



Multimodal Integration Program

2026 Biannual Transportation Trends Report

OCTOBER 2026

MOBILITY + COMMUNITIES + ENVIRONMENT + ECONOMY



Table of Contents

List of Exhibits..... ii

Introduction 1

Overall Transportation Trends 4

Transit Ridership..... 5

Vehicular Travel 15

Remote Work Impacts 21

Conclusion 23

List of Exhibits

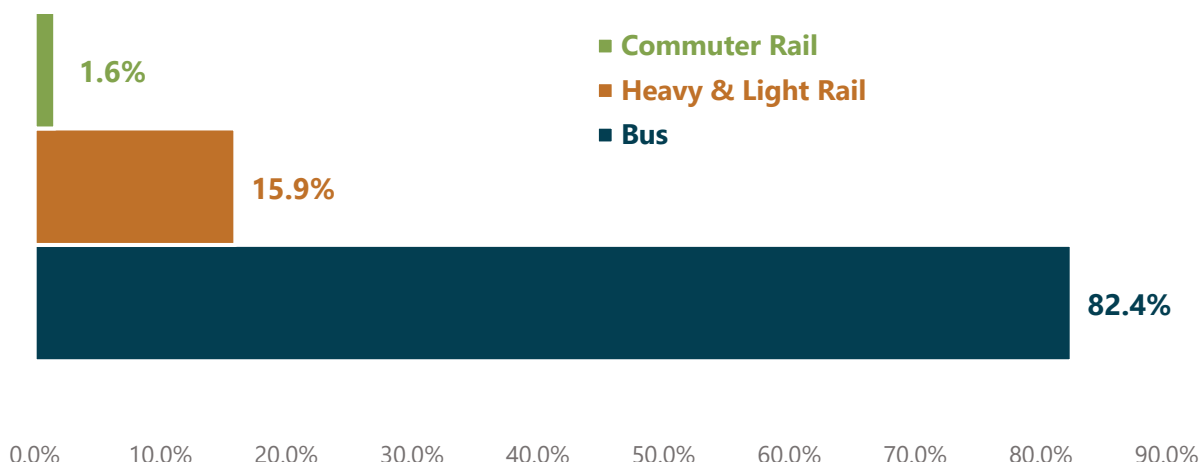
Exhibit 1	Composition of Transit Ridership by Mode Based on Total Ridership for Fiscal Year 2026	1
Exhibit 2	Selection of Public Transit Operators in the SCAG Region.....	2
Exhibit 3	Total Bus Passenger Trips Distribution by County in the SCAG Region for Fiscal Year 2025-26	6
Exhibit 4	Bus Total Unlinked Passenger Trips, 12 Month Rolling	7
Exhibit 5	Bus Month-Over-Month Comparison as a Percentage Change, 12 Month Rolling	8
Exhibit 6	Post-Pandemic Bus Ridership Recovery as Percentage of Fiscal Year 2018-19, 12-Month Rolling	8
Exhibit 7	Light and Heavy Rail Total Passenger Trips, 12 Month Rolling	10
Exhibit 8	Light and Heavy Rail Month-Over-Month Comparison as Percentage Change, 12 Month Rolling.....	11
Exhibit 9	Post-Pandemic Light and Heavy Rail Ridership Recovery as Percentage of Fiscal Year 2018-19, 12 Month Rolling.....	12
Exhibit 10	Metrolink Commuter Rail Total Passenger Trips, 12 Month Rolling.....	13
Exhibit 11	Metrolink Month-Over-Month Comparison as Percentage Change, 12 Month Rolling	14
Exhibit 12	Post-Pandemic Metrolink Ridership Recovery as Percentage of Fiscal Year 2018-19, 12 Month Rolling	14
Exhibit 13	VTM in the SCAG Region by Month, 12 Months Rolling.....	16
Exhibit 14	Vehicle-Hours of Delay in the SCAG Region by Month, 12 Months Rolling	17
Exhibit 15	San Pedro Bay Ports Monthly Total TEUs, 2019-2025	19
Exhibit 16	San Pedro Bay Ports Monthly Total TEUs, Year-Over-Year Percentage Change, 2019-2025.....	19
Exhibit 17	Truck Vehicle Miles Traveled in the SCAG Region by Month, 12 Month Rolling	20
Exhibit 18	Monthly Percentage of Full, Paid Working Days at Home, SCAG Region.....	22

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, express transit networks, intercity services, and commuter rail, reflecting the region's varied geography and population density.

As detailed in Exhibit 1, bus service forms the backbone of the system, representing 82.4 percent of the transit service and providing the broadest level of coverage across the region. Heavy and light rail account for 15.9 percent, serving many of the region's highest-demand travel corridors and connecting major activity centers, while commuter rail represents 1.6 percent and provides longer-distance connections between communities and employment centers across Southern California. Together, these complementary modes create a layered transit network in which buses provide the foundational reach and flexibility of the system, supported by rail services that strengthen higher-capacity and longer-distance connections.

Exhibit 1 Composition of Transit Ridership by Mode Based on Total Ridership for Fiscal Year 2026



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, county transportation commissions, and transit districts. Exhibit 2 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 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 also provide critical bus services within the county.

- In Orange County, the Orange County Transportation Authority operates a comprehensive fixed-route bus system. The Anaheim Transportation Network offered circulator and shuttle services, particularly in the resort district, however all Anaheim Transportation Network service concluded in March 2026.
- In Riverside and San Bernardino counties, major operators include Riverside Transit Agency, 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 local and regional bus service.
- Commuter rail service across five counties in the SCAG region is provided by the Southern California Regional Rail Authority (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 2 Selection of 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
	Los Angeles County Metropolitan Transportation Authority	Regional	Bus, Heavy/Light Rail
	Los Angeles Department of Transportation	Regional	Bus
	Long Beach Transit	Local	Bus
	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
	Orange County Transportation Authority	Regional	Bus
Riverside County	Riverside Transit Agency	Regional	Bus
	SunLine Transit Agency	Local	Bus
San Bernardino County	Omnitrans	Regional	Bus
	Victor Valley Transit Authority	Local	Bus
	Arrow Service	Local	Hybrid Rail
Ventura County	Gold Coast Transit	Regional	Bus
	Ventura County Transportation Commission	Regional	Bus
Multi-County	Southern California Regional Rail Authority	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.
- **Port of Los Angeles and Port of Long Beach Container Statistics:** Provide monthly twenty-foot equivalent unit (TEU) data to track container throughput and freight activity at the San Pedro Bay Ports.

Each dataset offers a unique perspective. Together, they help contextualize how travel has evolved in the post-pandemic era, highlighting uneven recovery across counties and modes, as well as sustained shifts in travel behavior, including lower vehicle hours of delay, indicating less time spent in congested conditions, and continued remote work, though at levels below the peak of the pandemic. 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. Transit ridership is tracked on a month-to-month basis, with recovery compared to the corresponding pre-pandemic month to highlight how transit use continues to recover over time and to account for seasonal variations in ridership. In contrast, the vehicle miles traveled and vehicle-hours of delay recovery analysis uses a rolling 12-month average comparison, which provides a more stable measure of broader travel and congestion trends.

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:

- In June 2026, light and heavy rail recorded the highest recovery relative to pre-pandemic ridership levels. However, bus ridership maintained the highest average recovery rate over the past 12 months, while commuter rail continued to experience the slowest overall recovery.
- **Bus ridership recovered 84.9 percent of pre-pandemic ridership** as of June 2026, with ridership growth averaging 0.7 percent over the last 12 months.
- **Light and heavy rail ridership recovered 92 percent of pre-pandemic ridership** as of June 2026, with ridership growth averaging 2 percent over the last 12 months.
- **Commuter rail ridership recovered 68.5 percent of pre-pandemic ridership** with ridership growth averaging 0.9 percent over the last 12 months.
- On roadways, overall vehicle miles traveled (VMT) is at 94.4 percent of pre-pandemic levels. However, vehicle-hours of delay has recovered only 72.9 percent of pre-pandemic levels highlighting the impact of remote work and travel pattern shifts. Truck VMT has trended below pre-pandemic levels at 91.8 percent.
- Remote work continues to be a key factor; approximately 29.4 percent of workdays were performed from home over the last year, contributing to reduced peak-hour demand across all travel modes.

