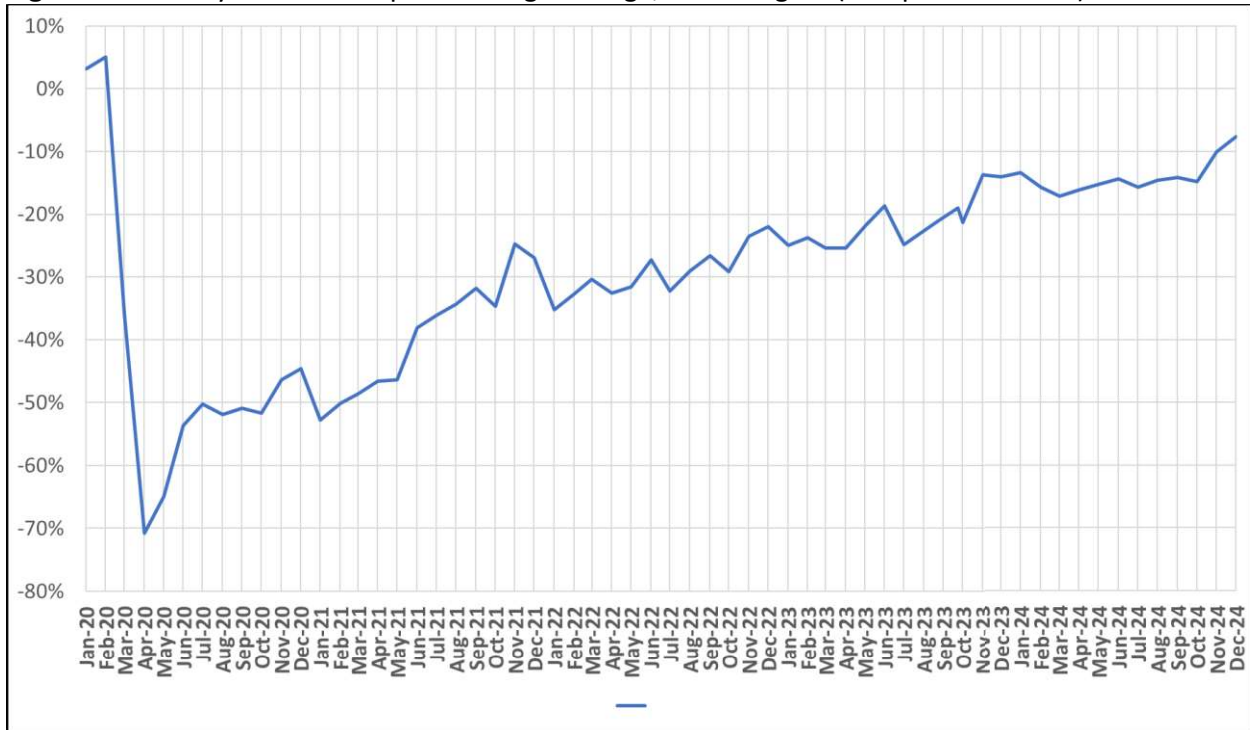


**Figure 1. Monthly Bus Ridership Percentage Change, SCAG Region (Compared to 2019)**



Source: Federal Transit Administration National Transit Database, as of February 2025.

**Table 1. Bus Ridership Change by Operator (Compared to 2019)**

Bus Operator	FY24 Qtr3	FY24 Qtr4	FY25 Qtr1	FY25 Qtr2
	Jan-Mar	Mar-Jun	Jul-Sep	Oct-Dec
Anaheim Transportation Network	-3%	-9%	-20%	-14%
Antelope Valley Transit Authority	-30%	-39%	-40%	-41%
Beach Cities Transit (City of Redondo Beach)	-27%	-33%	-28%	-30%
City of Commerce Municipal Buslines	33%	34%	31%	30%
City of Glendale*	-24%	-25%	-27%	-14%
City of Los Angeles Department of Transportation	-15%	-19%	-13%	-15%
City of Pasadena	-18%	-21%	-25%	-24%
Culver City Municipal Bus Lines	-36%	-34%	-32%	-24%
Foothill Transit	-20%	-21%	-17%	-13%
Gold Coast Transit	7%	4%	2%	2%
City of Gardena Transportation Department	-24%	-21%	-20%	-17%
Imperial County Transportation Commission	25%	23%	-11%	-5%
Long Beach Transit	-26%	-23%	-21%	-15%



Bus Operator	FY24 Qtr3 Jan-Mar	FY24 Qtr4 Mar-Jun	FY25 Qtr1 Jul-Sep	FY25 Qtr2 Oct-Dec
Los Angeles County Metro	-13%	-12%	-11%	-11%
Montebello Bus Lines	-46%	-48%	-48%	-45%
Norwalk Transit System	-18%	-17%	-12%	-14%
Omnitrans	-32%	-34%	-34%	-30%
Orange County Transportation Authority	-5%	-4%	-1%	1%
Riverside Transit Agency	-34%	-33%	-32%	-27%
Santa Clarita Transit	-11%	-13%	-9%	-5%
Santa Monica's Big Blue Bus	-28%	-32%	-36%	-26%
SunLine Transit Agency	-35%	-35%	-38%	-31%
Torrance Transit System	-40%	-36%	-32%	-32%
Ventura Intercity Service Transit Authority	-38%	-36%	-30%	-27%
Victor Valley Transit Authority	-38%	-30%	-28%	-26%
TOTAL	-15%	-15%	-14%	-13%

Source: Federal Transit Administration National Transit Database, as of February 2025.

