



Board Report

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

SUBJECT: NEXTGEN RIDERSHIP UPDATE - Q1 CY2026

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 first quarter (January, February, March) of calendar year 2026, compared to the same Q1 CY2025. Ridership changes are examined by day type (weekday, Saturday, Sunday), service area, 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 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.

Table 1: NextGen Frequency Tiers as of March 2026

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 “Transit First” scenario was expected to achieve a 15-20% ridership increase resulting from increased speed of service/reduced travel times after implementing speed and reliability items including new bus lanes and expanded transit signal priority, with reinvestment of time savings to increase service frequencies.

DISCUSSION

Travel Market

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

Travel volumes by time of day are mixed:

- AM peak travel volumes somewhat recovered in 2025 after remaining well below 2019 levels in 2023 and 2024.
- Midday travel volumes exceeded 2019 levels in 2023, matched them in 2024, but in 2025, 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 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.
- Travel demand during the late evening and overnight hours into the early AM appears to match 2019 levels.

Some of the slight decline in travel demand may be related to immigration enforcement actions, which affect 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) likely continues at higher levels than in the past, but some workers are returning to the office on more days per week, including federal workers returning full time in 2025.

Weekday Ridership:

Q1 CY2026 average weekday ridership declined 3.5% compared to the Q4 CY2025 decline of 5.8%, slightly lower compared to the previous quarter. The peak months for Q1 CY 2026 were March 2026 (739,730 down 1.8%), with February 2026 (715,025, down 3.3%) and January 2026 (688,864, down

5.6%) compared to the same months in 2025. Overall weekday ridership trends are depicted by month in Chart 1, Attachment E.

Saturday Ridership:

Average Saturday bus ridership showed year-over-year declines beginning in June 2025 after several years of consistent growth. Average Q1 Saturday bus ridership declined 5.8% compared to the same quarter in 2025, the same reduction as for Q4 CY2025, and was reduced compared to Q3 CY2025 (which was down 6.8%). The reduction was most pronounced in January 2026 (down 6.9%), with February and March down 4.0% and 4.5%, respectively. Monthly Saturday ridership trends are depicted in Chart 2 in Attachment E.

Sunday Ridership:

Average Sunday bus ridership declined beginning in June 2025, though to a smaller extent than on Saturday. Q1 CY2026 average Sunday ridership showed a 2.2% decline compared with Q1 2025, a smaller decline than the 4.4% and 3.8% declines for Sunday Q3 and Q4 CY2025, respectively. This shows a declining rate of average Sunday ridership by quarter. The largest Sunday decline this quarter was 3.1% in January 2026, with February down 2.5% and March down 1.2%. Results by month are depicted in Chart 3 in Attachment E.

Except for Saturday, these results show significant overall reductions in the rate of ridership decline in Q3 and Q4 CY2025, but still a decline compared to the consistent ridership growth before June 2025. This suggests the impacts of immigration enforcement on Metro bus system ridership may be declining. Results for Q1 CY2026 average daily ridership are summarized in Table 2 below.

Table 2: Average Ridership by Day Type Q1 CY2026 compared to Q1 CY2025

Q1 Calendar Year (CY)	Weekday	Saturday	Sunday
2025	740,612	526,030	425,504
2026	714,869	495,662	415,974
% Change Q1 Year Over Year	-3.5%	-5.8%	-2.2%

Service Reliability

Service reliability improved in Q1 CY2026 versus Q1 CY 2025, with overall bus system on-time performance at 76.5%, up from 75.5% in the same quarter of 2025. This improvement should support ridership retention and growth and should not be considered an overall cause of ridership decline 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) have likely contributed to ridership growth and recovery in 2024 and 2025.

The overall LIFE Program and GoPass boardings growth continued throughout CY2025, even with

the overall ridership decline in the second half of CY2025. While some of these programs' growth is due to new participants, much of it is due to existing riders enrolling. Enrollment and use of these programs have slowed, likely due to immigration enforcement impacts, though they may be helping offset lost ridership.

Ridership by Service Area

Overall, Q1 weekday bus system ridership declined 3.5% compared to 5.8% in Q4 CY2025. There are notable changes, with larger rates of decline in two service areas and reduced rates of decline in three areas compared to Q4 CY2025.

Average Q1 CY2026 weekday ridership compared to Q1 2025 showed declines in all service areas, with the least declines in the San Gabriel Valley and Westside Central, but with large reductions in the rate of decline for South Bay Cities, San Fernando Valley, and Gateway Cities in Q1 CY2026 compared to the previous quarter. Table 5 (Attachment E) shows full year-over-year details of the percentage change in average daily ridership by service area between Q1 CY 2026 and Q3 and Q4 CY 2025.

Saturday system ridership decreased overall, down by 5.8% in Q1 CY2026 over Q1 CY2025, the same as compared to 5.8% in CY2025 Q4, with San Gabriel Valley was least impacted while largest declines were still in South Bay Cities and Gateway Cities.

- These patterns differ from those on weekdays, with steeper declines in Gateway Cities and the San Gabriel Valley in Q1 than in Q4. However, Westside Central, South Bay Cities, and San Fernando Valley saw some mild reductions in the rate of Saturday ridership decline compared to Q4 results.

Sunday ridership in Q1 CY2026 declined overall. However, the rate of decline was less than in Q3 and Q4 CY2025 (down 2.2% compared to 4.4% and 3.8%, respectively). In all five service areas, the rate of decline was less than that of Q4 CY2025; there were significantly lower decline rates for Sunday in Q1 CY2026 in Gateway Cities, South Bay Cities, and Westside Central service areas.

Map 1 in Attachment E shows a comparison of average weekday ridership for Q1 2026 as a percentage of Q1 2025 ridership, illustrating by LA City neighborhood and other LA County cities the level of ridership decline. In Q1 CY2026, larger declines in ridership remain evident in areas affected by the January 2025 fires; these areas account for only a tiny portion of overall bus system ridership, and ridership has begun to recover following service restoration in Q1 CY2026. However, community rebuilding continues, and five bus stop pairs remain out of service on Pacific Coast Highway south of Malibu. Outer areas of the network tended to show increased ridership compared to Q1 CY2025 while small declines were seen year over year in more central parts of the network.

Ridership in EFCs

In Q1 CY2026, EFC boardings as a proportion of total boardings were 1.4% higher than the same quarter of 2019 for weekdays (up 0.6% in Q4 CY2025), up 0.1% for Saturday but down 0.2% from Q4 CY2025, and down 0.1% for Sunday and the same as Q4 CY2025. Compared to Q4 CY2025, this was a big gain for weekdays (0.8%), a minimal change on Saturday (0.2%), and no change for

Sunday in Q1 CY2026.

Ridership by Time Period

Comparing Q1 CY2026 with Q1 CY2025, weekday early AM and AM peak period ridership showed the largest year-over-year declines of 4.5% and 5.7%, respectively. These are far less than the 11.7% and 9.6% year-over-year declines in Q4 CY2025. The midday period was down 3.2%, and the PM peak was next most impacted with a decline of 2.1%, far less than the 6.4% and 7.1% Q4 CY2025 year-over-year declines, respectively. This suggests that travel for work may still be most impacted during the AM peak. Weekday evenings, late evenings, and Owl period all showed increased ridership compared to Q4 CY2025. The evening period increased by 3.1%, reversing a 2.8% decline in Q4 CY2025.

Saturday and Sunday ridership showed the largest declines year-over-year for Q1 CY2026 as follows:

- AM Peak down 8.4% Saturday (down from 12.3% in Q4 CY2025) and down 3.6% Sunday (down from 9.1% in Q4 CY2025),
- Midday down 8.6% Saturday (down from 9.5% in Q4 CY2025) and 4.7% Sunday (down from 7.9% in Q4 CY2025)
- PM peak down 7.3% Saturday (down from 7.6% decline in Q4 CY2025) and down 3.5% Sunday (down from a 7.5% decline in Q4 CY2025)

Least impacted for the daytime were:

- Early AM down 0.7% Saturday (compared to down 6.3% in Q4 CY2025) and up 0.8% Sunday (compared to down 3.3% in Q4 CY2025)
- Evening periods up 2.3% (compared to down 2.0% in Q4 CY2025) and up 3.6% Sunday (compared to down 1.7% in Q4 CY2025).

As with weekdays, both Saturday and Sunday late evening and Owl periods increased ridership: Saturday late evening by 5.9% and 10.8%, compared to 1.2% and 0.4% in Q4 CY2025. Full details are available in Table 6 (Attachment E).

Average Trip Length

Weekday was stable at 3.3 miles, while Saturday was up slightly to 3.4 miles, and Sunday was stable at 3.4 miles, matching the average passenger trip length when most recently measured in 2026. Trip lengths have remained very stable since 2022, even with the recent ridership decline, compared to 4.2-4.3 miles pre-NextGen. This is likely due to NextGen Bus Plan's focus on increasing transit mode share for short-distance trips through more frequent local bus service.

Ridership by Line

Average daily line or line group ridership for Q1 CY2026 versus Q1 CY2025 is compared by day type (weekday, Saturday, Sunday), providing an overview of lines showing varying levels of year-over-year ridership increase or decline (Attachments A, B, and C). Table 7 shows the distribution of line ridership results. Of the 81 weekday bus lines/line groups, 71.6% had ridership in Q1 CY2026 at

between 90-99% of Q1 CY2025 ridership levels, with 67.9% of the 78 Saturday lines/line groups and 59.7% of the 77 Sunday lines/line groups also falling within that tier, which was the largest share of all lines.

Even with the overall system-level trend of reduced ridership in Q1 CY2026, 22 weekday lines/line groups (27.2% of total), 12 Saturday lines (15.4% of total), and 29 Sunday lines (37.7% of total) saw ridership growth compared with Q1 CY2025. Interestingly, as in Q4 CY2025, many of these lines/line groups were lower-frequency, lower-ridership Tiers 3 and 4 lines rather than the higher-frequency, higher-ridership Tiers 1 and 2 lines. However, Tier 3 and 4 only make up 14.3% of total weekday ridership while Tier 1 and 2 make up 85.7%, so it will be important to achieve improved ridership on Tier 1 and 2 lines to improve system ridership overall.

Table 7: Average Daily Ridership by Line Q1 CY2026 versus CY2025

CY2026 vs CY2025 Q1	Weekday	Saturday	Sunday
200%+	1	1	0
150-199%	0	1	2
140-149%	0	0	1
130-139%	0	1	0
120-129%	1	0	0
110-119%	2	1	3
100-109%	18	8	23
90-99%	58	53	46
80-89%	1	13	2
Total	81	78	77

Only few lines with increased ridership were associated with service changes. Lines with increased ridership were distributed across the service area as follows, with the San Fernando Valley strongest:

- San Fernando Valley 9 weekday, 5 Saturday, 13 Sunday lines
- San Gabriel Valley 2 weekday, 3 Saturday, 5 Sunday lines
- Gateway Cities 6 weekday, 1 Saturday, 5 Sunday lines
- South Bay Cities 1 weekday, 1 Saturday, 3 Sunday lines
- Westside Central 4 weekdays, 2 Saturdays, 3 Sundays lines

Two bus lines had significant ridership increases, reversing their significant declines in the quarters since Q1 CY2025, resulting from the Palisades fire of January 2025. Line 602 serving Pacific Palisades was the most impacted line, with ridership in Q1 CY2026 up 126.9% on weekdays, 178.6% on Saturdays, and 179.4% on Sundays compared to Q1 CY2025 levels. Not all areas' populations have yet to return as rebuilding is ongoing. Except for five miles of closed bus stops on PCH south of Malibu, Line 134 has all other stops restored as of Q1 CY2026, with 205.0% weekday ridership increase, 203.5% Saturday, and 171.9% Sunday.

Besides the fire-impacted lines, the largest line ridership improvement rate year over year was 89.3% (improved over 84.6% in Q4 CY2025) on weekdays, 84.0% (down from 86.5% in Q4 CY2025) Saturday, and 88.1% (improved over 85.3% in Q4 CY2025) Sunday, so other than Saturday, the worst year over year rate decline was less impacted than in Q4 CY2025.

