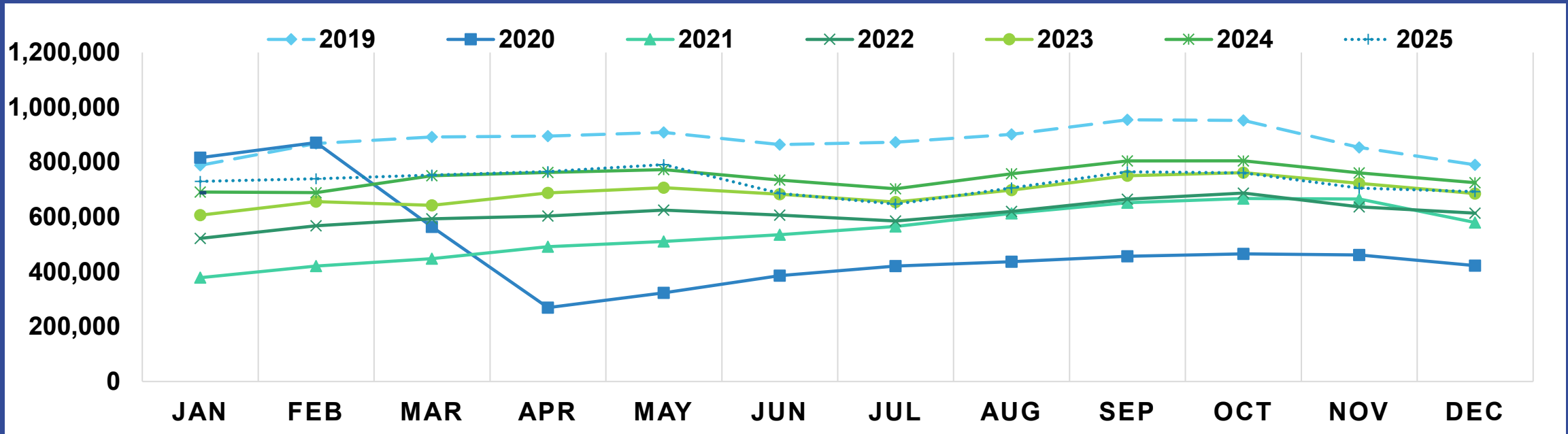
Operations, Safety, and Customer Experience Committee

April 16, 2026



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Average Weekday Ridership 2019-2025



- Average weekday Q4 CY2025 ridership versus Q4 CY2024 declined 5.8%, a lesser decline than 6.4% in Q3.
- The downward trend to CY2023 levels seen first in June 2025 and continuing in Q3 CY2025 (July -7.9%, August -6.8%, September -4.9%), continued in Q4 CY2025 (October -5.5%, November -7.4%, and December -4.5%) as immigration enforcement actions likely continued to impact Metro bus system ridership.
- Average Saturday Q4 CY2025 ridership versus Q4 CY2024 declined 5.8%, a lesser decline than 6.8% in Q3.
- Average Sunday Q4 CY2025 ridership versus Q4 CY2024 declined 3.8%, a lesser decline than 4.6% in Q3.
- While all day types showed smaller year over year ridership declines in Q4 than Q3, the reductions were small.



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Average Weekday Ridership by Service Area

