



NextGen Ridership Update Quarter 4, Calendar Year 2025

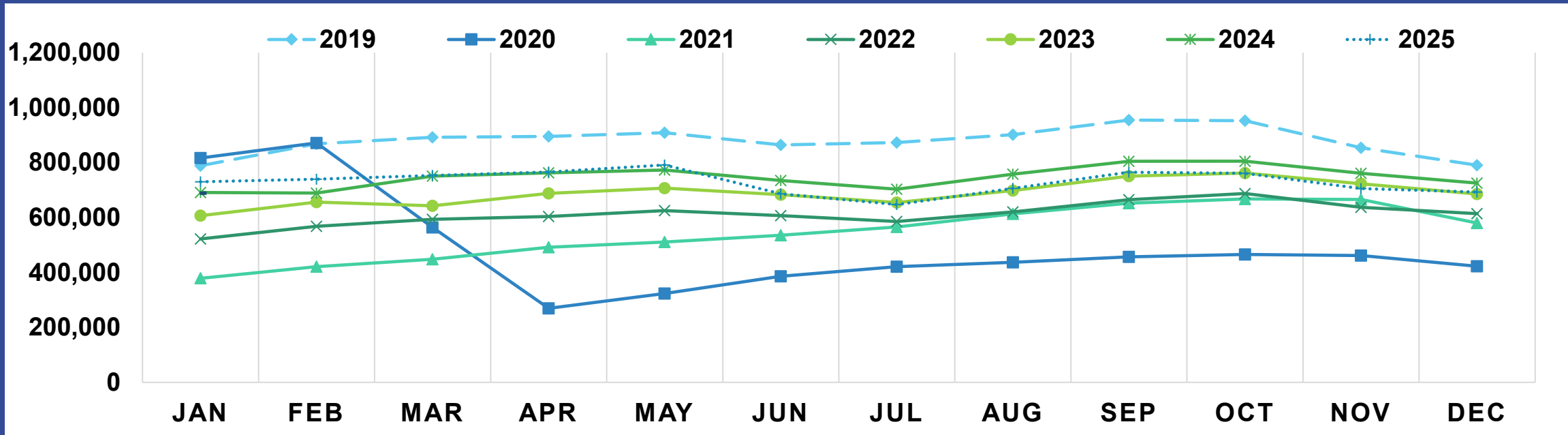
Operations, Safety, and Customer Experience Committee

April 16, 2026



Metro[®]

