



# NextGen Ridership Update Quarter 3, Calendar Year 2025

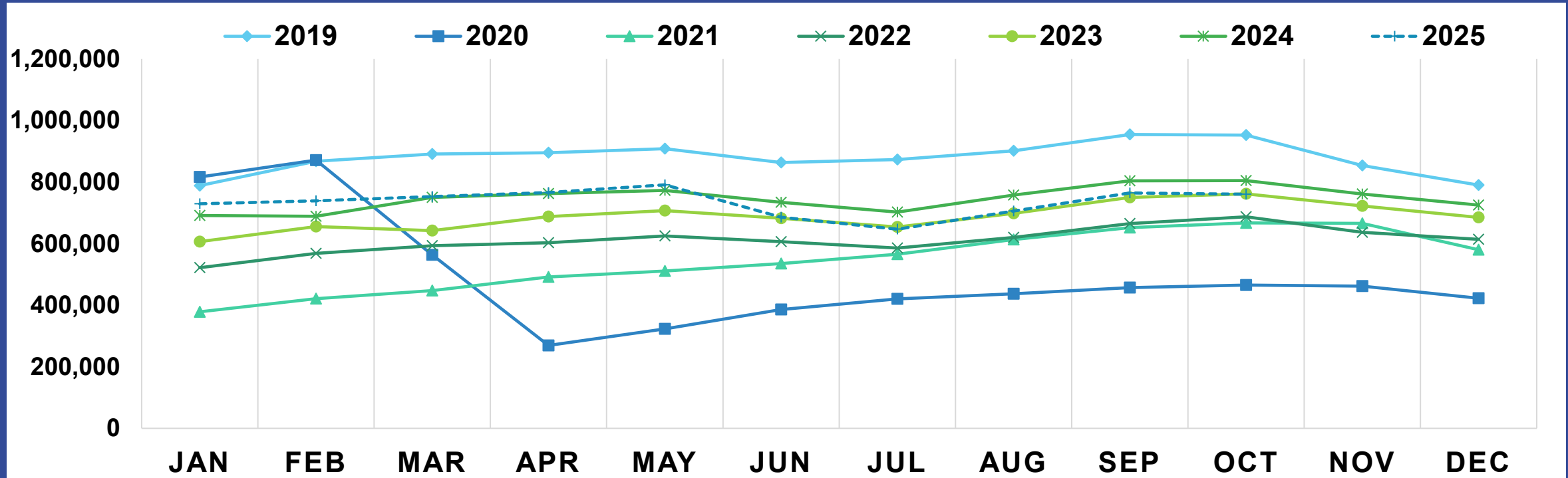
Operations, Safety, and Customer Experience Committee