Bus Line Productivity

The measure of passenger boardings per revenue service hour is an industry standard measure of productivity. Table 8 (Attachment E) compares the ten highest- and ten lowest-productivity bus lines based on weekday Q1 CY2026 compared to Q1 CY2025 and provides the same data for those lines on weekends. 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 edges of the system, on less busy corridors. Below is data comparing bus system productivity (passenger boardings per revenue service hour) Q1 CY2026 and Q4 CY2025:

- Weekday: 34.1 (up slightly from Q4 CY2025 at 33.8) passenger boardings per revenue service hour (2026) versus 35.0 (2025)
- Saturday: 33.4 (down slightly from 33.6 in Q4 CY2025) passenger boardings per revenue service hour (2026) versus 35.2 (2025)
- Sunday: 28.7 (up slightly from 28.6 in Q4 CY2025) passenger boardings per revenue service hour (2026) versus 29.2 (2025)

Q1 CY2026 weekday and Sunday productivity improved slightly over Q4 CY2025 but were down over Q1 CY2025, which was before the immigration actions began impacting ridership. Only Saturday did not improve in Q1 CY2026. However, productivity improved in Q1 CY2026 compared to Q1 CY2025 for 19 of 81 weekday lines/line groups, 17 of 78 Saturday lines/line groups, and 37 of 77 Sunday lines/line groups. Improved performance is more common on weekends. In some but not all cases, recent service improvements had been made. Line-level ridership details are in the data tables in Attachments A, B, and C.

Speed and Reliability

Beyond the initial Reconnect phase of the NextGen Bus Plan, which includes route restructuring and the establishment of frequency tiers, the "Transit First" scenario is designed to increase ridership by leveraging faster service and shorter travel times through the implementation of items from the speed and reliability toolkit such as new bus lanes, expanded transit signal priority, and stop optimization. Progress on such implementations includes 80.5 lane-miles of new bus priority lanes implemented at the end of FY2026 across Metro's service area. The Florence Av bus lane project is the latest to be installed as of May 2026. Updates on upcoming and recent projects are listed below:

- **Sunset Bl Bus Priority Lanes (Metro Line 2):** Metro began outreach on this 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 over 19,000 daily weekday Metro Line 2 riders by converting existing peak-hour parking lanes 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):** Construction of this peak-hour bus lane project in the City of LA and Unincorporated LA County is complete as of May 2026. This project provides 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 improve Metro Line 111 speed and reliability.
- **Broadway Bus Priority Lanes (Metro Lines 4, 28, 30, 40, 45, and 90):** Metro began outreach on this project in Spring 2026. This 7.9-lane-mile project on Broadway between

Cesar Chavez Av and Martin Luther King Jr. Bl will improve bus speed and reliability for over 58,000 daily weekday boardings. The project would reconfigure lanes to add full-time bus lanes in both directions. Design will begin in summer 2026, with construction to happen later in 2027.

- **Vermont Transit Corridor:** This project continues to advance early implementation of BRT bus lanes ahead of the larger project delivery. The goal is to deliver the speed and reliability benefits of BRT bus lanes as soon as possible so that riders can benefit from improved service, speed, and reliability. At the same time, work continues on other aspects of the larger project.

Bus Lane Enforcement (BLE)

Metro continues partnering with LADOT and West Hollywood to have dedicated parking enforcement details patrol and enforce bus lanes. 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 to capture vehicles stopped or parked in bus lanes during posted operating hours, and at bus stops along the affected routes. A bus lane enforcement expansion program has been approved for funding in the FY2027 capital budget program cycle. The expansion will establish bus lane enforcement on all existing and planned bus lanes throughout the County of Los Angeles and increase the number of vehicles equipped with photo/video capabilities to approximately 400.

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 for Metro 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 weekday ridership has occurred among EFC residents since the NextGen changes were implemented, with increased frequency of service and speed and reliability enhancements. The NextGen focus is on providing EFC 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.

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

Network ridership for the NextGen Bus Plan will continue to be monitored in 2026 as Metro continues to reliably deliver full service. 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

immigration enforcement activities may give many riders the confidence to resume riding the Metro system. Another update is planned for the Board in October 2026, covering Q2 CY2026 (April through June 2026).

ATTACHMENTS

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

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

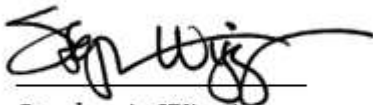
Attachment C - Sunday Ridership Recovery Comparison by Line and Line Group

Attachment D - NextGen Service Tier Changes

Attachment E - NextGen Ridership Review Supporting Data Charts

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Weekday Ridership and Productivity Comparison by Line – Q1 2026 versus Q1 2025

Line	Line Description	Avg Weekday Boardings 2025 Q1	Avg Weekday Boardings 2026 Q1	Weekday Ridership % Change 2026 vs 2025	Weekday RSH 2025	Weekday RSH 2026	% Change 2026 over 2025	Productivity Boardings/ RSH 2025	Productivity Boardings/ RSH 2026	Productivity % 2026 over 2025
134	Santa Monica - Malibu via Pacific Coast Hwy	413	846	205.0%	59.9	60.5	101.0%	6.9	14.0	202.9%
602	Westwood - Pacific Palisades	496	630	126.9%	54.4	53.2	97.8%	9.1	11.8	129.8%
296	Riverside Dr	580	674	116.1%	47.5	47.3	99.6%	12.2	14.2	116.6%
501	North Hollywood - Pasadena Express	1,274	1,413	110.9%	82.6	82.9	100.4%	15.4	17.0	110.5%
158	Plummer St, Woodman Av	1,759	1,916	108.9%	73.7	73.9	100.3%	23.9	25.9	108.6%
102	La Tijera Bl, Exposition Bl	1,372	1,493	108.8%	68.4	68.4	100.0%	20.1	21.8	108.8%
665	CSULA - City Terrace Shuttle	715	761	106.5%	45.5	45.5	100.0%	15.7	16.7	106.5%
577	El Monte - Long Beach VA Express	987	1,050	106.4%	76.5	73.5	96.1%	12.9	14.3	110.8%
120	Imperial Hwy	2,819	2,994	106.2%	135.1	135.3	100.1%	20.9	22.1	106.0%
202	Willowbrook Av	243	257	105.7%	26.9	26.9	100.0%	9.0	9.6	105.7%
235/236	Balboa Bl	1,906	1,955	102.6%	81.2	81.2	100.0%	23.5	24.1	102.6%
230	Laurel Canyon Bl	3,224	3,303	102.5%	90.2	91	100.9%	35.7	36.3	101.6%
180	Hollywood - Pasadena	7,077	7,276	101.6%	615.6	614.9	99.9%	28.7	29.2	101.7%
217	Hollywood Bl Fairfax Bl	10,562	10,650							
10, 48	Melrose Av/Main St/San Pedro St	7,189	7,301	101.5%	219.2	220.2	100.5%	32.8	33.2	101.1%
460	Downtown LA - Norwalk - Disneyland	4,179	4,243	101.5%	181.2	181.6	100.2%	23.1	23.4	101.3%
164	Victory Bl	6,243	6,333	101.4%	199.8	203.9	102.1%	31.2	31.1	99.4%
92	Downtown LA - Glenoaks Bl - Sylmar	5,794	5,869	101.3%	237.8	238.8	100.4%	24.4	24.6	100.9%
218	Studio City - Beverly Hills	634	642	101.1%	32.5	32.4	99.7%	19.5	19.8	101.4%
2	Sunset Bl (became Sunset Bl - Alvarado St)	18,475	18,540	100.4%	472.5	471.7	99.8%	39.1	39.3	100.5%
258	Fremont Av - Eastern Av - Garfield Av	2,182	1,994	100.3%	468.4	472.6	100.9%	18.0	17.9	99.4%
267	El Monte - Pasadena via Temple City Bl and Del Mar Bl	1,770	1,851							
268	El Monte - Pasadena via Baldwin Av	743	682							
287	Mission Dr (176)/Arcadia - Santa Anita Av - El Monte (287)	967	926							
662	Pasadena - Altadena via Lake Av, Lincoln Av	1,391	1,559							
686	Los Robles Av (687); Allen Av (686)		0							
487/489	Downtown LA - San Gabriel Bl (487) - Rosemead Bl (489)	1,363	1,424							

*603 was renamed Line 93 in June 2025 and Line 106 was renamed Line 74 in December 2025. These changes were made to align with Metro’s standard route numbering system. No other changes were made to these routes.
RSH = Revenue Service Hours

Line	Line Description	Avg Weekday Boardings 2025 Q1	Avg Weekday Boardings 2026 Q1	Weekday Ridership % Change 2026 vs 2025	Weekday RSH 2025	Weekday RSH 2026	% Change 2026 over 2025	Productivity Boardings/ RSH 2025	Productivity Boardings/ RSH 2026	Productivity % 2026 over 2025
242/243	Tampa Av & Winnetka Av	1,813	1,815	100.1%	62.5	62.6	100.2%	29.0	29.0	99.9%
210	Crenshaw BI Local	12,762	12,767	100.0%	350.4	350.7	100.1%	36.4	36.4	99.9%
117	Century BI	8,591	8,552	99.5%	233.9	235.3	100.6%	36.7	36.3	98.9%
266	Rosemead BI	5,400	5,369	99.4%	191.7	191.8	100.1%	28.2	28.0	99.4%
206	Normandie Av	9,020	8,952	99.2%	203.3	203.5	100.1%	44.4	44.0	99.1%
150	Ventura BI Local	3,199	3,309	98.9%	505.1	508	100.6%	33.5	33.0	98.3%
240	Reseda BI/Ventura BI Local	11,833	11,704							
244	Topanga Canyon BI (245); De Soto Av (244)	1,911	1,741							
90	Downtown LA - Foothill BI	5,850	5,714	98.9%	615.2	613.2	99.7%	26.2	26.0	99.3%
222	Hollywood Way	1,034	1,152							
224	Lankershim BI	6,426	6,192							
237	Whiteoak Av, Woodley Av	1,722	1,801							
690	Foothill BI	1,081	1,084							
212	La Brea Av	9,161	9,022	98.5%	291.1	291.1	100.0%	31.5	31.0	98.5%
128	Alondra BI	1,059	1,043	98.5%	43.6	43.6	100.0%	24.3	23.9	98.5%
78	Downtown LA - South Arcadia via Huntington Dr/Las Tunas Dr	6,893	6,806	98.4%	311.9	312.5	100.2%	25.0	24.5	98.2%
179	Rose Hill - Arcadia via Huntington Dr	897	861							
207	Western Av Local	25,160	24,766	98.4%	440.7	440.8	100.0%	57.1	56.2	98.4%
211/215	Prairie Av/Inglewood Av	364	357	98.2%	25.1	25.2	100.4%	14.5	14.2	97.8%
94	Downtown LA - San Fernando Rd - North Hollywood	6,760	6,593	98.1%	402.3	404.2	100.5%	24.5	23.9	97.6%
294	San Fernando Rd Rapid (794)/Burbank - Sylmar San Fernando Rd (294)	1,335	1,219							
154	Burbank BI Oxnard St	608	641							
155	Riverside Dr	1,133	1,196							
205	San Pedro - Willowbrook via Vermont Av, Wilmington Av	2,981	3,030	98.1%	290.3	292.9	100.9%	22.6	22.0	97.3%
550	San Pedro - Harbor Gateway Transit Center - USC	434	449							
246	San Pedro - Harbor Gateway Transit Center via Avalon BI	3,142	2,956							
601	Warner Center Shuttle	372	364	97.8%	34.5	34.4	99.7%	10.8	10.6	98.1%
18	Whitter BI W 6th St	20,171	19,248	97.6%	1,295.7	1,295.3	100.0%	37.1	36.2	97.7%
20	Wilshire BI Local	8,677	8,578							
720	Wilshire BI Rapid	19,174	19,057							
62	Telegraph Rd	2,995	2,922	97.6%	127.8	127.5	99.8%	23.4	22.9	97.8%