JUNE 2026 AT A GLANCE



30.2M
Bus Trips

84.9%
recovery of
pre-pandemic
ridership



6.6M
Rail Trips

92.0%
recovery of
pre-pandemic
ridership



674.5K
**Commuter
Rail Trips**

68.5% recovery
of pre-pandemic
ridership



5.9B
VMT

94.4%
recovery of
pre-pandemic
levels



230.7M
Truck VMT

91.8%
recovery of
pre-pandemic
levels

Transit Ridership

BUS RIDERSHIP

Bus service in the SCAG region is highly diverse, reflecting the region's varied travel markets and mobility needs. Local bus routes form the foundation of the regional bus network, providing frequent access within communities and connecting riders to jobs, schools, services, and other transit. These local services are complemented by rapid routes and express routes that provide longer-distance connections between suburban or exurban communities and improve travel times along heavily traveled corridors. Bus rapid transit offers a higher-capacity, higher-quality form of bus service through features such as dedicated lanes, enhanced stations, transit signal priority, and more frequent service. Transit operators may also provide special event services that can be deployed or expanded to accommodate major events and periods of concentrated travel demand. Together, these services demonstrate the flexibility of bus transit and its ability to serve a wide range of trip purposes, community types, and travel patterns across the SCAG region.



Image Source: Imperial Valley Transit

LOCAL

Refers to traditional bus transit service operated in a defined service area with a scheduled fixed route and stops spaced from at a minimum almost every block to a maximum of a quarter mile. This is a common form of transit among operators in the region. Several transit agencies, including numerous individual cities, operate this service. Examples include the OCTA Local and the Glendale Beeline.



Image Source: Riverside County Transportation Commission

RAPID/LIMITED STOP

Refers to routes typically operated on high-traffic routes along existing local routes, with limited stops at major intersections and transit hubs. Examples in the region include the RTA RapidLink Gold Line, IVT Direct, VCTC Cross County Limited, and OC Bus Rapid.



Image Source: Ventura County Transportation Commission

EXPRESS

Refers to a service that primarily connects suburban and exurban areas with a central city or employment center. It is characterized by motorcoach service, also known as "over-the-road" buses with multiple stops in outlying areas and limited stops in the central city primarily running on freeways and highways. Examples in the region include the Los Angeles Department of Transportation and City of Santa Clarita Transit's Commuter Express services.



Image Source: Omnitrans

BUS RAPID TRANSIT

Refers to fixed-route bus services where at least 50 percent of the service is operated on a fixed guideway. These systems also typically have dedicated passenger stations with ticket vending machines, elevated platforms and enhanced stations, off-board fare collection busways, dedicated bus lanes, traffic signal priority or preemption, short headways (i.e., the amount of time between transit vehicle arrivals at a stop), and separate branding of the high-quality service. This is a lower-cost alternative to light rail. Examples in the region include Metro's G Line and Omnitrans' sbX Green Line.



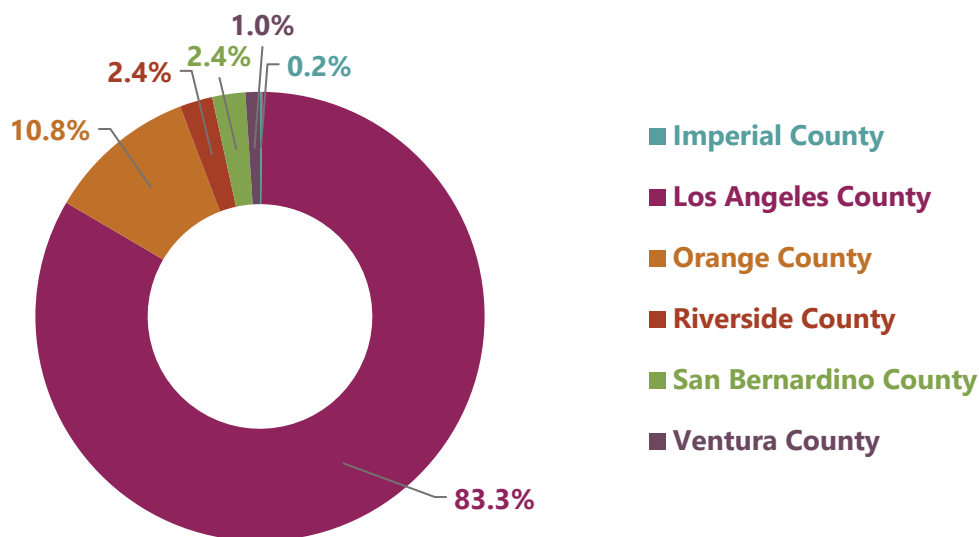
Image Source: Riverside Transit Agency

SPECIAL EVENT SERVICE

Refers to temporary or enhanced bus service provided to accommodate increased travel demand associated with major events. These services may include dedicated event shuttles, additional trips on existing routes, extended service hours, or temporary routes connecting key transit hubs, park-and-ride facilities, and event venues. Examples in the region include Metro SoFi Stadium Shuttle, OC Bus World Cup Enhanced Service, RTA World Cup Enhanced Service, and Ventura County Fair Shuttle.

Bus ridership in Southern California is heavily concentrated in Los Angeles County, which accounts for the majority of regional trips (83.3 percent). This concentration of regional trips is due to the scale of the Los Angeles County Metropolitan Transportation Authority's network and its dense urban coverage (see Exhibit 3). Orange County follows, led by the Orange County Transportation Authority system, with San Bernardino and Riverside counties contributing through agencies like Omnitrans and the Riverside Transit Agency. 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 3 Total Bus Passenger Trips Distribution by County in the SCAG Region for Fiscal Year 2025-26



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 4 presents bus ridership trends across the SCAG region from July 2025 to June 2026. Regional bus ridership increased from 28.4 million trips in July 2025 to a period high of 34.5 million trips in October 2025. Ridership then declined sharply to 29.0 million trips in November, rebounding to 32.7 million in March 2026. Ridership moderated during the spring, before declining to 30.2 million trips in June 2026. Overall, the 12-month period reflects seasonal fluctuations in bus travel, with stronger ridership during the fall and early spring and comparatively lower levels during the summer and winter months.

Although this report generally focuses on a rolling 12-month assessment rather than year-over-year comparisons, staff conducted a targeted year-over-year analysis of June 2026 ridership to better understand potential bus demand associated with the 2026 FIFA World Cup. Total bus ridership increased from 28.7 million trips in June 2025 to 30.2 million trips in June 2026, representing a 5.2 percent increase. This growth may reflect, in part, additional travel demand associated with the 2026 FIFA World Cup, which took place across North America in June and July 2026, including matches in the Los Angeles area.

