

NextGen Ridership Analysis – Q2 CY2025

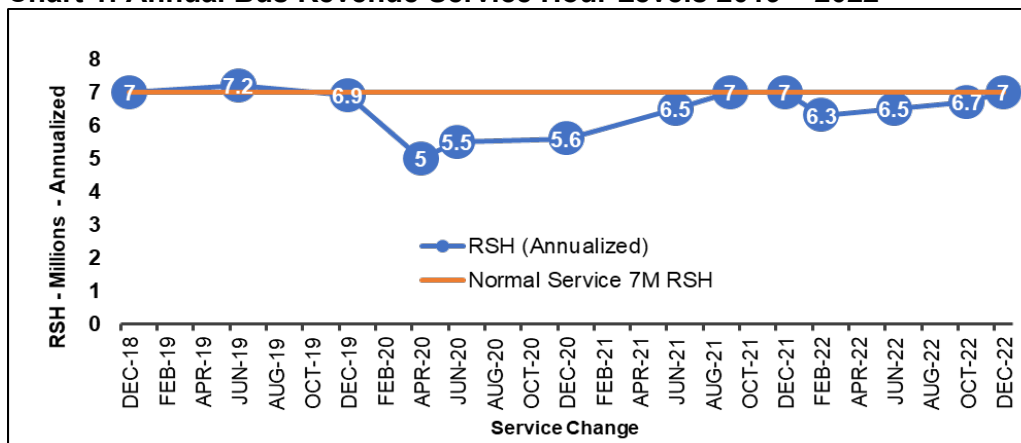
In reviewing recent Metro ridership trends, it is important to look at the overall changes occurring over the last five years (2019 through 2024). That period includes two significant events: 1) implementation of the NextGen Bus Plan between December 2020 to December 2021 and 2) changes to the overall travel market and transit service resulting from the COVID-19 pandemic and its impacts on the community beginning in March 2020. This second item includes the Omicron spike in COVID cases and the national bus operator shortage resulting 10% reduction in service levels in 2022. Service was restored by December 2022 and full operator staffing was achieved by August 2023. Full operator staffing was restored as of January 2025. In examining Q2 CY2025 ridership, other events with significant impacts to a small group of lines were the devastating Palisades and Eaton fires and their ongoing recovery efforts. Another factor that may be impacting ridership (positively) is the full time return to office for Federal workers beginning in March 2025, though the Federal workforce numbers have also been significantly reduced. Most significantly, the immigration raids which started in June 2025 appear to have significantly reduced ridership, with some riders fearful of being in public, including riding the Metro bus system.

Analysis and discussion are provided regarding how these changes may relate to actual Metro bus ridership trends in terms of average weekday, Saturday, and Sunday ridership between 2019 (when ridership peaked pre-COVID) through the second quarter of 2025, as well as ridership by area, EFC/non-EFC, time of day, and line/line group level. Data is also presented on changes to average passenger trip lengths.

Metro Bus Service Levels:

A significant emergency reduction in annual bus revenue service hours (RSH) from 7 million to 5 million was implemented with the onset of the pandemic in April 2020. NextGen Bus Plan implementation began in December 2020. A small ramp-up of service occurred in June 2020 to increase RSH to 5.5 million as an initial step towards service level restoration as ridership began to increase.

Chart 1: Annual Bus Revenue Service Hour Levels 2019 – 2022



The most significant restoration of service levels occurred in June 2021, going from 5.6

million to 6.5 million annual RSH towards implementing the second phase of NextGen Bus Plan changes and in response to further ridership recovery from the COVID ridership low point in 2020. Hiring of new bus operators continued during 2023. Full operator staffing was achieved by August 2023. Operator staffing was 1-2% below full levels in CY2024, which impacted service delivery, but cancellation rates remained below 5% and usually below 2% on weekdays and Saturdays. Full operator staffing was restored in January 2025 to ensure full service is delivered as Metro remains committed to the reliable delivery of full service, and cancellation rates have been minimized to usually less than 1% weekdays and Saturdays and below 2% Sundays during 2025.

Travel Demand:

Overall travel demand calculated from Location Based Services (LBS) cell phone data as shown in Charts 2 and 3 suggests travel continued to recover through 2022 but leveled off in 2023 and 2024 and overall remains around 5% below pre-COVID levels based on 2025 data. After an initial 35% drop in 2020 with the onset of the pandemic, travel demand rebounded strongly between 2020 and 2021 (+15%), with a smaller recovery between 2021 and 2022 (+8%), Total travel demand overall remained about 8% below pre-COVID levels in 2023 and 7% below in 2024; in 2025, to date, it is around 5% below. However, patterns by time of day are mixed. AM peak travel volumes had remained well below pre-COVID levels in 2023 and 2024 but have recovered more in 2025. Midday travel volumes exceeded pre-COVID levels in 2023 and preliminary data for 2024 shows them matching pre-COVID midday volumes. Interestingly, midday demand has showed some decline in 2025 to date. After a surge in afternoon peak travel in 2022 exceeding pre-COVID levels in the 3 PM hour, that demand appears to have leveled off to pre-COVID levels in 2023 and 2024. However, in

Chart 2: Percentage difference of Total Daily Trips in LA County compared to 2019, 2019-2025 (preliminary results)

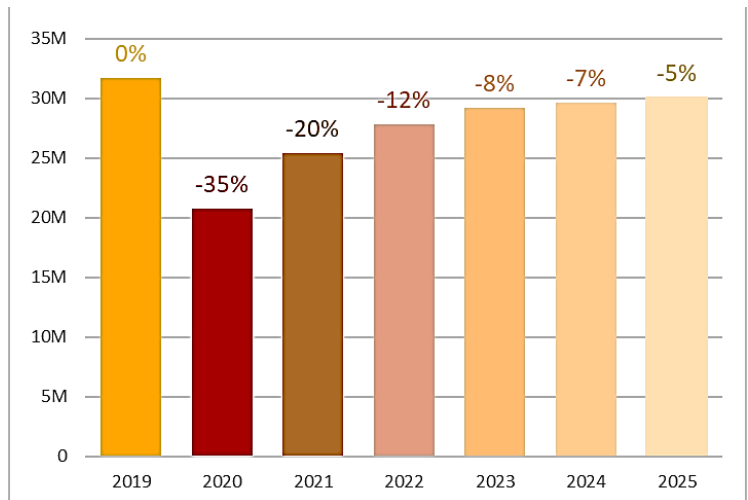
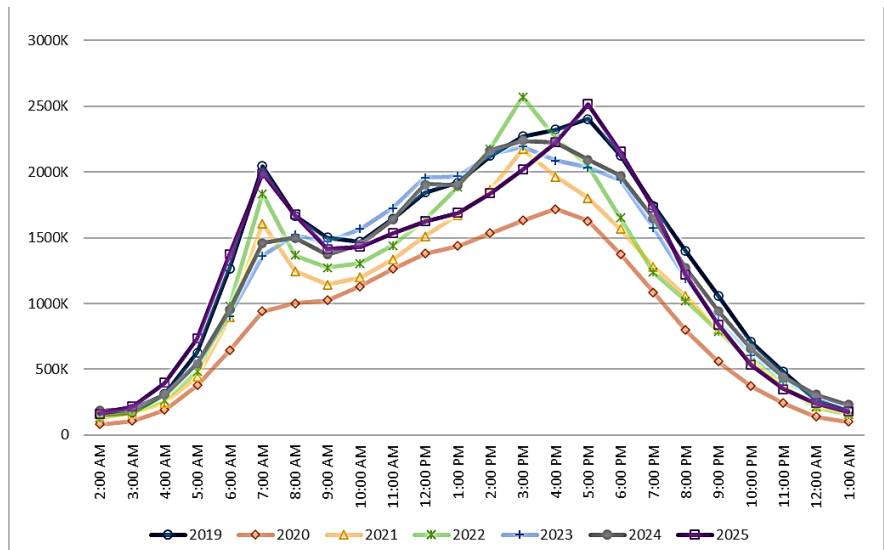


Chart 3: LA County Total Daily Trips By Year and Hour, 2019-2025 (preliminary results)

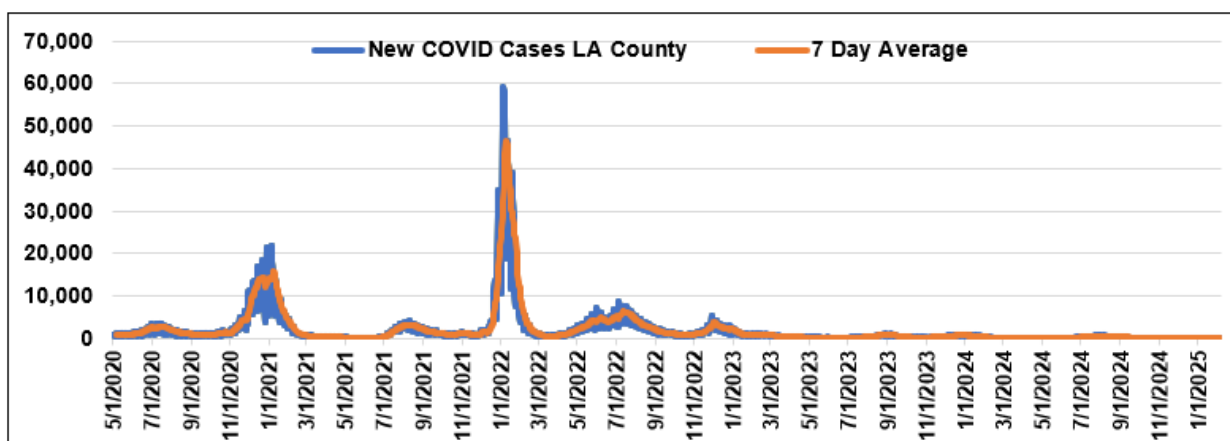


2025, similar to midday, the PM peak showed some decline. Some of this lack of recovery may relate to expanded availability of online services and commerce (midday). Telecommuting (AM and PM peaks) may be continuing but with some decline as more workers return to more days per week in office. These trends will continue to be monitored, especially regarding the impact of immigration raids moving forward, to foster understanding of bus ridership patterns. Research by UCLA suggests changes not just in work commutes but also other travel segments. Evening travel demand is close to or exceeding pre-COVID in the early evening and the same as pre-COVID for the later hours of the evening and overnight period in 2024.

COVID Cases:

Chart 4 provides a reference to the periods when COVID was most active in our community which may have been reflected in ridership impacts. COVID cases spiked most notably at the end of 2020 (Delta) and at the end of 2021 (Omicron), with much smaller spikes in new cases during the middle and end of 2022. Case numbers remained very low throughout 2023 and 2024, with a minor increase in reported cases in winter 2023-2024 and 2024-2025 and the summers of 2023 and 2024. Cases are likely underreported in recent years and are having less impact on overall travel over the last two years as people have adapted to living with COVID. Spikes typically occur around holidays and other events when more people gather in groups. In summary, COVID is considered to now have a minimal impact on ridership, excepting factors such as the post-pandemic increase in telecommuting for many workers and economic impacts this may cause to other worker groups (such as reduced service worker jobs in downtown office areas). COVID case count data ceased being reported in detail in early 2025, so Chart 4 ends in January 2025. Some media reports suggested a local surge in COVID cases occurred in summer 2025 though no official data from LA County is available to validate these reports.

Chart 4: New Daily COVID Cases and 7-Day Average for LA County (excluding Long Beach, Pasadena)



Weekday Bus System Ridership

After the initial 70% drop in ridership in March/April 2020 with the COVID-19 pandemic onset, weekday ridership recovery began steadily in the second half of 2020 and

continued throughout 2021 and the first half of 2022. This ridership recovery was similar to the travel demand recovery illustrated in Charts 2 and 3 of overall travel in LA County in terms of the initial large increase in travel and bus ridership in 2021 with more gradual growth in 2022.

The usual seasonal summer dip in bus ridership was not seen in 2020 and 2021; ridership recovery was more continual coming out of the depths of the decline of 2020. The smaller summer spikes in COVID during mid-2020 and mid-2021 do not appear to have impacted weekday ridership recovery. However, the typical holiday season ridership decrease in December/January was seen in 2020, 2021, 2022, and 2023, though some of it may relate to COVID spikes, especially at the end of 2021 (Omicron).

Ridership steadily increased even with minimal increases in bus service between June 2020 and June 2021 as available spare capacity was utilized to accommodate growth. The significant service restoration in the second half of 2021 (see Chart 1) added valuable extra capacity to accommodate and incentivize the return of ridership.

The reintroduction of fare collection in January 2022 and the bus service reduction in February 2022 did not seem to slow ridership growth in the first half of 2022. There was a big push to enroll low-income riders in the LIFE (Low Income Fare is Easy) program for discounted fares prior to the reinstatement of fare collection on buses which may have helped avoid the loss of some ridership from this change. There were also concerted efforts to enroll school districts into the GoPass programs for their students. Mid-2022 showed some seasonal summer dip in ridership, but this may also reflect the COVID case increases in the community at that time.