Line	Line Description	Avg Weekday Boardings 2025 Q1	Avg Weekday Boardings 2026 Q1	Weekday Ridership % Change 2026 vs 2025	Weekday RSH 2025	Weekday RSH 2026	% Change 2026 over 2025	Productivity Boardings/ RSH 2025	Productivity Boardings/ RSH 2026	Productivity % 2026 over 2025
14/37	Beverly BI - W Adams BI	11,921	11,627	97.5%	281.5	282	100.2%	42.3	41.2	97.4%
53	Central Av	11,632	11,330	97.4%	291.5	291.4	100.0%	39.9	38.9	97.4%
55	Compton Av	7,830	7,612	97.2%	202.4	204.4	101.0%	38.7	37.2	96.3%
166	Nordhoff St	6,328	6,153	97.2%	155.9	156.5	100.4%	40.6	39.3	96.9%
108	Slauson Av	14,580	14,156	97.1%	380.4	381.7	100.3%	38.3	37.1	96.8%
76	Valley BI	6,221	6,034	97.0%	213.8	214.8	100.5%	29.1	28.1	96.5%
754	Vermont Av Rapid	13,628	13,191	96.8%	231.7	231.7	100.0%	58.8	56.9	96.8%
232	LAX - Long Beach via Sepulveda BI, Pacific Coast Hwy	4,413	4,272	96.8%	198.9	198.5	99.8%	22.2	21.5	97.0%
204	Vermont Av Local	22,181	21,339	96.2%	334.5	334.7	100.1%	66.3	63.8	96.1%
910/950	J Line BRT - El Monte - Downtown LA - Harbor Transitway - San Pedro	16,039	15,401	96.0%	388.1	387.7	99.9%	41.3	39.7	96.1%
4	Santa Monica BI Local	23,335	22,367	95.9%	631.3	630.2	99.8%	37.0	35.5	96.0%
162	Sherman Way	9,895	9,487	95.9%	245.2	244.7	99.8%	40.4	38.8	96.1%
605	LAC USC Medical Center Shuttle	2,440	2,337	95.8%	65.1	65.7	100.9%	37.5	35.6	94.9%
233	Van Nuys BI Local	12,779	11,713	95.7%	776.5	773.8	99.7%	36.5	35.0	96.0%
761	Van Nuys BI - Westside Rapid (788); new Van Nuys BI Westside Rapid (761)	6,767	6,882							
234	Sepulveda BI Local	8,776	8,509							
125	Rosecrans Av	5,187	4,965	95.7%	178.3	174.2	97.7%	29.1	28.5	98.0%
115	Manchester Av - Firestone BI	11,809	11,284	95.6%	291.6	291.6	100.0%	40.5	38.7	95.6%
81	Figueroa St	10,002	9,374	95.5%	361.7	362	100.1%	35.7	34.1	95.4%
182	Silver Lake - East Hollywood	2,906	2,953							
28	Olympic BI Local	10,321	9,853	95.5%	309.3	308.4	99.7%	33.4	31.9	95.7%
110	Gage Av	7,865	7,512	95.5%	228.7	229.5	100.3%	34.4	32.7	95.2%
260	Artesia - Pasadena via Atlantic BI and Fair Oaks Av	10,862	10,327	95.4%	335.7	335.8	100.0%	34.0	32.4	95.4%
660	Atlantic BI Rapid (762)/Altadena - Pasadena (660)	536	547							
33	Venice BI Local	16,659	15,873	95.3%	506.6	506.3	99.9%	32.9	31.4	95.3%
167	Coldwater Canyon Av - Devonshire St	1,390	1,322	95.1%	66.5	69.5	104.5%	20.9	19.0	91.0%
152	Roscoe BI	10,577	10,026	94.8%	243.2	242.0	99.5%	43.5	41.4	95.3%
45	Broadway Local	13,305	12,525	94.4%	394.8	392.3	99.4%	38.5	36.6	95.0%
127	Compton BI, Somerset BI	1,913	1,839							

Line	Line Description	Avg Weekday Boardings 2025 Q1	Avg Weekday Boardings 2026 Q1	Weekday Ridership % Change 2026 vs 2025	Weekday RSH 2025	Weekday RSH 2026	% Change 2026 over 2025	Productivity Boardings/ RSH 2025	Productivity Boardings/ RSH 2026	Productivity % 2026 over 2025
16	3rd St	19,855	18,681	94.3%	469.4	466.8	99.4%	43.6	41.4	94.9%
617	Robertson Bl - Beverwil Dr	616	634							
111	Florence Av	14,319	13,502	94.3%	346.8	347.3	100.1%	41.3	38.9	94.2%
40	MLK - Hawthorne Bl	13,596	12,815	94.3%	425.6	425.9	100.1%	31.9	30.1	94.2%
901	G Line BRT - North Hollywood - Canoga Park - Chatsworth	12,819	12,085	94.3%	376.2	335.1	89.1%	34.1	36.1	105.8%
209	Van Ness Av/Arlington Av	374	352	94.3%	31.4	31.4	100.0%	11.9	11.2	94.3%
105	Vernon Av, La Cienega Bl	14,385	13,522	94.0%	345.2	354.8	102.8%	41.7	38.1	91.5%
93*	Hoover St	7,492	7,041	94.0%	234.2	232.9	99.4%	32.0	30.2	94.5%
165	Vanowen St	8,478	7,920	93.4%	217.9	221.9	101.8%	38.9	35.7	91.7%
70	Downtown LA - City Terrace - CSULA	15,365	14,550	93.2%	591.9	422.2	71.3%	32.9	43.0	130.7%
74*	Montebello - Downtown LA - Monterey Park via Cesar Chavez Av & City Terrace	4,089	3,584							
35/38	Washington Bl/W Jefferson Bl	5,314	4,934	92.9%	149.5	146.5	98.0%	35.5	33.7	94.8%
251	Soto St	14,560	13,511	92.8%	360.1	360.9	100.2%	40.4	37.4	92.6%
265	Paramount Bl	1,252	1,160	92.7%	61	61.9	101.5%	20.5	18.7	91.3%
51	Avalon Bl, W 7th St	18,181	16,837	92.6%	432.3	427	98.8%	42.1	39.4	93.8%
161	Canoga Station - Thousand Oaks	777	717	92.3%	50.5	50.2	99.4%	15.4	14.3	92.9%
66	E. Olympic Bl/W 8th St	12,767	11,692	91.6%	270.8	264.1	97.5%	47.1	44.3	93.9%
30	Pico Bl	8,217	7,522	91.6%	206.8	219	105.9%	39.7	34.3	86.5%
169	Saticoy St	2,115	1,938	91.6%	83.7	83.1	99.3%	25.3	23.3	92.3%
611	Huntington Park Shuttle	1,298	1,187	91.5%	49.7	49.7	100.0%	26.1	23.9	91.5%
344	Hawthorne Bl, Rancho Palos Verdes	1,402	1,282	91.4%	65.3	67.0	102.6%	21.5	19.1	89.1%
60	Downtown LA - Artesia via Long Beach Bl	14,272	12,747	89.3%	427.3	415.4	97.2%	33.4	30.7	91.9%

Saturday Ridership and Productivity Comparison by Line – Q1 2026 versus Q1 2025

Line	Line Description	Avg Saturday Boardings 2025 Q1	Avg Saturday Boardings Q1-2026	Saturday Ridership % Change 2026 vs 2025	Saturday RSH 2025	Saturday RSH 2026	RSH % 2026 over 2025	Productivity Boardings/ RSH 2025	Productivity Boardings/ RSH 2026	Productivity % 2026 over 2025
134	Santa Monica - Malibu via Pacific Coast Hwy	397	807	203.5%	51.3	52.3	101.9%	7.7	15.4	199.6%
602	Westwood - Pacific Palisades	274	490	178.6%	49.7	49.7	100.0%	5.5	9.9	178.6%
296	Riverside Dr	442	589	133.2%	31.4	31.5	100.3%	14.1	18.7	132.7%
218	Studio City - Beverly Hills	527	594	112.5%	32.4	32.4	100.0%	16.3	18.3	112.5%
501	North Hollywood - Pasadena Express	730	792	108.5%	59.3	55	92.7%	12.3	14.4	117.0%
120	Imperial Hwy	1,734	1,869	107.8%	94.8	94.9	100.1%	18.3	19.7	107.6%
665	CSULA - City Terrace Shuttle	384	412	107.3%	29.1	29.1	100.0%	13.2	14.2	107.3%
180	Hollywood - Pasadena	6,262	6,284	103.4%	230.6	231.7	100.1%	29.6	30.6	103.3%
217	Hollywood Bl Fairfax Bl	8,228	8,703		259.1	258.7				
150	Ventura Bl	2,000	2,076	101.9%	82.4	82.2	99.9%	29.7	30.3	102.0%
240	Topanga Canyon Bl (245); Reseda/Ventura (240)	7,929	8,079		236.9	236.9				
244	Reseda Bl - Ventura Bl - Van Nuys Bl Rapid (744)/De Soto Av (244)	922	906		45.6	45.4				
158	Plummer St, Woodman Av	1,027	1,034	100.7%	43.2	43.3	100.2%	23.8	23.9	100.5%
232	LAX - Long Beach via Sepulveda Bl, Pacific Coast Hwy	3,234	3,250	100.5%	137	136.5	99.6%	23.6	23.8	100.9%
258	Fremont Av - Eastern Av - Garfield Av	1,123	1,070	100.2%	55.9	55.9	100.0%	16.5	16.5	100.2%
267	El Monte - Pasadena via Temple City Bl and Del Mar Bl	788	795		46.2	46.4				
268	El Monte - Pasadena via Baldwin Av	490	468		29.8	29.8				
287	Arcadia - Santa Anita Av - El Monte	316	236		15.8	15.8				
487	Downtown LA - San Gabriel Bl	540	597		44.1	44				
662	Pasadena - Altadena via Lake Av, Lincoln Av	1,123	1,224		74.1	74.1				
164	Victory Bl	3,557	3,549	99.8%	109.1	106.7	97.8%	32.6	33.3	102.0%
102	La Tijera Bl, Exposition Bl	1,209	1,207	99.8%	66.4	66.5	100.2%	18.2	18.2	99.7%
206	Normandie Av	6,192	6,147	99.3%	138.3	138.6	100.2%	44.8	44.4	99.1%
460	Downtown LA - Norwalk - Disneyland	3,416	3,391	99.3%	153.7	153.6	99.9%	22.2	22.1	99.3%
93*	Hoover St	5,912	5,862	99.1%	204.2	206.6	101.2%	29.0	28.4	98.0%
205	San Pedro - Willowbrook via Vermont Av, Wilmington Av	1,536	1,522	99.1%	86	86.2	100.2%	17.9	17.7	98.9%

*603 was renamed Line 93 in June 2025 and Line 106 was renamed Line 74 in December 2025. These changes were made to align with Metro’s standard route numbering system. No other changes were made to these routes.

RSH = Revenue Service Hours

Line	Line Description	Avg Saturday Boardings 2025 Q1	Avg Saturday Boardings Q1-2026	Saturday Ridership % Change 2026 vs 2025	Saturday RSH 2025	Saturday RSH 2026	RSH % 2026 over 2025	Productivity Boardings/ RSH 2025	Productivity Boardings/ RSH 2026	Productivity % 2026 over 2025
78	Downtown LA - South Arcadia via Huntington Dr/Las Tunas Dr	4,530	4,440	98.5%	139.7	139.7	99.9%	28.6	28.1	98.5%
179	Rose Hill - Arcadia via Huntington Dr	856	862		48.9	48.8				
94	Downtown LA - San Fernando Rd - North Hollywood	5,195	5,019	97.8%	167.3	162.3	97.9%	23.3	23.2	99.9%
155	Riverside Dr	928	1,020		59.8	57.4				
154	Burbank BI Oxnard St	495	496		34.9	36				
294	Burbank - Sylmar San Fernando Rd	1,167	1,079		72.8	72.1				
2	Sunset BI (became Sunset BI - Alvarado St)	14,868	14,470	97.3%	379.6	378.4	99.7%	39.2	38.2	97.6%
53	Central Av	7,828	7,586	96.9%	204.6	204.5	100.0%	38.3	37.1	97.0%
18	Whitter BI W 6th St	16,046	15,228	96.7%	344.5	344.1	100.2%	36.6	35.4	96.5%
20	Wilshire BI Local	6,369	6,321		248.4	248.9				
720	Wilshire BI Rapid	13,978	13,639		400.3	402				
605	LAC USC Medical Center Shuttle	1,361	1,317	96.7%	46.5	46.5	100.0%	29.3	28.3	96.7%
125	Rosecrans Av	3,009	2,908	96.6%	106.4	106.5	100.1%	28.3	27.3	96.6%
167	Coldwater Canyon Av - Devonshire St	1,025	989	96.6%	70.6	68.6	97.2%	14.5	14.4	99.4%
210	Crenshaw BI Local	10,414	10,053	96.5%	316.7	318.2	100.5%	32.9	31.6	96.1%
901	G Line BRT - North Hollywood - Canoga Park - Chatsworth	8,342	8,033	96.3%	288.4	256.8	89.0%	28.9	31.3	108.1%
117	Century BI	5,556	5,348	96.2%	125.1	125.1	100.0%	44.4	42.7	96.2%
230	Laurel Canyon BI	1,871	1,795	95.9%	63.3	61.5	97.2%	29.6	29.2	98.7%
260/261	Artesia - Pasadena via Atlantic BI and Fair Oaks Av	6,886	6,624	95.8%	187.2	188	100.4%	33.9	32.4	95.4%
660	Pasadena - Altadena via Fair Oaks Av	667	611		35.5	35.6				
76	Valley BI	4,885	4,678	95.8%	152.8	154	100.8%	32.0	30.4	95.0%
33	Venice BI Local	13,135	12,574	95.7%	360.9	362.9	100.6%	36.4	34.6	95.2%
266	Rosemead BI	4,033	3,859	95.7%	126.4	126.5	100.1%	31.9	30.5	95.6%
236	Balboa BI	759	726	95.6%	45.5	45.5	100.0%	16.7	15.9	95.6%
90	Downtown LA - Foothill BI	4,074	3,839	95.5%	144.5	140.7	98.7%	23.7	23.0	96.7%
222	Hollywood Way	772	766		56.6	56.6				
224	Lankershim BI	4,619	4,212		154.6	152.4				
237	Whiteoak Av, Woodley Av	1,116	1,223		69.7	69.7				
690	Foothill BI	623	661		46.4	46.4				
108	Slauson Av	9,335	8,884	95.2%	223.3	224.3	100.4%	41.8	39.6	94.7%
212	La Brea Av	6,608	6,275	95.0%	187.3	188	100.4%	35.3	33.4	94.6%