Exhibit 4 Bus Total Unlinked Passenger Trips, 12 Month Rolling

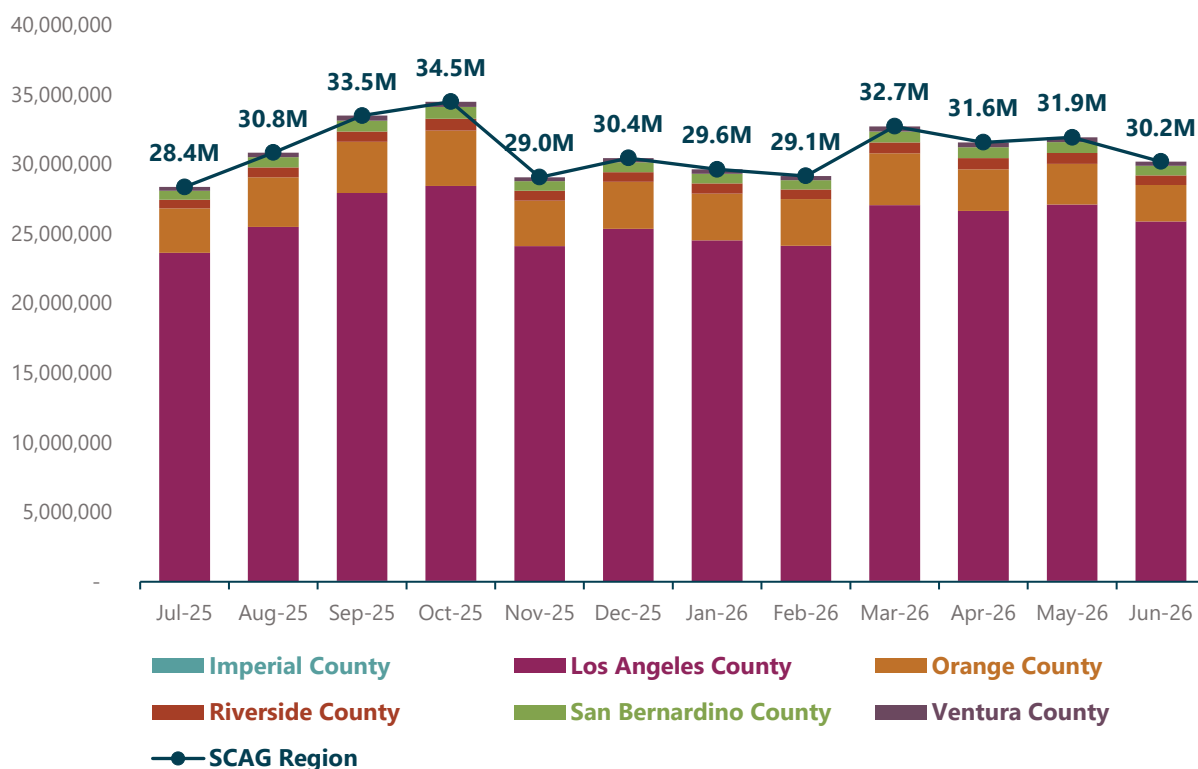


Exhibit 5 presents the month-over-month percentage change in bus ridership for the SCAG region from July 2025 to June 2026. Ridership fluctuated considerably over the 12-month period, with alternating periods of growth and decline. The largest increases occurred in March 2026 (12.2 percent), August 2025 (8.7 percent), and September 2025 (8.6 percent), while the steepest decline occurred in November 2025 (-15.7 percent), followed by June 2026 (-5.4 percent) and April 2026 (-3.5 percent). Overall, bus ridership increased by an average of 0.7 percent month over month during the period, reflecting modest overall growth despite substantial monthly variation.

Exhibit 5 Bus Month-Over-Month Comparison as a Percentage Change, 12 Month Rolling

Key Takeaway: Month-over-month ridership averaged a 0.7% increase over the past year.

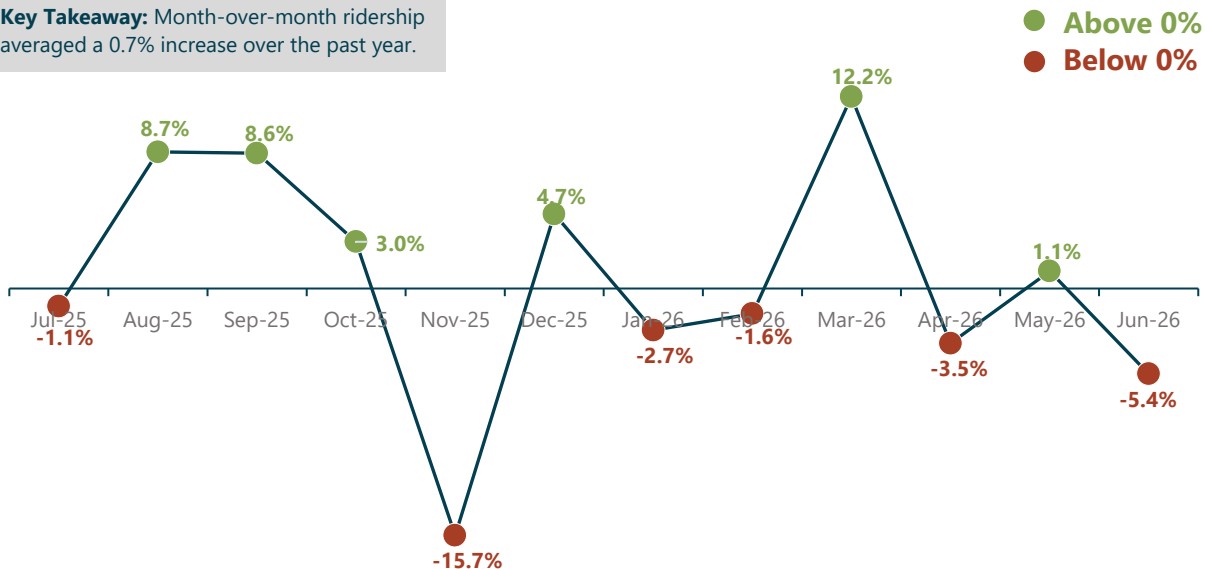
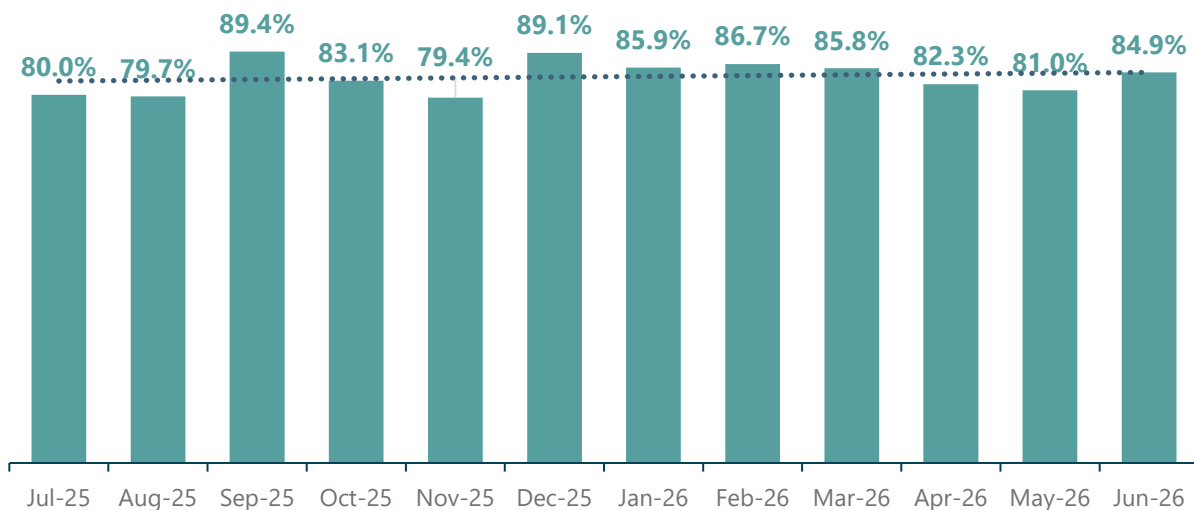


Exhibit 6 Post-Pandemic Bus Ridership Recovery as Percentage of Fiscal Year 2018-19, 12-Month Rolling

Key Takeaway: Ridership recovery averaged 83.9% the past year.



As presented in Exhibit 6, bus ridership recovery during the past 12 months fluctuated between 79.4 percent and 89.4 percent of fiscal year 2018-19 levels, with an average recovery rate of 83.9 percent over the period. This represents a 10-percentage-point spread between the lowest and highest monthly recovery rates. The highest recovery was observed in September 2025 at 89.4 percent, followed closely by December 2025 at 89.1 percent. Although recovery varied from month to month, bus ridership remained consistently below pre-pandemic levels, ending the period at 84.9 percent of fiscal year 2018-19 ridership in June 2026.

LIGHT AND HEAVY RAIL RIDERSHIP

The SCAG region's rail network features a blend of light and heavy rail services that provide critical connectivity across Southern California. The Los Angeles Metropolitan Transportation Authority operates the region's largest urban rail system; the network includes light rail lines such as the A, E, C, and K lines, as well as the heavy rail B and D subway lines. In San Bernardino County, the Arrow service launched in 2022, extending rail access to Redlands and providing connections with Metrolink's regional rail network. For purposes of this report, Arrow is also included within the urban rail category because it operates as a hybrid rail service, combining characteristics of urban rail and regional commuter rail.

