Multimodal Integration Program

Transportation Trends Report: June 2025

SEPTEMBER 2025

MOBILITY + COMMUNITIES + ENVIRONMENT + ECONOMY

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Introduction

The SCAG region is home to a diverse and expansive public transit ecosystem, with over 100 operators providing a broad range of services across its six counties. These services span local fixed-route bus systems, regional transit networks, intercity services, and commuter rail—reflecting the region's varied geography and population density.

To focus this analysis, 27 transit agencies were selected based on their operational scale and the availability of consistent and comparable ridership data. These agencies represent a cross-section of public operators, including municipal systems, joint powers authorities (JPAs), county transportation commissions, and transit districts. Exhibit 1 categorizes these agencies by county and mode.

Each county's transit network is shaped by its unique context:

- Imperial County is served by the Imperial County Transportation Commission, which offers intercity bus services across a vast, rural area.
- Los Angeles County features the highest number and variety of operators. Los Angeles County Metropolitan Transportation Authority (LA Metro) operates an extensive network that includes local and rapid bus service, as well as both light rail and heavy rail lines. Smaller municipal operators such as Santa Monica's Big Blue Bus, Culver CityBus, and the Los Angeles Department of Transportation (LADOT) also provide critical bus services within the county.
- In Orange County, the Orange County Transportation Authority (OCTA) operates a comprehensive fixed-route bus system, while Anaheim Transportation Network (ATN) offers circulator and shuttle services, particularly in the resort district.
- In Riverside and San Bernardino counties, major operators include Riverside Transit Agency (RTA), SunLine Transit Agency, and Omnitrans, each of which provides local and regional bus service.
- Ventura County's transit landscape includes Gold Coast Transit District and the Ventura County Transportation Commission, both of which provide regional and local bus service.
- Commuter rail service across five counties in the SCAG region is provided by Metrolink, which connects key population centers via seven lines. As a regional backbone for longer-distance and intercounty commuting, Metrolink supports systemwide mobility and integration.

Exhibit 1 Public Transit Operators in the SCAG Region

County	Transit Agency	Service Area	Mode
Imperial	Imperial County Transportation Commission	Regional	Bus
Los Angeles County	Antelope Valley Transit Authority	Local	Bus
	Beach Cities Transit (City of Redondo Beach)	Local	Bus
	City of Commerce Municipal Buslines	Local	Bus
	City of Gardena Transportation Department	Local	Bus
	Culver CityBus	Local	Bus
	Foothill Transit	Regional	Bus
	Glendale Beeline	Local	Bus
	LA Metro	Regional	Bus, Heavy/Light Rail
	LADOT Transit	Regional	Bus
	Long Beach Transit	Local	Bus

County	Transit Agency	Service Area	Mode
	Montebello Bus Lines	Local	Bus
	Norwalk Transit System	Local	Bus
	Pasadena Transit	Local	Bus
	Santa Clarita Transit	Local	Bus
	Santa Monica Big Blue Bus	Local	Bus
	Torrance Transit	Local	Bus
Orange County	Anaheim Transportation Network	Local	Bus
	OCTA	Regional	Bus
Riverside County	RTA	Regional	Bus
	SunLine Transit Agency	Local	Bus
San Bernardino County	Omnitrans	Regional	Bus
	Victor Valley Transit Authority	Local	Bus
	Arrow Service	Local	Light Rail
Ventura County	Gold Coast Transit	Regional	Bus
	Ventura County Transportation Commission	Regional	Bus
Multi County	Metrolink, operated by the Southern California Regional Rail Authority (SCRRA)	Regional	Commuter Rail

In addition to ridership trends, this report presents a comprehensive analysis of travel behavior in the SCAG region using three primary datasets:

- **National Transit Database:** Provides monthly ridership trends by mode and operator.
- **California Performance Measurement System:** Offers near real-time data on vehicle miles traveled, vehicle hours of delay, and truck activity on the state highway system.
- **Survey of Working Attitudes and Arrangements:** Captures how remote and hybrid work patterns are reshaping commute behavior.

Each dataset offers a unique perspective. Together, they help contextualize how travel has changed in the post-pandemic era—highlighting uneven recovery across counties and modes, as well as emerging trends such as reduced congestion and persistent telework. By referencing these sources and developing integrated analysis, this report provides SCAG's Transportation Committee, policymakers, and stakeholders with a timely, data-driven foundation to:


Evaluate shifts in travel behavior across the region.


Shape future transportation investment and planning decisions.


Develop strategies to rebuild transit ridership.


Assess the equity impacts of transportation trends.


Anticipate changes in commuting patterns due to hybrid work arrangements.

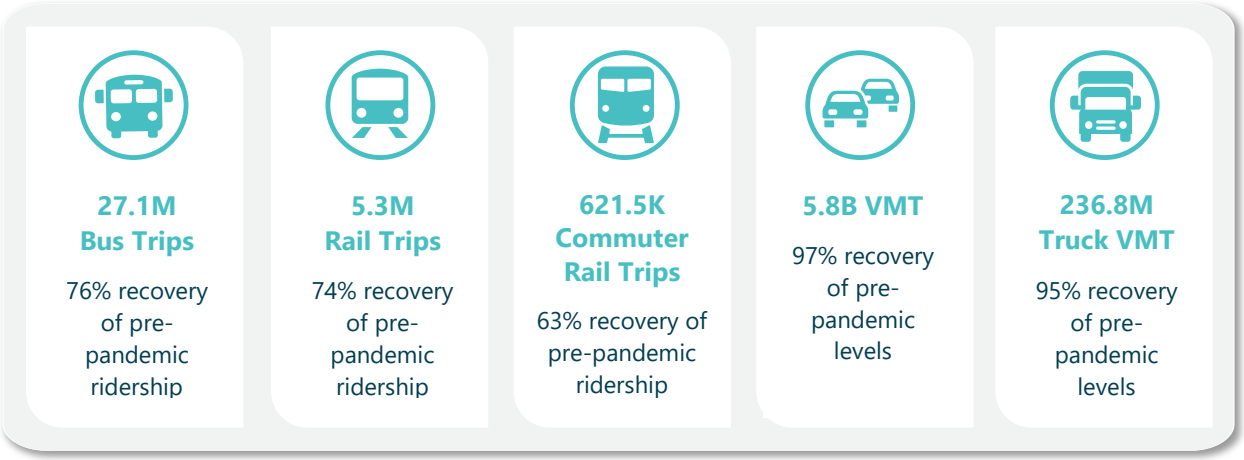
Overall Transportation Trends

This report evaluates transportation trends and ridership across the SCAG region by mode and month and provides a systemwide assessment, regardless of whether specific rail lines have opened, extended, or suspended service during the evaluation period. Similarly, bus agencies across the region adjust service levels by suspending or discontinuing routes as needed. The intent of this report is to evaluate overall bus and rail ridership totals rather than analyze changes at the individual route level. For the purposes of assessing post-pandemic ridership recovery, this report uses fiscal year 2018-19 as the baseline year for comparison.

As of June 2025, transit ridership and vehicle travel in the SCAG region have continued to recover from the impacts of the COVID-19 pandemic, though patterns vary by mode, further summarized below:

- Across all transit modes, bus ridership has led the recovery, followed by light and heavy rail, while commuter rail has been the slowest to return to pre-pandemic ridership levels.
- Bus ridership has shown a steady recovery, with **76 percent of pre-pandemic ridership recovered** as of June 2025. In the last 12 months ridership experienced seasonal fluctuations; most months ranged between 86 percent and 89 percent, suggesting relative stability before the decline observed June 2025.
- **Light and heavy rail ridership recovered 74 percent of pre-pandemic ridership** as of June 2025, despite recent service expansions.
- **Commuter rail has recovered 63 percent of pre-pandemic ridership** and experienced ridership gains month over month, averaging a growth of 1.4 percent the last year. This may be the result of a shift to a more frequent, all-day service model.
- On the roadways, overall vehicle miles traveled (VMT) is at 97 percent of pre-pandemic levels. Truck VMT has trended below pre-pandemic levels at 95 percent, with modest fluctuations over the past year.
- Remote work continues to be a key factor; approximately 34 percent of workdays were performed from home over the last year, contributing to reduced peak-hour demand across all travel modes.