Table 1: Comparison of Average Daily GoPass Boardings by Day Type and Year

Date Range of Comparison by Day Type	Weekdays	Saturday	Sunday
2024 January to September	51,127	26,386	17,670
2025 January to September	52,869	27,666	19,939
Year over Year # Change 2025 vs 2024	+1,742	+1,280	+2,269
Year over Year % Change 2025 vs 2024	3%	5%	13%

Table 2: Comparison of Average Daily LIFE Boardings by Day Type and Year

Date Range of Comparison by Day Type	Weekdays	Saturday	Sunday
2024 January to September	63,860	42,319	29,939
2025 January to September	68,137	44,269	33,274
Year over Year # Change 2025 vs 2024	4,277	1,950	3,335
Year over Year % Change 2025 vs 2024	6.7%	4.6%	11.1%

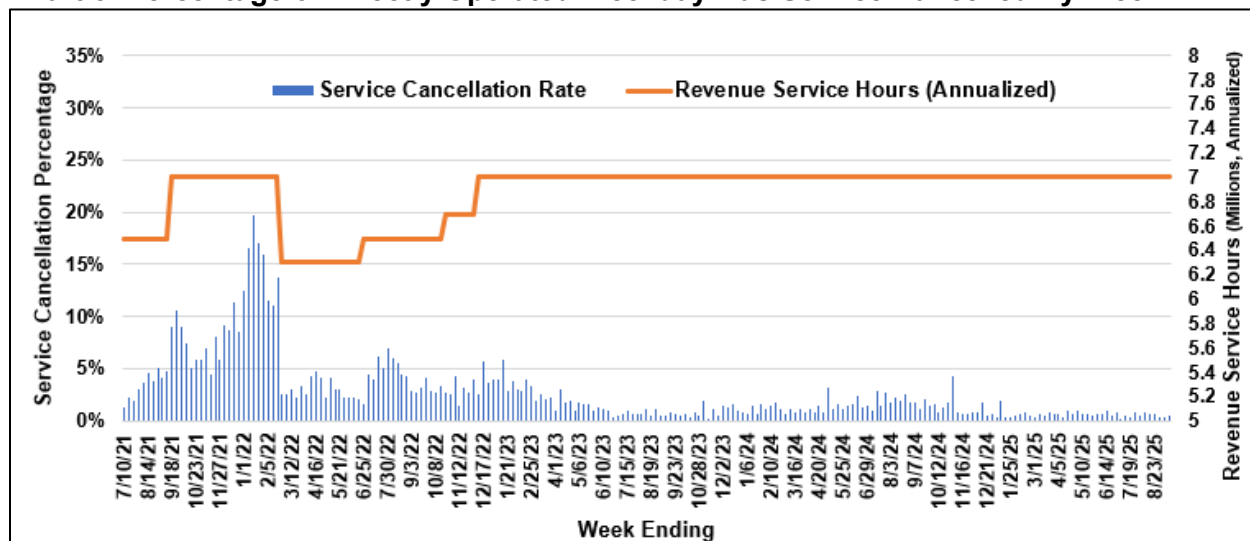
The overall growth in the LIFE Program and GoPass boardings exceeds the overall increase in ridership. However, while some of the growth of these programs is due to new rider participation, much of this growth is from existing riders enrolling in them. As with general ridership, these programs may see a decline in growth due to the impacts

of immigration enforcement.

The second half of 2022 saw weekday bus ridership similar to 2021 levels, suggesting ridership may have leveled off similar to travel demand changes between 2021 and 2022 (see Charts 2 and 3). This period also saw a temporary reduction in Metro bus service (-10%) and high levels of canceled service due to the bus operator shortage.

Complete restoration of bus service by December 2022, combined with more reliable service delivery and continued GoPass and LIFE Program outreach efforts have contributed to much stronger ridership recovery through 2023 and continued through 2024. This reinforces the importance of frequent and reliable service delivery in attracting and retaining ridership. The overall growth in both LIFE Program and GoPass boardings, particularly for the LIFE Program, includes many existing riders that have converted to become LIFE or GoPass program participants as well as people new to riding Metro.

Chart 5: Percentage of Directly Operated Weekday Bus Service Cancelled By Week

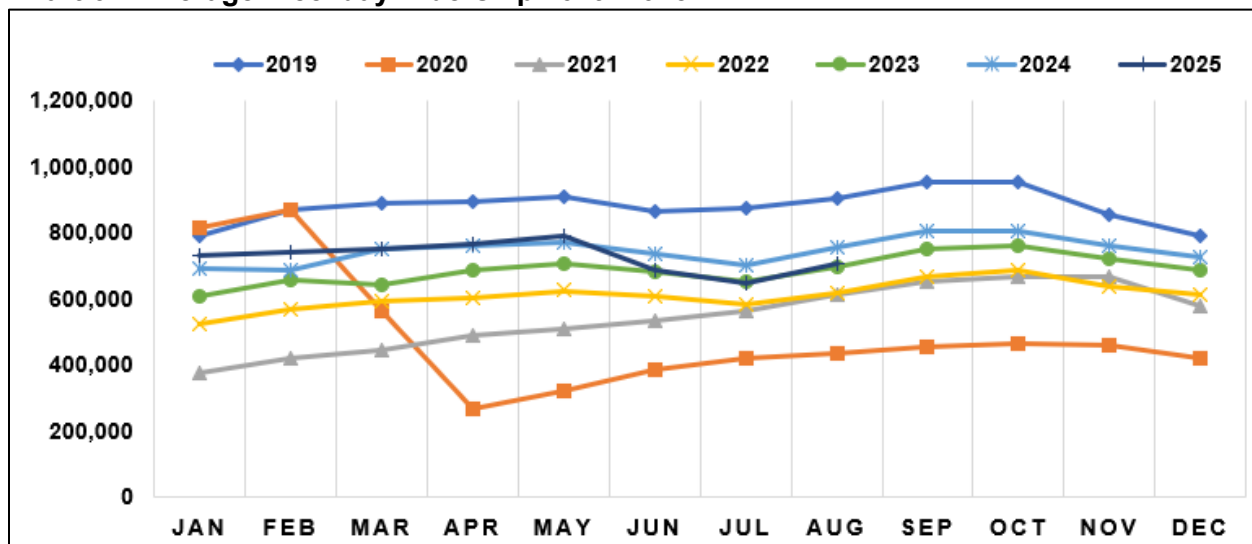


Restoration of full scheduled NextGen bus service levels was completed in December 2022. Continued bus operator hiring resulted in improved reliability (fewer service cancellations) through 2023. By August 2023, operator staffing levels were fully restored, though operator needs increased to meet ridership recovery with the December 2023 service change, and operator recruitment challenges (such as low turnout rate to commence training) saw a shortage of around 1-2% in operator numbers during CY2024. New operator class sizes were again increased to reverse this trend; full operator staffing was again restored by January 2025 and has remained at full levels through the first half of 2025. Service cancellation numbers remained lower (generally under 2% weekdays and Saturdays, and 4% Sundays) through CY2024 than they were in the second half of CY2023 and even lower in CY2025 (generally under 1% for weekdays and Saturdays and under 2% for Sundays). Chart 5 shows the progress made since December 2022 in reducing canceled bus service levels. The reliable delivery of all daily bus service is critical so that the NextGen commitment to Metro bus

riders of fast, frequent, and reliable service can be fully realized.

As Chart 6 shows, after a slight dip in ridership during the rainy December 2022 period, weekday ridership showed strong growth through 2023 and 2024. Average weekday ridership recovery compared to same quarter in 2019 (pre-COVID) was 84.1% for Q2 CY2025, a slight decrease from 85.1% in Q2 CY2024. In October 2024, weekday ridership set a post-COVID record of 804,963. In Q2, the highest average weekday ridership was recorded in May 2025 at 791,214; however, the months of June 2025 (Q2), and July and August 2025 (Q3) have seen reductions in average weekday ridership over the same months of 2024. These reductions are the first year over year declines in over 2.5 years. The June decline resulted in the recovery rate for Q2 overall declining to 84.1% compared to 85.1% for Q2 CY2024. These declines coincide with immigration raids occurring in LA County, resulting in fear for many people about being in public, including riding Metro buses.

Chart 6 – Average Weekday Ridership 2019–2025



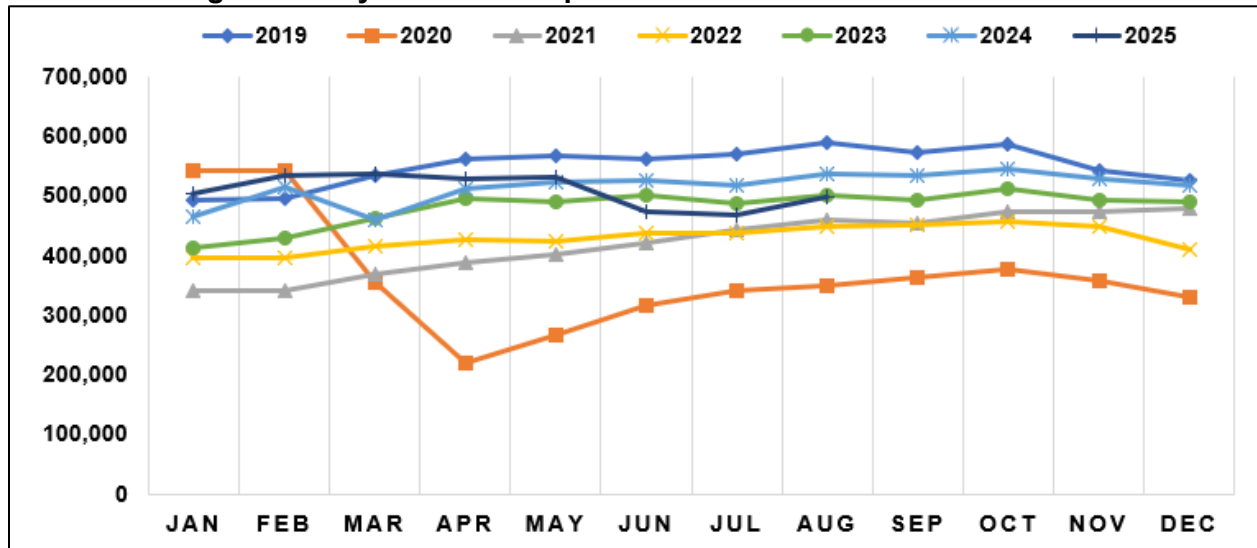
Saturday Bus System Ridership

Similar to weekdays, average Saturday ridership showed a steady recovery through mid-2022, with the recovery slowing in the second half of 2022, matching 2021 results, as shown in Chart 7. Saturday service reliability was also an issue in 2022 due to the operator shortage and resulting service cancellations and improved with restoration of full service in December 2022 which, together with more operator hiring, improved service in 2023 with gains in ridership seen since then.

Interestingly, there was no seasonal dip in Saturday ridership at the end of 2021, though the dip was observed at the end of 2020. After a dip during the rainy 2022 holiday season, ridership recovery resumed in the first half of 2023. In Q2 CY2024, Saturday bus ridership was 92.4% of pre-COVID levels; that recovery declined slightly to 90.9% for Q2 CY2025. Saturday has a post-pandemic average ridership record of 545,208 in October 2024, with the highest monthly average Saturday ridership in Q1 CY2025 being 537,710 in March 2025 and the highest in Q2 CY2025 was 531,200 in May 2025.

However, like weekdays, the months of June, July, and August 2025 showed average Saturday ridership at or below 2023 levels, a significant decline compared to 2024. These declines are believed to be the result of immigration raids occurring in LA County. Weekend ridership can vary more than weekdays, as there are a small number of Saturday and Sunday sample days each quarter compared to weekdays, with various events and weather impacts occurring each quarter.

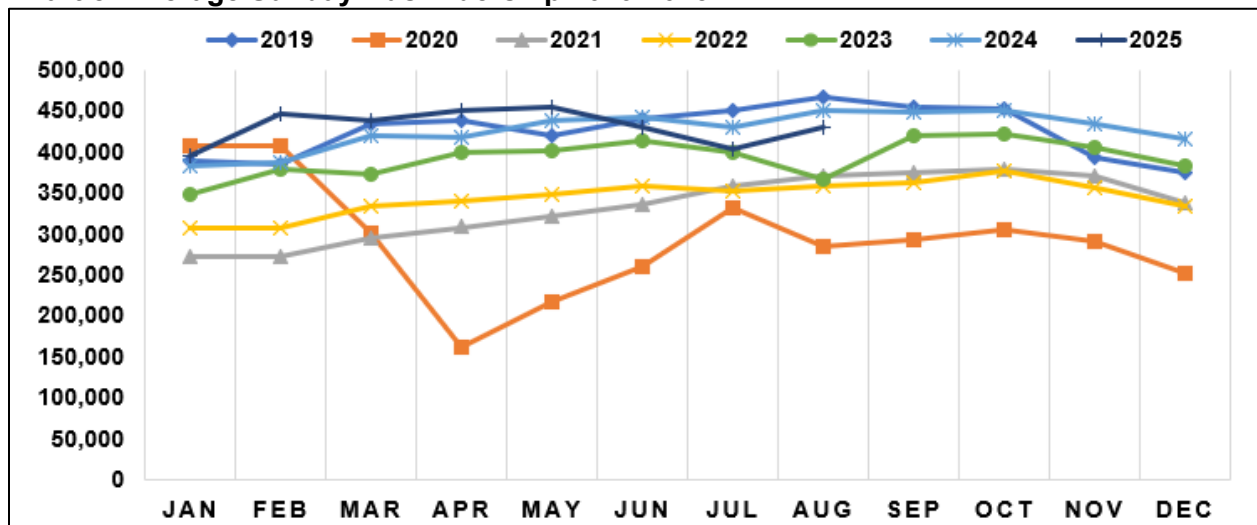
Chart 7: Average Saturday Bus Ridership 2019–2025



Sunday Ridership

Similar to weekdays and Saturdays, average Sunday ridership recovered steadily through mid-2022, with an early peak in recovery in July 2020. A holiday season dip was seen at the end of each year as depicted in Chart 8.