January 15, 2026



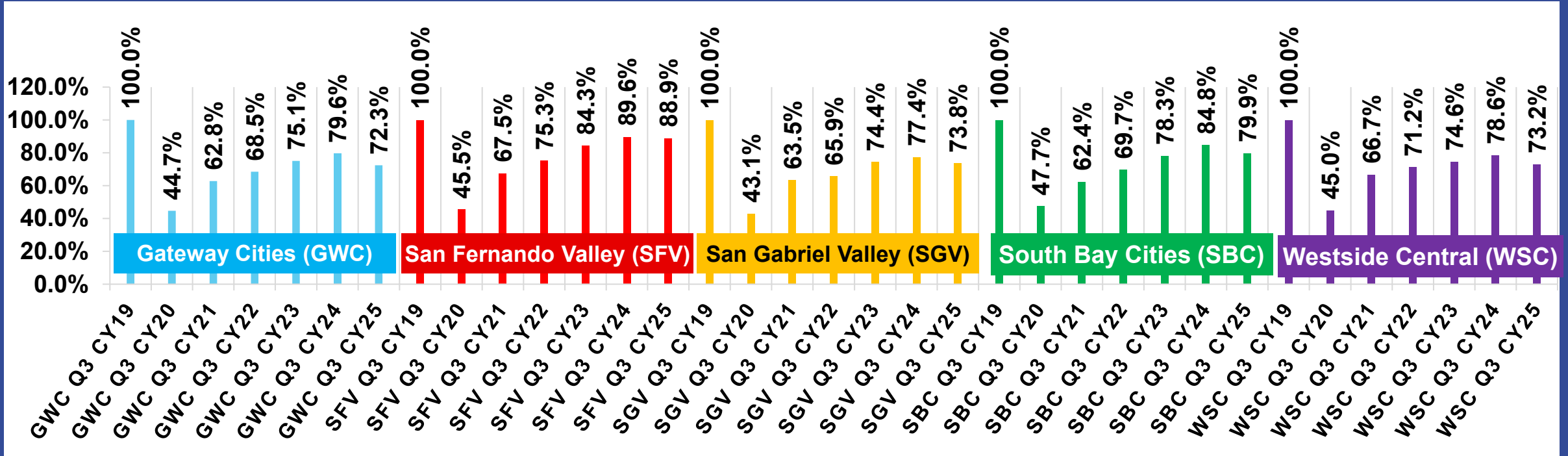
**Metro**<sup>®</sup>

# Average Weekday Ridership 2019-2025



- Average weekday ridership recovery (Q3 CY2025 versus pre-COVID 2019 Q3) declined by 5.3% from 82.9% to 77.6%, compared to the same quarter in CY2024. The downward trend to CY2023 levels seen first in last quarter continued in July (-7.9%), August (-6.8%), September (-4.9%), and October (-5.5%) as immigration actions likely continued to impact ridership.
- Average Q3 CY2025 Saturday bus ridership recovery showed a 6.2% decline over the same quarter in 2024, from 91.6% to 85.4% in Q3 CY2024. Declines reduced each month through the quarter.
- Q3 CY2025 average Sunday ridership recovery showed a 4.3% decline over the same quarter in CY2024, from 97.1% to 92.8%, reflecting less impact than weekday or Saturday impacts.

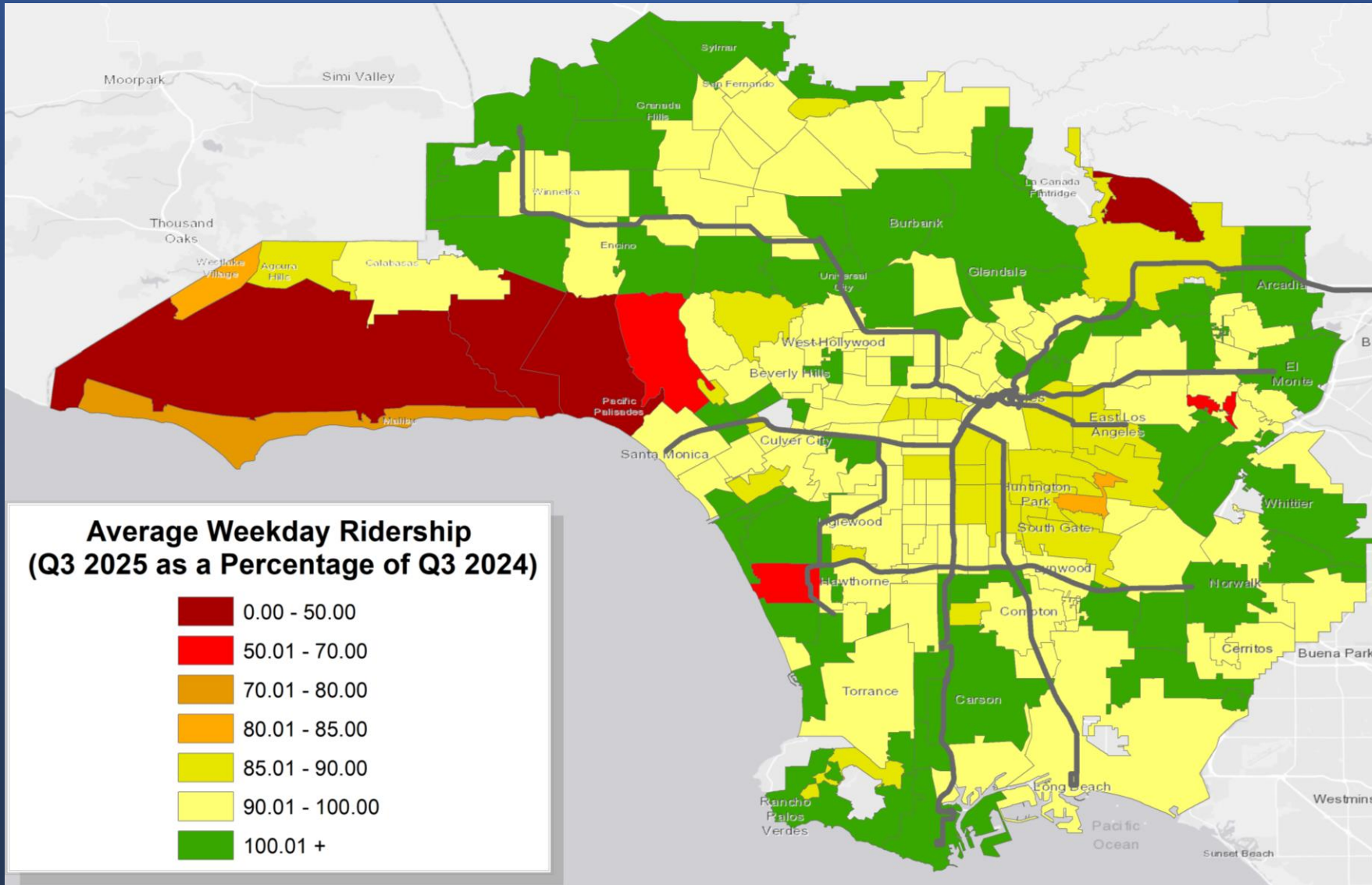
# Average Weekday Ridership Recovery by Service Area Q3 CY2019 – Q3 CY2025