Average Weekday Ridership 2019-2025



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



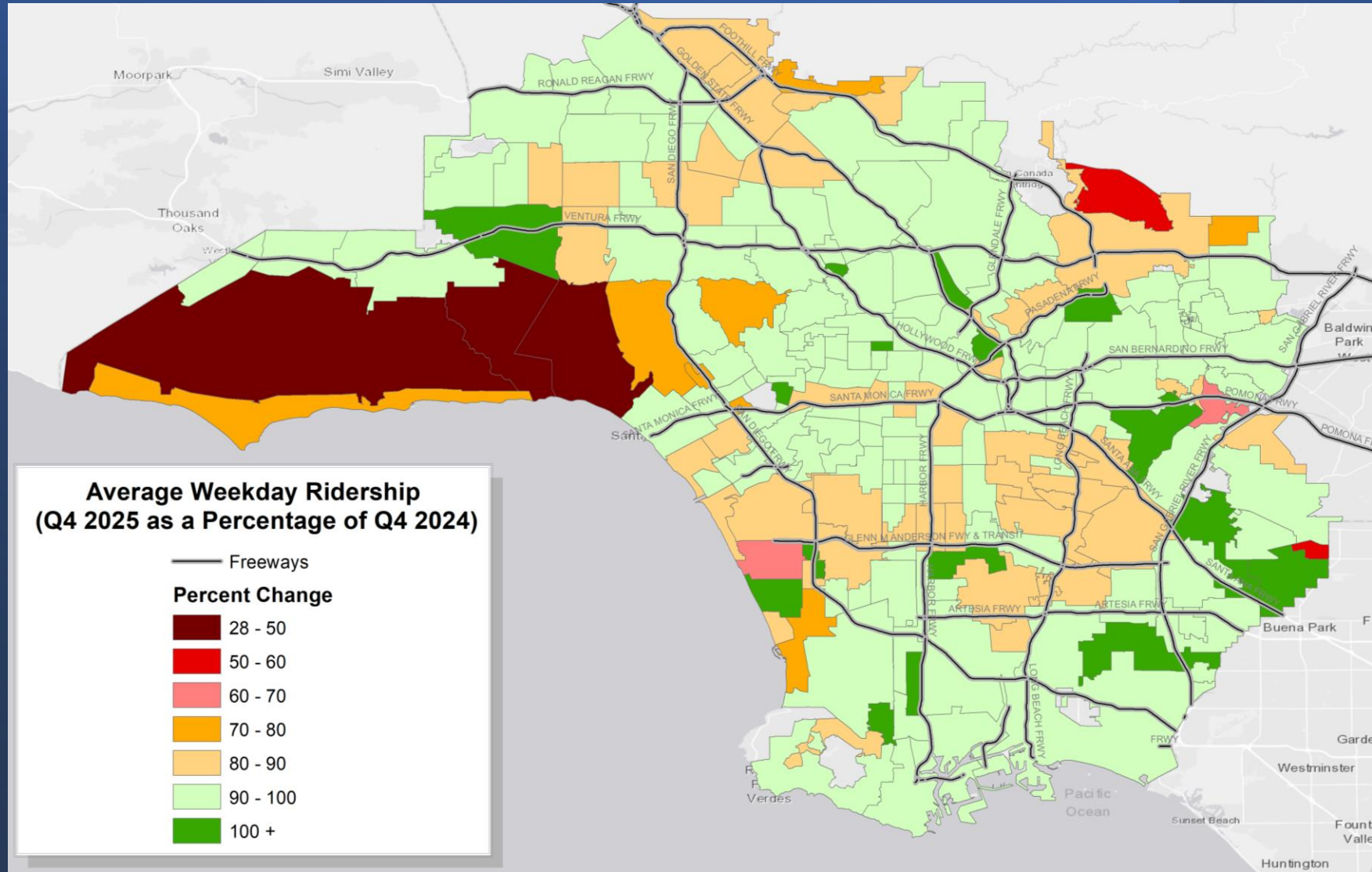
Average Weekday Ridership by Service Area