JUNE 2025 AT A GLANCE

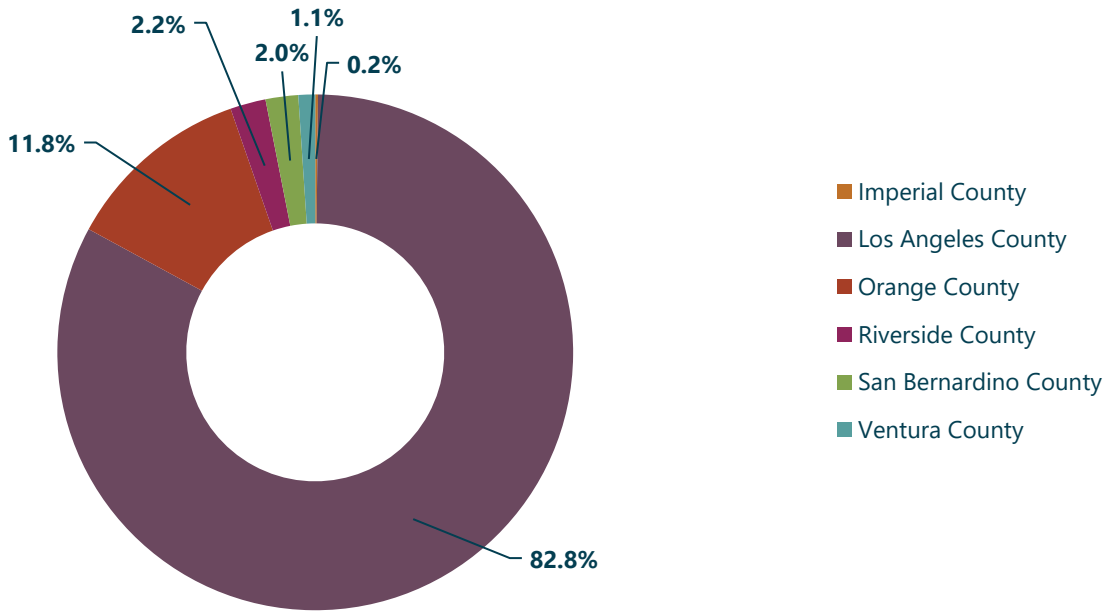


Transit Ridership

BUS RIDERSHIP

Bus ridership in Southern California is heavily concentrated in Los Angeles County, which accounts for the majority of regional trips (82.8 percent). This concentration of regional trips is due to the scale of LA Metro's network and its dense urban coverage (see Exhibit 2). Orange County follows, led by the OCTA's system, with San Bernardino and Riverside counties contributing through agencies like Omnitrans and RTA. Ventura and Imperial counties have comparatively smaller shares, reflecting their lower population densities. Overall, the distribution of ridership aligns closely with population centers and the extent of bus service coverage.

Exhibit 2 Total Bus Passenger Trips Distribution by County in the SCAG Region for Fiscal Year 2024-25



DATA SOURCE

SCAG staff collected and summarized transit data for the region using the National Transit Database (NTD), administered by the Federal Transit Administration. The NTD is the main source of information on U.S. transit systems. SCAG used the NTD's Monthly Ridership Module to track bus ridership trends. However, the NTD has limitations. There is often a delay of several months between when data is collected and when it becomes available. Sometimes, the latest month's data might be incomplete if agencies submit their reports late. These delays make it difficult to provide immediate and current insights.

BUS RIDERSHIP TRENDS

Exhibit 3 presents bus ridership trends across the SCAG region from July 2024 to June 2025. Total ridership fluctuated between 27.1 million and 35.9 million trips. Bus ridership peaked in October 2024 at 35.9 million trips, followed by a decline through the winter months, reaching a low of 29.5 million in February 2025. A modest rebound is observed through the spring months, with ridership rising to 34.3 million trips in May 2025. A decline in ridership to 27.1 million trips was observed June 2025, a seasonal decrease that coincides with school breaks. Federal activities and operations in the region could have also impacted transit ridership during the period observed. The data reflects typical seasonal patterns, with higher ridership in the fall and declines during winter.

Exhibit 3 Bus Total Unlinked Passenger Trips, 12 Month Rolling

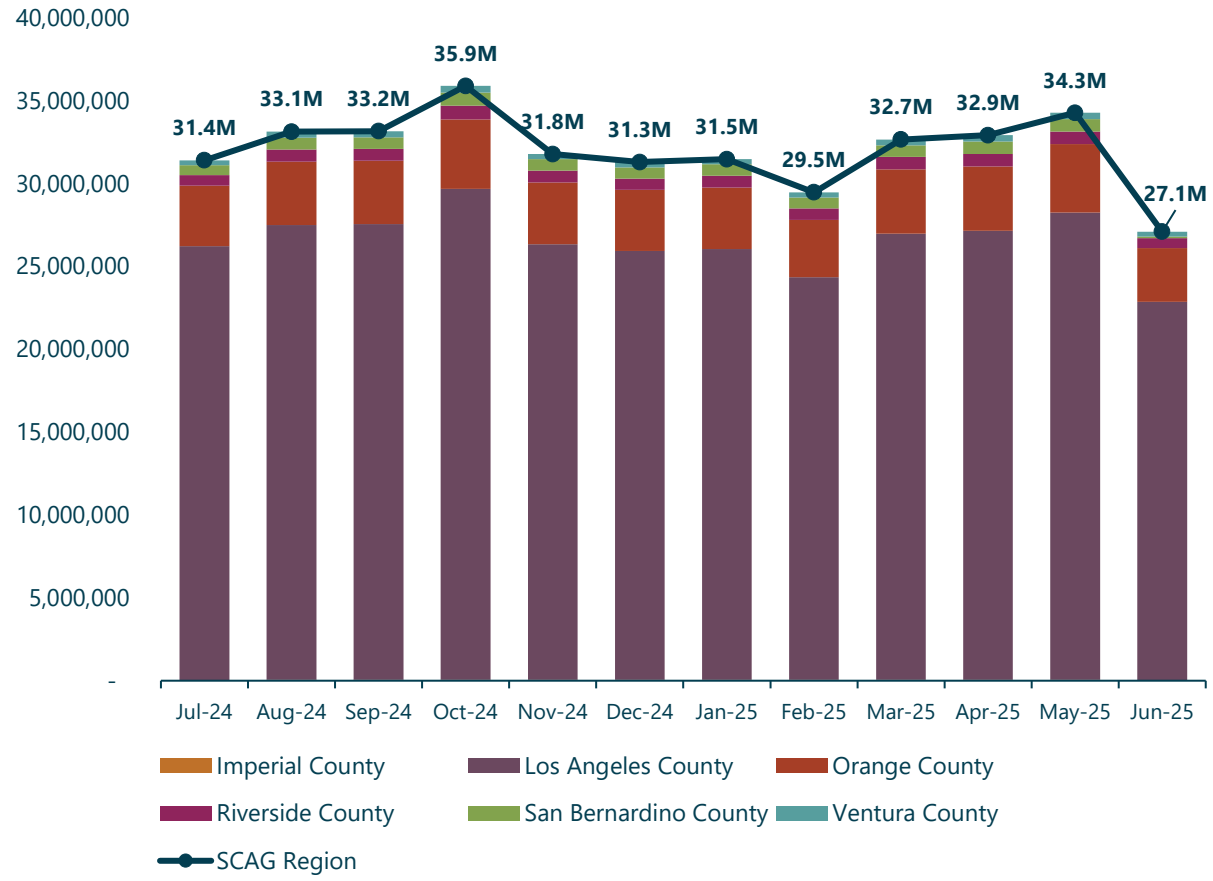


Exhibit 4 presents the month-over-month (MoM) percentage change in bus ridership for the SCAG region from July 2024 to June 2025. Ridership fluctuated significantly over the year, with periods of growth and decline. The largest increases occurred in March 2025 (10.8 percent), October 2024 (8.2 percent), and August 2024 (5.5 percent), while the steepest declines were seen June 2025 (-20.9 percent), November 2024 (-11.4 percent), and February 2025 (-6.4 percent). Bus ridership declined by an average of 0.6 percent month over month, with the data showing significant volatility and several sharp increases and decreases rather than a steady trend.