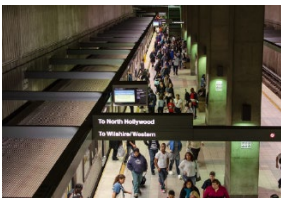


Image Source: Metro

HEAVY RAIL

Refers to rail service (often referred to as the metro or subway) operating on an electric railway with the capacity for a heavy volume of traffic. It is characterized by high speed and rapid acceleration passenger rail cars operating singly or in multi-car trains on fixed rails; separate rights-of-way from which all other vehicular and foot traffic are excluded; sophisticated signaling; and high platform loading. Metro's A and B subway lines are examples of heavy rail operating in the SCAG region.



Image Source: Metro

LIGHT RAIL

Refers to transit service (sometimes referred to as a streetcar, tramway, or trolley) operating passenger rail cars singly or in short, usually two or three car segments on fixed rails in right-of-way that is often separated from other traffic for part or much of the way. Light rail vehicles are typically driven electrically with power being drawn from an overhead electric line via a trolley or a pantograph, or a third, electrified rail. Metro and Metrolink operate light rail service in the region, and the Orange County Transportation Authority plans to open a streetcar in 2026.

The urban rail system has further expanded substantially in recent years through the opening of the K Line, the Regional Connector, the LAX/Metro Transit Center, and, most recently, the first section of the long-anticipated D Line Subway Extension. Opened in May 2026, the 3.9-mile D Line extension added three new underground stations at Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega, extending subway service west from Koreatown through the Mid-Wilshire and Miracle Mile areas to Beverly Hills. The opening represents a major milestone in expanding high-capacity heavy rail service along the Wilshire Boulevard corridor.

Together, these services illustrate the growing diversity and reach of rail transit in the SCAG region, providing frequent urban service in the region's most densely developed corridors while connecting with the region's broader transit network.

DATA SOURCE

SCAG staff sourced transit and rail data from 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 (Metrolink).

RAIL RIDERSHIP TRENDS

Light and heavy rail ridership in the SCAG region exhibited notable fluctuations over the past year, as presented in Exhibit 7. Total passenger trips increased from 5.7 million in July 2025 to 6.3 million in October 2025, before declining through the winter months to a low of 5.4 million in February 2026. Ridership then rebounded sharply to 6.3 million trips in March and continued to strengthen through the spring, reaching 6.5 million in May and a 12-month high of 6.6 million in June 2026. This recent growth coincided with the May 2026 opening of the first section of the long-anticipated D Line Subway Extension, which expanded high-capacity rail access along the Wilshire Boulevard corridor and may have contributed to increased rail use during the final months of the reporting period.

Although this report generally focuses on a rolling 12-month assessment rather than year-over-year comparisons, staff also conducted a targeted comparison of June 2026 and June 2025 to assess potential ridership effects associated with major regional events. Rail ridership increased from 5.3 million trips in June 2025 to 6.6 million trips in June 2026, representing a 23.6 percent year-over-year increase. This growth may reflect, in part, additional travel demand associated with the 2026 FIFA World Cup, as well as the continued expansion of the region's urban rail network. Overall, the recent upward trend suggests strengthening demand for light and heavy rail, while also reflecting the influence of new service investments and changing travel patterns across the region.

Exhibit 7 Light and Heavy Rail Total Passenger Trips, 12 Month Rolling

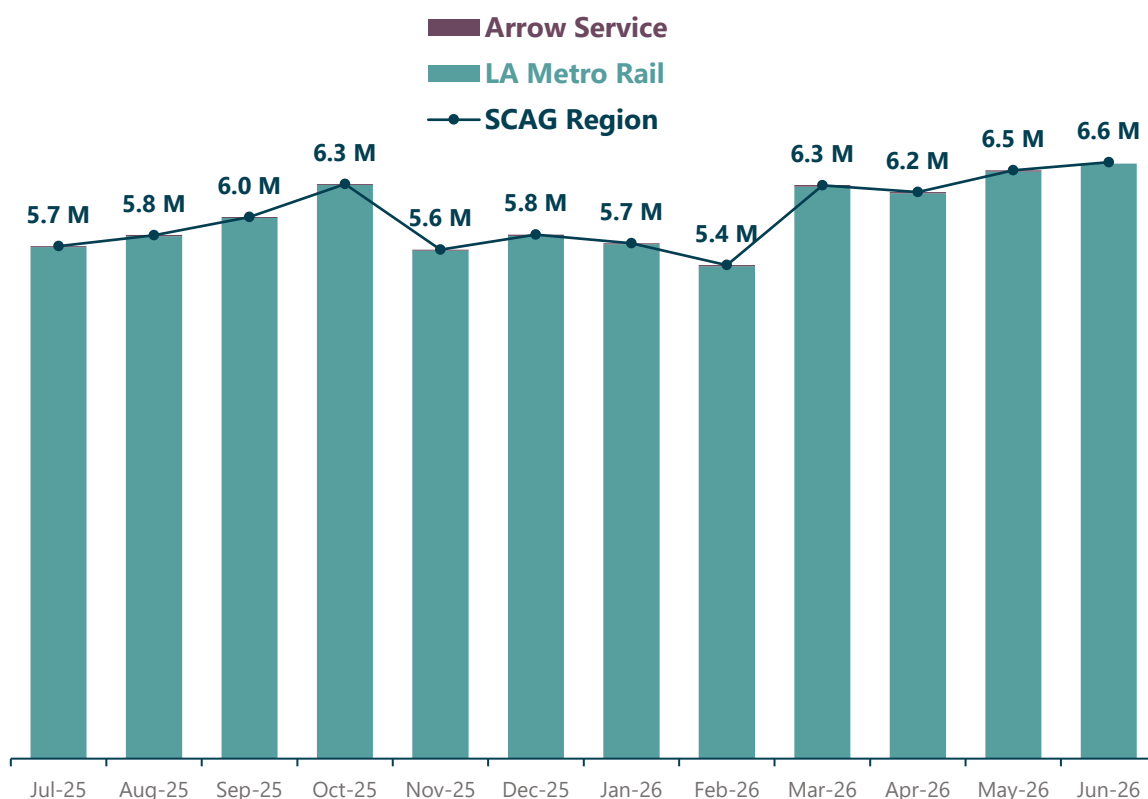
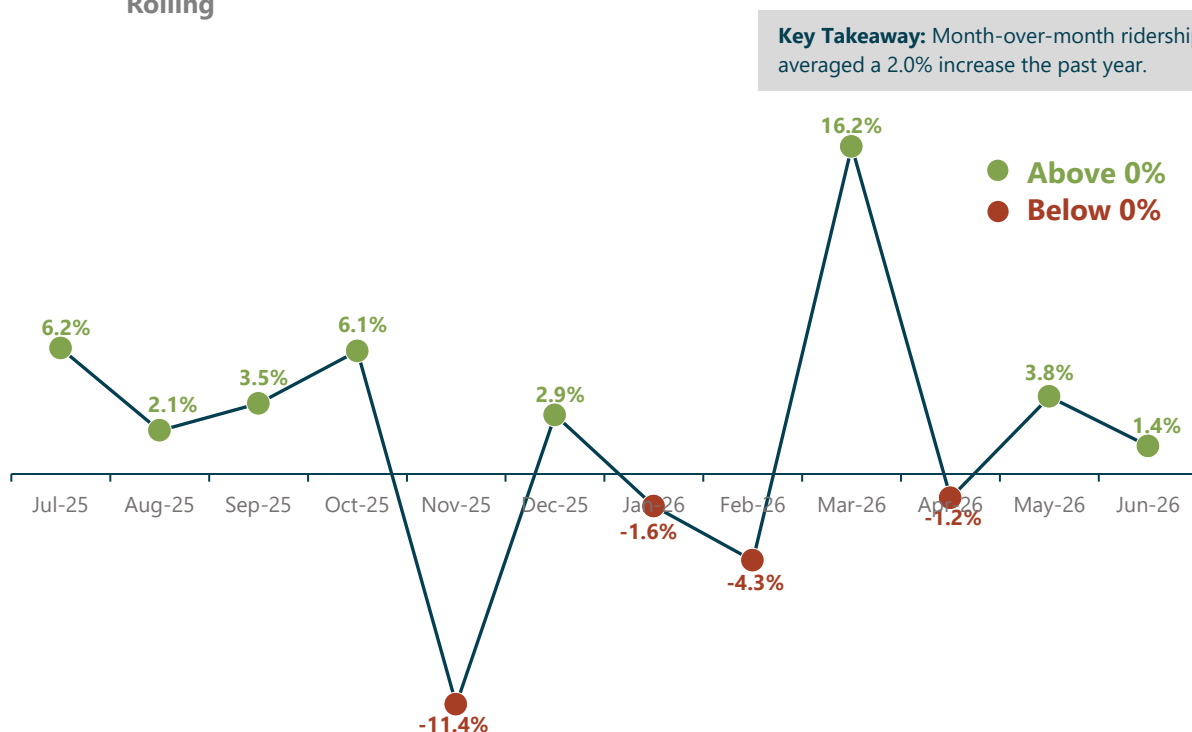