Line	Line Description	Avg Saturday Boardings 2025 Q1	Avg Saturday Boardings Q1-2026	Saturday Ridership % Change 2026 vs 2025	Saturday RSH 2025	Saturday RSH 2026	RSH % 2026 over 2025	Productivity Boardings/ RSH 2025	Productivity Boardings/ RSH 2026	Productivity % 2026 over 2025
92	Downtown LA - Glenoaks BI - Sylmar	4,318	4,097	94.9%	159	156.8	98.6%	27.2	26.1	96.2%
246	San Pedro - Harbor Gateway Transit Center via Avalon BI	2,512	2,384	94.9%	108.5	108.5	100.0%	23.2	22.0	94.9%
14/37	Beverly BI - W Adams BI	7,649	7,253	94.8%	208.9	209.6	100.3%	36.6	34.6	94.5%
81	Figueroa St	7,300	6,821	94.7%	203.2	202.9	100.0%	31.8	30.1	94.7%
182	Downtown LA - Eagle Rock via York BI	1,995	1,981		88.9	89.3				
115	Manchester Av - Firestone BI	8,006	7,567	94.5%	185.4	186.5	100.6%	43.2	40.6	94.0%
16	3rd St	14,803	13,902	94.3%	284.7	283.3	99.6%	47.4	44.9	94.7%
617	Robertson BI - Beverwil Dr	309	351		33.9	33.9				
169	Saticoy St	1,300	1,225	94.2%	66	65.5	99.2%	19.7	18.7	94.9%
10, 48	Melrose Av/Main St/San Pedro St	4,328	4,073	94.1%	145.3	148.4	102.1%	29.8	27.4	92.1%
35/38	Washington BI/W Jefferson BI	3,173	2,981	93.9%	102.3	105.3	102.9%	31.0	28.3	91.3%
62	Telegraph Rd	2,255	2,115	93.8%	94.2	94.2	100.0%	23.9	22.5	93.8%
152	Roscoe BI	7,252	6,780	93.5%	171.6	170.7	99.5%	42.3	39.7	94.0%
251	Soto St	8,493	7,927	93.3%	234.1	235.1	100.4%	36.3	33.7	92.9%
4	Santa Monica BI Local	20,125	18,740	93.1%	469.6	470.2	100.1%	42.9	39.9	93.0%
207	Western Av Local	19,785	18,427	93.1%	299	299.4	100.1%	66.2	61.5	93.0%
754	Vermont Av Rapid	9,422	8,752	92.9%	144.5	144.8	100.2%	65.2	60.4	92.7%
70	Montebello - Downtown LA via Cesar Chavez Av	11,384	10,560	92.8%	292	294.8	101.0%	39.0	35.8	91.9%
40	MLK - Hawthorne BI	10,107	9,382	92.8%	348.2	348.4	100.1%	29.0	26.9	92.8%
162	Sherman Way	6,785	6,278	92.5%	170.8	170.3	99.7%	39.7	36.9	92.8%
204	Vermont Av Local	18,170	16,791	92.4%	258.2	259.0	100.3%	70.4	64.8	92.1%
910/950	J Line BRT - El Monte - Downtown LA - Harbor Transitway - San Pedro	8,927	8,221	92.1%	205.5	203.4	99.0%	43.4	40.4	93.0%
105	Vernon Av, La Cienega BI	9,991	9,193	92.0%	223.9	228.4	102.0%	44.6	40.2	90.2%
127		11,245	10,266	91.3%	337.6	337.4	99.9%	33.3	30.4	91.3%
45	Broadway Local									
28	Olympic BI Local	7,424	6,776	91.3%	208.9	208.9	100.0%	35.5	32.4	91.3%
233	Van Nuys BI Local	9,927	8,746	91.2%	220.2	220.2	98.8%	37.6	34.7	92.4%
234	Sepulveda BI Local	6,045	5,591		173.9	167.6				
761	Sepulveda BI - Westside Rapid (734); Van Nuys BI Westside Rapid (761)	4,087	3,966		139.5	139.4				
60	Downtown LA - Artesia via Long Beach BI	9,959	9,025	90.6%	320.2	320.9	100.2%	31.1	28.1	90.4%
110	Gage Av	4,446	4,013	90.3%	112.1	112.1	100.0%	39.7	35.8	90.3%

Line	Line Description	Avg Saturday Boardings 2025 Q1	Avg Saturday Boardings Q1-2026	Saturday Ridership % Change 2026 vs 2025	Saturday RSH 2025	Saturday RSH 2026	RSH % 2026 over 2025	Productivity Boardings/ RSH 2025	Productivity Boardings/ RSH 2026	Productivity % 2026 over 2025
55	Compton Av	4,919	4,427	90.0%	124.2	124.8	100.5%	39.6	35.5	89.6%
265	Paramount Bl	648	582	89.9%	37.5	37.5	100.0%	17.3	15.5	89.9%
242/243	Tampa Av & Winnetka Av	1,185	1,062	89.7%	55	55	100.0%	21.5	19.3	89.7%
165	Vanowen St	4,610	4,105	89.0%	111.7	112.5	100.7%	41.3	36.5	88.4%
161	Canoga Station - Thousand Oaks	619	553	89.4%	40.8	40.7	99.8%	15.2	13.6	89.6%
601	Warner Center Shuttle	275	244	88.8%	33.8	33.7	99.7%	8.1	7.2	89.1%
111	Florence Av	10,565	9,296	88.0%	227.3	227.5	100.1%	46.5	40.9	87.9%
611	Huntington Park Shuttle	1,016	886	87.2%	46.7	46.8	100.2%	21.8	18.9	87.0%
30	Pico Bl	6,437	5,595	86.9%	138.3	148.4	107.3%	46.5	37.7	81.0%
166	Nordhoff St	3,521	3,054	86.7%	80.1	80.2	100.1%	44.0	38.1	86.6%
74*	Montebello - Downtown LA - Monterey Park via Cesar Chavez Av & City Terrace	2,264	1,951	86.1%	96.9	96.9	100.0%	23.4	20.1	86.1%
66	E Olympic Bl/W 8th St	9,764	8,398	86.0%	188.8	187	99.0%	51.7	44.9	86.8%
344	Hawthorne Bl, Rancho Palos Verdes	1,024	864	84.4%	44.6	44.5	99.8%	23.0	19.4	84.6%
51	Avalon Bl, W 7th St	14,692	12,338	84.0%	349.9	285.2	81.5%	42.0	43.3	103.0%

Sunday Ridership and Productivity Comparison by Line – Q1 2026 versus Q1 2025

Line	Description	Avg Sunday Boardings Q1 2025	Avg Sunday Boardings Q1 2026	Sunday Ridership Recovery 2026 Versus 2025	Sunday RSH 2025	Sunday RSH 2026	RSH % 2026 Over 2025	Productivity Boardings/ RSH 2025	Productivity Boardings/ RSH 2026	Productivity % 2026 Over 2025
602	Westwood - Pacific Palisades	234	420	179.4%	49.7	49.7	100.0%	4.7	8.5	179.4%
134	Santa Monica - Malibu via Pacific Coast Hwy	394	677	171.9%	51.3	52.3	101.9%	7.7	13.0	168.6%
296	Riverside Dr	352	493	140.0%	31.4	31.5	100.3%	11.2	15.6	139.5%
158	Plummer St, Woodman Av	786	912	116.0%	43	42.9	99.8%	18.3	21.3	116.3%
601	Warner Center Shuttle	235	270	115.0%	33.8	33.7	99.7%	7.0	8.0	115.4%
501	North Hollywood - Pasadena Express	640	713	111.4%	59.3	55.8	94.1%	10.8	12.8	118.4%
120	Imperial Hwy	1,428	1,562	109.4%	87.7	87.7	100.0%	16.3	17.8	109.4%
258	Fremont Av - Eastern Av - Garfield Av	831	972	108.9%	55.9	55.9	100.0%	13.3	14.5	108.9%
267	El Monte - Pasadena via Temple City Bl and Del Mar Bl	652	703		46.2	46.3				
268	El Monte - Pasadena via Baldwin Av	379	386		29.8	29.8				
287	Arcadia - Santa Anita Av - El Monte	239	219		15.8	15.8				
487	Downtown LA - San Gabriel Bl	435	449		44.1	44				
662	Pasadena - Altadena via Lake Av, Lincoln Av	981	1,103		73.1	73.1				
605	LAC USC Medical Center Shuttle	1,009	1,093	108.3%	46.4	46.4	100.0%	21.7	23.6	108.3%
665	CSULA - City Terrace Shuttle	310	334	107.5%	29.1	29.1	100.0%	10.7	11.5	107.5%
180	Hollywood - Pasadena	5,157	5,424	107.1%	230.5	230.5	99.9%	24.8	26.6	107.2%
217	Hollywood Bl Fairfax Bl	6,977	7,571		259.1	258.7				
128	Alondra Bl	522	556	106.5%	43.7	43.7	104.6%	25.4	25.4	100.2%
55	Compton Av	3,538	3,697	104.5%	116.3	123.6				
102	La Tijera Bl, Exposition Bl	1,031	1,075	104.3%	66.4	66.5	100.2%	15.5	16.2	104.1%
125	Rosecrans Av	2,396	2,493	104.0%	106.4	106.5	100.1%	22.5	23.4	103.9%
460	Downtown LA - Norwalk - Disneyland	2,842	2,948	103.7%	150.7	150.7	100.0%	18.9	19.6	103.7%
164	Victory Bl	2,745	2,846	103.7%	109.1	106.6	97.7%	25.2	26.7	106.1%
218	Studio City - Beverly Hills	436	450	103.1%	32.4	32.4	100.0%	13.5	13.9	103.1%
53	Central Av	6,235	6,382	102.4%	203.2	201.8	99.3%	30.7	31.6	103.1%
161	Canoga Station - Thousand Oaks	438	447	102.0%	40.8	40.7	99.8%	10.7	11.0	102.3%
94	Downtown LA - San Fernando Rd - North Hollywood	4,273	4,288	101.5%	164.8	162.7	98.7%	19.1	19.6	102.8%

*603 was renamed Line 93 in June 2025 and Line 106 was renamed Line 74 in December 2025. These changes were made to align with Metro’s standard route numbering system. No other changes were made to these routes.
RSH = Revenue Service Hours