Exhibit 4 Bus MoM Comparison as a Percentage Change, 12 Month Rolling

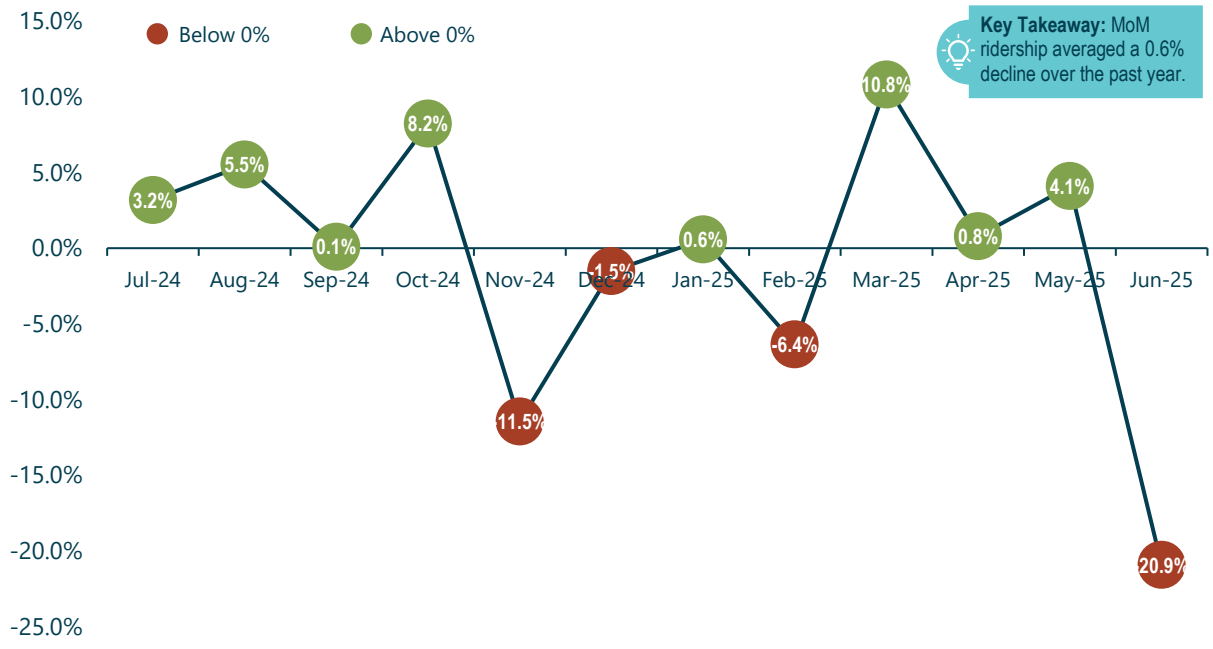
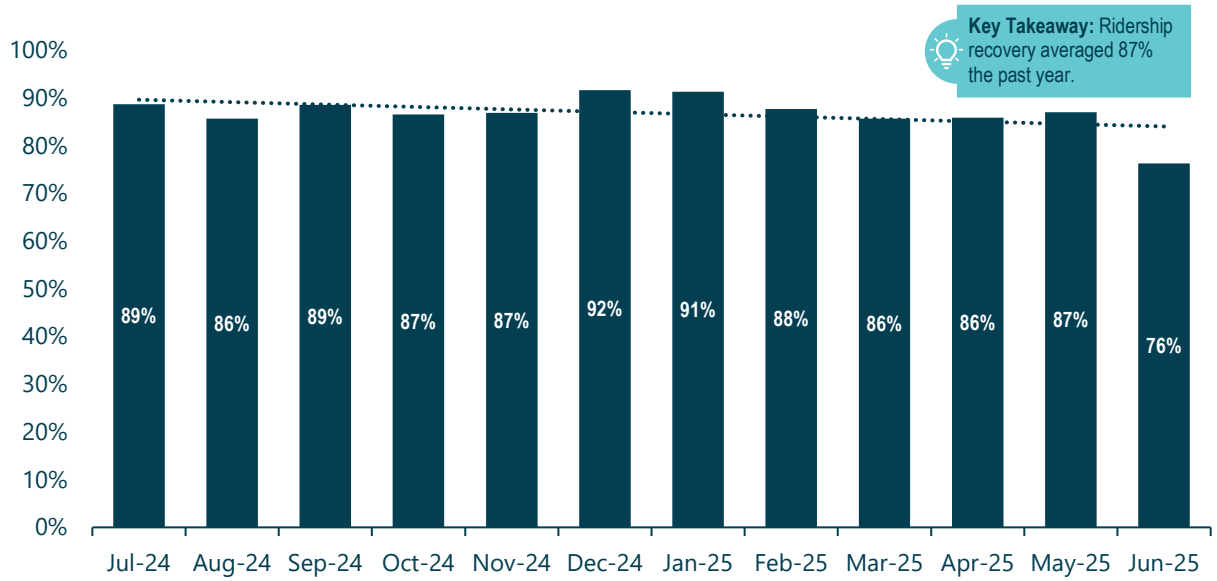


Exhibit 5 Post-Pandemic Bus Ridership Recovery as a Percentage of Fiscal Year 2018-19, 12 Month Rolling



Bus ridership recovery during the past 12 months fluctuated between 76 percent and 92 percent of fiscal year 2018-19 levels, as presented in Exhibit 5, with an average recovery rate of 87 percent over the past 12 months. The highest recovery was observed in December 2024 (92 percent). The relatively narrow range of variation (between 76 percent and 92 percent) indicates bus ridership remains below full recovery, with a noticeable dip in the final month of the reporting period.

LIGHT AND HEAVY RAIL RIDERSHIP

The SCAG region's rail network features a blend of light and heavy rail services that provide critical connectivity. LA Metro operates the largest light and heavy rail system in Southern California, with a network that has expanded significantly over the past five years through the opening of the K (Pink) Line and the Regional Connector, which streamlined travel between key corridors. The system includes light rail lines such as the A (Blue), E (Expo), and C (Green) Lines, as well as the heavy rail B (Red) and D (Purple) subway lines. In San Bernardino County, the Arrow service launched in 2022 as a modern, diesel multiple unit light rail line designed for seamless integration with Metrolink's commuter rail services, extending rail access to the cities of Redlands and San Bernardino. Together, these systems enhance regional mobility, offering frequent urban rail service alongside Metrolink's broader commuter rail network.

DATA SOURCE

SCAG staff sourced transit and rail data from LA Metro's Interactive Estimated Ridership Statistics dashboard, which provides monthly ridership statistics. Arrow Service data was obtained directly from the Southern California Regional Rail Authority (SCRRA).

RAIL RIDERSHIP TRENDS

Light and heavy rail ridership in the SCAG region exhibited notable seasonal fluctuations over the past year, presented in Exhibit 6. Total passenger trips reached a high of 6.3 million in October 2024 before declining steadily through the winter months, bottoming out at 5.3 million in January and February 2025. Ridership began to recover in the spring, rising to 6.0 million in April, but declined once again to 5.3 million by June 2025—matching the winter low. These trends suggest that while rail ridership briefly rebounded from pandemic lows, the recovery has not been sustained. The overall pattern points to an ongoing challenge in stabilizing and growing light and heavy rail ridership in the post-pandemic context, despite service expansions and broader travel recovery in the region.