Exhibit 8 illustrates the month-over-month percentage change in total light and heavy rail ridership in the SCAG region from July 2025 to June 2026. Ridership varied considerably over the 12-month period, with alternating periods of growth and decline. The most significant increase occurred in March 2026, when ridership rose by 16.2 percent from the previous month, representing a strong spring rebound. Other notable increases occurred in July 2025 (6.2 percent) and October 2025 (6.1 percent).

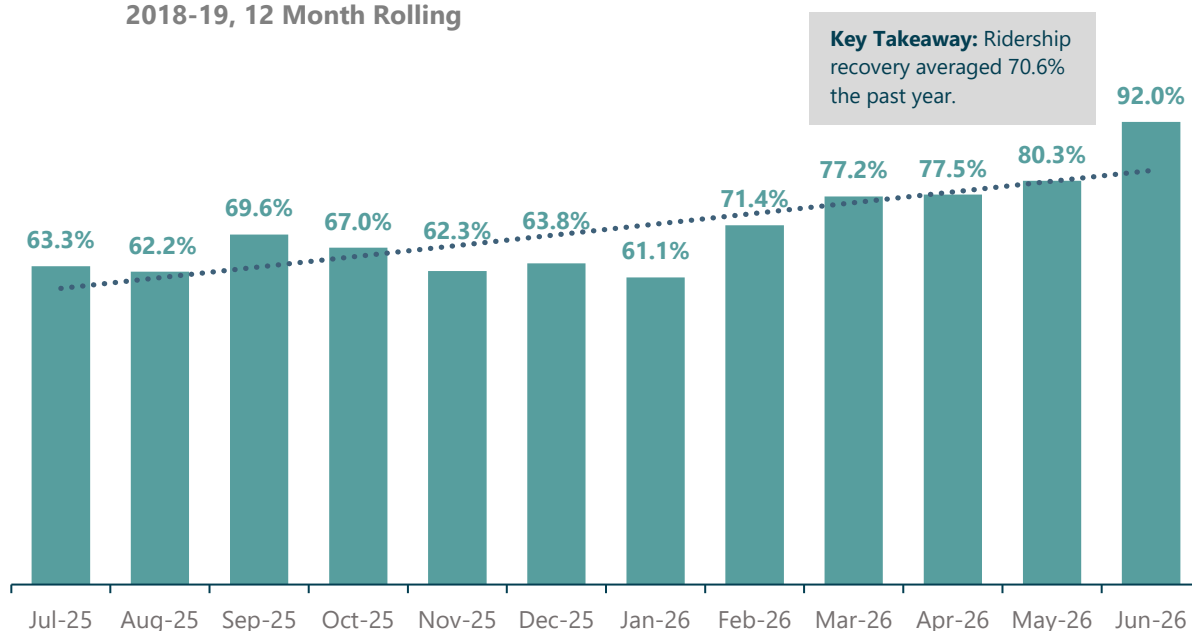
The largest monthly decline occurred in November 2025, when ridership fell by 11.4 percent, followed by a 4.3 percent decline in February 2026. Overall, four of the 12 months experienced negative month-over-month growth, while the remaining eight months recorded increases. Despite this variability, light and heavy rail ridership increased month over month by an average of approximately 2.0 percent over the past year, indicating overall growth amid continued seasonal fluctuations and changing travel patterns.

Exhibit 8 Light and Heavy Rail Month-Over-Month Comparison as Percentage Change, 12 Month Rolling



As shown in Exhibit 9, light and heavy rail ridership recovery demonstrated an overall upward trend over the past 12 months, despite some month-to-month variability. Recovery began at 63.3 percent of fiscal year 2018-19 levels in July 2025 and remained in the low- to upper-60 percent range through January 2026. Beginning in February 2026, recovery strengthened more noticeably, increasing from 71.4 percent to 77.2 percent in March and 80.3 percent in May. By June 2026, ridership reached 92.0 percent of fiscal year 2018-19 levels, the highest recovery rate observed during the period. Overall, light and heavy rail ridership recovery averaged 70.6 percent over the past year, with recent months showing an acceleration in recovery.

Exhibit 9 Post-Pandemic Light and Heavy Rail Ridership Recovery as 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.



Image Source: Metrolink

COMMUTER RAIL (REGIONAL RAIL)

Refers to rail service (also called metropolitan rail, regional rail, or suburban rail) consisting of local or short to medium distance travel operating between a central city and adjacent suburbs. Most service is provided on routes of current or former freight railroads. Metrolink is the commuter rail service in the region.

DATA SOURCE

Staff obtained monthly rail ridership data, delineated by line, from the Southern California Regional Rail Authority (Metrolink), 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 Oct. 21, 2024, Metrolink added 32 new weekday 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 Jan. 27, 2025, Metrolink implemented additional service changes to the San Bernardino Line to better manage track capacity issues while retaining service improvements. More recently, in March 2026, Metrolink reduced service on portions of the system in response to equipment reliability and mechanical issues, highlighting the operational challenges associated with maintaining expanded service levels amid an aging fleet and infrastructure constraints. Given ongoing financial and funding constraints, these reduced service levels are likely to remain in place in the near term, limiting the agency's ability to fully restore previously expanded service.

Exhibit 10 reflects monthly systemwide ridership across Metrolink's seven commuter rail lines from July 2025 through June 2026. Ridership increased from 554,004 trips in July 2025 to 606,453 trips in October, before declining through the late fall and reaching a low of 537,151 trips in December 2025. Ridership rebounded in early 2026, rising to 678,369 trips in March, and remained relatively strong through the spring, with monthly ridership ranging from approximately 658,754 to 674,501 trips between April and June 2026. The December decline likely reflects typical seasonal reductions in travel associated with the holiday period. Overall, Metrolink ridership remained relatively strong through the spring and into June 2026, despite service reductions implemented in March 2026 in response to equipment reliability issues.

Although this report generally focuses on a rolling 12-month assessment rather than year-over-year comparisons, staff conducted a targeted comparison of June 2026 and June 2025 to assess potential ridership effects associated with the 2026 FIFA World Cup. Metrolink ridership increased from 621,514 trips in June 2025 to 674,501 trips in June 2026, representing an 8.5 percent year-over-year increase. This growth may reflect, in part, additional regional travel demand associated with the 2026 FIFA World Cup.