Line	Description	Avg Sunday Boardings Q1 2025	Avg Sunday Boardings Q1 2026	Sunday Ridership Recovery 2026 Versus 2025	Sunday RSH 2025	Sunday RSH 2026	RSH % 2026 Over 2025	Productivity Boardings/ RSH 2025	Productivity Boardings/ RSH 2026	Productivity % 2026 Over 2025
154	Burbank BI Oxnard St	401	443		34.9	35.9				
155	Riverside Dr	776	836		60.1	57.6				
294	Burbank - Sylmar San Fernando Rd	902	877		72.8	72.1				
206	Normandie Av	5,334	5,417	101.5%	134.2	134.2	100.0%	39.7	40.4	101.5%
167	Coldwater Canyon Av - Devonshire St	872	884	101.4%	70.6	68.1	96.5%	12.4	13.0	105.1%
92	Downtown LA - Glenoaks BI - Sylmar	3,446	3,491	101.3%	159	156.4	98.4%	21.7	22.3	103.0%
150	Ventura BI	1,593	1,793	100.9%	82.6	81.8	99.7%	25.8	26.1	101.2%
244	Topanga Canyon BI	707	683		45.6	45.7				
240	Reseda BI - Ventura BI - Van Nuys BI Rapid	6,964	6,872		231.2	230.9				
205	San Pedro - Willowbrook via Vermont Av, Wilmington Av	1,243	1,369	100.8%	86	86.2	100.1%	17.8	17.9	100.7%
246	San Pedro - Harbor Gateway Transit Center via Avalon BI	2,226	2,127		108.8	108.7				
260/261	Artesia - Pasadena via Atlantic BI and Fair Oaks Av	5,381	5,360	100.1%	187.2	187.2	100.0%	26.8	26.8	100.1%
660	Pasadena - Altadena via Fair Oaks Av	586	613		35.5	35.4				
236	Balboa BI	635	636	100.1%	45.5	45.5	100.0%	14.0	14.0	100.1%
76	Valley BI	3,948	3,947	100.0%	152.8	152.8	100.0%	25.8	25.8	100.0%
210	Crenshaw BI	8,386	8,376	99.9%	308	308	100.0%	27.2	27.2	99.9%
4	Santa Monica BI Local	16,697	16,658	99.8%	469.6	470.2	100.1%	35.6	35.4	99.6%
90	Downtown LA - Foothill BI	3,350	3,312	99.5%	143.9	138.1	98.3%	19.6	19.8	101.2%
222	Hollywood Way	550	631		56.6	56.6				
224	Lankershim BI	3,799	3,698		154.6	152.4				
237	Whiteoak Av, Woodley Av	1,019	1,015		69	69				
690	Foothill BI	504	519		46.4	46.4				
10, 48	Melrose Av/Main St/San Pedro St	3,628	3,608	99.5%	144.5	148	102.4%	25.1	24.4	97.1%
18	Whitter BI W 6th St	13,164	12,911	99.4%	345	344.9	100.2%	30.0	29.7	99.2%
20	Wilshire BI Local	5,440	5,308		248.4	248.5				
720	Wilshire BI Rapid	11,166	11,367		400.3	402				
81	Figueroa St	5,961	5,788	99.4%	202.5	202.1	99.9%	25.3	25.2	99.6%
182	East Hollywood - Highland Park - Rose Hill	1,426	1,557		88.9	88.9				
242/243	Tampa Av & Winnetka Av	951	945	99.4%	55	55	100.0%	17.3	17.2	99.4%
230	Laurel Canyon BI	1,559	1,548	99.3%	56.4	56.1	99.5%	27.6	27.6	99.9%

Line	Description	Avg Sunday Boardings Q1 2025	Avg Sunday Boardings Q1 2026	Sunday Ridership Recovery 2026 Versus 2025	Sunday RSH 2025	Sunday RSH 2026	RSH % 2026 Over 2025	Productivity Boardings/ RSH 2025	Productivity Boardings/ RSH 2026	Productivity % 2026 Over 2025
117	Century BI	4,480	4,443	99.2%	122.1	122.1	100.0%	36.7	36.4	99.2%
169	Saticoy St	957	949	99.2%	61.9	61	98.5%	15.5	15.6	100.7%
344	Hawthorne BI, Rancho Palos Verdes	807	800	99.2%	44.5	44.5	100.0%	18.1	18.0	99.2%
162	Sherman Way	5,022	4,978	99.1%	133	132	99.2%	37.8	37.7	99.9%
14/37	Beverly BI - W Adams BI	6,291	6,215	98.8%	208.9	209.4	100.2%	30.1	29.7	98.6%
40	MLK - Hawthorne BI	7,741	7,594	98.1%	298	298	100.0%	26.0	25.5	98.1%
251	Soto St	6,494	6,369	98.1%	229.3	229.1	99.9%	28.3	27.8	98.2%
207	Western Av Local	15,982	15,661	98.0%	299	299.4	100.1%	53.5	52.3	97.9%
33	Venice BI Local	10,908	10,695	98.0%	359.7	361.7	100.6%	30.3	29.6	97.5%
108	Slauson Av	6,934	6,797	98.0%	211.6	211	99.7%	32.8	32.2	98.3%
152	Roscoe BI	5,863	5,729	97.7%	171.9	167.3	97.3%	34.1	34.2	100.4%
93*	Hoover St	4,634	4,529	97.7%	161.3	163.3	101.2%	28.7	27.7	96.5%
62	Telegraph Rd	1,841	1,796	97.5%	86.2	86.2	100.0%	21.4	20.8	97.5%
754	Vermont Av Rapid	7,354	7,148	97.2%	140.7	140.7	100.0%	52.3	50.8	97.2%
266	Rosemead BI	3,443	3,334	96.9%	126.4	126.4	100.0%	27.2	26.4	96.9%
2	Sunset BI (became Sunset BI - Alvarado St)	12,634	12,234	96.8%	379.6	377.5	99.4%	33.3	32.4	97.4%
212	La Brea Av	5,441	5,255	96.6%	187.6	187.4	99.9%	29.0	28.0	96.7%
35/38	Washington BI/W Jefferson BI	2,435	2,351	96.5%	102.2	105.1	102.8%	23.8	22.4	93.9%
232	LAX - Long Beach via Sepulveda BI, Pacific Coast Hwy	2,978	2,869	96.3%	137	136.5	99.6%	21.7	21.0	96.7%
78	Downtown LA - South Arcadia via Huntington Dr/Las Tunas Dr	3,817	3,693	96.0%	139.7	139.7	99.9%	24.2	23.2	96.1%
179	Rose Hill - Arcadia via Huntington Dr	741	683		48.9	48.8				
115	Manchester Av - Firestone BI	6,321	6,055	95.8%	168.4	168.4	100.0%	37.5	36.0	95.8%
165	Vanowen St	3,652	3,498	95.8%	112.1	112.4	100.3%	32.6	31.1	95.5%
910/950	J Line BRT - El Monte - Downtown LA - Harbor Transitway - San Pedro	7,189	6,871	95.6%	205.5	203.9	99.2%	35.0	33.7	96.3%
901	G Line BRT - North Hollywood - Canoga Park - Chatsworth	7,098	6,777	95.5%	288.4	256.1	88.8%	24.6	26.5	107.5%
204	Vermont Av Local	14,466	13,797	95.4%	255.3	255.3	100.0%	56.7	54.0	95.4%
70	El Monte - Downtown LA via Garvey Av and Cesar Chavez Av	9,391	8,978	95.1%	292	291.9	100.0%	28.8	27.4	95.1%
74*	Montebello - Downtown LA - Monterey Park via Cesar Chavez Av & City Terrace	1,813	1,678		96.9	96.9				
105	Vernon Av, La Cienega BI	8,137	7,742	95.1%	220.5	221.7	100.5%	36.9	34.9	94.6%
611	Huntington Park Shuttle	843	801	95.0%	46.7	46.7	100.0%	18.0	17.1	95.0%

Line	Description	Avg Sunday Boardings Q1 2025	Avg Sunday Boardings Q1 2026	Sunday Ridership Recovery 2026 Versus 2025	Sunday RSH 2025	Sunday RSH 2026	RSH % 2026 Over 2025	Productivity Boardings/ RSH 2025	Productivity Boardings/ RSH 2026	Productivity % 2026 Over 2025
233	Van Nuys BI Local	8,392	7,640	94.5%	220.2	220.2	99.4%	30.8	29.3	95.1%
234	Sepulveda BI	4,908	4,617		171	168.0				
761	Sepulveda BI - Westside Rapid	3,044	3,188		139.5	139.4				
28	Olympic BI Local	6,087	5,728	94.1%	208.9	208.9	100.0%	29.1	27.4	94.1%
16	3rd St	12,383	11,582	93.9%	284.7	283.8	99.7%	39.8	37.4	94.1%
617	Robertson BI - Beverwil Dr	285	307		33.9	33.9				
60	Downtown LA - Artesia via Long Beach BI	7,660	7,184	93.8%	305.2	306.3	100.4%	25.1	23.5	93.4%
166	Nordhoff St	2,791	2,609	93.5%	80	79.5	99.4%	34.9	32.8	94.1%
111	Florence Av	8,291	7,731	93.2%	213.6	213.7	100.0%	38.8	36.2	93.2%
45	Broadway Local	8,575	7,821	91.7%	257.2	257.1	100.0%	28.6	26.3	91.8%
127	Compton BI, Somerset BI	1,005	967		77.3	77.3				
51	Avalon BI, W 7th St	10,945	10,029	91.6%	263	263.6	100.2%	41.6	38.0	91.4%
30	Pico BI	5,607	5,125	91.4%	138.3	148.4	107.3%	40.5	34.5	85.2%
66	E Olympic BI/W 8th St	7,175	6,499	90.6%	181.3	177.9	98.1%	39.6	36.5	92.3%
110	Gage Av	3,430	3,051	88.9%	112.1	112.1	100.0%	30.6	27.2	88.9%
265	Paramount BI	576	508	88.1%	37.5	37.5	100.0%	15.4	13.5	88.1%

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 93 (formerly 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 Quarter 1 Calendar Year 2026