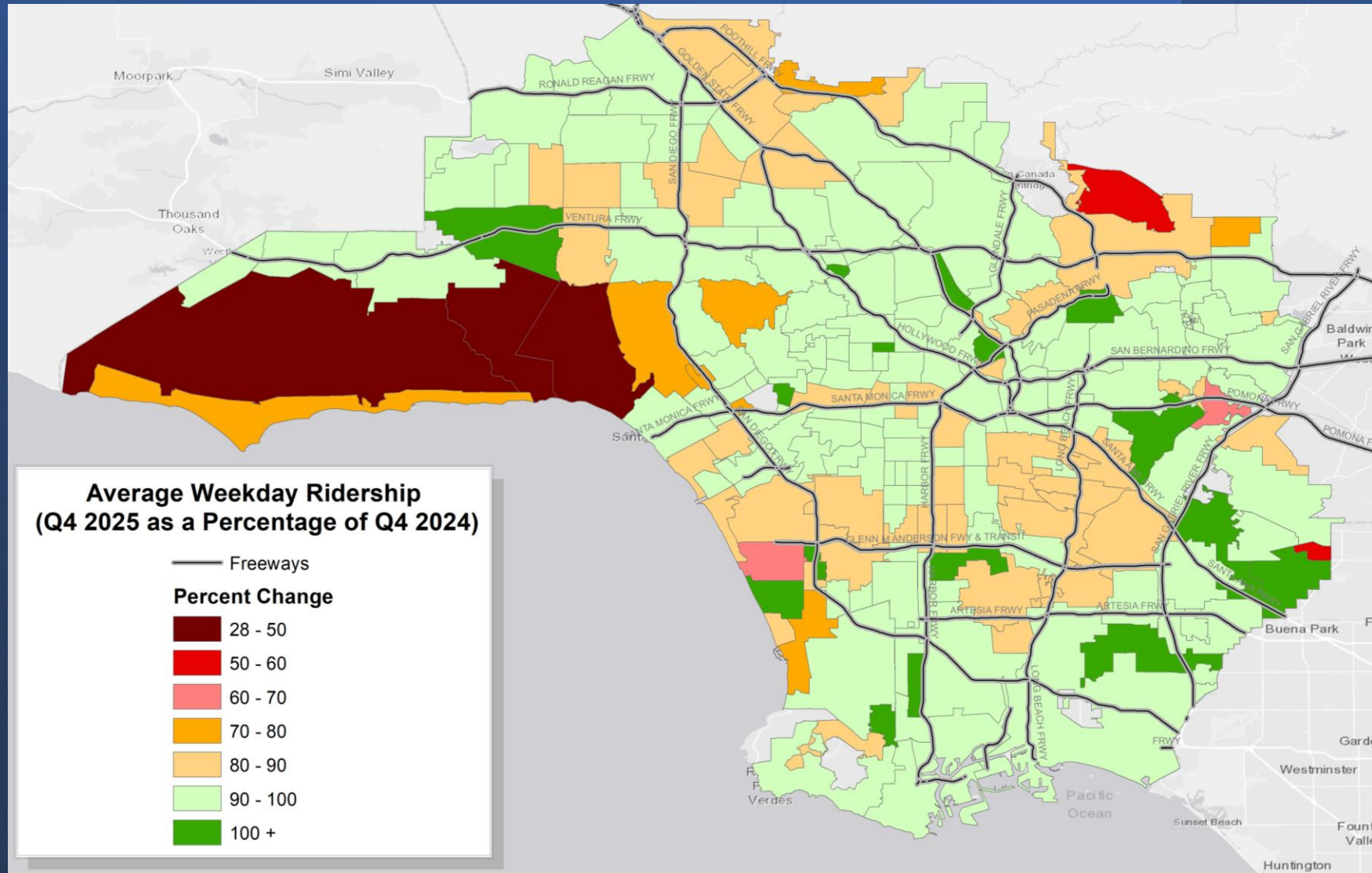
- Year over year ridership declines by service area first seen in Q3 CY2025 were still present in Q4 CY2025.
- Rates of ridership decline, while still significant, were less in Q4 for Gateway Cities which saw highest Q3 declines. San Gabriel Valley and Westside Central areas also saw reduced rates of decline in Q4.
- The opposite was true for South Bay Cities which saw the largest year over year ridership declines in Q4 CY2025. Also notable was a significant increase in rate of decline of ridership in San Fernando Valley in Q4 compared to much lower declines in Q3.
- These results may suggest an intensification of immigration enforcement actions in Q4 in both South Bay Cities and San Fernando Valley regions.
- EFC Ridership in Q4 CY2025 exceeded Q3 CY2024 by 0.5% weekdays and weekends, so it appears the immigration enforcement actions had less impact in EFCs in Q4 2025.

Change in Average Daily Ridership by Service Area Year over Year (YOY) CY2025 versus CY2024, Q4 and Q3	Weekday	Saturday	Sunday
Gateway Cities Q4 YOY	-7.3%	-8.1%	-5.8%
Gateway Cities Q3 YOY	-9.1%	-10.3%	-10.0%
San Fernando Valley Q4 YOY	-5.8%	-6.3%	-4.4%
San Fernando Valley Q3 YOY	-0.8%	-0.6%	0.5%
San Gabriel Valley Q4 YOY	-3.6%	-1.8%	-1.9%
San Gabriel Valley Q3 YOY	-4.7%	-5.0%	-5.6%
South Bay Cities Q4 YOY	-9.0%	-8.8%	-8.7%
South Bay Cities Q3 YOY	-5.8%	-7.9%	-7.3%
Westside Central Q4 YOY	-6.3%	-6.8%	-5.5%
Westside Central Q3 YOY	-6.9%	-7.7%	-4.5%