Exhibit 6 Light and Heavy Rail Total Passenger Trips, 12 Month Rolling

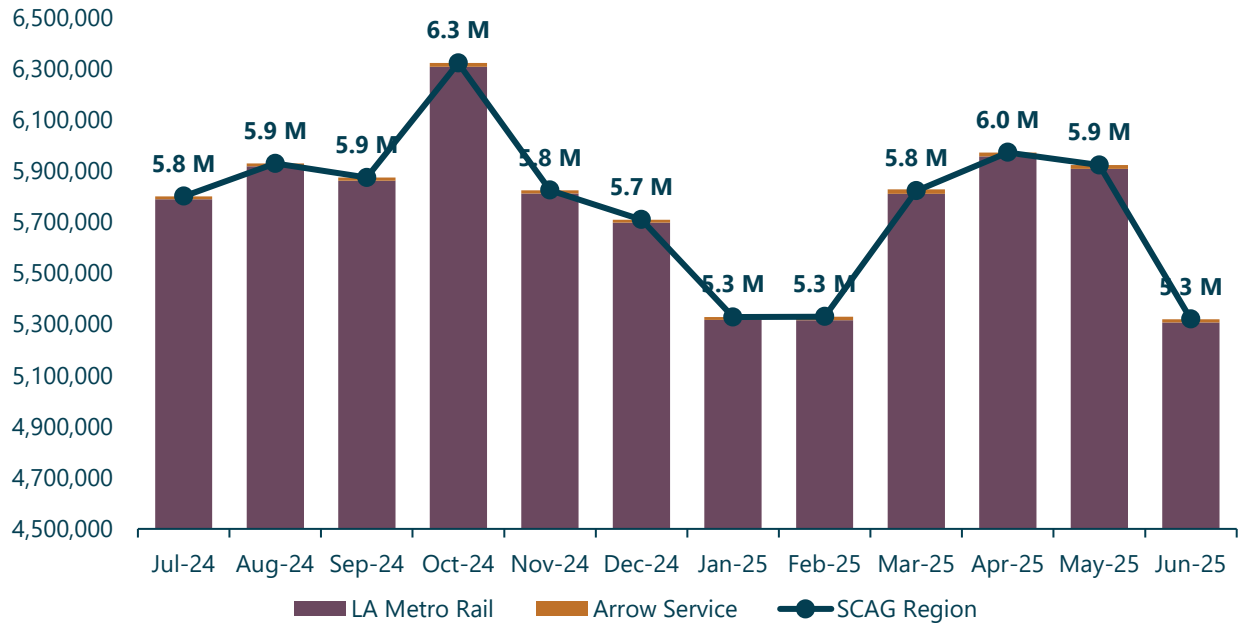


Exhibit 7 illustrates the monthly percentage change in total light and heavy rail ridership in the SCAG region from July 2024 to June 2025. The data highlights the volatility in ridership patterns over the year, with a mix of growth and decline across different months. Similarly, the winter months show reduced ridership, a trend that reflects the holiday season, when daily travel demand typically falls. The most significant positive change occurred in March 2025, with a 9.2 percent increase over the previous month, suggesting a notable spring rebound following the holiday season. In contrast, the largest monthly decline took place in June 2025, dropping 10.2 percent. The sharp decline in June 2025 is likely attributable to the beginning of the summer season, when K-12 schools and universities are out of session, reducing student travel demand. Federal activities and operations in the region might have also affected rail ridership. Importantly, Exhibit 7, underscores that monthly rail ridership changes have been inconsistent, with six out of 12 months showing negative growth, including four months where the decline exceeded six percent. This fluctuation results in a net average decline of 0.5 percent per month over the year.

Exhibit 7 Light and Heavy Rail MoM Comparison as a Percentage Change, 12 Month Rolling

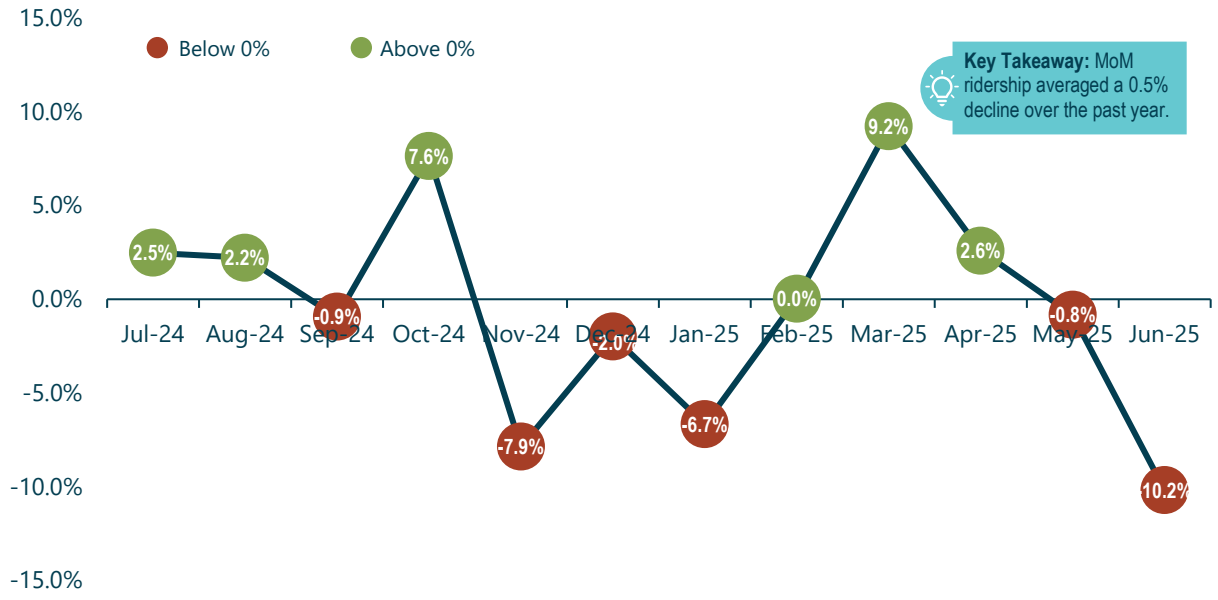
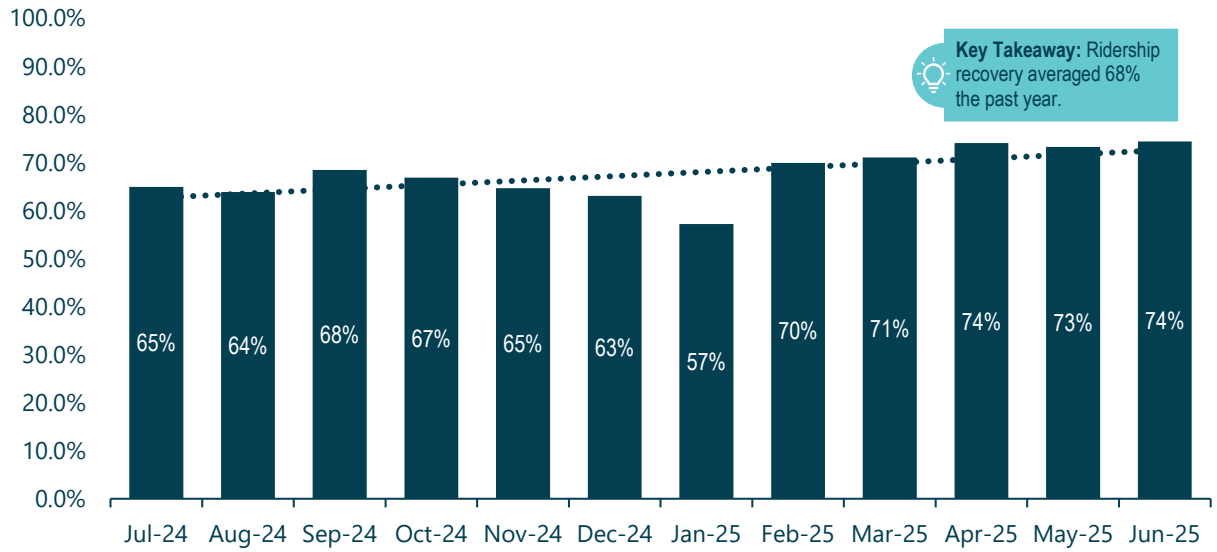


Exhibit 8 illustrates how light and heavy rail ridership in the SCAG region compares to pre-pandemic levels over the past year. Ridership recovery remained relatively steady between July and December 2024, fluctuating between 63 and 68 percent. A sharp seasonal drop occurred in January 2025, when recovery fell to 57 percent, aligning with the winter holiday ridership trough observed in other charts. However, the months that followed show a notable rebound: February 2025 reached 70 percent, with a steady climb to 74 percent by April, a level that persisted through May and June 2025. The overall trend suggests that while rail ridership has not returned to pre-pandemic volumes, recent months show signs of recovery.