Chart 1: Average Weekday Ridership by Month, 2019-2026

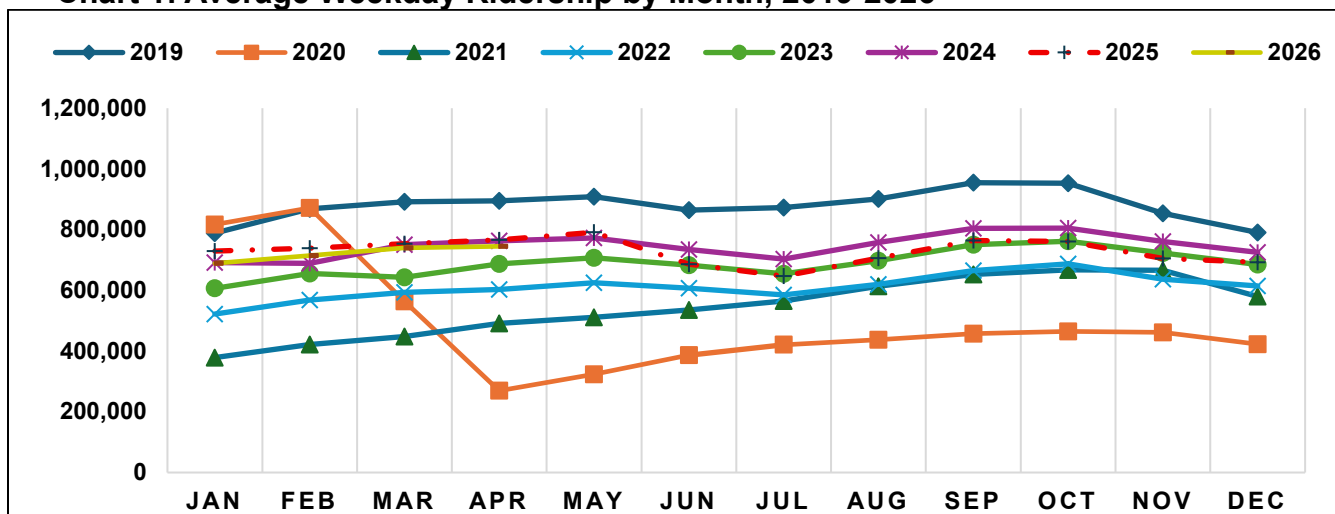


Chart 2: Average Saturday Ridership by Month, 2019-2026

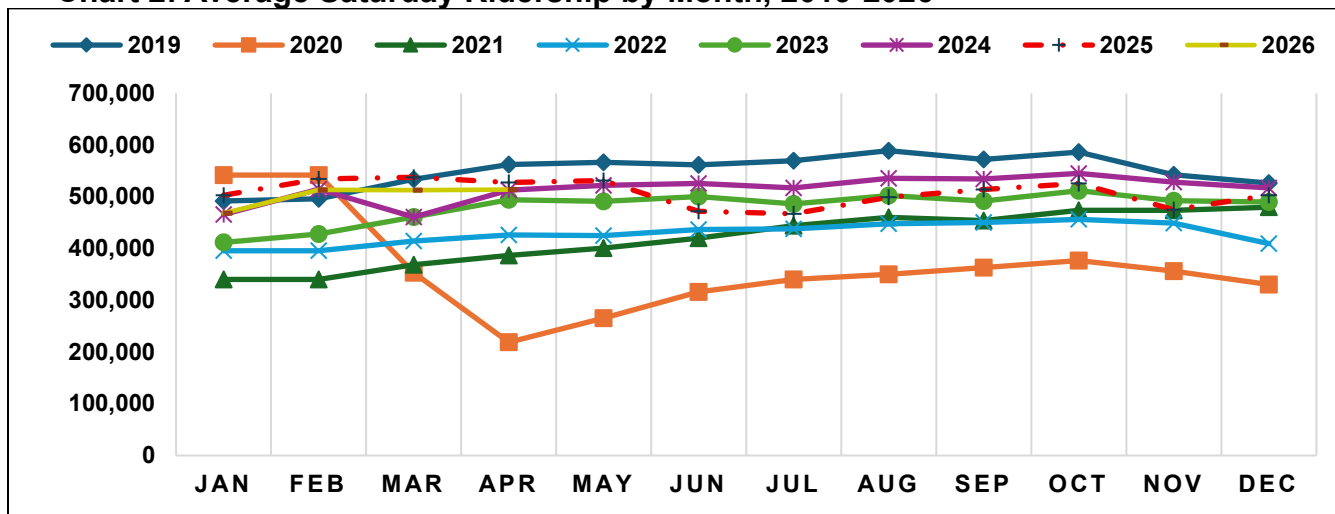


Chart 3: Average Sunday Ridership by Month, 2019-2026

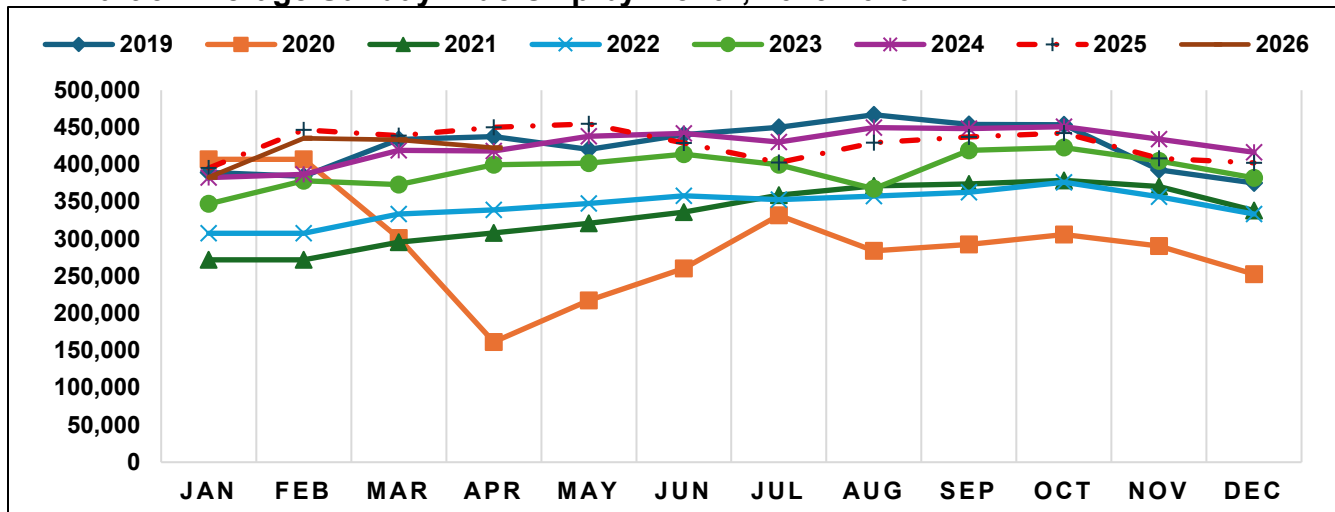


Chart 4: Percentage difference of LA County Total Daily Trips compared to 2019, 2019-2025

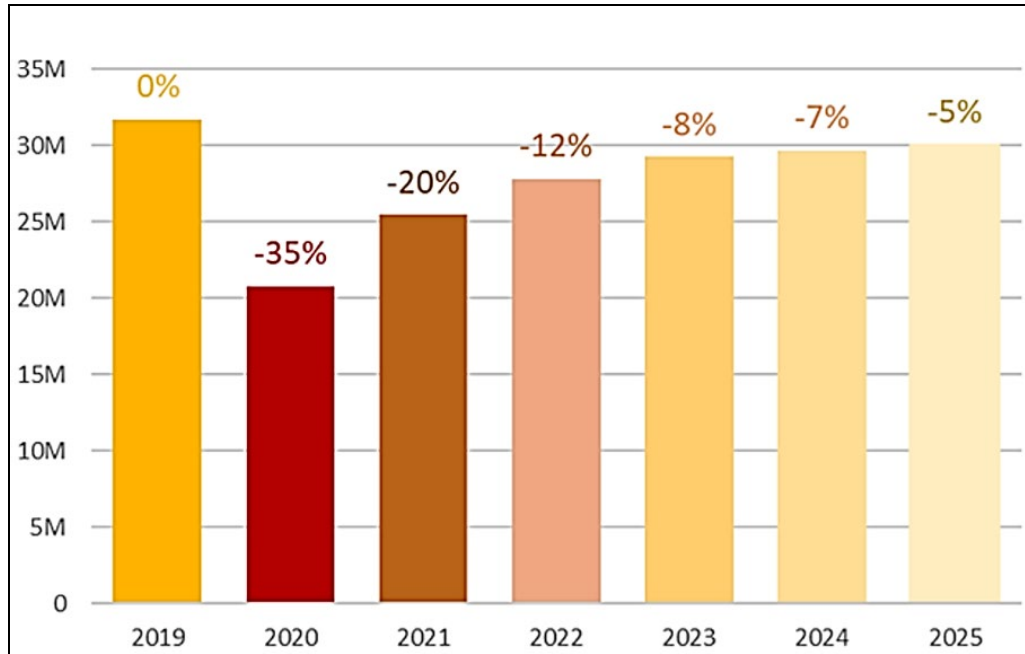
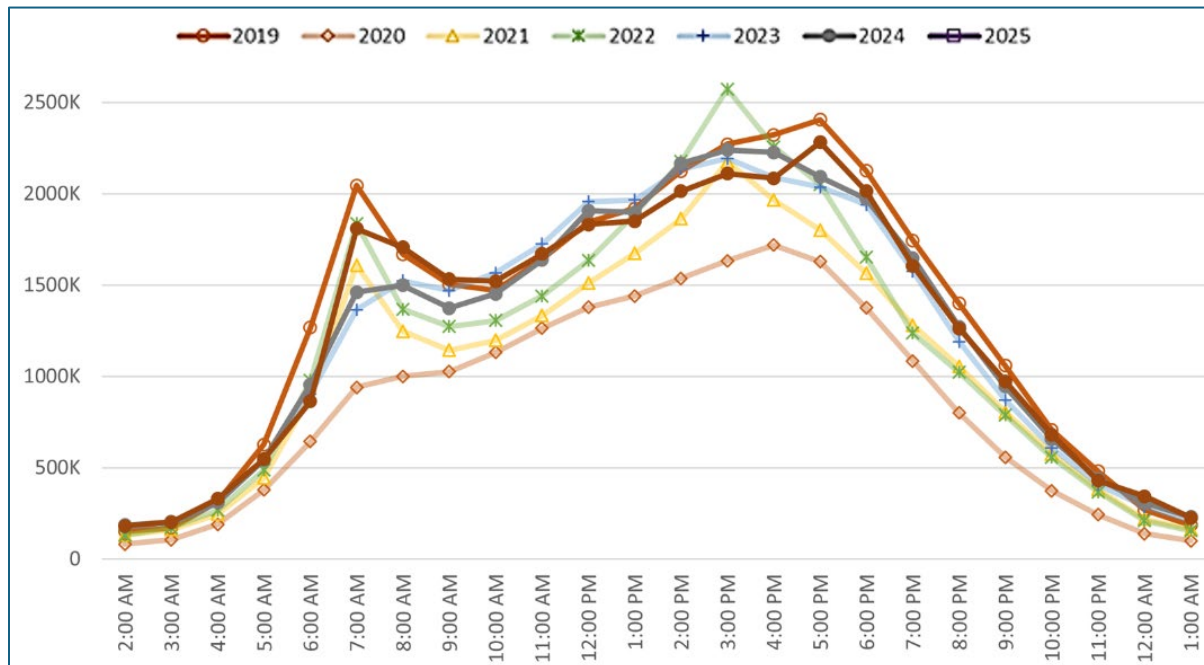


Chart 5: LA County Total Daily Trips By Year and Hour, 2019-2025



Map 1: Q1 2026 Average Weekday Ridership as a Percentage of Q1 2025 Average Weekday Ridership

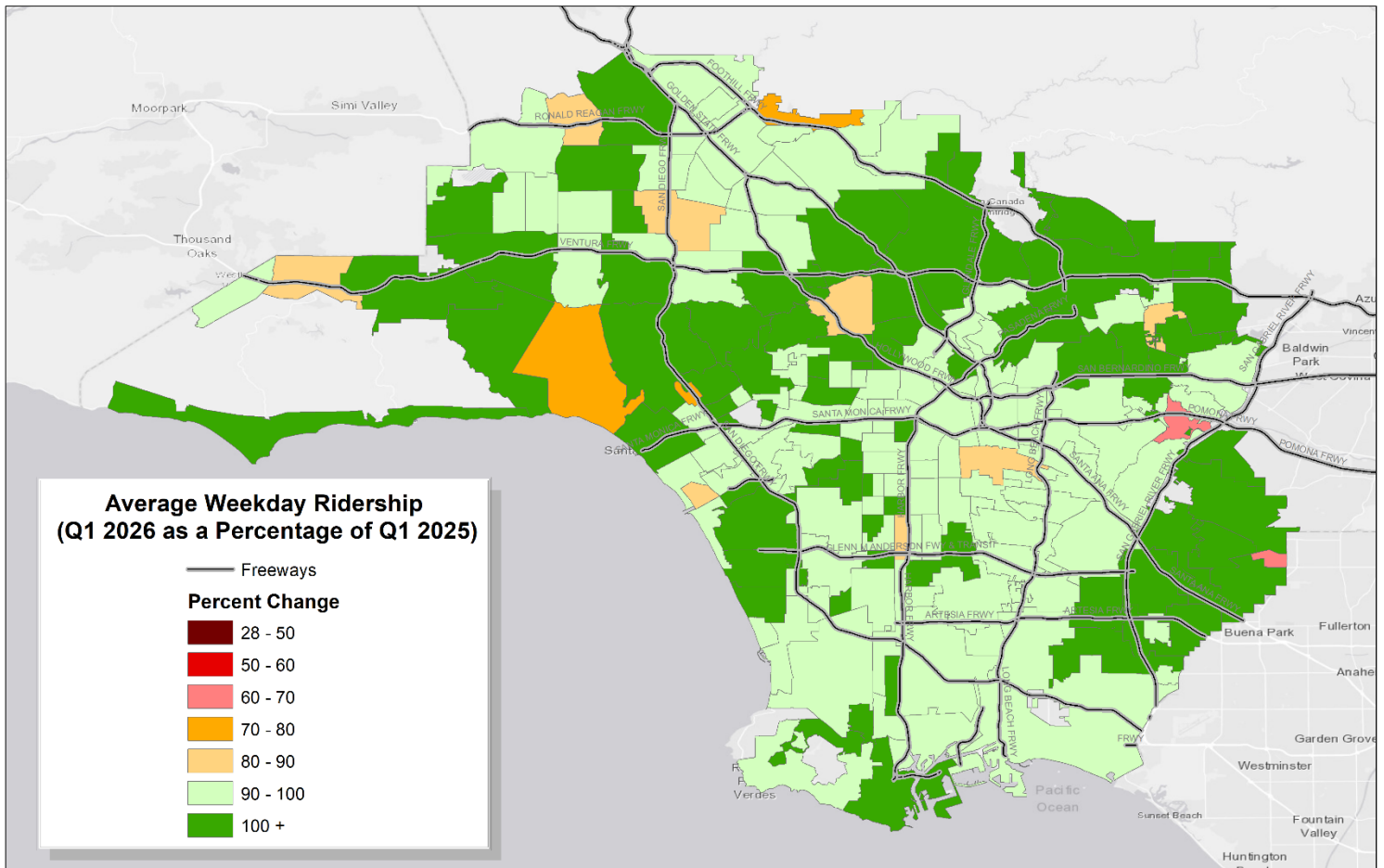


Table 3: Comparison of Average Daily GoPass Boardings by Day Type and Year

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%

Table 5: Percentage Change in Average Daily Ridership by Service Area and Day Type Q1 CY2026 compared to CY 2025 Q4 and Q3