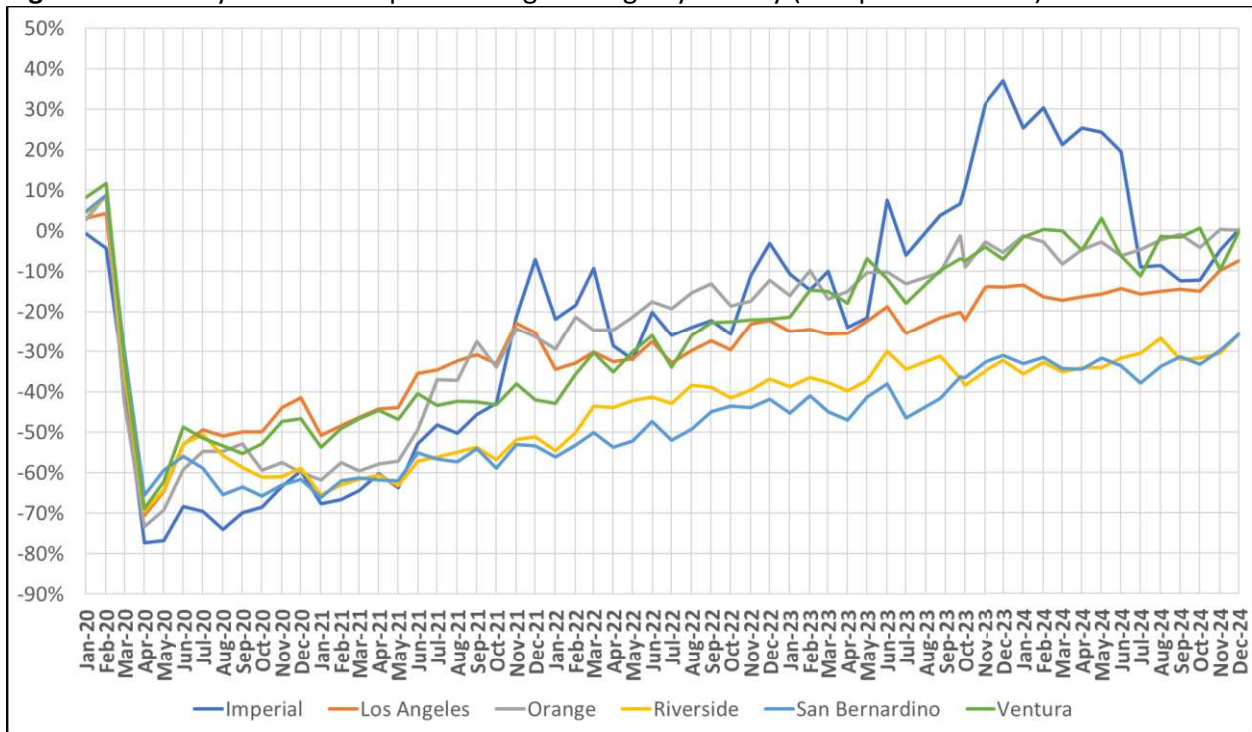
\*City of Glendale baseline FY 2019 ridership numbers were corrected, adjusting the baseline 2019 monthly ridership numbers and the respective quarterly ridership change comparison.

Note: Anaheim Transportation Network, City of Pasadena, and Ventura Intercity Service Transit Authority were unable to report ridership statistics in the previous NTD reporting round, covering July and August 2024, but have since reported their ridership statistics, updating the results for this period.

Most counties in the region have experienced moderate gains in transit ridership over the course of the past year, with Riverside County experiencing the most significant increase of 10 percent when comparing December 2024 to December 2023. Meanwhile, Los Angeles, Ventura, and San Bernardino counties have experienced a smaller gain of eight percent each. Orange County experienced a six percent gain. Imperial County is the only county in the region experiencing a significant loss in ridership, with a 27 percent decrease over the same period. The significant decrease in ridership over the previous year is likely influenced by Imperial County’s substantial ridership growth at the end of 2023 and into early 2024. For example, in December 2023, Imperial County experienced a 41 percent increase in ridership compared to December 2022. Overall, regional bus ridership increased by seven percent year-over-year between December 2024 and December 2023.

Overall, these trends represent a significant improvement from December 2020, when regional transit ridership was down by 45 percent against December 2019. Furthermore, bus ridership has returned to pre-pandemic levels (December 2019) in Imperial County, Orange County, and Ventura counties, as shown in **Figure 2**.

**Figure 2. Monthly Bus Ridership Percentage Change by County (Compared to 2019)**



Source: Federal Transit Administration National Transit Database, as of February 2025.

Data reported by L.A. Metro for its bus and rail systems through December 2024 is reflected in **Figure 3**. L.A. Metro bus ridership increased by nearly seven percent in December 2024 compared to December 2023, marking the 25th consecutive month of year-over-year bus ridership growth. L.A. Metro rail ridership also rose by 11 percent over the same time period. Although these trends are an improvement from December 2020, they remain below pre-pandemic levels. For example, compared to December 2019, bus ridership in December 2024 was down six percent, and rail ridership was down 29 percent over the same time period. The 29 percent decrease of rail ridership compared to December 2019 is likely attributable to holiday seasonal trends.