EFC Ridership Percentage	Weekday	Saturday	Sunday
CY2019 Q4	78.0%	79.5%	79.3%
CY2020 Q4	80.0%	81.1%	80.6%
CY2021 Q4	79.6%	80.1%	80.5%
CY2022 Q4	79.0%	79.8%	79.9%
CY2023 Q4	78.9%	79.7%	79.8%
CY2024 Q4	78.7%	79.4%	79.3%
CY2025 Q4	78.6%	79.0%	78.8%



Q4 2025 Average Weekday Ridership as Percentage of Q4 2024



Largest declines are still seen in areas impacted by the January 2025 fires. Southeast LA where immigration actions had been most common also shows a larger decline, and impacts have expanded to South LA, South Bay, and parts of San Fernando Valley.

Ridership by Time Period

Q4 CY2025 versus Q4 CY2024

Time Period	Weekday CY2024 Q4	Weekday CY2025 Q4	Weekday % Change	Saturday CY2024 Q4	Saturday CY2025 Q4	Saturday % Change	Sunday CY2024 Q4	Sunday CY2025 Q4	Sunday % Change
Early AM (4a-6a)	24,880	22,271	-11.7%	11,480	10,801	-6.3%	8,702	8,420	-3.3%
AM Peak (6a-9a)	151,334	138,118	-9.6%	71,822	63,960	-12.3%	54,517	49,985	-9.1%
Midday (9a-3p)	295,932	278,228	-6.4%	227,576	207,769	-9.5%	195,525	181,250	-7.9%
PM Peak (3p-6p)	243,254	227,071	-7.1%	144,816	134,549	-7.6%	123,700	115,101	-7.5%
Evening (6p-9p)	48,963	47,616	-2.8%	43,971	43,123	-2.0%	37,967	37,334	-1.7%
Late Evening (9p-12a)	14,500	14,560	0.4%	15,208	15,386	1.2%	12,850	12,977	1.0%
Owl (12a-4a)	8,585	8,763	2.0%	9,692	9,731	0.4%	7,900	8,010	1.4%

- Early AM and AM peak showed largest time period ridership year over year declines especially weekdays. This is likely partly due to ridership moving away from office workers to service workers that may travel more in the midday period, though declines due to immigration enforcement are likely present.
- Midday and PM peak in Q4 CY2025 have lesser year over year declines than Early AM & AM peak. These periods have a more broad-based ridership from both office and service workers benefitting from NextGen Bus Plan with improved midday service frequencies. However, declines due to immigration enforcement are also likely present in these two time periods.
- Evening ridership declines were small in Q4, while Late Evening and Owl ridership actually increased in Q4.

Q4 CY2025 versus Q4 CY2024 Line Ridership Changes

- In Q4 CY2025, while bus system ridership declined overall, 17 of 108 weekday, 29 of 103 Saturday, and 36 of 103 Sunday lines increased ridership over Q4 CY2024.
 - Some of these lines had NextGen route and/or frequency improvements. Many others were less frequent Tier 3 & 4 lines operating where immigration enforcement may be less common.
 - Four lines in Q4 CY2025 with largest year over year ridership declines to below 80.0% of Q4 CY2024 ridership were January 2025 Eaton and Palisades fire impacted lines. Other lines were generally not less than 85% of Q4 CY2024 levels, with most above 90.0%.
- Ridership declines were widespread in Q4 CY2025, but impacted frequent, higher ridership NextGen Tier 1 and 2 lines where more immigration enforcement actions may be occurring.
- Productivity (boardings/revenue service hour) in Q4 CY2025 is also down year over year at system level, though lines with increased ridership have generally also improved productivity.

CY2025 vs CY2024 Q4	Weekday	Saturday	Sunday
120%+	1	2	3
110-119%	2	4	4
100-109%	14	23	29
90-99%	80	58	57
80-89%	7	12	7
70-79%	1	2	2
60-69%	2	1	0
50-59%	0	1	1
40-49%	1	0	0
Total	108	103	103