Chart 8: Average Sunday Bus Ridership 2019-2025



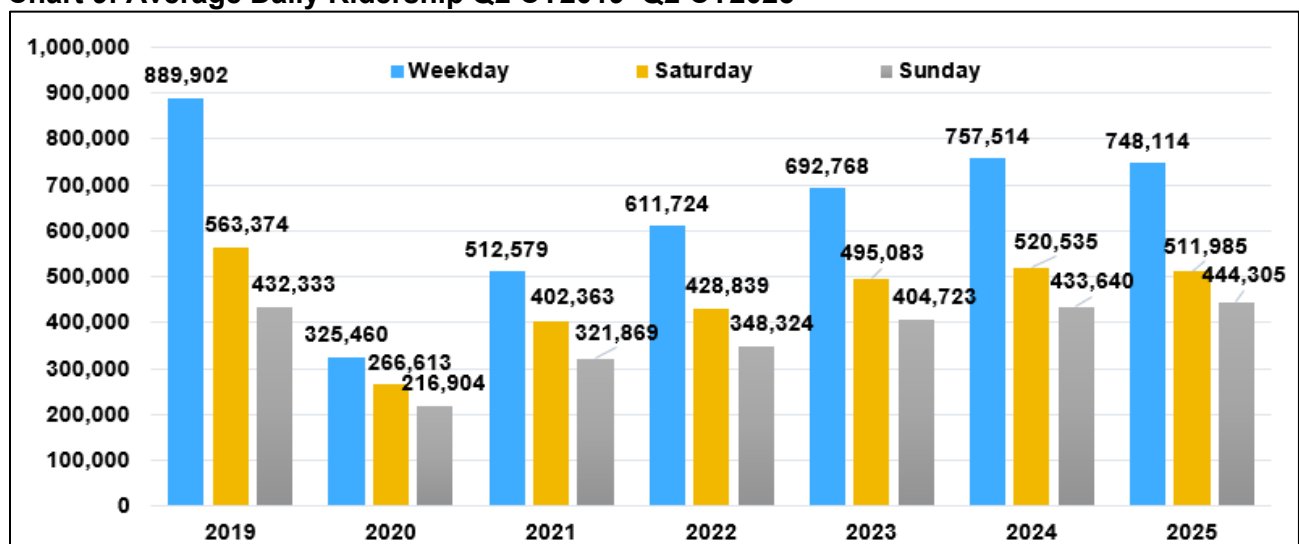
By mid-2022, average Sunday bus ridership remained similar to the 2021 levels, with

the highest levels of cancellations due to the bus operator shortage in 2022. Growth continued for the first half of 2023, with February 2023 almost matching pre-COVID February 2019, and June 2023 showing a 94.0% recovery rate. August 2023 numbers were impacted by the major storm event on Sunday August 20, 2023. As of Q2 CY2024, Sunday bus ridership recovery was 100.3%; this further increased to 102.8% in Q2 CY2025. Sunday set a post-pandemic average ridership record in May 2025 at 454,686 which was also the highest average Sunday monthly ridership in Q2 CY2025. While June, July, and August 2025 Sunday average ridership all showed declines, the Sunday Q2 result overall still managed to show an increase overall from Q2 CY2024, unlike weekday and Saturday. This can be attributed to the particularly high average Sunday ridership seen in both April and May 2025. Overall, Sunday ridership recovery improved from 100.3% to 102.8% between Q2 CY2024 and Q2 CY2025.

Current Ridership

After an initial very large increase of 187,000 average weekday rides in Q2 CY2021 over Q2 CY2020 from the low point of pandemic ridership in 2020, there were further though slowing increases of 99,000 average weekday rides between both Q2 CY2021 and Q2 CY2022, of 81,000 between Q2 CY2022 to Q2 CY2023, and a further increase of 65,000 between Q2 CY2023 and Q2 CY2024. However, Q2 2025 versus Q2 CY2024 saw a small decrease of 9,000. While growth continued (though slowed) up to Q2 CY2024, the Q2 CY2025 decline in ridership recovery appears to be the result of a 6.6% decline in average ridership in June 2025 over 2024 (even with 0.4% and 2.4% increases in April and May 2025 respectively); this is believed to be a result of immigration raids in LA County making some fearful of being in public, including riding the Metro bus system. This is an unfortunate interruption to over two years of continuous increases in ridership recovery. This impact appears to have continued in July and August 2025 (declines of 7.9% and 6.8% respectively over the same months of 2024). It will be critical to understand what conditions will need to be present to restore the confidence of people to return to riding the Metro bus system.

Chart 9: Average Daily Ridership Q2 CY2019–Q2 CY2025



On Saturdays, Q2 CY2020 to Q2 CY2021 saw an increase of 136,000 in average Saturday rides with subsequent year over year increases of 26,000 (Q2 CY2022 over Q2 CY2023), then 66,000 (Q2 CY2023 over Q2 CY2022), and 25,000 (Q2 CY2024 over Q2 CY2023). However, the most recent average Saturday rides for Q2 CY2025 was 9,000 lower than Q2 CY2024, the first post-pandemic period Saturday decline. Saturday ridership saw a similar decline as weekday, with a decline of 10.2% in June 2025 over June 2024, in contrast with April and May 2025 which saw increases of 0.4% and 2.4% respectively over the same months of 2024. Again, this appears to have been impacts of immigration raids that began in June, with declines of 9.7% and 6.8% seen for average Saturday ridership in July and August 2025 over those months of 2024.

Q2 CY2020 to Q2 CY2021 saw a large increase in average Sunday rides of around 105,000 with a subsequent smaller year over year increases of around 26,000 (Q2 CY2022 over Q2 CY2021), a robust 56,000 increase (Q2 CY2023 over Q2 CY2022), and a smaller 29,000 increase (Q2 CY2024 over Q2 CY2023). The average Sunday ridership for Q2 CY2025 increased over 10,600 from Q2 CY2024, unlike weekday and Saturday. April and May 2025 Sunday ridership had the increases of 7.7% and 3.8% respectively for over the same months of 2024. However, there was a decline of 2.9% for June 2025 over June 2024 average Sunday ridership. Again, this June 2025 decline appears to have been related to fear resulting from immigration raids, with even larger declines of 6.3% and 4.5% seen in July and August 2025.

Weekend sample sizes are smaller and special events can have larger impacts for Saturday and Sunday data, but overall recovery appeared to continue until June 2025 when immigration raid impacts began. Based on Q2 CY2025 ridership data, it is likely too soon to declare new normal for either Saturday or Sunday ridership as recovery was still continuing on both day types until June 2025. Q2 CY2025 average daily ridership between 2019 and 2024 is shown in Chart 9.

Full-service restoration and improved service reliability thanks to full bus operator staffing, together with the LIFE and GoPass fare programs, have likely supported the ridership recovery seen in 2023 through 2025. There were much more substantial gains in 2023 but growth has continued for all three day types (weekday, Saturday, and Sunday). Now the challenge will be restoring confidence in people being in public including being on the Metro bus system.

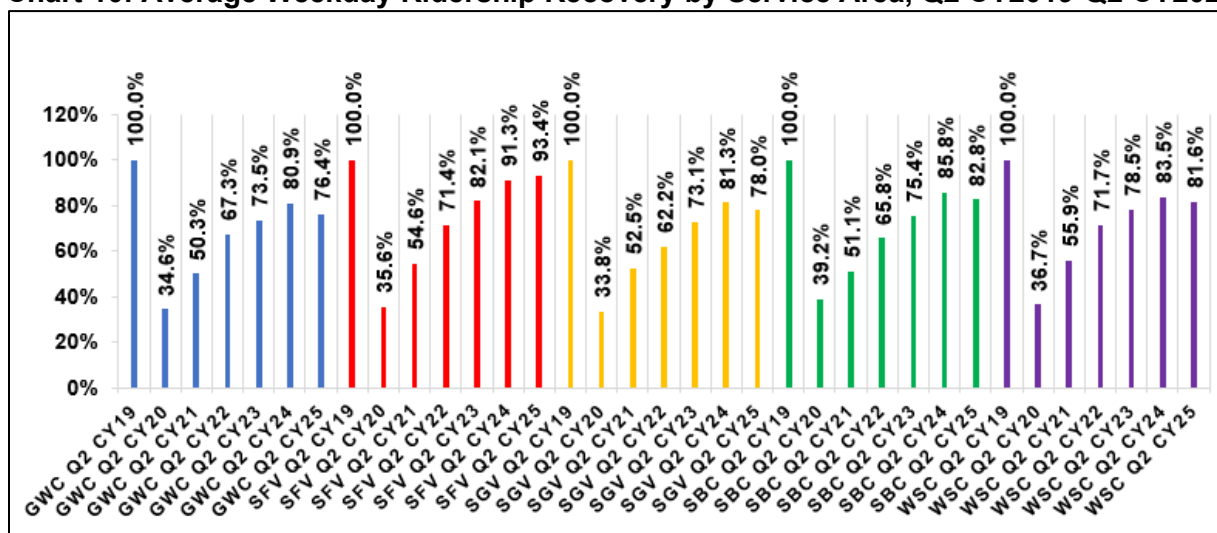
Bus System Ridership by Service Area

This section examines ridership recovery by service area, based on the five Metro Regional Service Council boundaries. As shown in Chart 10, weekday ridership recovery has occurred in Q2 of each year post-pandemic in each of the five Metro Council areas after the large decline in 2020, until 2025, where declines were seen compared to Q2 CY2024 for weekday, Saturday, and Sunday for four out of the five Service Council areas. Declines were particularly pronounced in the Gateway Cities, and only San Fernando Valley service area still showing increases for weekday, Saturday, and Sunday.

Comparing ridership recovery for Q2 CY2025 to Q2 CY2024, the San Fernando Valley shows the most weekday ridership recovery at 93.4% (up from 91.3%). The other four service areas all showed declines which varied between 82.8% (down from 85.8%) for the South Bay Cities, 81.6% (down from 83.5%) for Westside Central service area, 76.4% (down from 80.9%) for Gateway Cities service area (the most impacted service area), and 78.0% (down from 81.3%) for the San Gabriel Valley service area.

Four of the five areas decreased their average weekday ridership compared to Q2 CY2024: only San Fernando Valley increased by +2.3%, with declines of -2.3% for Westside Central, -5.6% for Gateway Cities, -3.5% for South Bay Cities, and -4.1% in San Gabriel Valley (this area impacted in part due to bus lines transferred to Pasadena Transit).

Chart 10: Average Weekday Ridership Recovery by Service Area, Q2 CY2019-Q2 CY2025



Historically, San Fernando Valley transit lines had less frequent off-peak service. The NextGen service improvements to San Fernando Valley local lines invested revenue service hours to improve frequency in the midday weekdays 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)

A total of 19 San Fernando Valley lines gained improved weekday midday frequencies through NextGen Bus Plan implementation. Key route restructurings focused on more direct connections to North Hollywood (Lines 90 and 94) are also likely contributing

positively to the ridership recovery continuing even in the difficult Q2 CY2025 where declines were seen in the other four service areas. However, as listed below, all areas had service improvements as listed below, though they were unable to compensate for the declines in ridership resulting from immigration raids of starting in June 2025.

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

Highlights from NextGen frequency changes weekdays 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
 - Express service J Line 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

Highlights from NextGen frequency changes weekdays in the Gateway Cities service area include:

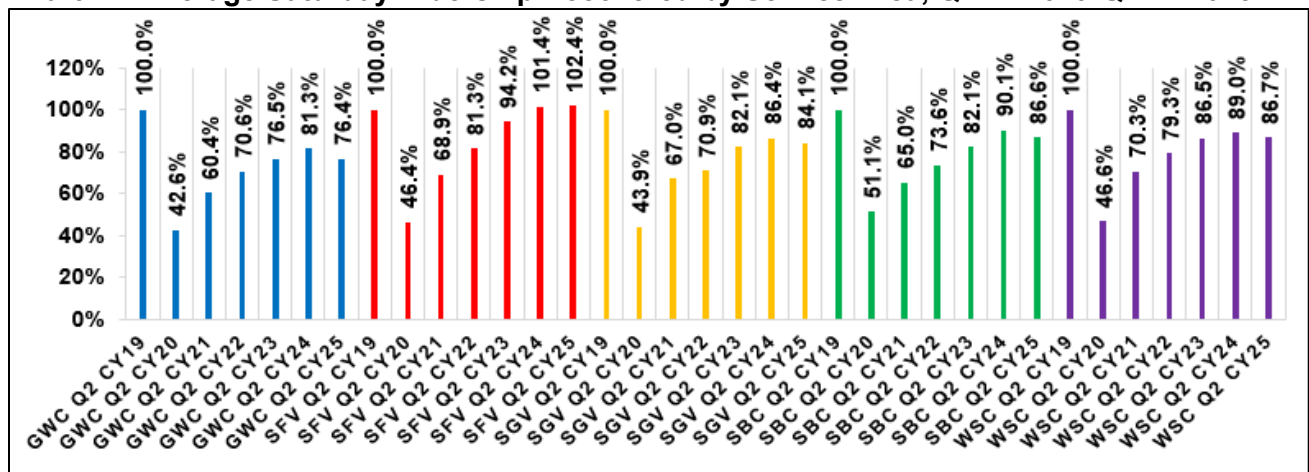
- Tier 1: five local lines had frequency improvements:
 - Line 53 increased from every 15 to every 10 minutes midday
 - Line 60 increased from every 18 to every 10 minutes midday
 - Line 105 increased from every 18-20 to every 10 minutes peak and midday
 - Line 108 increased from every 10 to every 7.5 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

Highlights from NextGen frequency changes weekdays 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 (this last change fully impacting Q2 CY2025 ridership as discussed above)

Chart 11: Average Saturday Ridership Recovered by Service Area, Q2 CY2019-Q2 CY2025



As with weekday, Saturday ridership recovery improved between Q2 CY2019 and Q2 CY2025 in only the San Fernando Valley service area (102.4%, up from 101.4% in Q2 CY2024), which continued to exceed pre-pandemic ridership. The other four areas showed declined recovery rates over Q2 CY2024. On the lower end was Gateway