Exhibit 8 Post-Pandemic Light/Heavy Rail Ridership Recovery as a Percentage of Fiscal Year 2018-19, 12 Month Rolling



COMMUTER RAIL RIDERSHIP

Metrolink is Southern California's regional commuter rail system, operating a network of seven lines that span over 540 route miles and connect six counties: Los Angeles, Orange, Riverside, San Bernardino, Ventura, and San Diego (five of which are in the SCAG region). Originally designed to bring suburban commuters into downtown Los Angeles during peak morning and evening hours, Metrolink has recently transitioned toward a "regional rail" service model. This approach emphasizes all-day, bidirectional service, with train frequencies distributed more evenly throughout the morning, midday, and afternoon periods to better accommodate a wider range of travel needs, including off-peak commuting, reverse commutes, and discretionary trips. The shift supports greater regional mobility, reflects changing travel patterns in the post-pandemic era, and serves as a key strategy to capture new riders and support ridership recovery across the system.

DATA SOURCE

Staff obtained monthly rail ridership data, delineated by line, from SCRRA, to evaluate trends in regional rail ridership. Monthly ridership figures for Metrolink were estimated based on ticket sales, utilizing average trip rates.

COMMUTER RAIL RIDERSHIP TRENDS

On October 21, 2024, Metrolink added 32 new weekdays trains, a nearly 23 percent increase in systemwide service, to better accommodate local travel and regional passenger rail by increasing weekday service levels and optimizing connections. The San Bernardino Line received the majority of new weekday trains with 18 while the Orange County Line added seven. On January 27, 2025, Metrolink implemented additional service changes to the San Bernardino line to better manage track capacity issues while retaining service improvements.

Exhibit 9 reflects monthly systemwide ridership across Metrolink's seven commuter rail lines from July 2024 through June 2025. Metrolink ridership began the period at 587,500 trips in July 2024, steadily

increasing to a peak of 676,700 in October 2024, before declining through the winter months. The lowest point occurred in January 2025, with 573,200 trips, followed by a strong spring rebound that culminated in the system's highest monthly ridership total of 701,200 trips in April 2025. Ridership declined again slightly in the final two months, ending at 621,500 trips in June 2025. The decline in June 2025 is likely attributable to the beginning of the summer season, and reduced student travel demand.

All seven lines contributed to the overall trend, with the Orange County Line and San Bernardino Line consistently making up the largest shares of total ridership. These were followed by the 91/Perris Valley Line, Riverside Line, and Antelope Valley Line, with the Ventura County Line and Inland Empire-Orange County Line contributing smaller portions. The data reflects a steady year-over-year recovery trajectory, particularly in early 2025, likely driven by the continued rollout of Metrolink's regional rail service model, which emphasizes all-day, bi-directional service beyond the traditional peak commute periods.

Exhibit 9 Metrolink Commuter Rail Total Passenger Trips, 12 Month Rolling

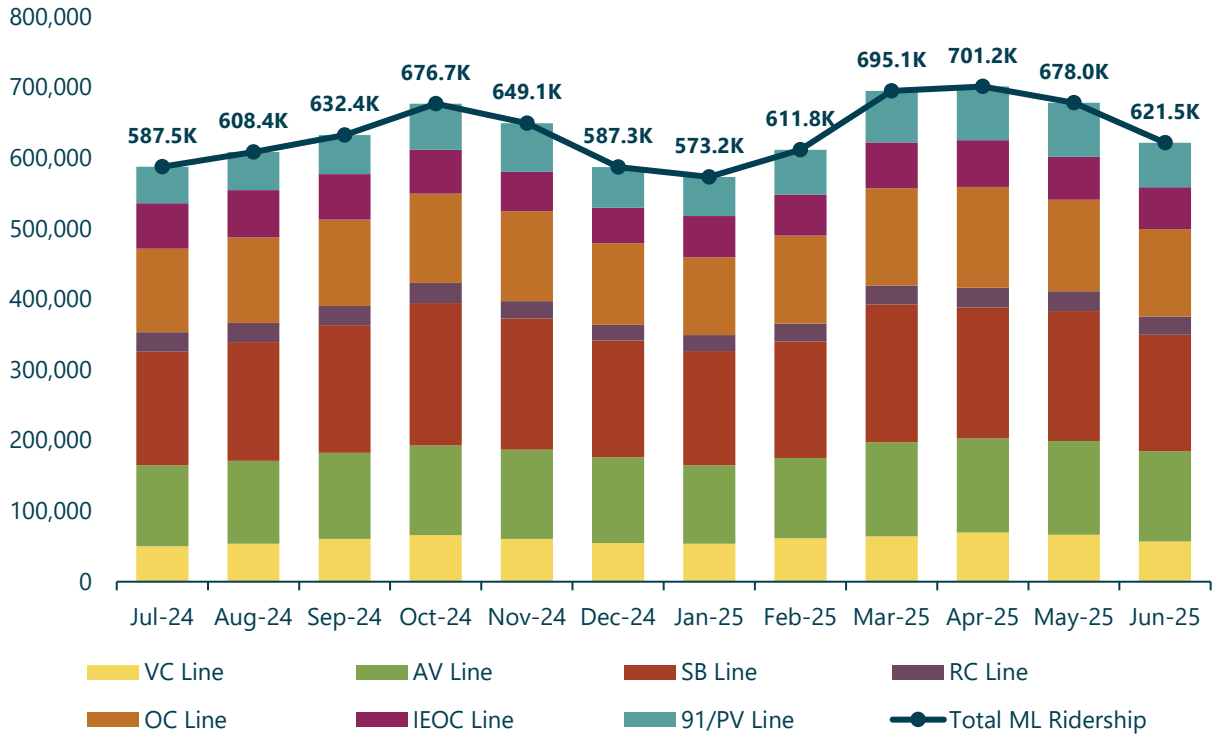


Exhibit 10 displays the month-over-month percentage change in total system ridership from July 2024 to June 2025. The data shows substantial variability across the year, with several months experiencing strong gains, notably March 2025 (13.6 percent). Conversely, December (-9.5 percent) and June (-8.3 percent) marked the most significant declines, aligning with typical seasonal slowdowns due to holidays, school breaks, and vacation periods. Despite these fluctuations, the average month-over-month growth rate was 1.4 percent, indicating a generally positive trajectory for Metrolink ridership during the period. The winter downturn and early spring rebound mirror broader trends seen across other transit modes.

Exhibit 10 Metrolink MoM Comparison as a Percentage Change, 12 Month Rolling

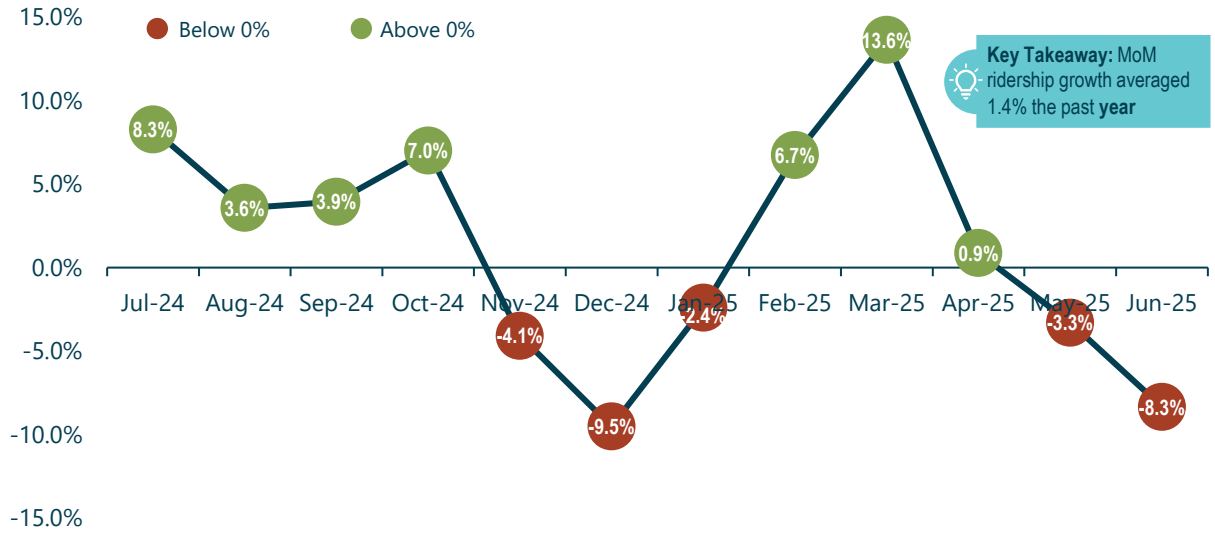


Exhibit 11 Post-Pandemic Metrolink Ridership Recovery as a Percentage of Fiscal Year 2018-19, 12 Month Rolling