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

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

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

Q4 2025 Average Weekday Ridership as Percentage of Q4 2024



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

Ridership by Time Period

Q4 CY2025 versus Q4 CY2024

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

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

Q4 CY2025 versus Q4 CY2024 Line Ridership Changes

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

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



Bus Speed & Reliability Projects

DRAFT, 3/17/2026

Metro Bus Lanes

- Installed
- Planned
- Pending Construction

Jurisdictions

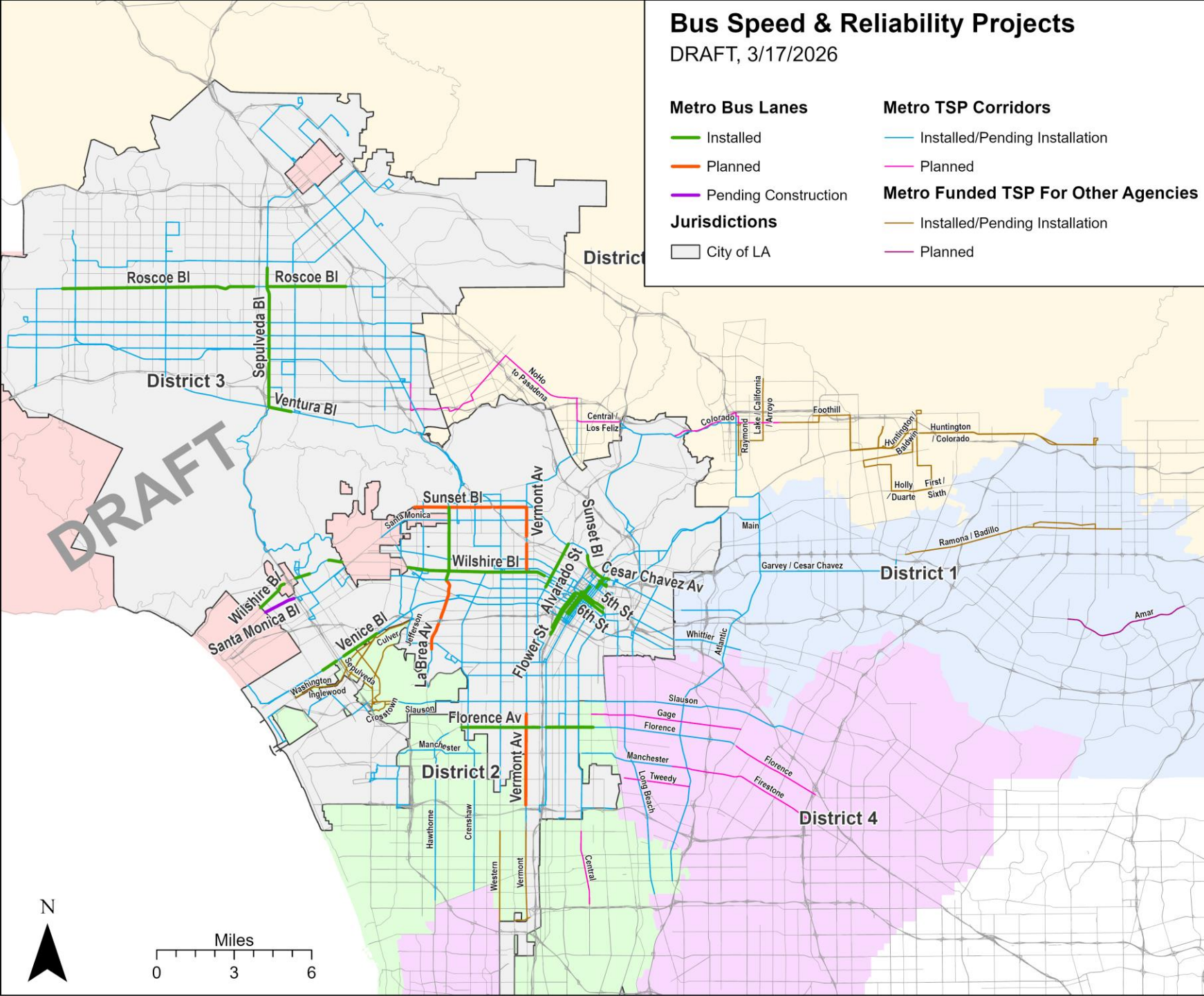
- City of LA

Metro TSP Corridors

- Installed/Pending Installation
- Planned

Metro Funded TSP For Other Agencies

- Installed/Pending Installation
- Planned



Speed & Reliability Updates

Bus lane progress

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

Florence Av

- Project complete in 5/2026

Sunset Bl

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

Recent on-board rider bus lane survey

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

Transit Signal Priority (TSP)

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

Bus stop consolidation

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

Headway Based Operation Pilot

- Pilot completed for Line 16

Bus Lane Enforcement (BLE) Program February 2026 Update

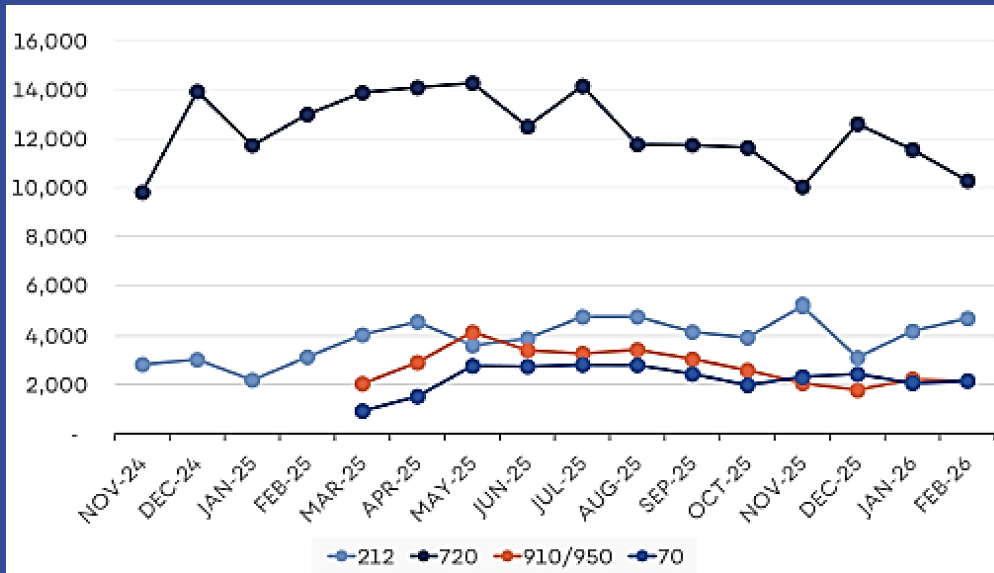
February 2026 Events per Route

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

February 2026 Enforcement

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

Events Captured By Route



Events Captured v Accepted