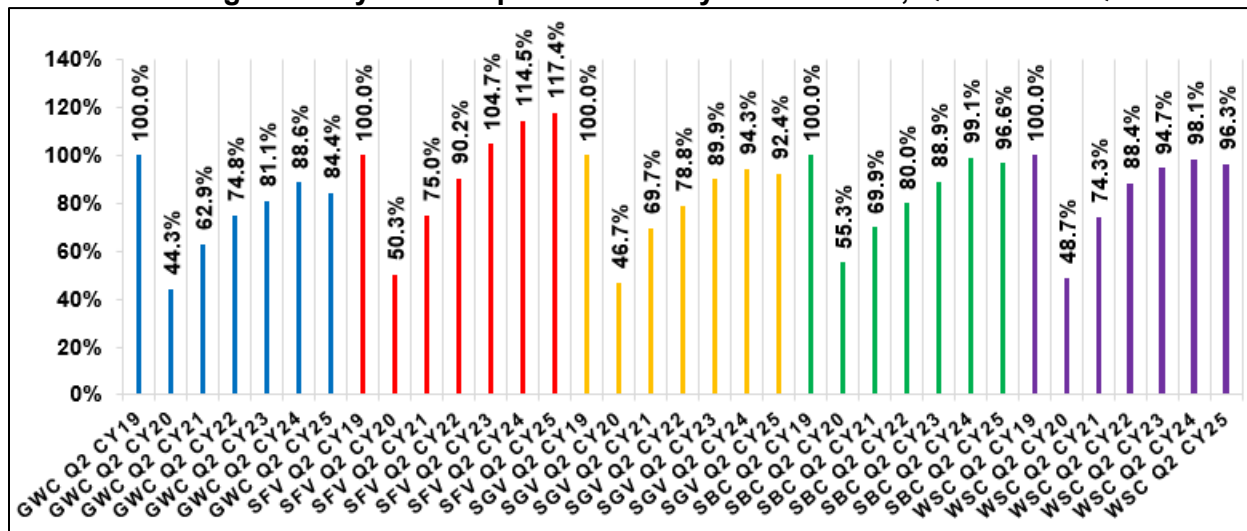
Cities at 76.4% (down from 81.3%), with Westside Central (down to 86.7% from 89.0%), San Gabriel Valley (down to 84.1% from 86.4%) and South Bay Cities (down to 86.6% from 90.1%) in Q2 CY2024. The percentage of Saturday ridership recovery by area is shown in Chart 11. Again, these Q2 declines all appear to result from ridership declines in June 2025 following increases in April and May 2025. Overall when comparing average Saturday ridership between Q2 CY2025 and Q2 CY2024, only San Fernando Valley saw an increase (+1.0%), with the other four areas showing declines ranging from Westside Central and San Gabriel Valley both at –2.7%, South Bay Cities at –3.8% and again the largest decline was for Gateway Cities at –6.1% on Saturday.

San Fernando Valley Saturday service frequency increases were not as widespread as the weekday ones but were still significant and appear to have helped this service area continue to grow ridership even in the difficult Q2 CY2025:

- 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.

Chart 12: Average Sunday Ridership Recovered by Service Area, Q2 CY2019–Q2 CY2025



Sunday ridership recovery by area displayed in Chart 12, as with weekday and Saturday, shows recovery in only the San Fernando Valley, with declines across all four

other areas between Q2 CY2024 and Q2 CY2025, after gains in all areas between CY2022 and Q2 CY2024. As with weekdays and Saturdays, the San Fernando Valley was the only area to improve ridership recovery and has continued to exceed its pre-COVID 2019 ridership (117.4%, up from 114.5% recovered in Q2 CY2024). The other four service areas showed declines compared to Q2 CY 2024 as follows:

- Gateway Cities: 84.4% (down from 88.6%), most impacted area.
- San Gabriel Valley 92.4% (down from 94.3%)
- South Bay Cities 99.6% (down from 99.1%) after almost reaching 100.0%.
- Westside Central 96.3% (down from 98.1%), after almost reaching 100.0%

Average Sunday ridership increased only in San Fernando Valley (+2.6%). Declines occurred in the other four service areas: San Gabriel Valley (-2.0%), Gateway Cities (-4.8%), Westside Central (-1.9%), and South Bay Cities (-2.5%) compared to Q2 CY2024.

The San Fernando Valley Sunday service frequency increases were not as widespread as the weekday or even Saturday ones, but were still significant and likely helped support ridership growth continuing in Q2 CY2025 in this service area:

- 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 in the San Fernando Valley 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). The changes in frequency, days of operation, and routing have likely combined to provide a more customer-friendly network for travel across the San Fernando Valley, helping achieve further ridership recovery in this area.

Though the other four service areas also received NextGen service improvements as listed below, they showed ridership declines.

Highlights from NextGen weekend frequency changes 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

Highlights from NextGen weekend frequency changes 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.

Highlights of NextGen weekend frequency changes 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

Highlights of NextGen weekend frequency changes 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.

Table 3: Change in Average Daily Ridership by Service Area: Q2 CY2025 versus Q2 CY2024

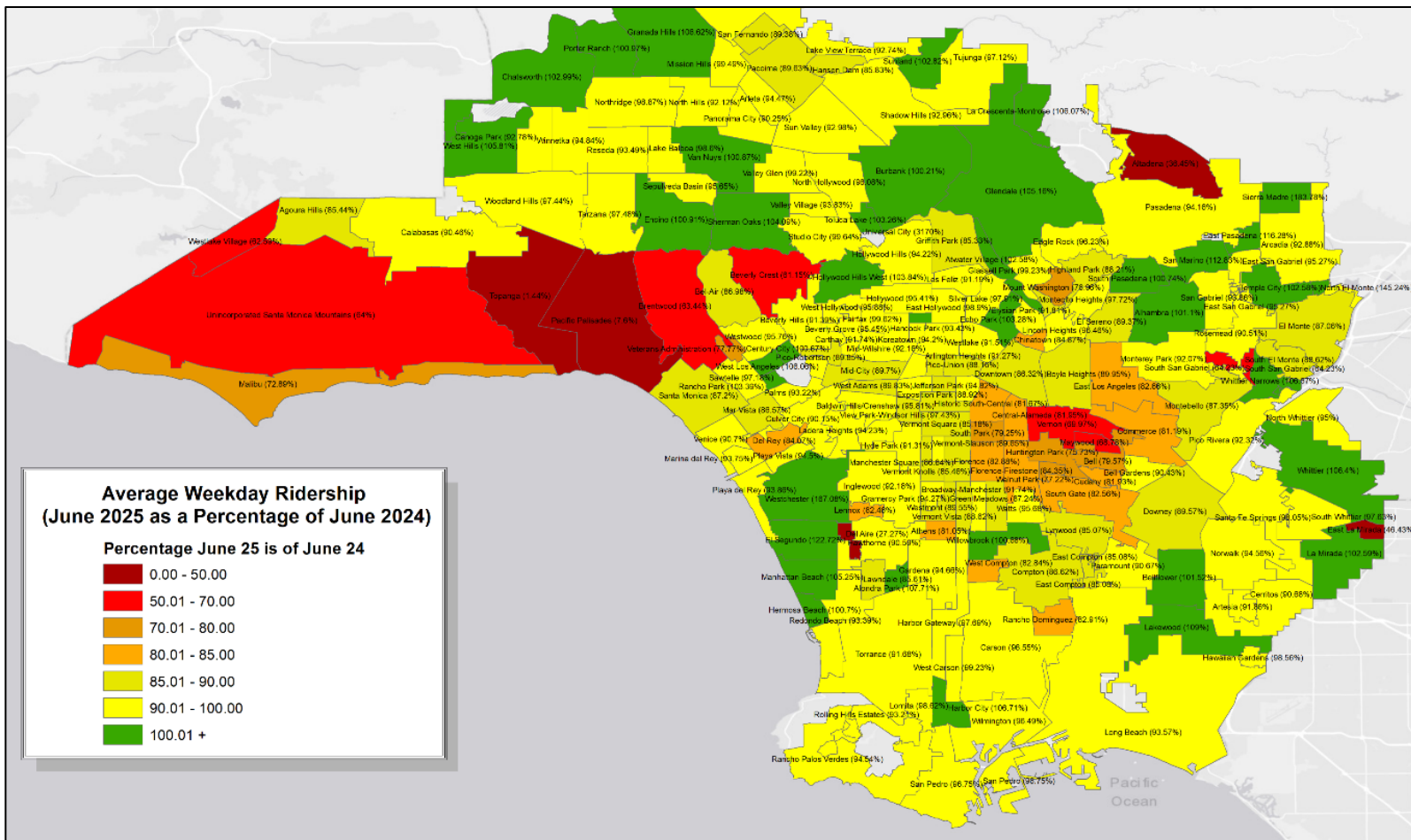
Service Area	Weekday	Saturday	Sunday
Gateway Cities	-5.6%	-6.1%	-4.8%
San Fernando Valley	2.3%	1.0%	2.6%
San Gabriel Valley	-4.1%	-2.7%	-2.0%
South Bay Cities	-3.5%	-3.8%	-2.5%
Westside Central	-2.3%	-2.7%	-1.9%

In reviewing overall Q2 CY2025 versus Q2 CY2024 recovery rates, there was only ridership growth in San Fernando Valley, with declines in all four other service areas for all day types, with especially pronounced declines in Gateway Cities service area, which coincidentally is where some of the most higher profile immigration raids were occurring. It will be critical to see an end to such immigration actions that are keeping people away from public spaces, including the Metro bus system.

Map 1 shows a comparison of average weekday ridership for June 2025 as a percentage of June 2024 ridership, illustrating, by LA City neighborhood and other LA County cities, the level

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

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



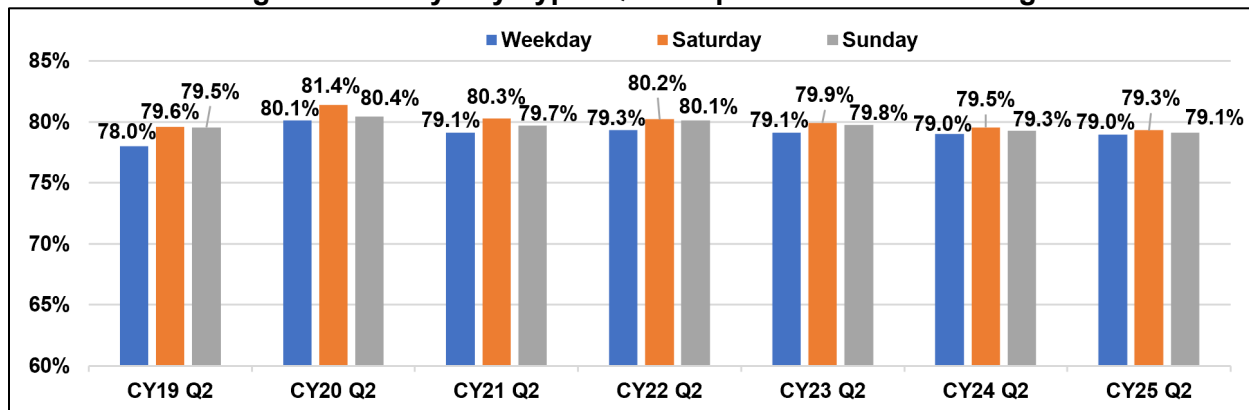
Bus System Ridership of Equity Focus Communities (EFC)

Bus system boardings in EFCs were reviewed to see if the recovery was stronger in EFCs than the network overall. Chart 13 shows changes in the proportion of boardings occurring in EFCs by day of the week between Q2 CY2019 (pre-NextGen and pandemic) through Q2 CY2025.

The proportion of boardings occurring in EFCs increased in Q2 CY2021 by 1.6% weekdays, 1.2% Saturdays, and 0.8% Sundays as was expected in the early, most impactful year of the COVID-19 pandemic as those with limited other options were still traveling on transit as needed for jobs and services. This increased share of boardings dropped in more recent years, with weekdays still 1.0% higher, but Saturday -0.3% lower and Sunday -0.4% in Q2 CY2025 compared to the pre-pandemic share of boardings in Q2 CY2019. This suggests two factors: 1) that the NextGen changes have

benefited EFCs particularly during weekdays where transit is critical to access jobs, services, and opportunities, more than in other areas; and 2) that weekdays may be experiencing a more recent recovery in transit trips in non-EFC areas which had been more impacted by telecommuting by Federal government and other office workers to places such as downtown LA, but have declined slightly, likely due to impacts to ridership from immigration raids first seen in June 2025.

Chart 13: Boardings in EFCs by Day Type: Q2 Comparison CY2019 through CY2025



This higher proportion of trips in EFCs likely in part reflects the efforts of the NextGen Bus Plan to ensure many service improvements were made to lines serving EFCs where the need for good transit is highest. The gains for EFC residents should continue as bus speed and reliability improvements increase the competitiveness of the NextGen Bus Plan. However, immigration raids may have disproportionately negative impacts in EFCs where some who may be more reliant on transit may have immigration status concerns that are keeping them off the system.

Lines serving Equity Focus Communities with the strongest ridership recovery (over 100% recovered weekdays and weekends) include:

- Line 66: W 8th St and E Olympic Bl in East LA
- Line 204: Vermont Av Local
- Line 605: Boyle Heights Shuttle

Many of these lines operate 15-minute or better service all day on weekdays as a result of the NextGen Bus Plan implementation.

Metro has deployed the full annualized 7 million revenue service hours planned under the NextGen Bus Plan, with service frequencies specifically targeting EFCs. Ridership recovery has been lower on lines serving Downtown LA, which have likely seen reductions in daily office worker attendance due to increased telecommuting and associated impacts on service industry jobs. This is despite NextGen frequency improvements (e.g., Broadway Line 45, Avalon Bl Line 51 in South LA, W Olympic Bl Line 28, and Pico Bl Line 30 serving the inner Westside).