Exhibit 10 Metrolink Commuter Rail Total Passenger Trips, 12 Month Rolling

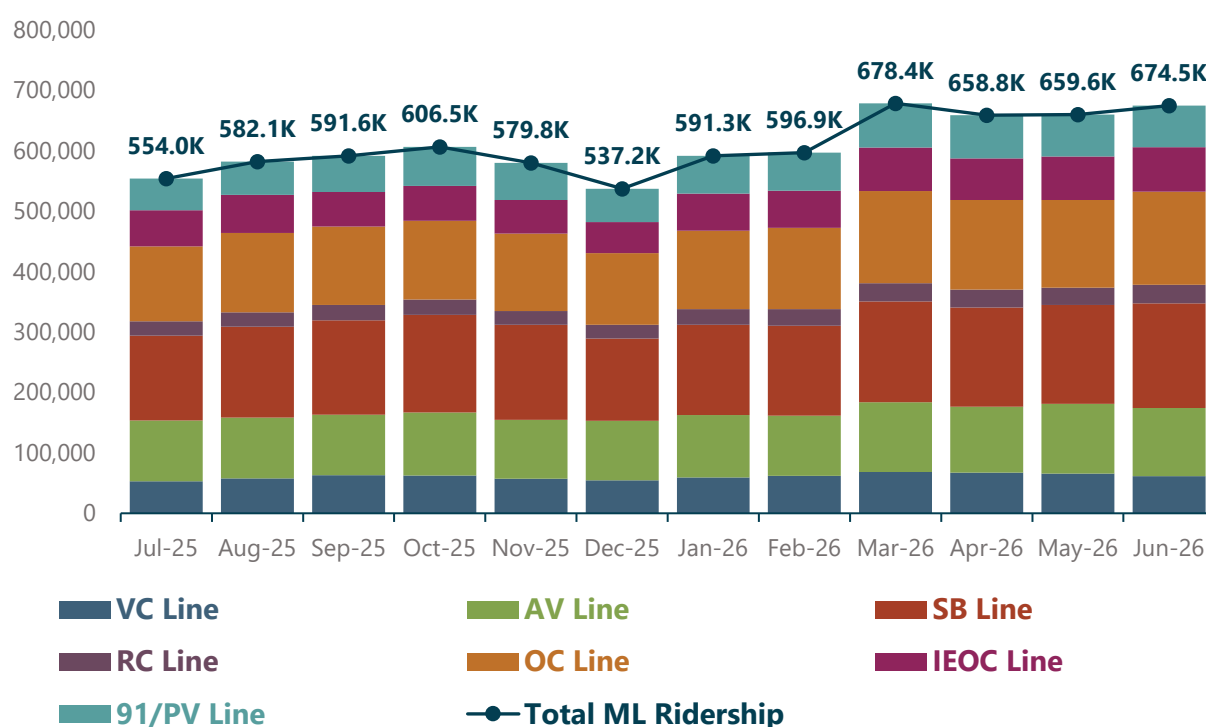


Exhibit 11 illustrates the month-over-month percentage change in Metrolink ridership from July 2025 through June 2026. Ridership fluctuated throughout the 12-month period, with the largest increase occurring in March 2026 at 13.6 percent, followed by a 10.1 percent increase in January 2026. The largest declines occurred in July 2025, when ridership fell by 10.9 percent, and December 2025, when ridership declined by 7.4 percent. Following the service reductions implemented in March 2026 in response to equipment reliability issues, ridership declined modestly by 2.9 percent in April before stabilizing in May and increasing by 2.3 percent in June. Overall, Metrolink ridership increased by an average of 0.9 percent month over month during the period, indicating modest growth despite seasonal fluctuations and reduced service levels during the latter portion of the reporting period.

Exhibit 11 Metrolink Month-Over-Month Comparison as Percentage Change, 12 Month Rolling

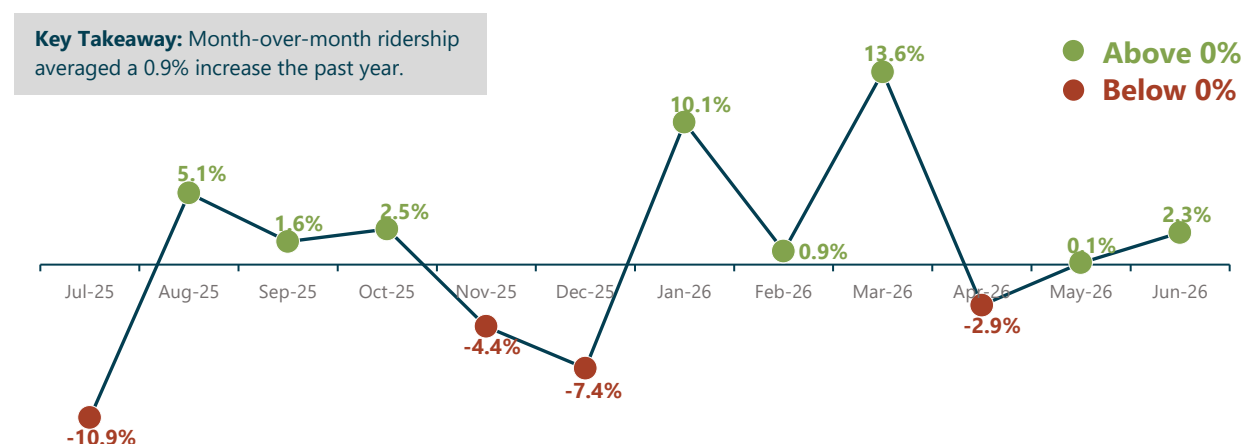


Exhibit 12 Post-Pandemic Metrolink Ridership Recovery as Percentage of Fiscal Year 2018-19, 12 Month Rolling

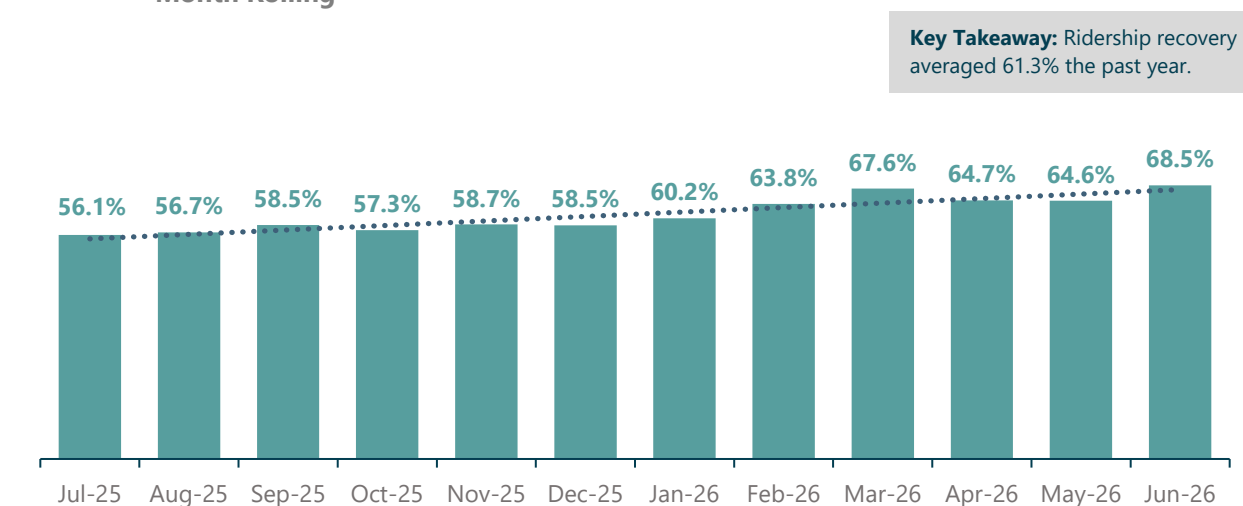


Exhibit 12 presents Metrolink's ridership recovery as a percentage of fiscal year 2018-19 pre-pandemic levels. Over the past 12 months, recovery averaged 61.3 percent and generally trended upward, increasing from 56.1 percent in July 2025 to 68.5 percent in June 2026. Although recovery dipped slightly in April and May, it rebounded to a 12-month high of 68.5 percent in June 2026. Overall, the trend indicates continued progress toward pre-pandemic ridership levels, even as commuter rail demand remains influenced by service reductions and long-term shifts in travel behavior due to hybrid work patterns.

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 policymakers 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. VHD 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 Caltrans 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. 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

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. While seasonal dips are still present, such as during winter months or holiday periods, the overall trend has stabilized in recent years.