% Change in Average Daily Ridership by Service Area, Year over Year (YOY)- Q1 CY2026 versus Q4 CY2025 and Q3 CY2025	Weekday	Saturday	Sunday
Gateway Cities Q1 YOY	-4.1%	-8.4%	-3.2%
Gateway Cities Q4 YOY	-7.3%	-8.1%	-5.8%
Gateway Cities Q3 YOY	-9.1%	-10.3%	-10.0%
San Fernando Valley Q1 YOY	-3.3%	-6.1%	-3.2%
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 Q1 YOY	-0.4%	-4.6%	-1.6%
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 Q1 YOY	-3.8%	-7.4%	-4.4%
South Bay Cities Q4 YOY	-9.0%	-8.8%	-8.7%
South Bay Cities Q3 YOY	-5.8%	-7.9%	-7.3%
Westside Central Q1 YOY	-2.5%	-5.7%	-2.1%
Westside Central Q4 YOY	-6.3%	-6.8%	-5.5%
Westside Central Q3 YOY	-6.9%	-7.7%	-4.5%

Table 6: Average Ridership by Day Type and Time Period Q1 CY2026 versus Q1 CY2025

Time Period	Weekday Q1			Saturday Q1			Sunday Q1		
	CY2025	CY2026	% Change	CY2025	CY2026	% Change	CY2025	CY2026	% Change
Early AM (4a-6a)	22,108	21,156	-4.5%	10,337	10,267	-0.7%	7,687	7,750	0.8%
AM Peak (6a-9a)	139,746	132,271	-5.7%	68,165	62,873	-8.4%	48,158	46,481	-3.6%
Midday (9a-3p)	275,992	267,376	-3.2%	223,646	205,859	-8.6%	183,251	175,070	-4.7%
PM Peak (3p-6p)	224,653	220,124	-2.1%	139,753	130,273	-7.3%	117,342	113,407	-3.5%
Evening (6p-9p)	46,672	48,158	3.1%	42,914	43,944	2.3%	38,515	39,956	3.6%
Late Evening (9p-12a)	13,427	14,073	4.6%	13,936	14,815	5.9%	12,254	12,254	0.0%
Owl (12a-4a)	7,990	8,449	5.4%	8,476	9,501	10.8%	7,240	7,976	9.2%

Table 8: 10 Highest and Lowest Productivity Bus Lines

Line	Line/Line Group	Weekday Productivity		Saturday Productivity		Sunday Productivity		Level
		Q1 2025	Q1 2026	Q1 2025	Q1 2026	Q1 2025	Q1 2026	
204	Vermont Av Local	66.3	63.8	70.4	64.8	56.7	54	Highest
754	Vermont Av Rapid	58.8	56.9	65.2	60.4	52.3	50.8	Highest
207	Western Av	57.1	56.2	66.2	61.5	53.5	52.3	Highest
66	E Olympic Bl/W 8th St	47.1	44.3	51.7	44.9	39.6	36.5	Highest
206	Normandie Av	44.4	44	44.8	44.4	39.7	40.4	Highest
16	W 3rd St	43.6	41.4	47.4	44.9	39.8	37.4	Highest
152	Roscoe Bl	43.5	41.4	42.3	39.7	34.1	34.2	Highest
14/37	Beverly Bl/W Adams	42.3	41.2	36.6	34.6	30.1	29.7	Highest
910/950	J Line BRT	41.3	39.7	43.4	40.4	35	33.7	Highest
51	Avalon Bl/W 7th St	42.1	39.4	42	43.3	41.6	38	Highest
665	City Terrace	15.7	16.7	13.2	14.2	10.7	11.5	Lowest
161	Thousand Oaks - Canoga Park	15.4	14.3	15.2	13.6	10.7	11	Lowest
577	El Monte - Long Beach Exp	12.9	14.3	N/A	N/A	N/A	N/A	Lowest
211/215	Prairie Av/Inglewood Av	14.5	14.2	N/A	N/A	N/A	N/A	Lowest
296	Riverside Dr	12.2	14.2	14.1	18.7	11.5	15.6	Lowest
134	Pacific Coast Highway Malibu	6.9	14	7.7	15.4	7.7	13	Lowest
601	Warner Center Shuttle	10.8	11.6	8.1	7.2	7	8	Lowest
602	Pacific Palisades	9.1	11.8	5.5	9.9	4.7	8.5	Lowest
209	Arlington/Van Ness	11.9	11.2	N/A	N/A	N/A	N/A	Lowest
202	Willowbrook Av	9	9.6	N/A	N/A	N/A	N/A	Lowest



NextGen Ridership Update Quarter 1, Calendar Year 2026

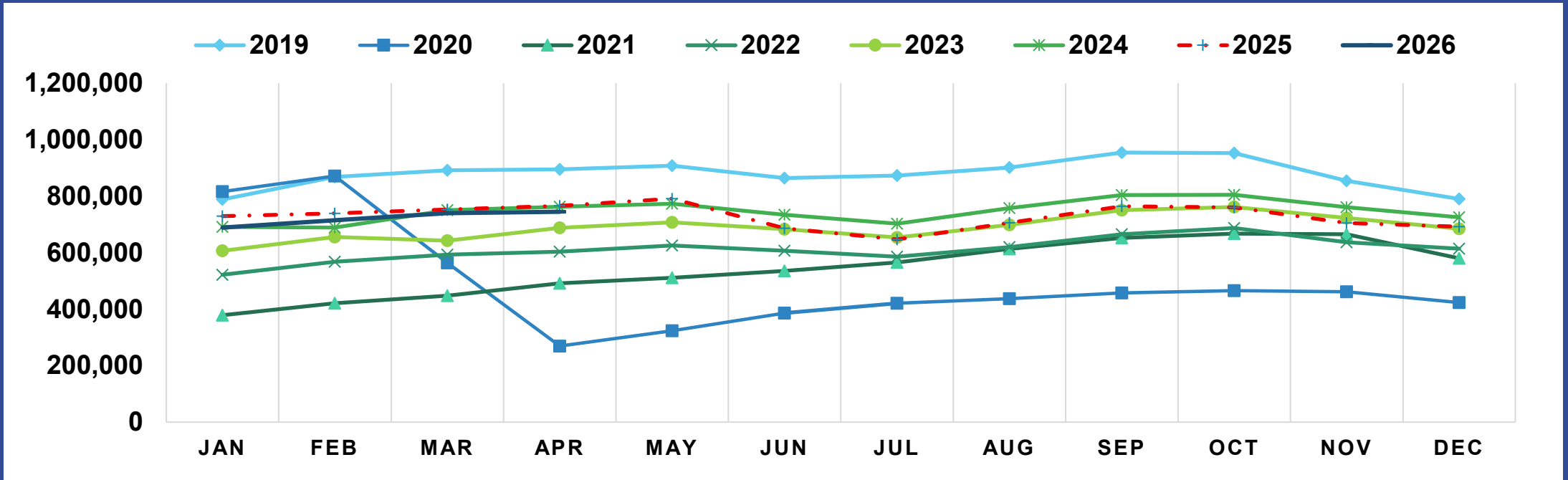
Operations, Safety, and Customer Experience Committee

July 16, 2026



Metro[®]

Average Weekday Ridership 2019-2026



- Average weekday Q1 CY2026 ridership versus Q4 CY2025 declined 3.5%, a lesser decline than 5.5% in Q4 CY2025.
- The peak month for Q1 CY 2026 was March 2026 (739,730, down 1.8%). February 2026 was down 3.3% (715,025) and January 2026 was down 5.6% (688,864) compared to the same months in 2025.
- Average Q1 CY2026 Saturday bus ridership declined 5.8% compared to Q1 CY2025 and Q4 CY2025.
- Average Q1 CY2026 Sunday ridership showed a 2.2% decline compared to Q1 CY2025, and a lesser decline than the 4.4% and 3.8% declines for Sunday Q3 and Q4 CY2025 respectively.
- With the exception of Saturday, there were more significant overall reductions in the ridership decline rate seen in Q3 and Q4 CY2025 but still a decline compared to previous consistent ridership growth prior to June 2025.



Average Weekday Ridership by Service Area

- Overall, Q1 weekday bus system ridership declined 3.5% compared to 5.8% in the previous quarter Q4 CY2025.
- Average Q1 CY2026 weekday ridership compared to Q1 CY2025 showed declines in all service areas, with the least declines in the San Gabriel Valley and Westside Central.
- The other three service areas (Gateway Cities, San Fernando Valley, and South Bay Cities), were comparatively more impacted.
 - These results may suggest that immigration enforcement actions may have impacted these areas more in Q4 than Q3.
- EFC boardings as a proportion of total boardings were 1.4% higher than the same quarter of 2019 for weekdays, up 0.1% for Saturday, and down 0.1% Sunday from Q4 CY2025. This was a big gain for weekdays, but minimal change on Saturday and Sunday in Q1 CY2026.

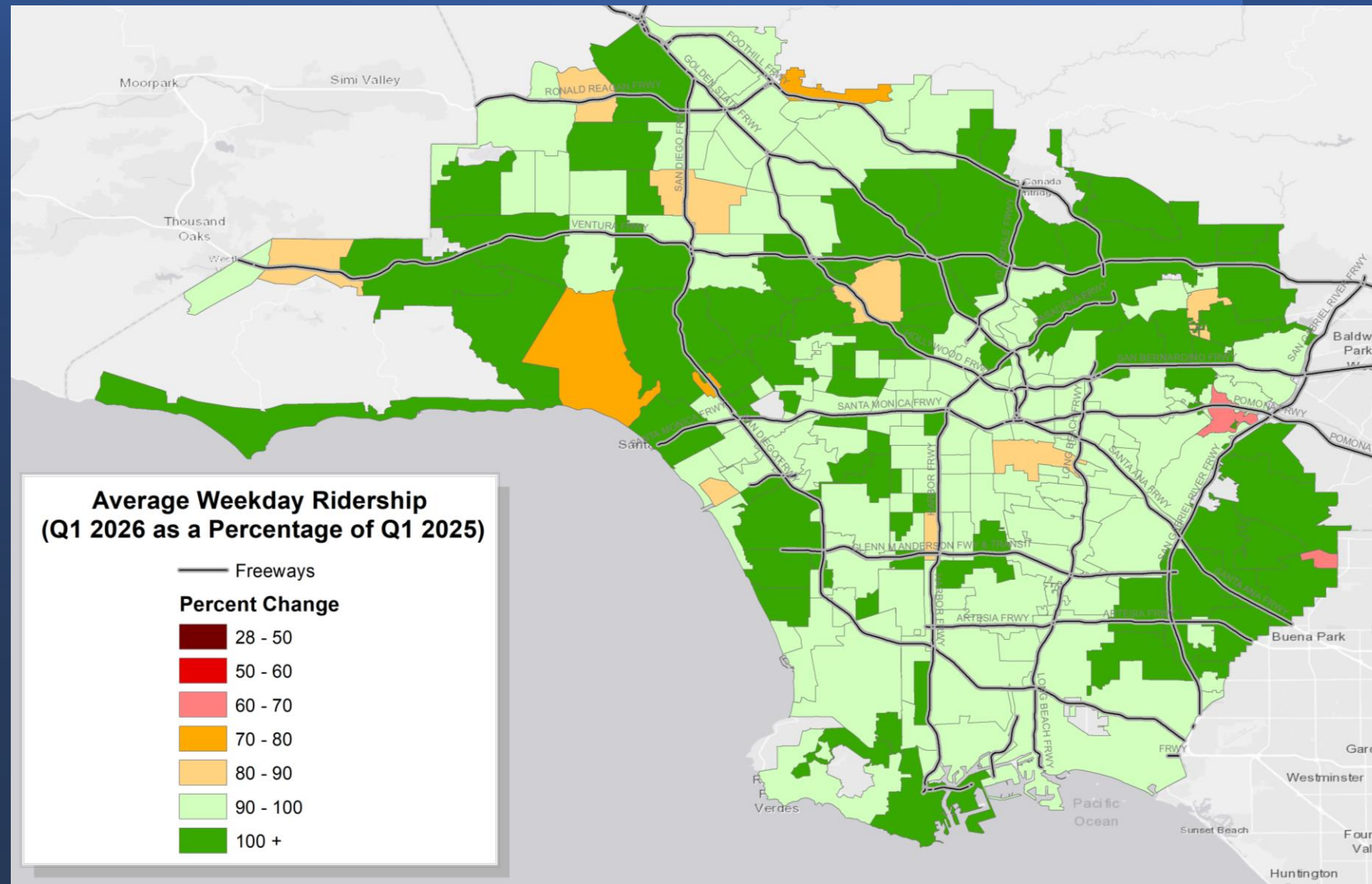
% Change in Average Daily Ridership by Service Area, Year over Year (YOY) for Q1 CY2026, Q4 CY2025 and Q3 CY2025	Weekday	Saturday	Sunday
Gateway Cities Q1 YOY	-4.1%	-8.4%	-3.2%
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Westside Central Q4 YOY	-6.3%	-6.8%	-5.5%
Westside Central Q3 YOY	-6.9%	-7.7%	-4.5%