Bus Speed & Reliability Projects

DRAFT, 3/17/2026

Metro Bus Lanes

- Installed
- Planned
- Pending Construction

Jurisdictions

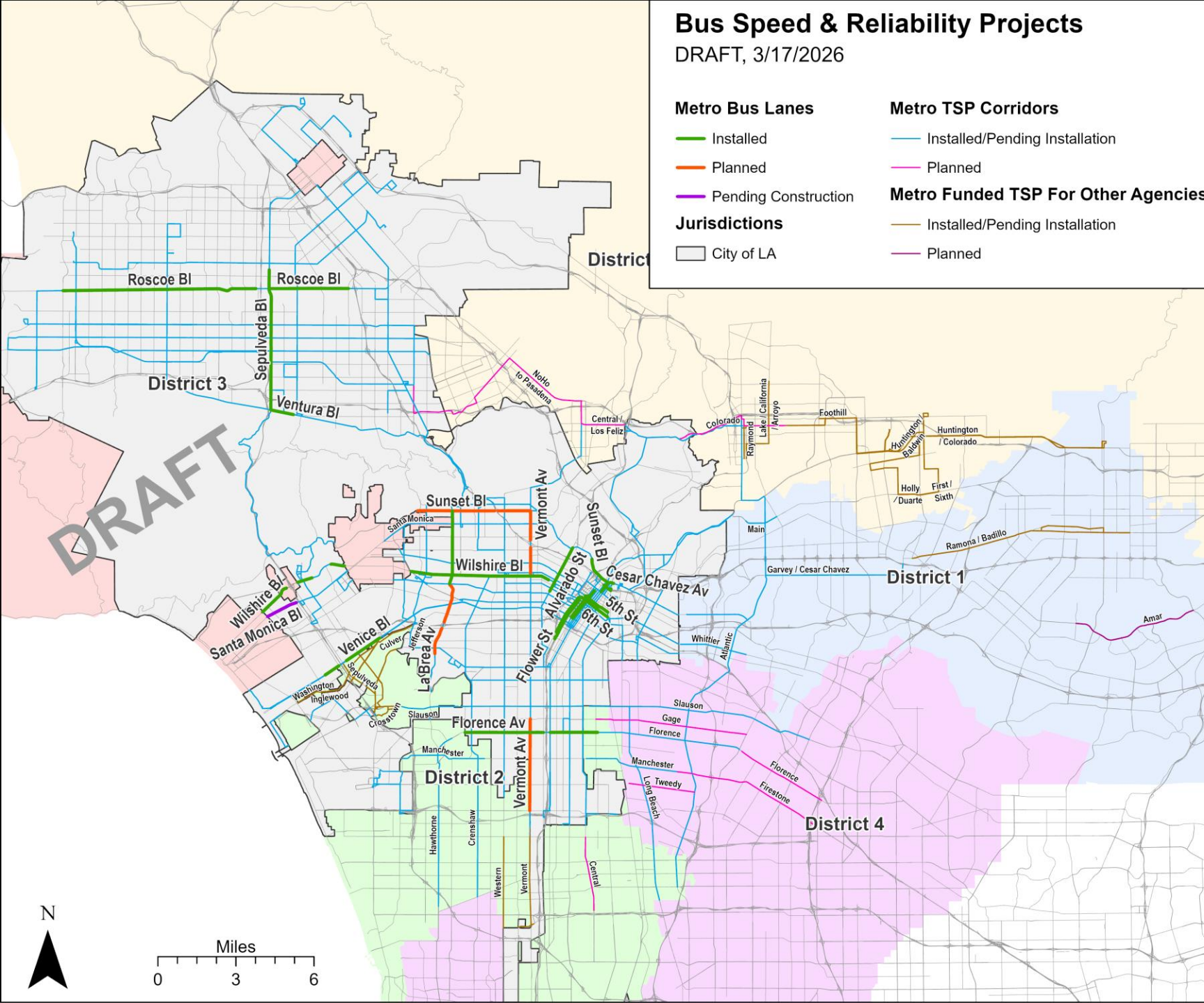
- City of LA

Metro TSP Corridors

- Installed/Pending Installation
- Planned

Metro Funded TSP For Other Agencies

- Installed/Pending Installation
- Planned



Speed & Reliability Updates

Bus lane progress

- 80.5 lane-miles complete
- 2.5 lane-miles pending installation
- 25.2 lane-miles planned

Florence Av

- Project complete in 5/2026

Sunset Bl

- 8.4 lane-miles planned between Vermont Av and Havenhurst Dr

Recent on-board rider bus lane survey

- 71% reported faster travel times
- 69% reported improved reliability

Transit Signal Priority (TSP)

- Upgrading 2,000 TSP signals to cloud-based technology with 500 new TSP signals. Complete by end of 2026.

Bus stop consolidation

- 318 stops consolidated to balance speed and accessibility on Metro's busiest lines.