Exhibit 13 shows that VMT across the SCAG region remained relatively stable over the past 12 months, generally fluctuating between 5.4 billion and 6.1 billion miles per month. VMT reached 6.1 billion miles in July, August, and October 2025, and again in May 2026, while 5.4 billion miles was observed in February 2026. Overall, the pattern suggests that regional driving has settled into a relatively consistent post-pandemic range, reflecting the continued prevalence of personal vehicle travel as transit ridership continues to recover.

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

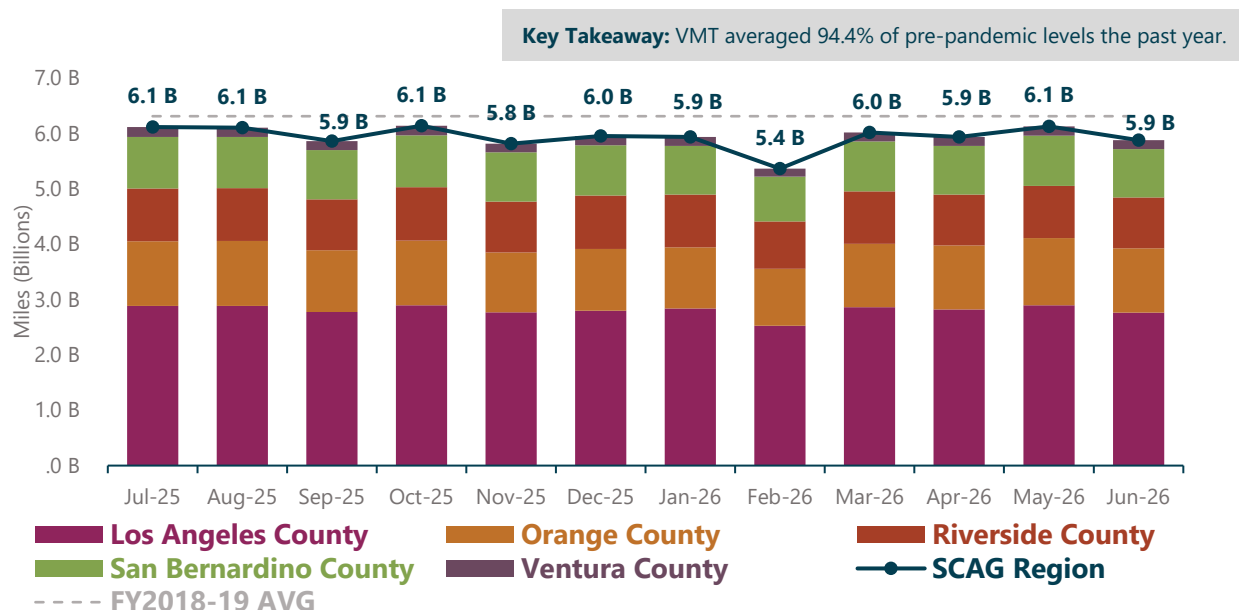
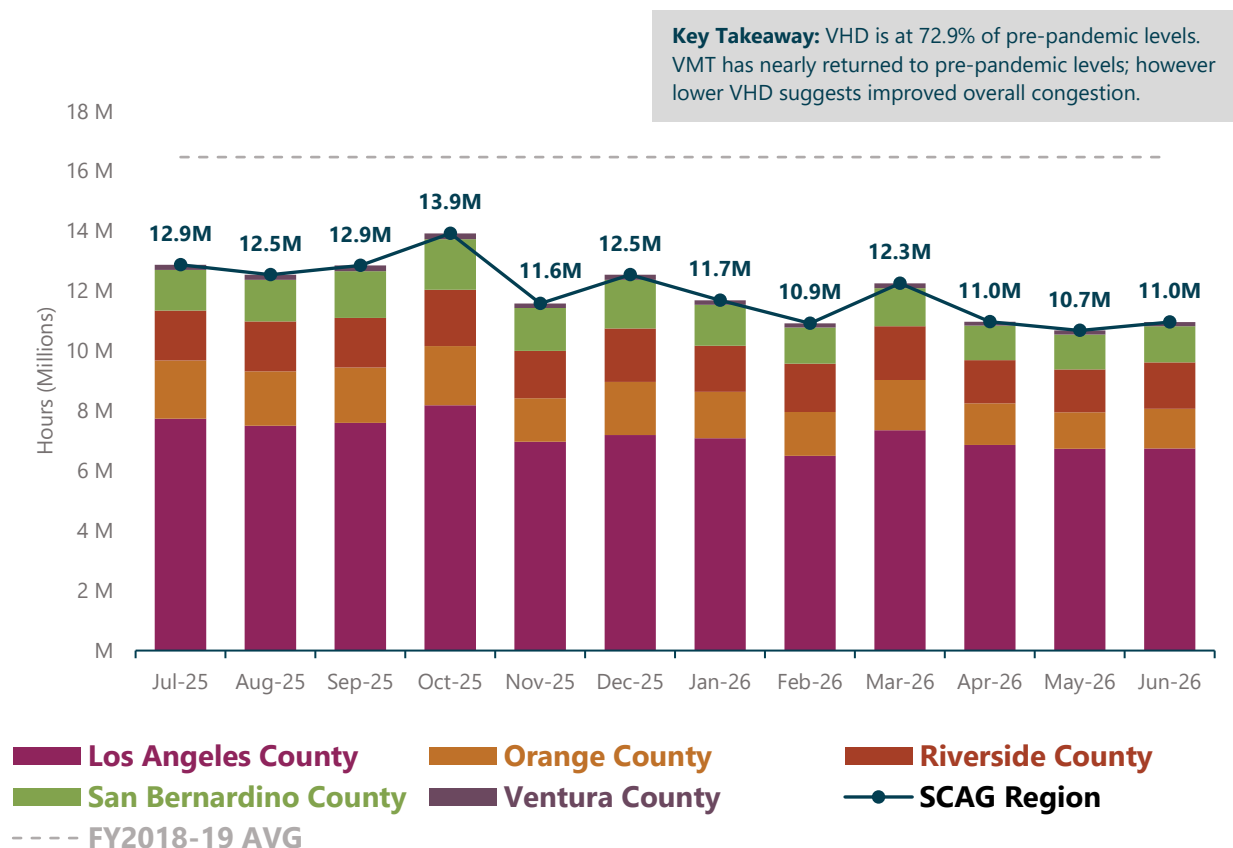


Exhibit 14 presents VHD in the SCAG region from July 2025 through June 2026, providing insight into recent regional roadway congestion patterns. Prior to the COVID-19 pandemic, monthly VHD averaged approximately 16.5 million hours. Over the past 12 months, however, VHD generally fluctuated between 10.7 million and 13.9 million hours, remaining well below pre-pandemic levels. VHD peaked in October 2025 at 13.9 million hours, while the lowest level occurred in May 2026 at 10.7 million hours. Other relatively low levels were recorded in February 2026 at 10.9 million hours and April and June 2026 at approximately 11.0 million hours.

Overall, VHD averaged approximately 72.9 percent of pre-pandemic levels during the period, indicating that roadway congestion remains substantially below fiscal year 2018-19 conditions even as regional VMT has largely returned to pre-pandemic levels. This divergence may reflect longer-term changes in travel behavior, including hybrid and flexible work arrangements and shifts in the timing of trips throughout the day. **The combination of relatively high VMT recovery and lower VHD suggests that while regional driving activity has largely returned, travel may be more dispersed across the day, resulting in fewer trips concentrated during traditional peak periods and lower overall congestion than before the pandemic.**

Exhibit 14 Vehicle-Hours of Delay in the SCAG Region by Month, 12 Months Rolling

GOODS MOVEMENT & TRUCK VOLUMES

The SCAG region is the largest trade gateway in the United States led by the San Pedro Bay ports complex. The region's economies of scale reflect 19 million people, 9 million jobs and over 6 million households and support a vast supply chain catering to both local and national consumers and businesses. The goods movement system interconnects the San Pedro Bay ports and other trade gateways like airports and border crossings via local drayage to warehouses and transload facilities, from transload facilities to distribution and fulfillment centers, and to last-mile destinations. The San Pedro Bay ports through on- and off-dock rail moves support direct freight flows to destinations, with rail playing a primary role for trips entering and exiting the region and trucking remaining the dominant freight mode serving the region.