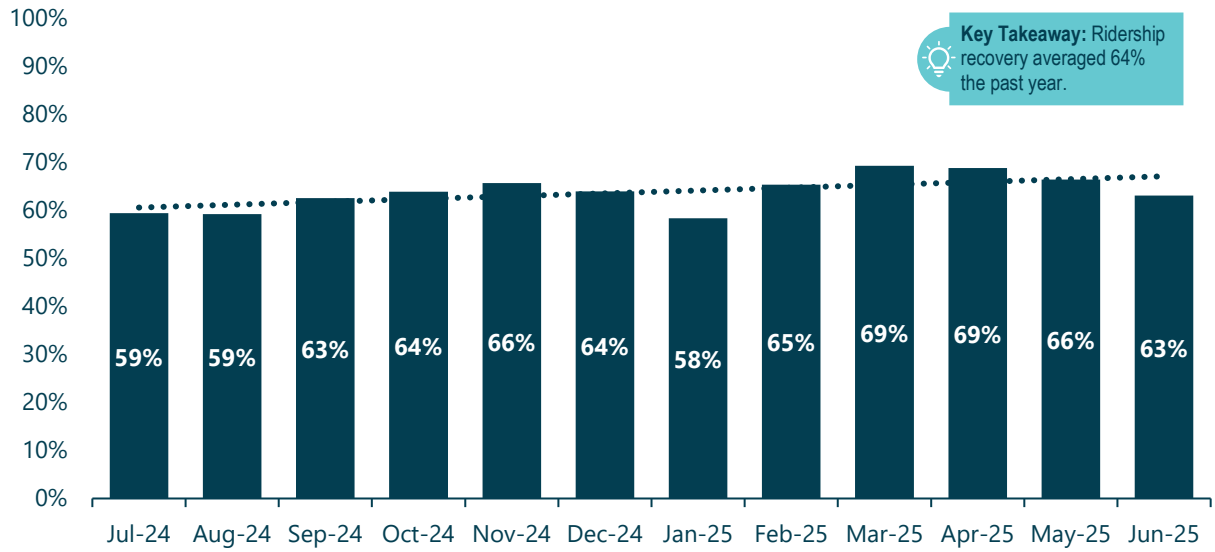


Exhibit 11 presents Metrolink's ridership recovery as a percentage of fiscal year 2018-19 pre-pandemic levels. Over the past year, recovery averaged 64 percent, with a steady climb through fall 2024 to a high of 66 percent in November, followed by a dip to 58 percent in January 2025, the lowest point of the year. Recovery accelerated in early spring, reaching 69 percent in both March and April 2025, before tapering slightly to 63 percent in June 2025. This pattern suggests that while significant progress has been made, commuter rail still faces challenges in returning to full pre-pandemic demand, particularly as work-from-home patterns and hybrid commuting continue to reshape ridership behavior.

Vehicular Travel

VEHICULAR VOLUMES

Vehicle miles traveled (VMT) is the total number of miles driven by all vehicles in a specific area over a set time. It shows how much people are traveling by car and can reflect factors like population growth, economic activity, and land use. Higher VMT often means more driving, which can lead to more pollution and wear on roads. Tracking VMT helps policy makers and planners understand road usage, plan maintenance, and achieve changes in how people travel. Vehicle hours of delay (VHD) measures the extra time drivers spend stuck in traffic compared to free-flowing conditions. It shows how bad congestion is and helps identify where improvements like road expansions or traffic signal changes are needed. VHD also reveals the economic impact of traffic delays by showing lost time for drivers and freight. Watching VHD over time helps measure if efforts to reduce congestion are working. The following sections analyze VMT and VHD trends in the SCAG region, covering its six counties.

DATA SOURCE

For this vehicular travel volume assessment, staff used data from the California Performance Measurement System (PeMS). PeMS collects information through sensors placed along the State Highway System. California has nearly 47,000 of these sensors covering over 41,000 miles of highway. In the SCAG region, PeMS uses about 22,000 sensors covering around 7,600 miles of highway. However, PeMS has some limits. It only tracks highways and doesn't include local roads or streets. Also, many sensors can be offline at times due to construction or equipment problems. For the SCAG region, PeMS does not have sensors in Imperial County. Despite these issues, PeMS is still the best available source for current highway travel data. However, since the intention of this report is to provide the most current information, PeMS remains the most appropriate data source available for this analysis.

VEHICLE TRAVEL AND CONGESTION PATTERNS FOLLOWING THE PANDEMIC

Exhibit 12 displays monthly VMT in the SCAG region from January 2019 through June 2025, revealing both short-term disruptions and long-term recovery trends. VMT experienced a sharp and unprecedented decline in early 2020 due to the COVID-19 pandemic, reaching its lowest point in April 2020. Following this disruption, travel steadily rebounded throughout 2021 and 2022. By early 2023, monthly VMT had returned to pre-pandemic levels, with volumes generally fluctuating between 5.5 and 6.2 billion miles. While seasonal dips are still present, such as during winter months or holiday periods, the overall trend has stabilized in recent years. The chart's linear trend line indicates an upward trajectory, suggesting that total vehicle travel has not only recovered to pre-pandemic levels but is increasing over time. This pattern points to a sustained reliance on personal vehicle travel in the region, even as other modes like transit have experienced slower post-pandemic recovery.