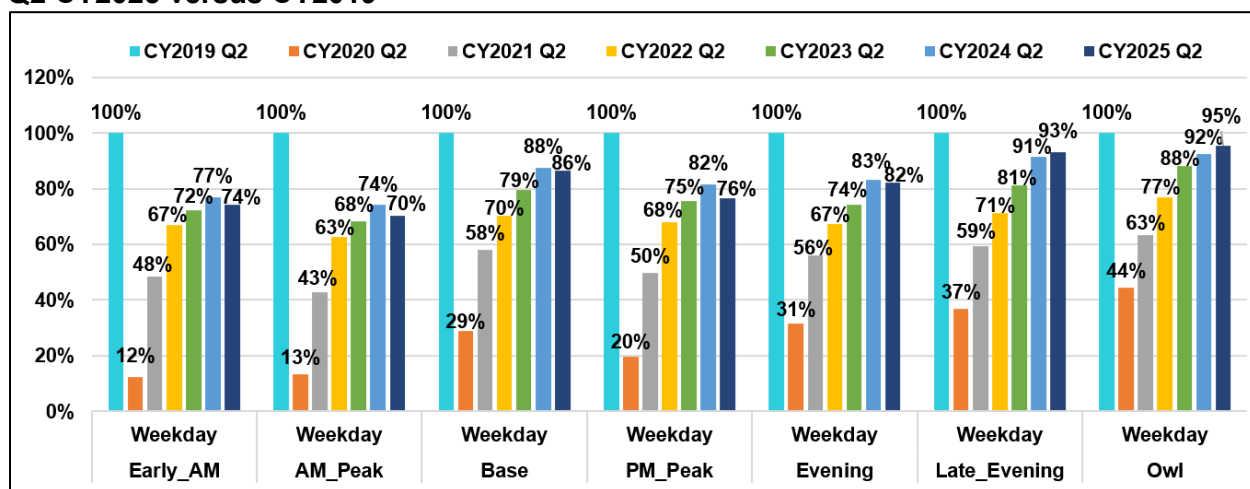
Metro will continue to monitor ridership recovery on each line to determine if adjustments to the NextGen Bus Plan are needed to address impacts, particularly as employers increasingly require a return to in-office work, which should increase transit ridership by some office workers.

This includes changes being implemented for federal government workers in March 2025, requiring full-time office attendance (any impacts would be seen in Q2 CY2025), and California state government employees who will need to attend their office four days per week starting in July 2026 (any impacts would be seen in Q3 CY2026). However, the impact of immigration enforcement in reducing ridership since June 2025 remains at the time of the compiling of this report a key issue to be overcome to allow ridership growth to be restored.

Average Ridership by Time of Day

Weekday ridership by time period for Q2 CY2020 through CY2025 compared to Q2 CY2019 (pre-COVID) ridership showed the early AM and AM peak periods ridership as having the largest percentage of declines in 2021 Q2 (12% and 13% of pre-COVID ridership respectively) and consistently the lowest recovery rates through Q2 CY2025 (74% and 70% respectively). These are the time periods most likely to be impacted by less trip making and more telecommuting by 9-to-5 administrative workers. This has persisted in 2023 through 2025, though impacts may be seen from federal workers returning to the office more frequently later in 2025, though federal workforce has declined. Students who studied from home during the early years of the pandemic have mostly returned to school and college campuses.

Chart 14: Weekday Ridership Recovery Percentage by Time Period: Q2 CY2020 through Q2 CY2025 versus CY2019



PM peak was slightly more resilient than AM peak, with a decline to 20% of pre-COVID ridership in Q2 CY2020, and has recovered to 76% as of Q2 CY2025. Evening ridership declined to 31% of pre-COVID ridership in Q2 CY2020 and had recovered slightly better than PM peak at 82% by Q2 CY2025. The base (midday), late evening, and Owl periods had slightly less decline in Q2 CY2020, at 29%, 37%, and 44% respectively of pre-COVID ridership, with these periods showing the greatest recovery rates in Q2 CY2025 at 86%, 93%, and 95%. The base (midday) period's recovery can likely be attributed to the NextGen Bus Plan investment in midday bus service frequencies, recognizing the high volumes of travel overall for work and other purposes occurring in that time period. The late evening and Owl periods have typically been a more transit dependent ridership compared to other times of day and these were the only two periods to continue to improve ridership recovery over Q2 CY2024 levels. All other time

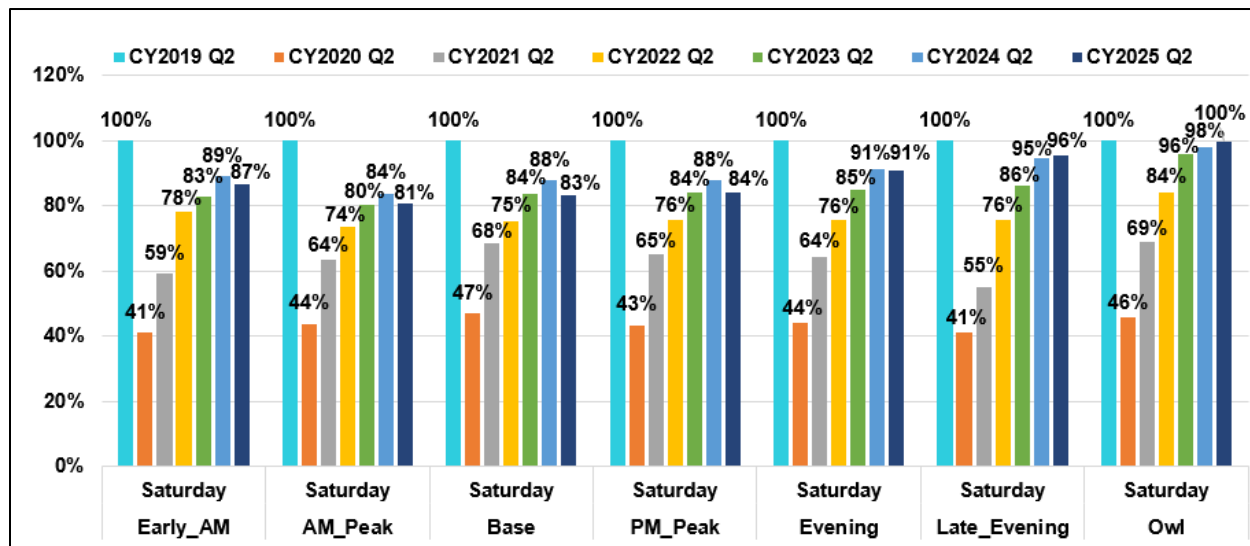
periods weekdays saw recovery rates decline, with most significant drops in AM and PM peaks Again, these declines are likely due to immigration raids that have resulted in ridership declines beginning in June 2025.

Table 4: Weekday Ridership Percentage By Time Period Compared to Height of COVID (Q2 CY2020) Ridership Decrease

Time Period	CY2020 Q2	CY2025 Q2
Early AM (4 a.m.-6 a.m.)	12%	74%
AM Peak (6 a.m.-9 a.m.)	13%	70%
Base (9 a.m.-3 p.m.)	29%	86%
PM Peak (3 p.m.-6 p.m.)	20%	76%
Evening (6 p.m.-9 p.m.)	31%	82%
Late Evening (9 p.m.-12 a.m.)	37%	93%
Owl (12 a.m.-4 a.m.)	44%	95%

Table 4 provides a comparison of percentage of weekday ridership recovery by time period for Q2 CY2020 and Q2 CY2025; Chart 14 compares the weekday ridership recovery by time period for Q2 from calendar years 2020 and CY2025. Q2 CY2020 was the most impacted quarter for COVID as the pandemic began impacting in the second half of March 2020 and recovery began as early as Q3 CY2020.

Chart 15: Q2 Saturday Ridership Recovery Percentage by Time Period: CY2020 through CY2025 versus CY2019



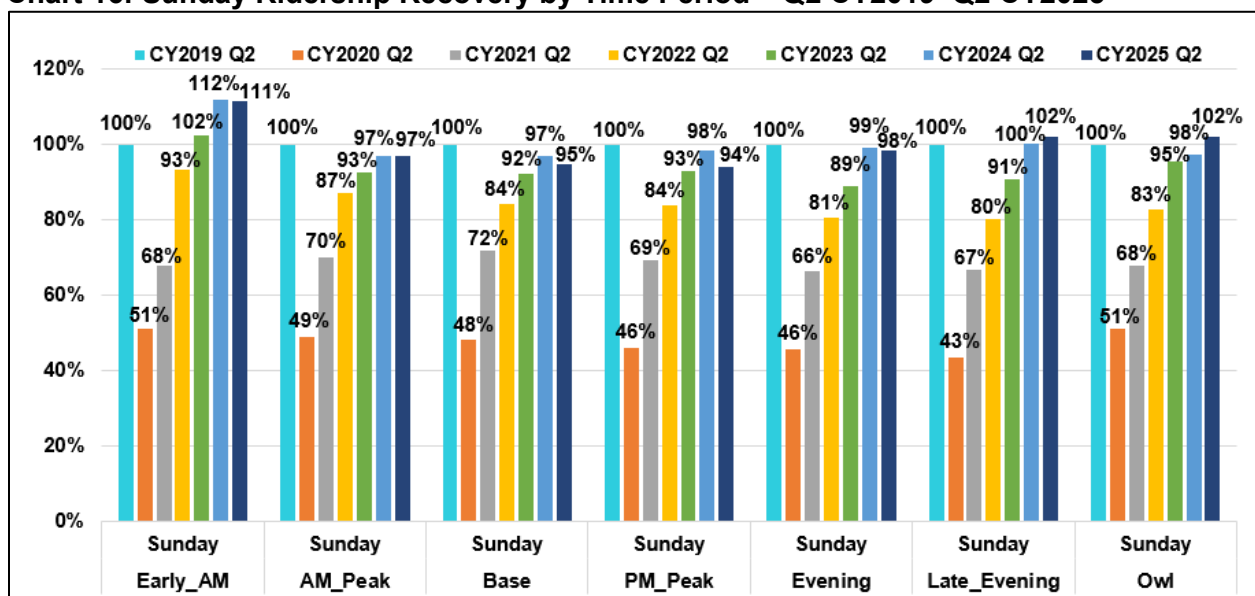
Q2 CY2020 Saturday ridership declined to 41-47% of Q2 CY2019 ridership when examined by time period. Largest declines were in early AM, AM peak, PM peak, evening, and late evening, (to 41%, 44%, 43%, 44%, 41% respectively) and slightly lower declines were for the base and Owl periods which declined to 47% and 46% respectively in Q2 CY2020 compared to Q2 CY2019 (pre-COVID). The most recovered

time periods Saturday as of Q2 CY2025 are the early AM, evening, late evening and Owl periods which showed recovery rates of 87%, 91%, 96%, and 100% respectively, suggesting more riders reliant on transit continue to use services during these time periods, with the highest recovery in the late evening and Owl periods. While the Saturday daytime periods (AM peak, base, and PM peak) may also previously have been seeing increased usage for leisure trips, they now saw less recovery as of Q2 CY2025 compared to Q2 CY2024, varying between 81% and 84%; the early AM period also saw a decline. This is likely due to the impact of immigration raids just as was seen on weekdays.

Sunday ridership was the most resilient of all day types in Q2 CY2020. Late evenings showed the largest drop to 43% of Q2 CY2019 pre-pandemic ridership. AM peak, base, PM peak, and evening were the next most impacted periods (49%, 48%, 46%, and 46% of Q2 CY2019 ridership, respectively), with early AM and Owl periods the least impacted (both 51%), suggesting riders in these time periods were more reliant on transit for essential trips to jobs and services as well as likely some Sunday morning religious services.

By Q2 CY2025, the largest ridership recovery on Sunday was during the early AM at 111%, similar to the result for this time period in Q2 CY2024 at 112%. All other time periods showed high recovery rates between 94% and 98% for AM peak, base, PM peak and evening, with these showing declines compared to Q2 CY2024 except AM peak which was stable. Late evening and Owl periods both showed increased recovery to 102%. These overall results suggest the highest transit dependance on Metro buses may exist across all time periods on Sundays compared to Saturdays and weekdays, even with the impact of immigration raids. Sunday was the only day where overall ridership recovery in Q2 CY2025 improved over Q2 CY2024 due to strong growth in April and May 2025, even with a decline in June 2025.

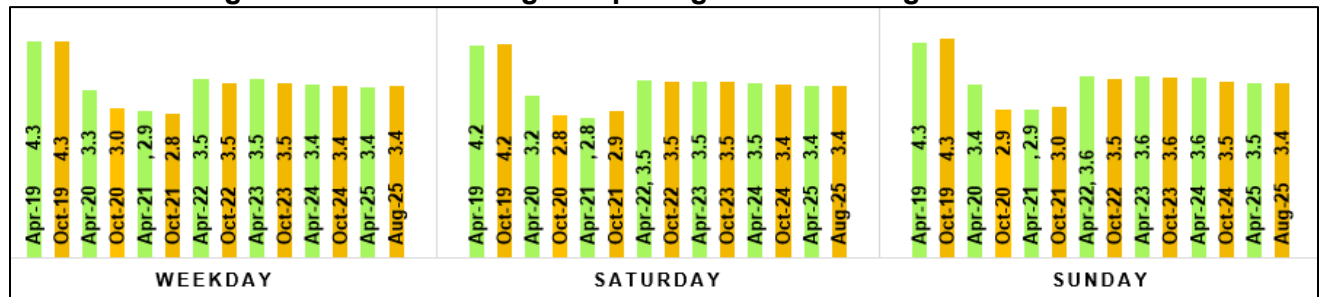
Chart 16: Sunday Ridership Recovery by Time Period – Q2 CY2019–Q2 CY2025



Average Passenger Trip Length

Trip length dropped from over 4 miles to 3 miles between 2019 and 2020 and remained lower in 2021. It then increased to around 3.5 miles in 2022 and remains around that level so far in CY2025. The initial changes can likely be attributed to the COVID-19 pandemic which resulted in people staying closer to home. As people adapted to living with the pandemic, by 2022 and 2023, average trip lengths increased, though not back to 2019 levels.