EFC Ridership Percentage	Weekday	Saturday	Sunday
CY19 Q1	78.0%	79.6%	79.6%
CY20 Q1	78.1%	79.6%	79.5%
CY21 Q1	79.6%	80.8%	80.4%
CY22 Q1	79.6%	80.3%	80.3%
CY23 Q1	79.1%	79.9%	79.8%
CY24 Q1	79.0%	79.7%	79.5%
CY25 Q1	79.2%	79.9%	79.5%
CY26 Q1	79.4%	79.7%	79.5%



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Q1 2026 Average Weekday Ridership as Percentage of Q1 2025



Outer areas of the network tended to show increased ridership compared to Q1 CY2025, while small declines were seen year over year in more central parts of the network.

Ridership by Time Period

Change from Q1CY2025 to Q1CY2026

	Weekday Q1			Saturday Q1			Sunday Q1		
Time Period	CY2025	CY2026	% Change	CY2025	CY2026	% Change	CY2025	CY2026	% Change
Early AM (4a-6a)	22,108	21,156	-4.5%	10,337	10,267	-0.7%	7,687	7,750	0.8%
AM Peak (6a-9a)	139,746	132,271	-5.7%	68,165	62,873	-8.4%	48,158	46,481	-3.6%
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PM Peak (3p-6p)	224,653	220,124	-2.1%	139,753	130,273	-7.3%	117,342	113,407	-3.5%
Evening (6p-9p)	46,672	48,158	3.1%	42,914	43,944	2.3%	38,515	39,956	3.6%
Late Evening (9p-12a)	13,427	14,073	4.6%	13,936	14,815	5.9%	12,254	12,254	0.0%
Owl (12a-4a)	7,990	8,449	5.4%	8,476	9,501	10.8%	7,240	7,976	9.2%

- Weekday early AM and AM peak period ridership showed the largest year-over-year declines. While slightly lower, these are far less than the Q4 CY2025 year-over-year declines.
- The midday and PM peak periods were the next most impacted but far less than the Q4 CY2025 year over year declines.
- This data suggests travel for work may still be the most impacted in the AM peak weekdays, less so in the PM peak.
- Weekday evenings, late evenings, and Owl period all showed increased ridership compared to Q4 CY2025.

Change from Q1CY2025 to Q1CY2026 Line Ridership Changes

- In Q1 2026, 71.6% of 81 Weekday, 67.9% of 78 Saturday, and 59.7% of 77 Sunday bus lines/line groups had ridership between 90-99% of Q1 CY2025 levels.
- Though there was an overall reduced ridership in Q1 CY2026, 22 Weekday (27.2% of total), 12 Saturday (15.4% of total), and 29 Sunday lines/line groups (37.7% of total) saw ridership growth over Q1 CY2025.
- Many of these lines/line groups showing were lower frequency, lower ridership Tier 3 and 4 lines rather than higher frequency/higher ridership Tier 1 and 2 lines. Overall Tier 3 and 4 show less decline though are a much smaller portion of total ridership compared to Tier 1 and 2 lines.
- A few lines with increased ridership were associated with frequency improvements (Line 665), line restructuring to better connect to rail (Lines 180/217), or route extension (Line 217 to Eagle Rock). Other lines with increased ridership did not have any recent frequency or routing improvements.
- Two bus lines impacted by the Palisades fire in January 2025 saw significant ridership recovery in Q1 CY2026:
 - Line 602 Q1 CY2026 ridership was up 126.9% Weekday, up 178.6% Saturday, and up 179.4% Sunday compared to ridership in Q1 CY2025.
 - Line 134: all except 6 stops restored by Q1 CY2026. Ridership was up 205.0% Weekday, up 203.5% Saturday, up 171.9% Sunday.
- Productivity Improved in Q1 CY2026 for 19 of 81 Weekday, 17 of 78 Saturday, and 37 of 77 Sunday lines/line groups.

CY2026 vs CY2025 Q1	Weekday	Saturday	Sunday
200%+	1	1	0
150-199%	0	1	2
140-149%	0	0	1
130-139%	0	1	0
120-129%	1	0	0
110-119%	2	1	3
100-109%	18	8	23
90-99%	58	53	46
80-89%	1	13	2
Total	81	78	77

Number of Lines with Increased Ridership	Weekday	Saturday	Sunday
Gateway Cities	6	1	5
San Fernando Valley	9	5	13
San Gabriel Valley	2	3	5
South Bay Cities	1	1	3
Westside Central	4	2	3

Bus Speed & Reliability Projects

DRAFT, 6/10/2026

Metro Bus Lanes

- Installed
- Planned
- Pending Construction

Jurisdictions

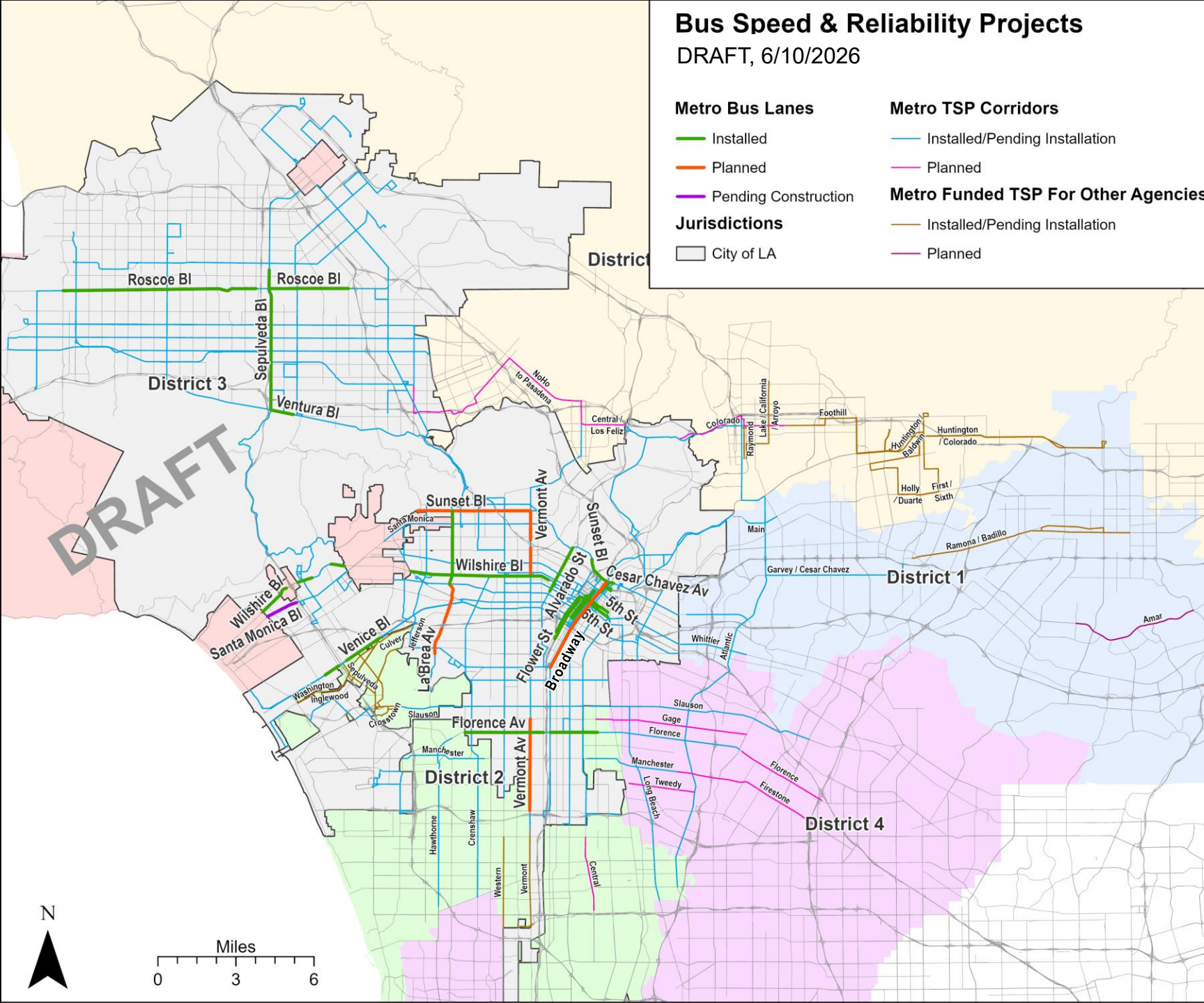
- City of LA

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
- 33.1 lane-miles planned

Broadway

- 7.9 lane-miles planned between Cesar Chavez Av to Martin Luther King Jr Bl

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

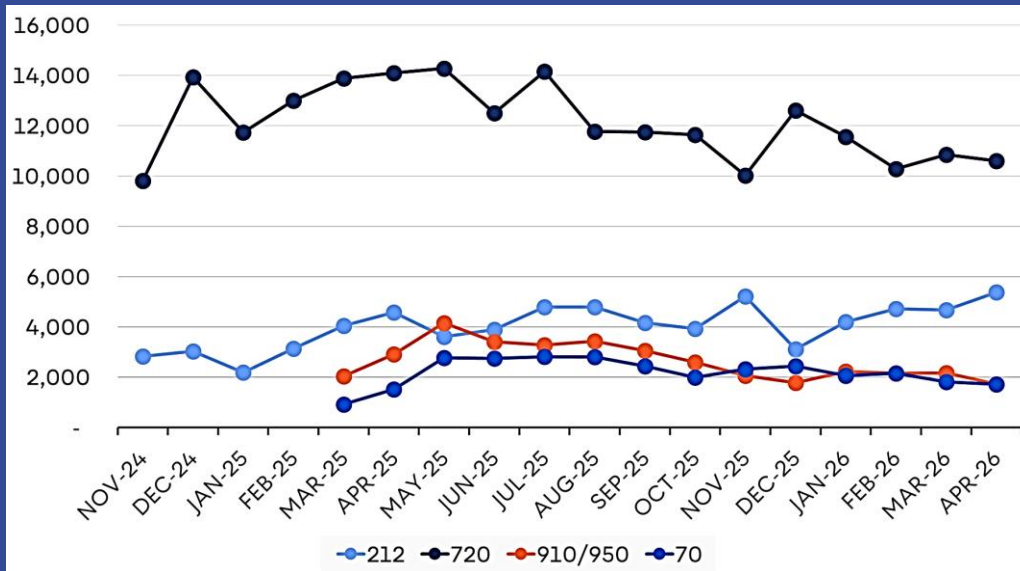
- Pilot completed for Line 16

Bus Lane Enforcement (BLE) Program April 2026 Update

April 2026 Events per Route

- 212: 4,376
- 910/950: 1,329
- 720: 9,644
- 70: 257
- 46% (78) of bus stops with 10+ events
- 169 bus stops with at least one event

Events Captured By Route



April 2026 Enforcement

- Bus lane events: 15,606 / 688 events per mile
- 71% (162) of all bus lane locations with 10+ events
- 17,144 unique violators; 1,484 repeat offenders
- 8% of vehicles with multiple violations

Events Captured v Accepted