- SFV showed the highest rate of weekday ridership recovery at 88.9% in Q3 CY2025 (down 0.7% from Q3 CY2024). The other four areas were down by 3.6%-7.3% compared to Q3 CY2024. Largest declines were in GWC.
- SFV at 100.0% Saturday (0.8% decrease) and 111.2% Sunday (0.6% increase) compared to Q3 CY2024. Weekend recovery for the other four areas declined (5.0%-10.3% Saturday and 3.6%-7.3% Sunday).
- The EFC share of average weekday ridership declined to just 0.1% above pre-pandemic levels weekdays but has declined slightly on weekends (0.9-1.0% lower than pre-pandemic).



# Q3 2025 Average Weekday Ridership as Percentage of Q3 2024



Noticeably larger declines are seen in the areas impacted by the January 2025 fires and in parts of the southeast LA region where immigration actions were most common.

# Weekday Ridership by Time Period

## Q3 CY2020 to Q3 CY2025

Time Period	CY2020 Q3	CY2025 Q3
Early AM (4 a.m.-6 a.m.)	44%	70%
AM Peak (6 a.m.-9 a.m.)	37%	67%
Midday (9 a.m.-3 p.m.)	49%	82%
PM Peak (3 p.m.-6 p.m.)	43%	75%
Evening (6 p.m.-9 p.m.)	48%	78%
Late Evening (9 p.m.-12 a.m.)	50%	92%
Owl (12 a.m.-4 a.m.)	58%	96%

Midday ridership recovery (base) at 82% continues to exceed both AM peak and PM peak recovery from the pandemic, likely in response to NextGen Bus Plan's increased off-peak service frequencies.

- AM peak remains most subdued at 67% compared to pre-pandemic as transit use has shifted due to telecommuting and more off-peak travel to service jobs.
- PM Peak at 75% has stronger recovery than AM peak but both peaks saw the biggest declines in recovery.
- Late evening and Owl ridership periods recovered most strongly at 92% and 96% as these periods typically serve transit-dependent shift workers. These periods were the only ones to increase their recovery rates in Q3.