Chart 17: Average Metro Bus Passenger Trip Length: 2019 through 2025



The NextGen Bus Plan was also designed to capture a larger share of shorter-distance travel and this data suggests that goal is being achieved. Chart 17 shows the average passenger trip length for various points in each year from 2019 through 2025. All three day-types showed a 3.4-mile average passenger trip length, even with the impact of immigration raids.

Ridership by Line and Line Group

Ridership was assessed based on individual lines, and by groups of lines where a NextGen Bus Plan change involved a restructuring of a group of lines, for a fair comparison of the changes in ridership. Ridership recovery rates for 81 weekday, 75 Saturday, and 74 on Sunday line/line groups are included in Attachments B, C, and D respectively. These attachments also include changes in revenue service hours and productivity (boardings per revenue service hour) for each line or line group.

Referring to Q2 CY2019 as a pre-COVID baseline, the overall system ridership recovery rate in Q2 CY2025 compared to Q2 CY2024 was 84.1% for weekday (down from 85.1%), 90.9% for Saturday (down from 92.4%), and 102.8% for Sunday (up from 100.3%),. Only Sunday had an improved recovery rate in Q2 CY2025 over Q2 CY2024 and remained above 100% recovered.

There were 19 weekday lines/line groups (down from 28 in Q1 CY2025 but up slightly from 18 in Q2 CY2024), 32 Saturday lines/line groups (a big decline from 50 in Q1 CY2025 but an increase over 24 in Q2 CY2024), and 44 Sunday lines/line groups (down from 50 in Q1 CY2025, but up from 40 in the same quarter Q2 CY2024) exceeding their pre-COVID Q2 CY2019 ridership numbers in Q2 CY2025. The number of lines below 80.0% increased slightly to 26 in Q2 from 23 lines weekdays in Q1, also increasing from 9 to 16 lines Saturday, and increasing to 9 lines from 7 lines Sunday compared to last quarter. This is most likely the result of the ridership decline in June 2024 resulting from immigration raids. Table 5 shows the number of lines/line groups for

weekday, Saturday, and Sunday at various levels of ridership recovery as of Q2 CY2025 compared to Q2 CY2019 (Pre-COVID/Pre-NextGen Bus Plan).

Table 5: Ridership Recovery Distribution, Q2 CY2025 versus Q2 CY2019

Average % Ridership Recovery Q2 CY2025 versus Q2 CY2019	No. Weekday Lines/Line Groups	No. Saturday Lines/ Line Groups	No. Sunday Lines/Line Groups
>= 140.0%	0	4	7
130.0 – 139.9%	0	1	6
120.0 – 129.9%	1	3	9
110.0 – 119.9%	9	7	4
100.0 – 109.9%	9	17	18
90.0 - 99.9%	16	13	15
80.0 - 89.9%	20	14	6
70.0 - 79.9%	12	5	5
60.0 - 69.9%	6	8	2
50.0 - 59.9%	3	1	1
40.0 - 49.0%	3	1	0
30.0 - 39.9%	0	1	1
20.0 – 29.9%	2	0	0
Total Lines/Line Groups	81	75	74

The higher number of Tier 1 (10-minute or better weekday service) and Tier 2 (15-minute or better weekday service) lines/line groups (which make up almost half of all bus lines) with above-average recovery suggests that the improved frequencies implemented through the NextGen Bus Plan are a vital component of more robust ridership recovery, even with declines in weekday and Saturday recovery in Q2 CY2025 versus Q2 CY2024:

Table 6: Line Recovery by Tier and Day Type

Number of Lines with Above Average Recovery in Q2 CY2025	Of 81 Total Weekday	Of 75 Total Saturday	Of 74 Total Sunday
Tier 1	15 (18.5%)	16(21.3%)	12 (16.2%)
Tier 2	14 (17.2%)	13 (17.3%)	13 (17.5%)
Tier 3	9 (11.1%)	11 (14.6%)	9 (12.1%)
Tier 4	4 (4.9%)	5 (6.6%)	4 (5.4%)
Total	42 (51.8%)	45 (60%)	38 (51.3%)

The ridership recovery results reflect both the general return of ridership after the COVID impacts since 2020 and the impacts of the NextGen Bus Plan with its focus on fast, frequent, and reliable service. The following review focuses on analysis of NextGen Bus Plan impacts to ridership. There is a reasonably strong relationship evident in changes in revenue service hours, and changes in ridership and productivity. Higher increases in revenue service hours are generally associated with higher levels of ridership recovery. Productivity will continue to recover in line with ridership increases, as service levels remain relatively stable now that the NextGen Bus Plan has been implemented. However, ridership decline in June 2025 has impacted the recovery of line level ridership which is discussed below.

Service Reliability

Q2 CY2025 saw full NextGen Bus Plan service levels provided with low cancellation rates, comparable to pre-COVID cancellation levels of Q2 CY2019. This was achieved by hiring a significant number of new bus operators in 2022 through 2025 to address the bus operator shortage. As of Q2 CY2025, bus operator numbers were at or above the full requirement of 20% extra board after reaching full operator staffing as of January 2025.

The slight decline in bus operator staffing in CY2024 was due to an increase in operator requirements as of December 2023 service change as well as some recruitment issues such as low turn up rate for candidates to start training. The training rate has since increased, as have class sizes for new operators in an effort to return to full staffing, which was achieved in January 2025. Moving forward, service cancellations should not be a major factor hampering further ridership recovery if the required number of operators continues to be maintained. Cancellation rates have been below 1.0% consistently for weekday and Saturday in 2025, with Sunday also improved to consistently below 2.0% cancellations.

Service Frequency

The NextGen Bus Plan created high frequency bus services with weekday service every 15 minutes or better (Tiers 1 and 2).

- The high number of Tier 1 and Tier 2 lines with above average (>84.1%) recovery weekdays (15 Tier 1, 14 Tier 2 lines/line groups) more than double the number of less frequent lines/line groups (9 Tier 3 lines; 4 Tier 4 lines) with above average ridership recovery, which suggests that the improved Tier 1 and 2 line frequencies implemented through the NextGen Bus Plan are a key component of stronger ridership recovery.
- The above-average pattern existed for Saturday lines that were over the system average 90.9% recovered with a mix of 16-Tier 1, 13-Tier 2, 11-Tier 3, and 5-Tier 4 lines/line groups, so nearly twice as many Tier 1 and 2 lines above average recovery compared to the number of less frequent Tier 3 and 4 lines.
- Sunday lines that were over the system average 102.8% recovered were a mix of 12-Tier 1, 13-Tier 2, 9-Tier 3, and 4-Tier 4 lines/line groups, so like Saturday just under twice as many Tier 1 and 2 lines above average recovery compared to the number of less frequent Tier 3 and 4 lines.

NextGen Tier 1 Highest Frequency Lines

NextGen Tier 1 lines provide at least 10 minute or better service frequency weekday peak and midday periods on Metro's busiest ridership corridors, typically with 10 to 15-minute weekend service frequency.

The weekday ridership recovery for NextGen Tier 1 service in Q2 CY2025 included a high of 116.2% for Line 66 serving E Olympic/W 8th St. This line also had stronger recovery this quarter on Saturdays at 103.3%, and Sundays at 134.4% ridership.

Twelve (down from 14 last quarter) other Tier 1 lines/line groups exceeded 90.0% recovery weekdays:

- Vermont Local (Line 204): 108.8% weekday, 118.4% Saturday, 114.0% Sunday
- Sepulveda/Van Nuys group (based on Lines 233, 234, 761): 101.3% weekday, 114.6% Saturday, 131.0% Sunday
- Slauson Av (Line 108): 100.4% weekday, 101.7% Saturday, 120.4% Sunday
- Central Av (Line 53): 98.9% weekday, 99.4% Saturday, 122.7% Sunday
- 3rd St (Line 16, includes Line 617 Beverly Hills Shuttle): 96.6% weekday, 100.9% Saturday, 108.0% Sunday
- Florence Av (Line 111): 96.1% weekday, 91.8% Saturday, 96.7% Sunday
- Ventura/Reseda group (Lines 150, 240, 244): 95.6% weekdays, 113.0% Saturday, 120.3% Sunday
- Santa Monica Bl (Line 4): 94.4% weekday, 102.2% Saturday, 107.3% Sunday
- J Line El Monte – Harbor Gateway/San Pedro (Line 910/950): 94.0% weekday, 122.2% Saturday, 129.4% Sunday
- Soto St (Line 251): 93.42% weekday, 97.9% Saturday, 108.012.5% Sunday
- Venice Bl (Line 33): 90.8% weekday, 100.4% Saturday, 99.3104.9% Sunday
- Huntington/Las Tunas group (Lines 78, 179) at 90.7% weekdays, 98.2% Saturday, 105.95% Sunday

These higher recovery Tier 1 lines serve some of the most transit-dependent EFCs through areas such as South LA, the inner Westside, East LA, Gateway Cities, and the San Fernando Valley, and connect to many job centers. In addition to high frequencies offered on both peak and midday weekdays, improved access is assisting the recovery of some of these lines such as:

- Line 66 serves Commerce Center and is one of the closest services available in place of Line 51 no longer operating on 7th St west of Westlake/MacArthur Park
- Line 761 now provides all-day, all-week Rapid service on Van Nuys Bl in addition to frequent Local Line 233
- Soto St Line 251 now extends many trips each day to Eagle Rock (replaced other bus lines there)
- Line 53 now serves the key transfer location of Willowbrook/Rosa Parks Station and local retail, medical, and educational facilities
- Line 108 extends further into Commerce and Pico Rivera with new connection to Line 266
- New bus lanes on Venice Bl Line 33

An additional 2 NextGen Tier 1 lines or line groups were below 90.0% recovery but above the system average 84.1% recovery rate for weekdays:

- Western Av (Line 207): 89.5% weekdays, 99.5% Saturday, 106.3% Sunday.
- Vernon/La Cienega (Line 105): 85.1% weekdays, 85.3% Saturday, 100.4% Sunday.

An additional 14 NextGen Tier 1 lines or line groups were below the system average 84.1% recovery rate for weekday:

- Hollywood/Fairfax – Pasadena group (Lines 180, 217) at 83.9% weekdays, 104.5% Saturday, 105.3% Sunday with these two lines sharing much alignment between Hollywood/Vine and Glendale.
- Hawthorne BI/MLK BI (Line 40) at 82.8% weekdays, 84.4% Saturday, 93.0% Sunday. This line focuses on downtown LA and some Crenshaw BI ridership may have moved to the K Line.
- Garvey/Cesar Chavez (Line 70 group) at 81.8% weekdays, 95.8% Saturday, 101.3% Sunday. This line group is heavily focused on downtown LA, and some coverage has moved to other lines in City Terrace.
- Line 2 on Sunset merged with Line 200 on Alvarado: 81.1% weekdays, 86.8% Saturday, 96.9% Sunday. Line 4 appears to have gained more ridership as a result of the Line 2 change between downtown LA and Echo Park since Line 2 no longer continues into downtown LA. The recovery of both lines is likely being impacted by post-pandemic downtown LA economic recovery.
- La Brea Av (Line 212) at 81.1% weekdays, 84.3% Saturday, 99.3% Sunday). This line includes a segment of new bus lanes on La Brea Av, but was shortened in the NextGen Bus Plans so it no longer serves Hollywood BI between Hollywood/Highland and Hollywood/Vine to avoid duplication of other bus and rail lines.
- Wilshire BI/Whitter BI group based on Lines 18, 20, 720 at 80.7% weekdays, 92.7% Saturday, 102.5% Sunday. These lines all focus on downtown LA and are being impacted by stop closures on Wilshire BI due to D Line Subway Extension construction.
- Line 210 on Crenshaw at 78.7% weekday, 88.6% Saturday, 101.4% Sunday, likely has some former riders now using the K Line light rail, though that number is likely low based on K Line ridership. This recovery rate may also relate to the loss of Rapid service on this corridor weekdays and Saturdays.
- Line 60 on Long Beach BI between downtown LA and Compton at 73.2% recovered weekdays, 69.7% Saturday, and 80.90% Sunday, with this line being heavily focused on downtown LA.
- Line 28 on W Olympic BI between downtown LA and Century City at 72.6% weekdays, 83.4% Saturday, 91.7% Sunday, impacted both by post-pandemic downtown LA economic recovery and loss of a Rapid Line, but most significantly by removal of the section of line between downtown LA and Eagle Rock as part

of NextGen.

- Line 51 on W 7th St and Avalon with 72.3% weekday, 69.0% Saturday, 78.6% Sunday. Line 66 ridership gains are likely in the area west of Westlake/MacArthur Park where Line 51 was removed. Line 51 is heavily focused on downtown LA which sees less activity than pre-COVID due to telecommuting.
- Line 30 on Pico Bl between Pico/Rimpau Transit Center and downtown LA is 70.6% weekdays, 61.6% Saturday and 69.3% Sunday, impacted both by post-pandemic downtown LA economic recovery and loss of a Rapid Line, but most significantly by removal of the section of line between downtown LA and East LA that was replaced by the E Line rail extension through Regional Connector to East LA. The line also lost a low usage segment on the westside between Pico/Rimpau Transit Center and Beverly Hills area. This line also had frequency weekday and weekend reduced in line with NextGen Bus Plan in mid-2024.
- Line 45 on Broadway had both the north and south ends of the line moved to other lines which helps explain its lower recovery at 70.2% weekday, 72.5% Saturday, 93.8% Sunday, though it may also partially relate to it serving downtown LA which has seen impacts of reduced daily worker population due to increased telecommuting post-COVID, or loss of Rapid Line 745 service on this corridor.

