



NextGen Ridership Update Quarter 1, Calendar Year 2026

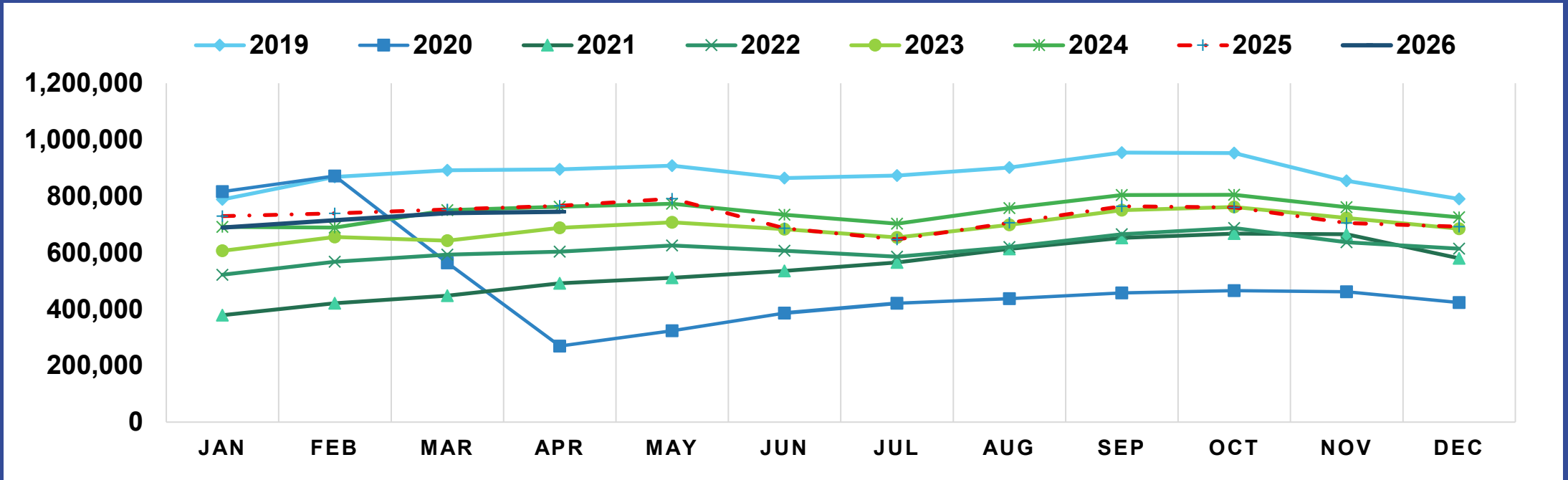
Operations, Safety, and Customer Experience Committee

July 16, 2026



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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.