# Average Line/Group Ridership Recovery

- In Q3 CY2025, number of lines with ridership fully recovered to above pre-pandemic levels fell significantly, to 14 weekday lines (down from 19 in Q3 CY2024), with 15 Saturday lines (down from 32 in Q3 CY2024), and 30 Sunday lines (down from 44 in Q3 CY2024), likely mostly due to the immigration actions.
- Ridership recovery continues to be strongest where NextGen has invested in improved frequencies or in response to line restructurings, but many of the busiest lines also saw the biggest declines in Q3 CY2025.
- Ridership declines were widespread in Q3 CY2025, with highest declines in Gateway Cities, likely due to the impact of immigration actions. Four lines had large declines associated with the Eaton and Palisades fires.
- Lines serving downtown LA and other regional office locations and some lines with lower frequency continue to recover more slowly, with better ridership recovery for lines receiving improved frequencies.
- Productivity (boardings/revenue service hour) in Q3 CY2025 compared to pre-pandemic was reduced for weekday, Saturday, and Sunday due to significant service investment exceeding ridership growth which has slowed due to the impact of immigration actions.

Number of Lines with Above Average Recovery in Q3 CY2025	Of 81 Total Weekday	Of 75 Total Saturday	Of 74 Total Sunday
Tier 1	18	14	14
Tier 2	16	13	12
Tier 3	8	7	7
Tier 4	11	6	5
<b>Total</b>	<b>53 (65%)</b>	<b>40 (53%)</b>	<b>38 (51%)</b>