Only two other Tier 1 lines had less than 70.0% recovery this quarter:

- Vermont Rapid Line 754 is 66.7% recovered weekdays, 63.2% Saturday, 85.2% Sunday. This line experienced very high cancellations in 2022 and to some extent, the line still saw higher cancellations in 2023 and 2024 than many other lines, so it may take time to rebuild the market though its service is becoming more reliable. Line 754 operates the same route and has high service levels like Local 204 but with fewer stops. In contrast, Local Line 204 on Vermont Av had much higher recovery rates both weekdays (108.8%) and weekends (Saturday 118.4%; Sunday 114.0%). The ridership pattern remains different from 2019 with the Vermont Rapid carrying less of the overall ridership than the Local (it is less frequent on weekends). This is the same corridor for which BRT service is being developed.
- G Line BRT service at 57.1% weekdays, 62.7% Saturday, 70.23.9% Sunday. G Line service frequency did not change which may explain the higher weekday ridership recovery of other lines in the San Fernando Valley that did see frequency improvements. Again, former markets of riders now regularly telecommuting may be significantly impacting the recovery of this BRT line that had higher levels of such riders pre-COVID, even on weekends which also have seen low recovery rates. This again opens the opportunity for promotion to build new markets. However, this line is now on long term detour at Van Nuys for a grade separation project, with 4-6 minutes of added travel time so it may be difficult to improve ridership recovery on this line.

A key component of the Tier 1 lines was the creation of a single high-frequency line in place of separate, less frequent Rapid and Local services. On weekdays, this change

occurred on 17 lines, with a range of performance across these lines from a high of 101.3% on the Sepulveda/Van Nuys group to a low of 70.2% on the Broadway corridor (Line 45). Besides the Broadway corridor, Hollywood/Fairfax/Colorado (Line 180/217), Garvey/Cesar Chavez (Line 70), Hawthorne/MLK (Line 40), Long Beach BI (Line 60), Crenshaw BI (Line 210), and W Olympic BI (Line 28) were corridors where Rapid lines were replaced by high frequency local bus but have below average ridership recovery rates on weekdays, but these results are likely attributable mostly to the restructuring of these lines discussed above and decreased travel to places such as downtown LA.

NextGen Tier 2 Lines

NextGen Tier 2 lines operate 12-15 minute daytime weekday service on some of Metro's next busiest corridors after the Tier 1 corridors discussed above. On Saturdays and Sundays, Tier 2 lines generally range from 20-minute to 30-minute daytime frequencies.

Most notable is the strong performance of the Tier 2 east-west lines in the San Fernando Valley which continue to respond well to the improved all-day 15-minutes frequencies of weekday under NextGen. During midday weekdays, these lines previously provided service only every 20-30 minutes. Weekend service on these lines with more limited frequency improvements also performed strongly, suggesting the weekday improvements have also had the benefit of attracting more weekend ridership. These San Fernando Valley lines include:

- Sherman Way Line 162: 113.5% weekday, 130.2% Saturday, 141.7% Sunday
- Nordhoff St Line 166: 111.3% weekday, 122.4% Saturday, 152.5% Sunday
- Vanowen St Line 165: 1101.9% weekday, 116.5% Saturday, 142.7% Sunday
- Victory BI Line 164: 107.1% weekday, 109.67% Saturday, 113.30.9% Sunday
- Roscoe BI Line 152: 101.1% weekday, 117.6% Saturday, 136.8% Sunday

Roscoe BI weekday recovery was notably lower, primarily due to route segments moved to other lines including Sherman Way Line 162.

Other notably high ridership recovery NextGen Tier 2 lines are discussed here with frequency improvements a common theme among them:

- Line 605 (LAC USC Medical Center Shuttle): 113.8% weekdays, 157.5% Saturday, 152.4% Sunday, linking Boyle Heights high EFC area to key medical centers, benefitted from 15-minute all day service (previously 23-minute midday frequency) and weekend 20-minute service improved over previous 35-minute service.
- Line 55 (Compton Av): 104.7% weekdays, 94.7% Saturday, 108.0% Sunday between Willowbrook and downtown LA through high EFC communities, with 12-minute weekday peak and 15-minute weekday midday service replacing previous 15-minute peak and 20-minute midday service. Weekends did not see a significant frequency increase but still saw a strong recovery. Extra peak

weekday trips were added to this line in the December 2023 service change in response to strong ridership.

- Lines 110 (Gage Av) 98.0% recovery weekdays, 92.9% Saturday, 120.6% Sunday, and 117 (Century Bl) 100.8% recovery weekdays, 93.9% Saturday, 107.31% Sunday. Both serve EFC communities through South LA and the Gateway Cities and now have consistent 15-minute all-day service in place of previous 19-24 minute midday weekday frequency. They have also recovered strongly on weekends even without significant frequency improvements.
- Line 224 (Lankershim Bl) in Q2 CY2025 was just under the system average weekday ridership recovery rate at 89.4%. Line 224 was part of an overall line group that saw significant restructuring to focus on the North Hollywood and Sylmar areas. It had above average weekend recovery at 116.3% Saturday, 133.8% Sunday. Line 224 received weekday 15-minute midday service and 20-minute weekend service, improved over the 19-minute and 24-minute frequencies previously provided.
- Line 603 (Hoover St) links Glendale and the USC/Expo Park area every 12 minutes (pre-NextGen every 15-20 minutes). This line reached 89.0% weekdays, even after accounting for the ridership of the nearby Glendale/Silver Lake Line 201 that was discontinued as part of the NextGen Bus Plan. Saturday recovery was 102.0% with improvement from 18-minute to 12-minute frequency; Sunday 88.8% recovery with 15-minute in place of the previous 18-minute service.
- Line 94 (San Fernando Rd North Hollywood) is a group of lines with overall recovery of 84.5% weekdays, 108.7% Saturday, 127.5% Sunday. It now offers 15-minute service (about twice as often as previously) between Downtown LA, Glendale, Burbank, and North Hollywood (its old destination of Sylmar is now served by Line 294), with service now operating through the heart of downtown Glendale, and the extension to North Hollywood replacing a former lower frequency service (Line 183). Other lines such as Line 92 discussed in the NextGen Tier 3 and 4 Lines section are likely gaining ridership as a result of the Line 94 changes.
- Line 260/261 (Atlantic Bl) offers 12-minute peak and 15-minute midday service, an increase over its previous 17-minute peak and 21-minute midday weekday service. Weekdays Line 260/261 maintained a recovery rate above average at 84.6%, 89.7% Saturday, 103.5% Sunday in response to continued 20-minute service frequency. The northern portion of this line was set up as a separate Line 660 linking Pasadena and Altadena; this is taken into account in the ridership recovery rate. In December 2024, a branch of this line was established to serve Willowbrook/Rosa Parks Station, improving regional connectivity.
- Line 115 (Manchester-Firestone) recovery rate was 84.5% weekdays, 88.2% Saturday, 98.0% Sunday. Line 115 did not have significant route changes but did increase slightly from the previous 14-minute service to a 12-minute weekday peak frequency (off-peak frequencies did not change).

Tier 2 lines that had below average (<84.1%) weekday ridership recovery rates are discussed in more detail below.

- Line 206 (Normandie Av) did not have any route changes. It now offers consistent 15-minute service all day weekdays, improving on the 20-minute weekday midday service previously offered. It had an 81.3% weekday recovery rate, 85.2% Saturday and 97.1% Sunday, with a smaller frequency improvement (22-minute to 20-minute). Line 206 had seen relatively higher cancellation rates which may be negatively impacting ridership recovery.
- Line 81 (Figueroa St): Weekdays 77.8% recovery weekdays, this line serves Downtown LA from both Northeast LA and South LA. This line was part of a complex line restructuring in Northeast LA. That area is served by the A Line which now utilizes the new Regional Connector through downtown LA which likely has moved some riders to light rail, and some riders may be telecommuting some days. The changes in the Northeast LA area also included a new direct link from Highland Park to East Hollywood (Line 182). Line 81 weekends had a bit higher recovery, with Saturday recovery rate of 88.4% and Sunday at 99.6%.
- Line 76 on Valley Bl: 71.5% weekday, 71.4% Saturday, 79.7% Sunday, with a focus on downtown LA. The alignment for this line was simplified in El Monte in the NextGen Bus Plan and in 2024 was realigned to serve Little Tokyo Station in downtown LA to improve regional connectivity.
- Line 14/37 on Beverly Bl/W Adams: 70.7% weekday, 84.5% Saturday, 94.2% Sunday, with a focus on downtown LA, though with some key destinations such as Cedars Sinai Medical Center and Beverly Center Mall.
- Line 35/38 Washington Bl/W Jefferson: 67.7% weekday, 68.9% Saturday, 83.7% Sunday, with a focus on downtown LA.
- Line 10/48 Melrose Av/Main-San Pedro: 63.5 weekdays, 67.1% Saturday, Sunday 82.5%, with a focus on downtown LA.

The common aspect of six of the nine lines above (excluding Lines 115, 224, 206) is that they focus on downtown LA as their key destination; their recovery will help determine the success of these lines, even on weekends. While the recovery rates of these lines have generally improved in Q2 CY2025 compared to Q2 CY2024, there may be marketing opportunities to promote them towards increasing ridership recovery.

NextGen Tier 3 and 4 Lines

These services operate every 20-30 minutes (Tier 3) or 40-60 minutes (Tier 4), providing coverage for communities and on corridors with generally lower ridership levels:

- Line 235/236 (Balboa Bl in the San Fernando Valley): 128.8% recovery weekdays, 117.6% Saturday, 137.5% Sunday. These lines appear to have responded well to the 30-minute combined service now offered compared to previous 40-60 minute service weekdays, though weekend recovery was also strong with just 60-minute service. Line 236 also now offers a more direct

connection to Sylmar, and Line 235 service was retained weekdays in Granada Hills which is also contributing to the recovery and had the highest weekday recovery rate across the entire network.

- Lines 242/243 (Tampa/Winnetka) in the northwest San Fernando Valley had a recovery rate of 119.8% weekdays and 159.6% Saturdays (Sunday service was newly added). These lines now operate every 40 minutes all day weekday and weekend (previously every 48-60 minutes weekday and 60-minute Saturday). This result is even more interesting when considering that the north end of these lines above Devonshire St to Porter Ranch was replaced by Metro Micro service.
- Line 266 on Rosemead Bl between Lakewood and Pasadena (116.5% weekdays, 126.0% Saturday, 143.8% Sunday) is likely due to an improved 20-minute weekday frequency from the former 24-33-minute service, and 30-minute weekend service instead of the previous 43-48 minutes.
- Line 665 (City Terrace – CSULA Shuttle) in a higher EFC area had a weekday recovery rate of 115.2%, a major improvement resulting from frequency improvement from 50 to 35 minute on weekdays. It had 202.9% recovery Saturday, and 237.7% Sunday, the highest weekend recovery of any line. These weekend ridership results due to the expanded span of service weekend mornings on this line.
- Line 125 on Rosecrans Av between the South Bay and Norwalk (112.9% recovery weekdays, 107.2% Saturday, 137.2% Sunday). This line is likely benefiting from the all-day 20-minute service improved from the former 27-33-minute frequency. The pre-NextGen Sunday 40-minute service was also improved to every 30 minutes with a strong ridership recovery.
- Line 92 between downtown LA and Sylmar via Glenoaks Bl (107.5% weekday, 105.3% Saturday, 125.4% Sunday) is likely benefiting from now serving as the primary line between downtown LA and Sylmar, as Line 94 which offered a similar link was redirected to North Hollywood to better match regional travel patterns. Line 92 now offers consistent 20-minute service on daytime weekdays and 30-minute weekends, with most trips operating the full line beyond downtown Burbank to Sylmar. This is an improvement on the previous service that was closer to every 30 minutes weekdays and Saturdays, and every 42 minutes Sundays.
- Line 344 Rancho Palos Verdes service (103.0% recovery weekday, 103.5% Saturday, 117.6% Sunday) is a more general recovery as service levels and route were unchanged for this line from pre-NextGen.
- Express Line 577 between El Monte Station and Long Beach VA (98.2% recovery, weekday-only service) has the improved 30-minute peak service (previously 48 minutes on average) but the ridership recovery rate declined significantly.
- Line 501 Freeway Express between Pasadena, Glendale, Burbank, and North Hollywood had ridership recovery of 96.5% weekday, 147.5% Saturday, and 174.7% Sunday, with weekdays and Sunday improved over Q1 recovery rates

and Saturday declined slightly but still high. This line was modified to better serve the heart of downtown Glendale as part of NextGen Bus Plan but recovery may be hampered by more weekday telecommuting. Line 501 appears to have attracted significant new weekend ridership for retail and entertainment trips to places like downtown Glendale.