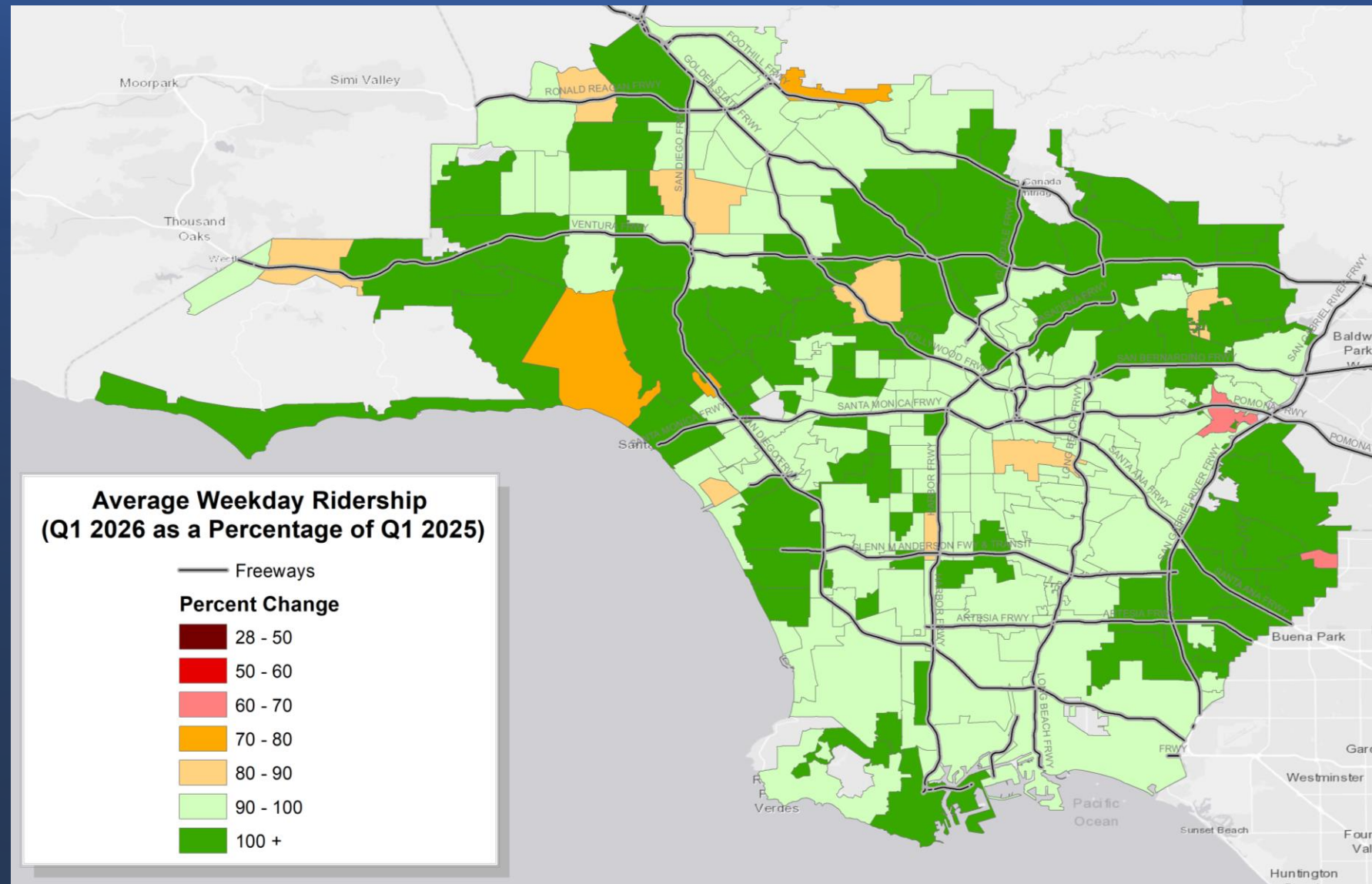
% Change in Average Daily Ridership by Service Area, Year over Year (YOY) for Q1 CY2026, Q4 CY2025 and Q3 CY2025	Weekday	Saturday	Sunday
Gateway Cities Q1 YOY	-4.1%	-8.4%	-3.2%
Gateway Cities Q4 YOY	-7.3%	-8.1%	-5.8%
Gateway Cities Q3 YOY	-9.1%	-10.3%	-10.0%
San Fernando Valley Q1 YOY	-3.3%	-6.1%	-3.2%
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%

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%
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%