# Bus Speed & Reliability Projects

DRAFT, 5/15/2025

## Metro Bus Lanes

- Installed
- Pending Installation
- Planned

## Jurisdictions

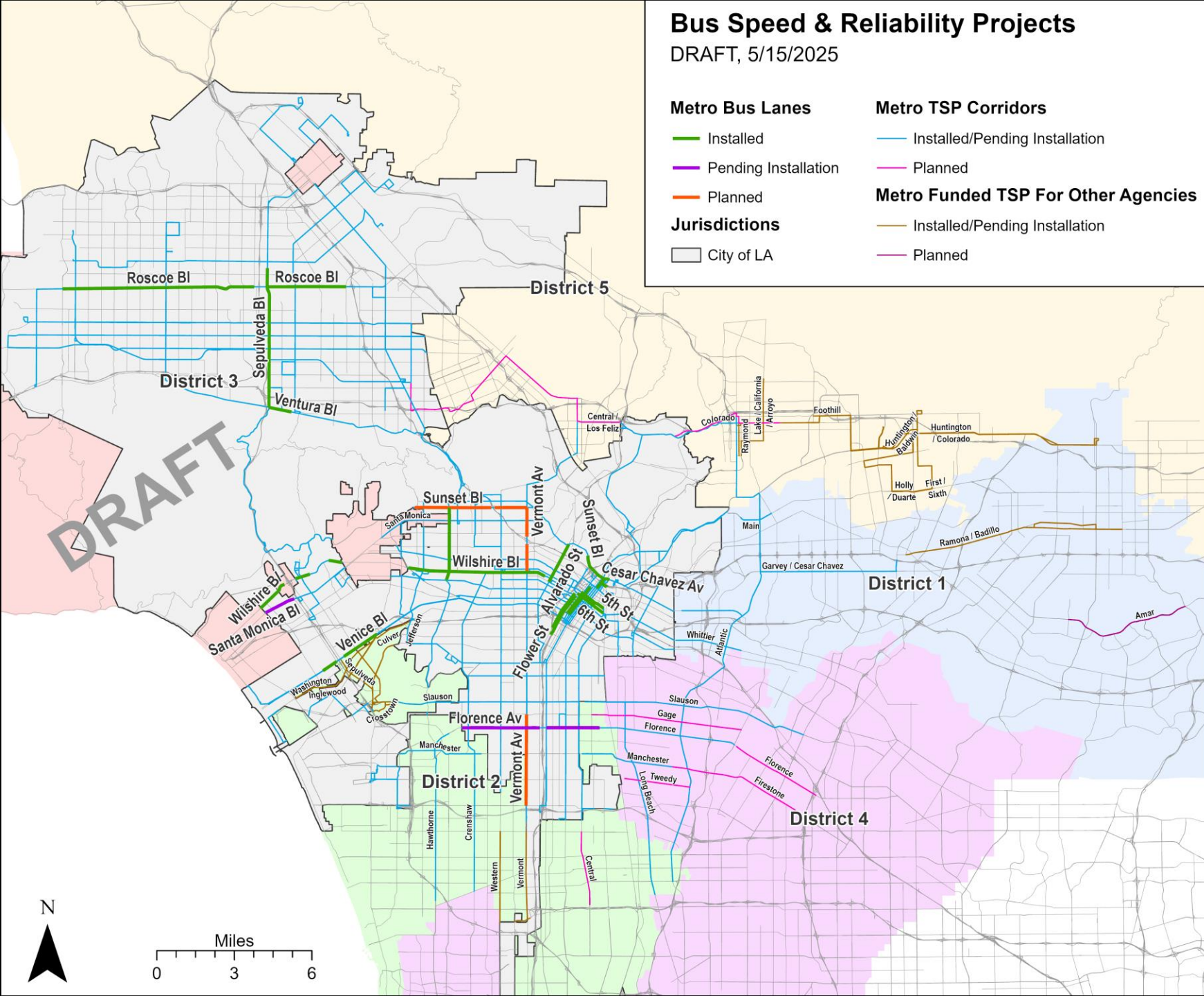
- City of LA

## Metro TSP Corridors

- Installed/Pending Installation
- Planned

## Metro Funded TSP For Other Agencies

- Installed/Pending Installation
- Planned



# Speed & Reliability Updates

## Bus lane progress

- 70.7 lane-miles complete
- 12.6 lane-miles pending installation
- 11.5 lane-miles planned

## Florence Av

- 10.2 lane-miles under construction

## 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 October 2025 Update

## Initial Enforcement Impacts

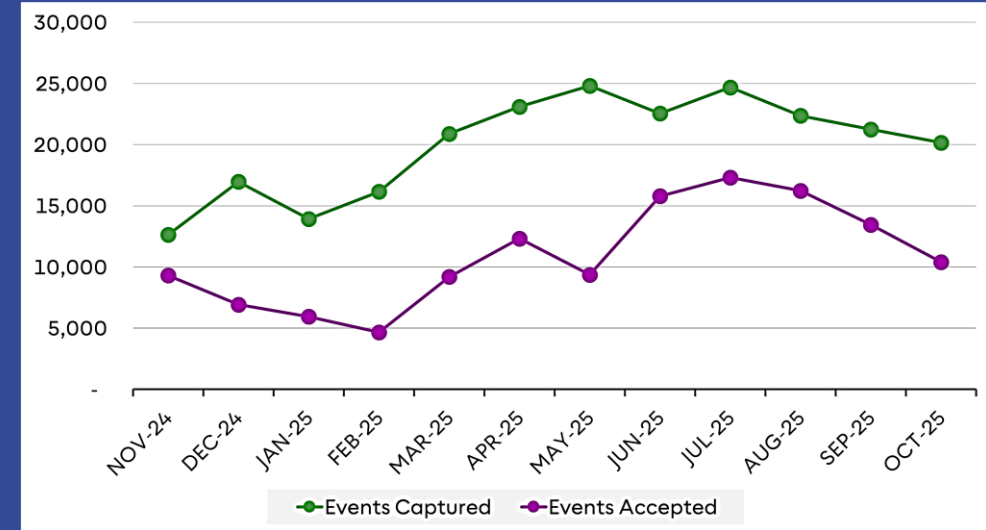
- Route 910/950 had a **15%** reduction in total events from prior month
- Bus Stop 8464 (eastbound Wilshire/Vermont) had a **55%** reduction in events from prior month
- Number of repeat offenders declined **27%** since launch of the program in May 2025

Month	# of Repeat Violators
May 2025	2,158
June 2025	1,933
July 2025	2,176
August 2025	1,874
September 2025	1,745
October 2025	1,590

## October 2025 Events per Route

- 212: 3,278
- 910/950: 1,600
- 720: 10,734
- 70: 362

## Events Captured v Accepted



## October 2025 Enforcement

- Bus lane/stop events: 15,974 / 704
- 69% (165) of all bus lane locations with 10+ events
- 45% (79) of bus stops with 10+ events
- 1.3 events per operating hour
- 17,244 unique violators; 1,590 repeat offenders
- 9% of vehicles with multiple violations
- Unable to read state most common reason for rejected events (5,355 or 57% of total rejected events)