- Line 128 serving Alondra BI through the Gateway Cities showed 94.7% recovery weekdays, even with hourly service. This line gained new Saturday and Sunday (it previously only operated weekdays) which may be helping the weekday recovery, though this recovery rate declined significantly. This line operates in the Gateway Cities where ridership decline was more significant (see also lines 62, 120, 202, 232, 265, 460, 577, 611), though other area lines generally saw declines more moderate.
- Line 169 on Saticoy St in San Fernando Valley had 94.4% recovery rate weekdays. This line gained new Saturday and Sunday service (it previously only operated weekdays) which may be helping weekday recovery.
- Line 158 (Plummer/Woodman) had 93.4% recovery weekdays, 102.4% Saturday, 99.6% Sunday. Continued improvement in weekday recovery with new short line introduced in June 2024, providing 30-minute instead of hourly service daytime weekdays on Woodman, with Saturday also still over 100% recovered and Sunday almost 100% recovered.
- Line 202 serving Willowbrook Av in the high EFC Compton area saw 91.6% recovery (service only runs weekdays), a result of shortening the line away from low-usage industrial areas and transferring the savings to offer off-peak service (this line previously only ran weekday peak periods). However, even with the strong ridership recovery, this line has low overall ridership and productivity. It saw a more pronounced decline in recovery rate in Q2.
- Line 232 between LAX and Long Beach via Sepulveda BI and Pacific Coast Highway (89.1% weekdays, 96.5% Saturday, 111.9% Sunday) had a recent route change in the LAX area associated with the opening of the new LAX/Metro Transit Center and new C and K Line rail operating patterns, but was previously improved to 15-minute peak service in place of the previous 22-minute peak service weekday. This line saw a decline in recovery rates.
- Line 265 (Paramount BI) recovery rate was 88.3% weekdays, 76.3% Saturday, 90.2% Sunday. This is a low-frequency hourly line that received planned NextGen frequency improvement (to 40-45 minute weekdays) in June 2024. Ridership in Q1 had continued to respond on all days to the weekday frequency improvement but Q2 saw a decline in recovery rates.
- San Pedro group of Lines 205, 246, and 550, had 88.4% recovery weekday, 103.4% Saturday, 123.2% Sunday. This line group was restructured from three to two lines (205, 246) between San Pedro and Harbor Gateway Transit Center, with improved weekday and weekend all day 30-minute frequencies. Line 550 now operates weekday peak periods between Harbor Gateway Transit Center and USC/Expo Park.

- Line 460 Disneyland – Norwalk – Downtown LA Express had ridership recovery of 84.1% weekday, 101.0% Saturday, 103.3% Sunday with no major changes in service levels or route, though the eastbound route departing Norwalk Station was revised to save time. This line has a focus on downtown LA. The recovery rates for weekends now exceed 100.0%, though even these as well as weekdays declines, as was seen with many lines serving the Gateway Cities.

Key aspects of other Tier 3 and 4 lines with lower-than-average weekday ridership recovery include low frequency (mostly 40-60 minute), in most cases no route changes, and a lower percentage of route miles serving EFCs. Examples include:

- Line 611 Huntington Park Shuttle (83.8% recovery weekdays, 93.7% Saturday, 104.8% Sunday) continues to run hourly, so performance appears to be a more general recovery not attributable to a NextGen change. Like other Gateway City lines, this one showed decline for all day types.
- Line 230 (Laurel Canyon Bl) in the San Fernando Valley with 80.3% recovery weekdays, 105.7% Saturday, 97.9%. This line is low due to LADOT DASH taking over a segment of this line between Sylmar Metrolink Station and LA Mission College. It improved recovery Saturday but decline on weekdays and Sunday.
- Line 120 on Imperial Highway with 78.6% recovery rate weekday, 89.1% Saturday, and 101.7% Sunday, without any frequency change, though it was extended to LAX City Bus Center and then to LAX/Metro Transit Center when that new facility opened in June 2025. Declined weekdays and Saturday like many other lines serving Gateway Cities but improved slightly Sundays.
- Line 218 (Studio City – Beverly Hills) with 74.2% recovery weekday, 109.8% Saturday, 104.8%. This Q2, Saturday showed improved recovery rate while weekday and Sunday declined. Limited by hourly type frequency. Saturday and Sunday both still exceeded 100.0% recovery.
- Line 62 (Telegraph Rd) with 71.3% recovery weekday, 79.7% Saturday, and 91.5% Sunday, with declines for both the weekdays and weekends as commonly shown for Gateway City lines. This line was not changed significantly in route or frequency other than straightening the line in downtown Norwalk as part of the NextGen Bus Plan. This line serves downtown LA and is likely has reduced ridership due to less activity there. Saturday ridership has been strongly used for travel to the Citadel Outlet shopping at Commerce; extra trips were added in June and December 2024.
- Line 161 (Canoga Station – Thousand Oaks) with 69.3% recovery weekdays, 86.2% Saturday, and 120.4% Sunday recovery rate, with weekday, Saturday, and Sunday recovery rates all decreasing compared to Q1 and Saturday no longer exceeded 100.0% recovery.
- Line 167 (Devonshire – Coldwater Canyon) with 64.9% recovery weekdays, and higher recovery of 86.8% Saturday, 85.5% Sunday, a more significant recovery rate improvement on weekends but a slight decline in weekday and weekend recovery rates over Q1. Limited by hourly type frequency.

- Lines 211/215 (Inglewood Av/Prairie Av) at 62.1% recovery only offers peak-hour weekday service, with mostly school student ridership. The recovery rate declined slightly over Q1 which also had seen a decline.
- Line 102 (La Tijera-Exposition Bl) with 59.0% recovery weekdays, 70.6% Saturday, 78.0% Sunday. This line's recovery is low likely due to the hourly service level now offered. Weekday, Saturday and Sunday rates all declined compared to Q1 recovery rates.
- Line 296 (Riverside Dr, formerly Line 96) with 48.7% recovery weekdays, 63.4% Saturday, 71.6% Sunday, is consistently low, with the weekday and Sunday rates up slightly, but Saturday declined compared to Q1. This line as Line 96 had overall low ridership, and was cut back to the north end of downtown LA near Union Station, connecting with other buses and rail services for access to other parts of downtown LA. This line became Line 296 in December 2024, with more direct connectivity to the A Line at Lincoln/Cypress Station; the line no longer enters downtown, and performance will be monitored.
- Line 209 (Van Ness Av) with 47.8% recovery (down from 51.6% in Q1) only runs weekdays, has hourly frequency, and was significantly shortened, connecting with Line 210 for travel further north to Hollywood and Mid-Wilshire. It was originally proposed for elimination in the NextGen Bus Plan. Over 50% of its line miles are in EFCs. Limited by hourly frequency and lack of key destinations.

Two lines have been significantly impacted by the Palisades fire in January 2025:

- Line 134 (Santa Monica – Malibu) with 45.6% recovery rate weekdays (up from 30.3% recovery rate in Q1 but down from 70.0% pre-fire), 55.0% Saturday (up from 42.1% in Q1 but down from 82.2% pre-fire), and 69.3% Sunday (up from 61.4% in Q1 but down from 110.8% pre-fire). This line was suspended for seven weeks in January/February 2025. While now back in operation, it had a 10-mile section between the north end of Santa Monica and just south of Malibu Pier where all bus stops closed due to fire recovery efforts blocking safe access. This was reduced to a 5-mile closed section during Q2, helping with ridership recovery.
- Line 602 (Westwood/UCLA – Pacific Palisades) with 27.6% (up slightly from 26.1% in Q1) recovery rate weekdays (but down from 63.1% pre-fire), 42.0% Saturday (down from 49.4% in Q1 and even more so from 111.4% pre-fire), and 56.9% Sunday (down from 63.2% in Q1 and even more so from 142.3% pre-fire). Recovery rates for this line declined by more than 50% as the western end of this line between Bundy and Pacific Coast Highway remains out of service due to fire recovery efforts. These impacts may remain in place for the remainder of CY2025, with continued reduced ridership.

One other Tier 3 line continues to have very low ridership recovery, likely linked to COVID-19 impacts:

- Line 601 Warner Center Shuttle had 28.4% ridership recovery rate weekday (down from 38.8% in Q1), with 34.3% (down from 40.7% in Q1) Saturday, and 33.7% (down from 39.7% in Q1) Sunday; it operates in a western San Fernando

Valley office park with a largely closed retail mall. This service will need further review due to its very low productivity. This office park has been significantly impacted by post-COVID telecommute work patterns. This line had the lowest recovery of all and was the only line below 40% recovery both weekdays and weekends.

Pasadena/Altadena and Metro Micro

The Tier 3 and 4 lines in the Pasadena/Altadena area (Lines 256, 258, 267, 268, 287, 487/489, 662, 686) went through significant restructuring. The area also now has one of Metro's busiest microtransit zones which replaced some fixed route service such as lines through Sierra Madre. This area requires more review in conjunction with the review of Metro Micro. It includes a mix of lines such as 487/489 freeway express lines to downtown LA which are impacted, especially weekdays, by downtown LA economic recovery though frequency was increased in December 2023, and Line 487 was truncated through Sierra Madre in conjunction with the Metro Micro launch. Line 662 at Altadena has also been temporarily modified due to the impacts of the Eaton Canyon fire, with buses unable to travel north of Woodbury Rd at this stage.

Weekday ridership recovery may also be impacted by economic recovery and changes in office and other jobs in Pasadena, similar to downtown LA. Line 268 to Sierra Madre BI was restored in the June 2024 service change, and Lines 267 and 686 were merged into new Line 267 in December 2024, providing 30-minute weekday service between Pasadena and Altadena to help increase weekday ridership. Recovery rate was 58.1% (down from 73.7% in Q1) weekdays, and much higher at 92.6% (though down from 102.1% in Q1) Saturday, and 103.5% (up from 98.5% in Q1) Sunday, so weekday and Saturday ridership recovery rate declined in Q2 while Sunday ridership recovery rate recovered in Q2 compared to Q1, though none were better than Q4, not surprising when considering the impacts on Altadena from the Eaton fire.

Bus Service Productivity:

While ridership recovery is important, it is also important to determine if the scheduled service hours are being productively utilized. A measure of passenger boardings per revenue service hour is an industry standard measure of productivity.

The NextGen Bus Plan held annual bus service hours at a constant 7 million and that remains the same in CY2025. The following is the comparison of bus system productivity (passenger boardings per revenue service hour before and after NextGen comparing Q2 2019 with Q2 2025:

- Weekday: 35.2 (2025) versus 40.3 (2019)
- Saturday: 34.2 (2025) versus 37.8 (2019)
- Sunday: 30.4 (2025) versus 36.2 (2019)

The weekday change in productivity is explained by a 2.6% decline in revenue service hours versus a 24.9% decline in ridership. This simply means ridership has not recovered sufficiently yet to equal or exceed the former productivity level. On weekdays,

10 of the 81 lines/line groups managed to exceed their former productivity level, while another 49 lines/line groups exceeded 80.0%. These were a mix of all frequency tiers; some lines had major changes while many had minimal changes. The lowest level was 39% of former productivity, though this line and the next lowest were both impacted by the January wildfires.

There were 12 weekday lines with relatively low productivity under 20 boardings per revenue service hour but two were wildfire impacted lines (Lines 134, 602), and the lowest was the Willowbrook – Del Amo Line 202; these may be opportunities to better align service and ridership levels to increase productivity. The highest weekday productivity lines were the Vermont Av Local 204 (68.1), Vermont Av Rapid 754 (59.3) and Western Av Local 207 (58.0) which operate in the Hollywood - South LA area, and these three all slightly improved their productivity.

The Saturday productivity change was less severe, with a 7.1% decrease in ridership and a 2.7% decrease in service hours. Of the 74 lines/line groups, 22 managed to exceed their former productivity level, while another 43 lines/line groups exceeding 80.0% (majority of these were over 90%). These were a mix of all frequency tiers as well as lines that had major changes or in many cases minimal changes. The lowest level was 43% of former productivity, though this line and the next lowest were both impacted by the January wildfires.

There were 16 Saturday lines with productivity under 20 boardings per revenue service hour including two that were wildfire impacted lines; another was the Warner Center shuttle which may provide an important opportunity to better align service and ridership levels to increase productivity. The highest Saturday productivity lines were the Vermont Av Local 204 (68.2), Vermont Av Rapid 754 (61.4) and Western Av Local 207 (64.3) which operate in the Hollywood - South LA area. These all declined slightly over their Q1 results compared to the slight improvement weekdays.

While Sunday ridership was up 3.9% overall, the service hours were up 23.6% with the alignment of Sunday schedules with those of Saturday, resulting in a productivity change that is negative i.e. well below the former productivity level. On Sunday, of the 74 lines/line groups, 12 managed to exceed their former productivity level. These were a mix of all frequency tiers as well as lines that had in many cases minimal changes. The lowest level was 43% of former productivity, though this line and the next lowest were both impacted by the January wildfires.

Many other Sunday underperformers relate to low ridership recovery. Most lines were between 80.0-99.9% of former productivity. This represents an important opportunity to reassess Sunday service levels to align them with ridership levels. There were 22 Sunday lines with productivity under 20 boardings per revenue service hour (including two that were wildfire impacted lines, and another being the Warner Center shuttle) may be an important opportunity to better align service and ridership levels to increase productivity. The highest Sunday productivity lines were the Vermont Av Local 204 (60.6), Vermont Av Rapid 754 (53.9.) and Western Av Local 207 (55.5) which operate in

the Hollywood - South LA area. These were all slight improvements over their Q1 results.

Bus Speed and Reliability

As part of the NextGen Bus Plan, over 70 miles of bus priority lanes have been implemented across Metro's service area. In 2020-2021, the primary focus was on new bus lanes in downtown LA on key streets serving multiple Metro bus lines such as Flower, Figueroa, 5th, 6th, Grand, Olive, and Aliso Sts. This was followed by Alvarado St (Line 2) and most recently in 2023 by Venice Bl, La Brea Av, and Sepulveda Bl and in 2024 the Roscoe peak period bus lanes. Data shows the most notable speed improvements and resulting time savings for the Sepulveda Bl corridor as well as the perception of speed improvements by riders in post-implementation surveys on all new bus lane corridors.

Table 7: Top Three Metro Bus Lines Productivity

Line	Weekday	Saturday	Sunday
Vermont Av Local 204	68.1	68.2	60.6
Vermont Av Rapid 754	59.3	61.4	53.9
Western Av Local 207	58.0	64.3	55.5

These lanes will help support ridership recovery through increasing service reliability and decreasing bus travel times. They will also be complemented by additional bus priority lanes such as Florence Av, Vermont Av, and Sunset Bl (outreach in fall 2025) plus an expanded transit signal priority program launching in CY2026.