- 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

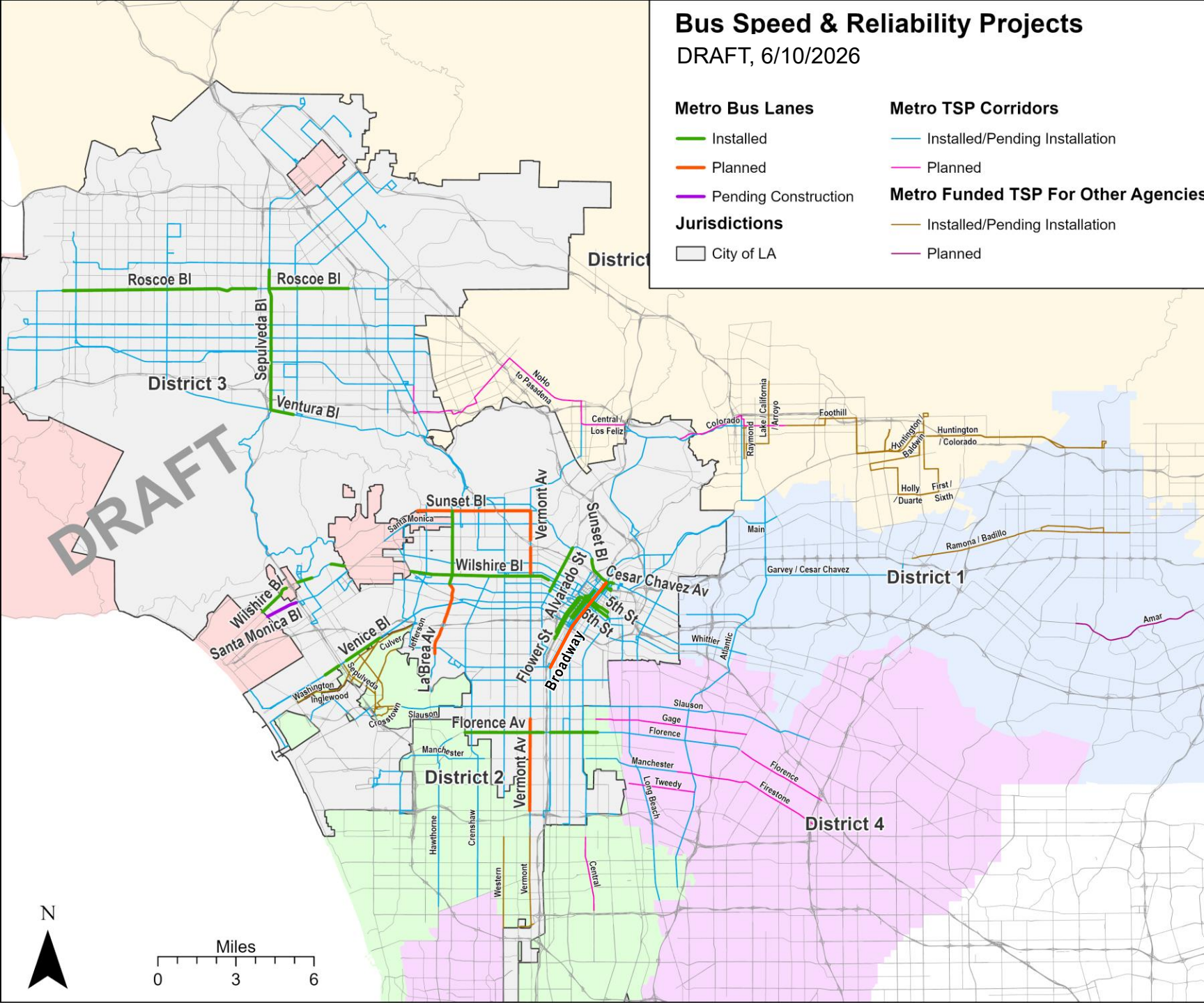
- City of LA

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

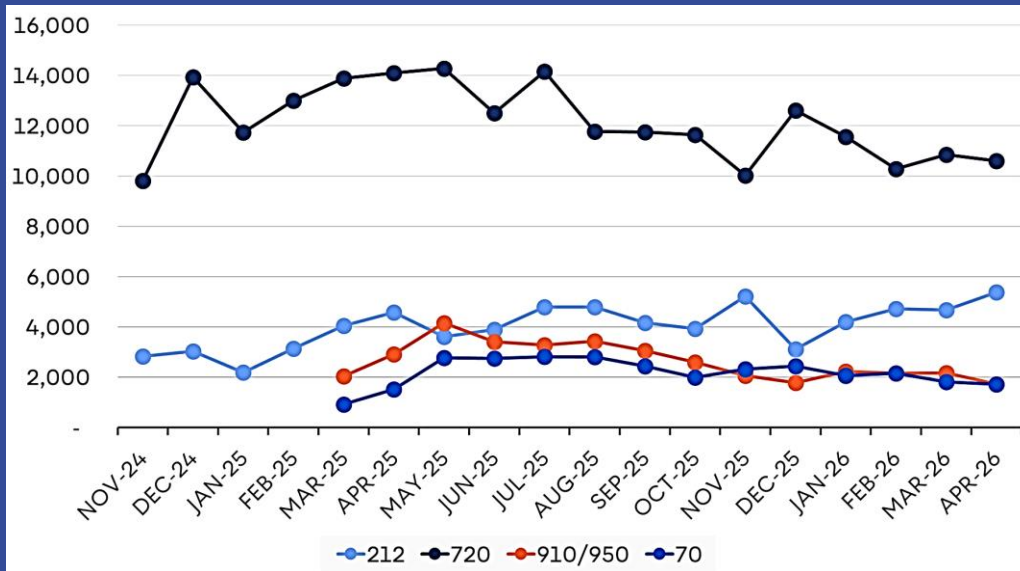
- Pilot completed for Line 16

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