Exhibit 12 VMT in the SCAG Region by Month, 12 Months Rolling

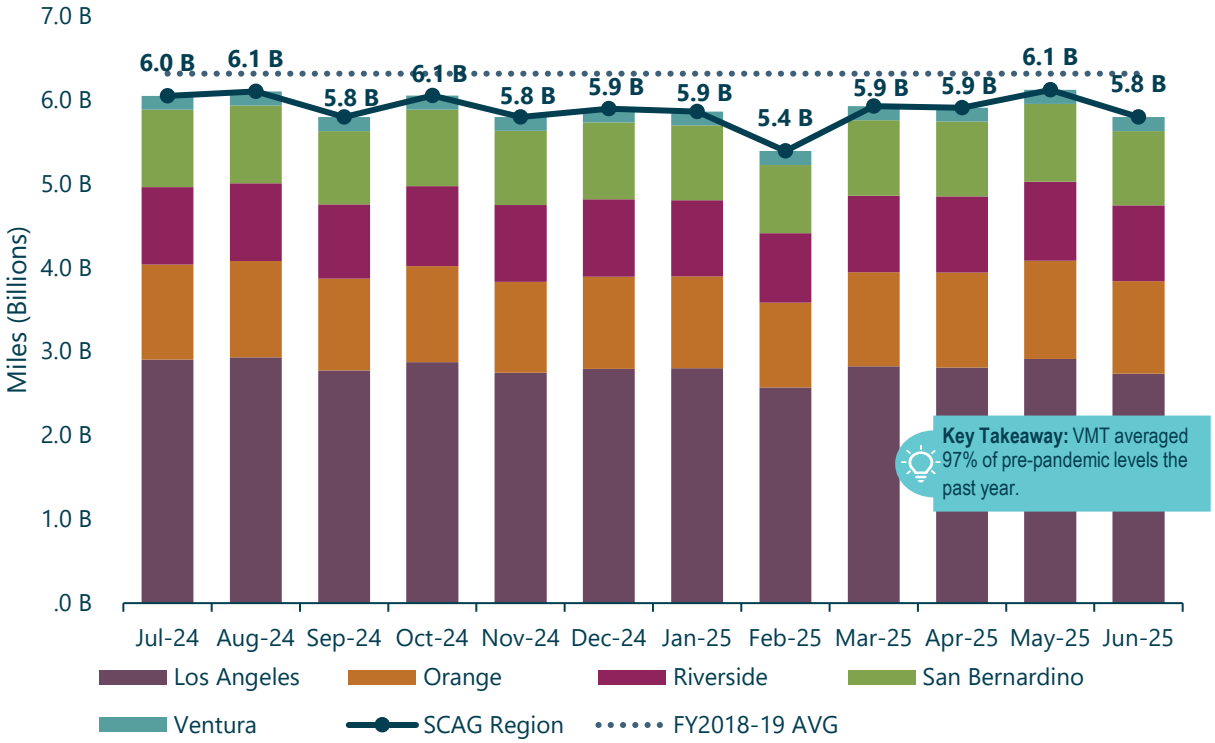
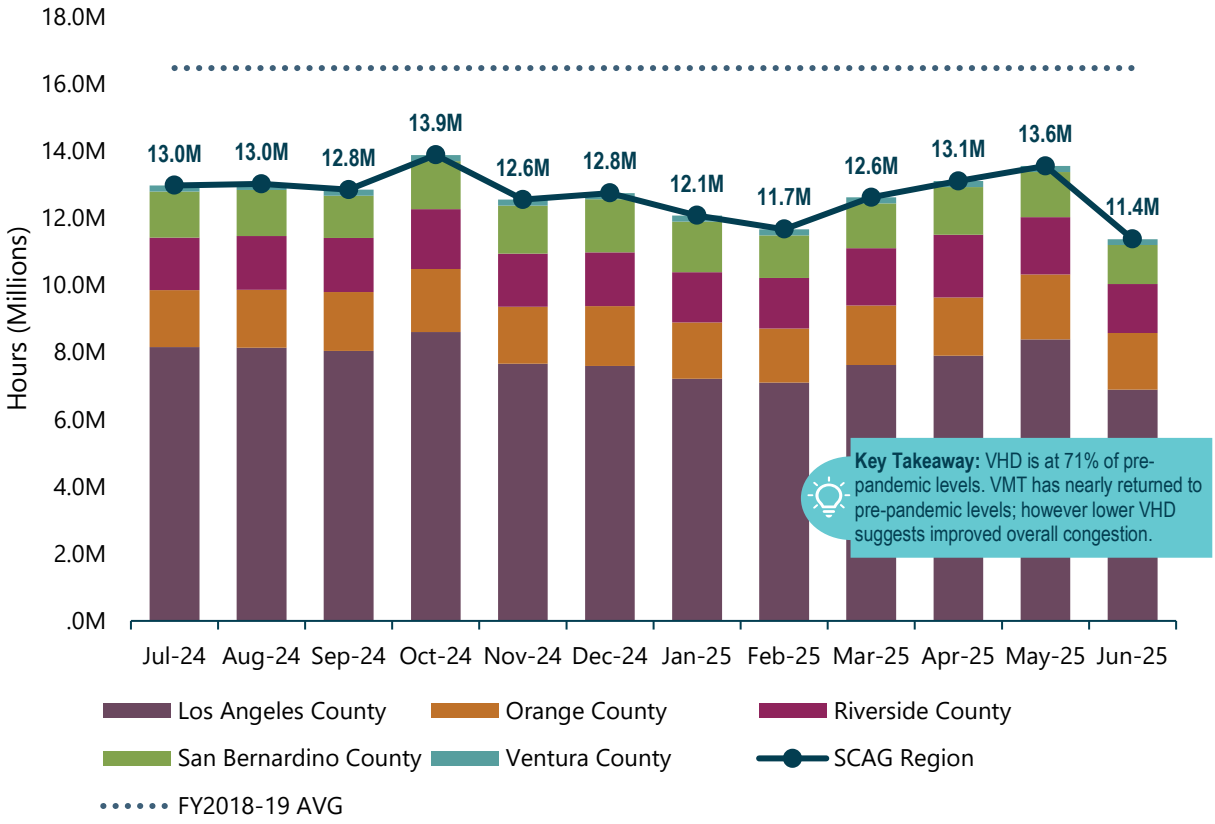


Exhibit 13 presents VHD in the SCAG region from January 2019 through June 2025, offering insight into regional roadway congestion patterns over time. Prior to the COVID-19 pandemic, monthly VHD consistently ranged between 16 to 18 million hours, reflecting high levels of traffic congestion across the region. In early 2020, VHD dropped sharply, reaching its lowest point in April 2020, corresponding with widespread shutdowns and reduced travel demand. Following the pandemic-induced low, VHD gradually rebounded throughout late 2020 and 2021, but has not returned to pre-pandemic levels. Since 2022, monthly VHD has generally fluctuated between 11 and 14 million hours, indicating a persistent reduction in regional traffic delay despite the recovery of VMT. The linear trend line reflects a modest overall decline in VHD over the full time period.

Exhibit 13 VHD in the SCAG Region by Month, 12 Months Rolling



VHD has only reached 71 percent of pre-pandemic levels, implying that congestion remains significantly lower than before. This sustained reduction in congestion might be partially attributed to long-term changes in commuting behavior, such as hybrid and remote work arrangements, as well as shifts in travel patterns and peak demand periods. **The correlation between high VMT recovery and lagging VHD recovery suggests that while people are back on the road in near-full force, they might be doing so in ways that avoid peak congestion periods, resulting in more efficient roadway performance and lower congestion overall.**

GOODS MOVEMENT & TRUCK VOLUMES

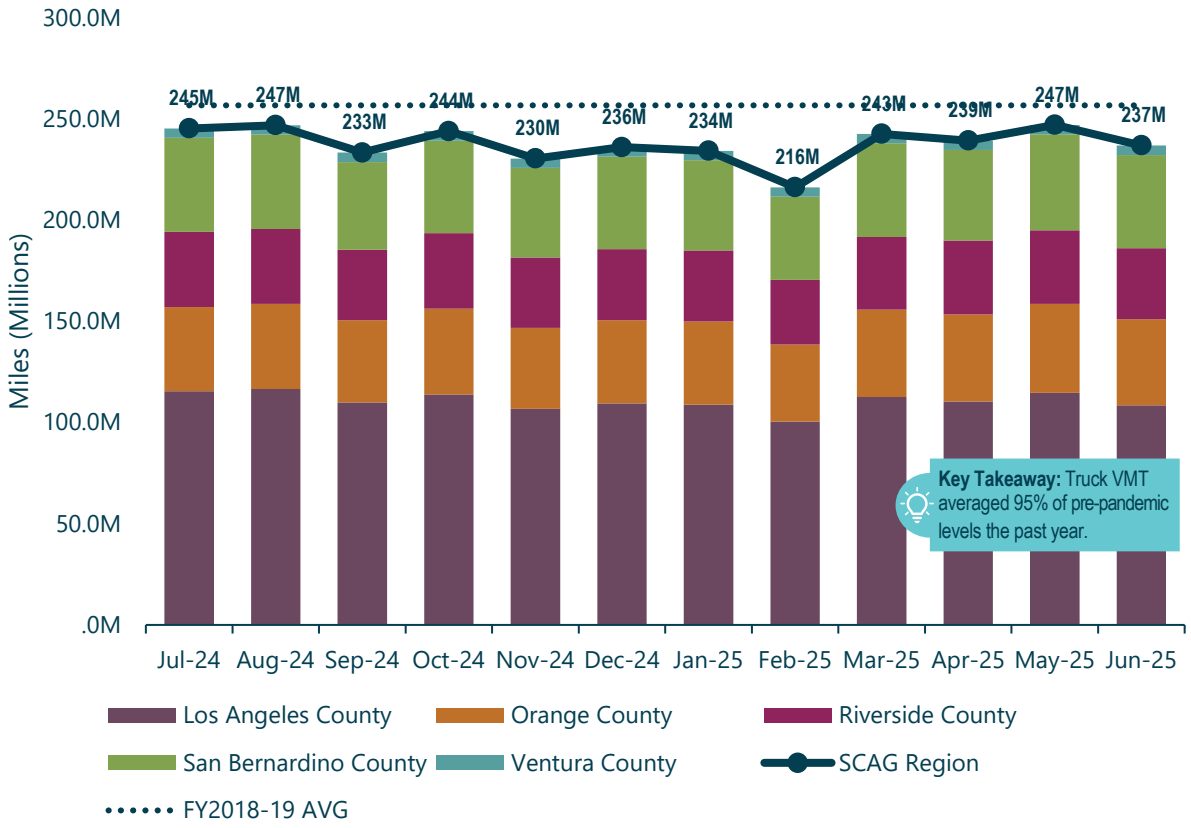
Truck vehicle miles traveled (Truck VMT) is the total number of miles driven by trucks within a specific area (like a city, region, or state). It works the same as overall VMT but focuses only on trucks, which usually means medium-duty and heavy-duty commercial vehicles. Truck VMT is an indication of the following:

- **Freight Movement:** How much goods and cargo are being transported on the road.
- **Economic Activity:** Higher truck VMT often signals more trade, shipping, and industrial activity.
- **Roadway Impact:** Trucks cause more wear on roadways, so truck VMT helps plan for maintenance needs.

- **Air Quality and Emissions:** Since trucks produce more emissions per mile than passenger cars, truck VMT is important for air quality and environmental planning.
- **Traffic Operations:** Helps analyze congestion patterns, especially on freight corridors and near ports, warehouses, and distribution centers.

Exhibit 14 displays truck VMT in the SCAG region from July 2024 through June 2025, highlighting monthly fluctuations and longer-term trends in goods movement activity. Prior to the COVID-19 pandemic, truck VMT generally ranged between 240 and 260 million miles per month, reflecting steady freight operations across the region's highways. A noticeable decline occurred in early 2020, with a temporary dip below 210 million miles, coinciding with the early stages of the pandemic and related disruptions in supply chains and economic activity. However, unlike passenger travel, truck VMT rebounded quickly by mid-2020, driven by demand for freight and logistics services, especially in support of e-commerce and essential goods distribution. Since 2021, truck VMT has remained relatively stable but has trended slightly downward compared to pre-pandemic levels. Volumes generally fluctuated between 225 and 250 million miles per month with a modest overall decline across the six-year period. The data suggests that while truck travel was less disrupted and quicker to recover than passenger travel, it has remained below 250 million miles for the last 32 months. Rather than signaling a structural shift in freight patterns or logistics operations, this trend is more likely driven by a slowdown in consumer spending and a normalization of shipping volumes following the pandemic-era surge.

Exhibit 14 Truck VMT in the SCAG Region by Month, 12 Month Rolling



Telework Impacts

REMOTE WORK TRENDS

Analyzing work-from-home trends is essential for understanding shifts in travel demand, as remote work reduces the need for daily commuting and directly impacts traffic volumes and transit ridership. By tracking these patterns, policy makers and planners can better assess changes in peak-hour congestion and forecast long-term impacts on transportation infrastructure and funding needs. Work-from-home trends also provide insights into evolving travel behavior, helping agencies plan for a more flexible and resilient transportation network.

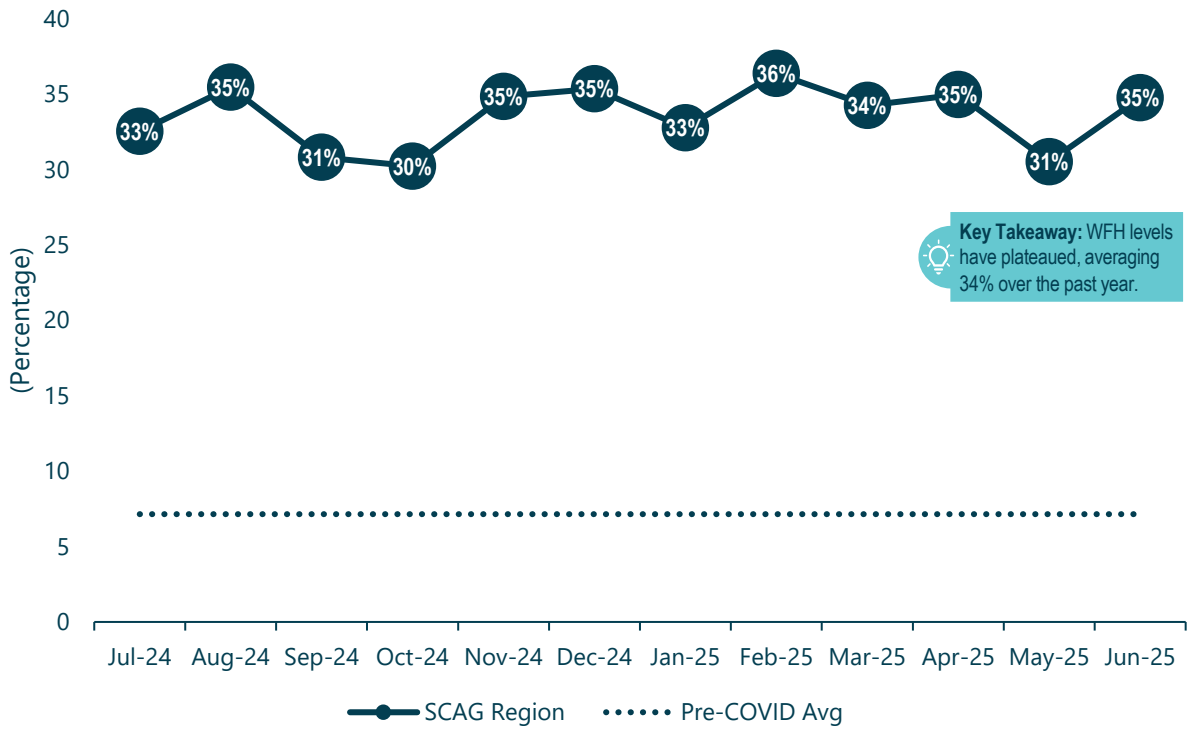
DATA SOURCE

SCAG staff used data from the Survey of Working Attitudes and Arrangements (SWAA) by WFH Research, which collects monthly online responses from adults nationwide, including the Los Angeles Combined Statistical Area (LA CSA). To correct for overrepresentation of college-educated individuals, staff reweighted the sample using iterative proportional fitting to better match the region's age, sex, and education levels based on the 2022 American Community Survey (ACS). While the reweighted sample now more closely reflects the age and education distribution found in the ACS, it still underrepresents people without a high school degree and those with some college education. Nonetheless, the work-from-home rates across subgroups without a college degree are expected to show minimal differences.

OVERALL WORK FROM HOME TRENDS

The onset of the COVID-19 pandemic in March 2020 led to a significant increase in the rate of remote work, replacing traditional commutes to fixed work sites. However, recent data indicates a modest decline in the frequency of remote workdays, attributed to the adoption of hybrid schedules by many office workers. This trend is illustrated in Exhibit 15, which shows the monthly percentage of full, paid working days spent at home in the re-weighted LA CSA sample, representing the SCAG region. Based on current SWAA data, from July 2024 to June 2025, the percentage of full, paid working days spent at home in the SCAG region ranged between 30 percent and 36 percent, with an annual average of 34 percent, reflecting relatively stable remote work levels over the year.

Exhibit 15 Monthly Percentage of Full, Paid Working Days at Home, SCAG Region



*We estimate the pre-COVID rate using the 2019 American Time Use Survey.

* The microdata retrieved from www.wfhresearch.com is re-weighted to be representative of the Los Angeles Combined Statistical Area.

Conclusion

The SCAG region's travel patterns reflect an ongoing but uneven recovery. Bus, light and heavy rail, and commuter rail ridership are steadily climbing, but remain below pre-pandemic ridership levels. Roadway volumes are close to rebounding, yet congestion levels remain lower, reflecting lasting impacts of remote work and evolving commute habits. The persistence of hybrid work models continues to reshape travel demand, easing congestion and moderating peak-period transit use. Truck activity also shows volumes are returning to pre-pandemic levels.

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