Headway Based Operation Pilot

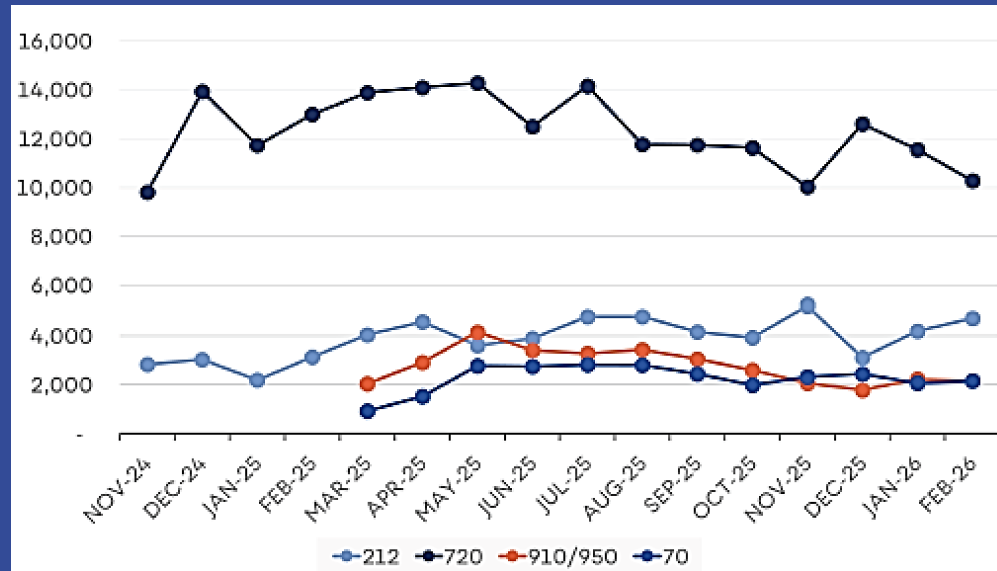
- Pilot completed for Line 16

Bus Lane Enforcement (BLE) Program February 2026 Update

February 2026 Events per Route

- 212: 3,858
- 910/950: 1,229
- 720: 9,379
- 70: 249
- 68% (158) of bus stops with 10+ events
- 176 bus stops with at least one event

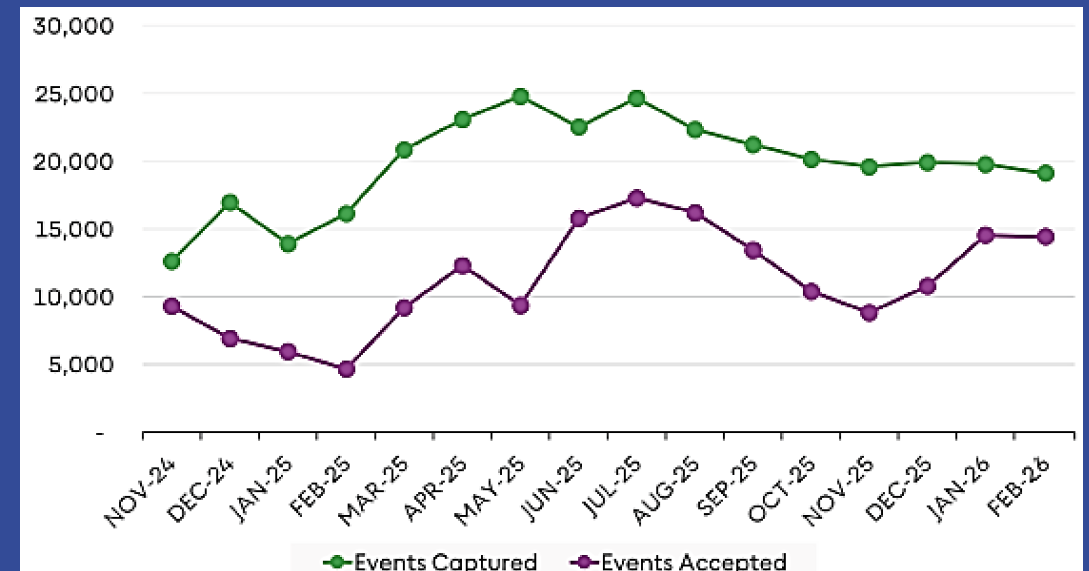
Events Captured By Route



February 2026 Enforcement

- Bus lane events: 14,715 / 649 events per mile
- 54% (95) of all bus lane locations with 10+ events
- 16,638 unique violators; 1,484 repeat offenders
- 9% of vehicles with multiple violations

Events Captured v Accepted



Metro

Impacts of enforcement on individual line performance to be reviewed