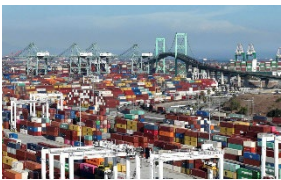
Southern California's goods movement ecosystem is anchored by a network of major seaports, airports, international border crossings, inland freight facilities, transportation corridors, and logistics hubs that collectively support regional, national, and international goods movement.



Source: Alameda Corridor Transportation Authority

ALAMEDA CORRIDOR

The Alameda Corridor is a 20-mile freight rail corridor connecting the ports of Los Angeles and Long Beach to downtown Los Angeles through a network of grade-separated bridges, underpasses, and the 10-mile Mid-Corridor Trench. Constructed between 1997 and 2002, the project significantly improved freight movement while reducing conflicts with road and passenger rail traffic.



Source: Los Angeles Times

SEAPORTS

Southern California's seaport system is anchored by the San Pedro Bay Ports—the Port of Los Angeles and Port of Long Beach—as well as the Port of Hueneme. Together, these ports serve as major gateways for international trade, moving containerized cargo, automobiles, agricultural products, and other goods through the region's rail, highway, warehouse, and distribution networks.



Source: BNSF Railway

INTERMODAL FACILITY

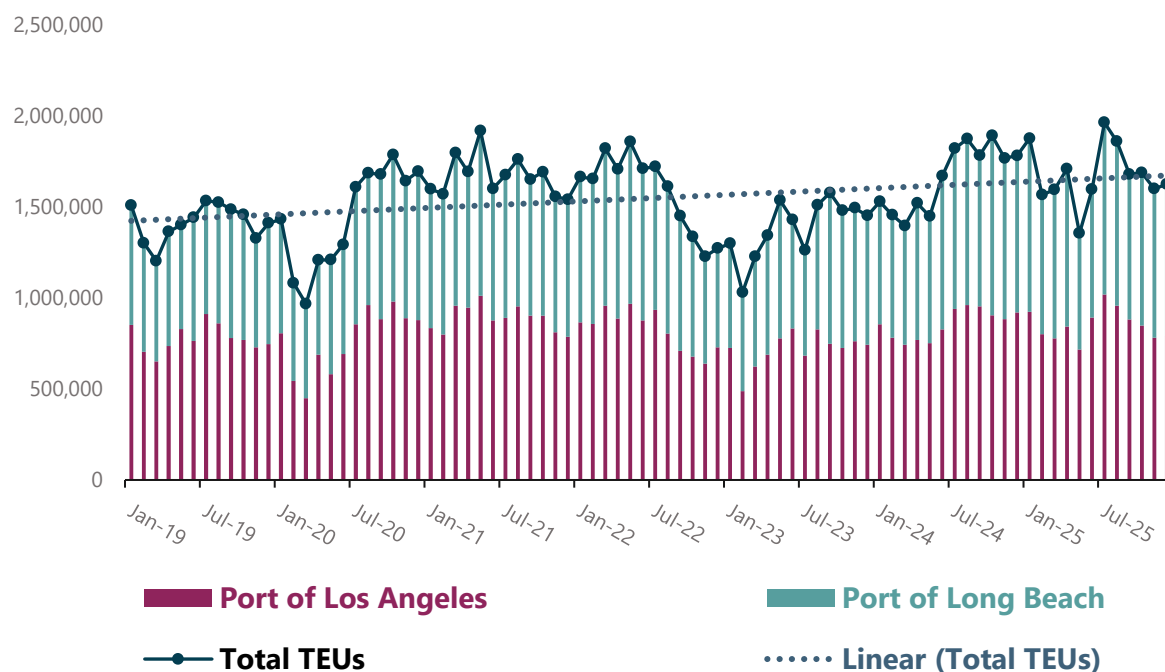
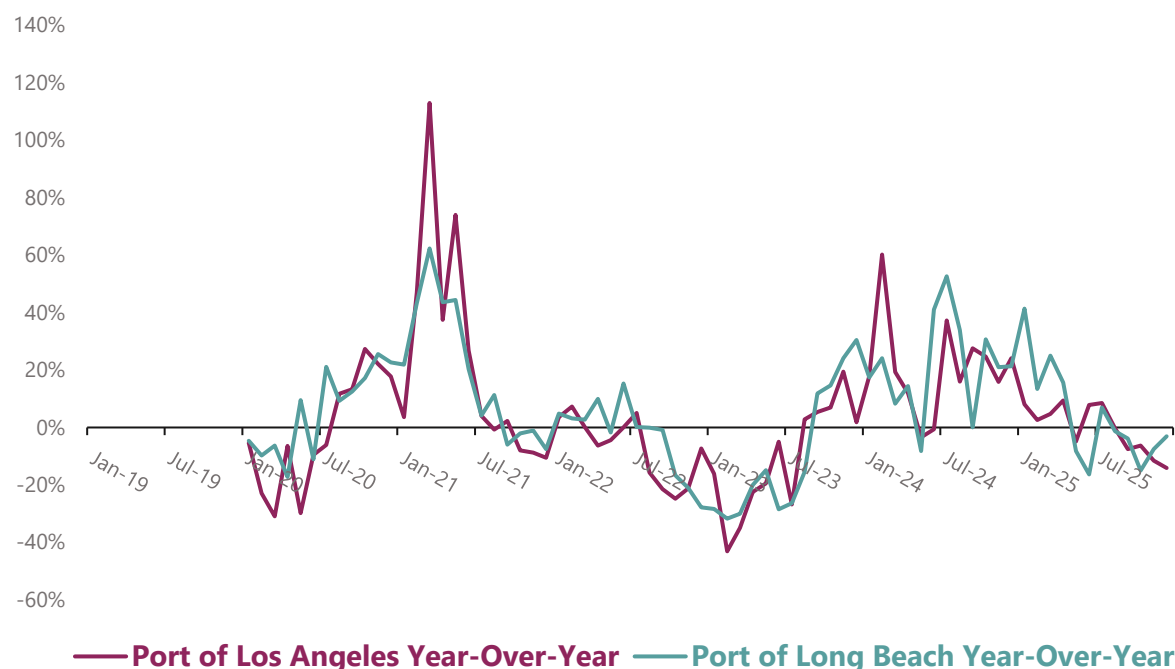
Intermodal facilities transfer cargo between transportation modes, such as ships, trains, trucks, and aircraft, without unloading the freight from its container.

The freight system is highly complex, and different freight modes and sectors can show varying trends during both times of economic expansion and contraction. During 2019 just before the pandemic, the freight industry was in recession, while 2020 and 2021 generated substantial demand shocks leading to significant freight bottlenecks and operational challenges. Since this time, geopolitics, war, and U.S. tariff policies have continued to generate further challenges. Economic activity has remained resilient, supporting consumption and freight demand, but freight performance has continued to illustrate meaningful volatility.

The pandemic era placed unprecedented strain on the regional goods movement system due to shifting global and national policies impacting both production and consumption end points. For the San Pedro Bay ports, combined throughput rose to a record of approximately 20 million containerized 20-foot equivalent units (TEUs) in 2021 as demand shocks for goods exceeded the capacity of both marine terminals and the supporting inland network, which had a significant impact effect on regional roadways: Caltrans's data indicated that truck volumes on principal freight corridors—notably Interstate 710—increased by roughly 50 percent on a daily basis relative to pre-pandemic (January 2020) conditions, according to the Caltrans Performance Measurement System.

The subsequent period has reflected shifting extremes. Containerized volumes through the San Pedro Bay ports declined to a 2023 trough below 2019 levels as consumer activity waned from substantial surges and inventory positions normalized. Based on monthly container statistics published by the Port of Los Angeles and Port of Long Beach, throughput has since recovered to a record 20.1 million TEUs in 2025 (refer to Exhibits 15 and 16 below).

The TEU analysis uses 2019 as the primary baseline for comparison because it represents the last full year before the COVID-19 pandemic, after which freight activity experienced significant volatility. As a result, the analysis period differs from other sections of the report in order to provide a more stable and meaningful baseline for evaluating recent freight trends.

Exhibit 15 San Pedro Bay Ports Monthly Total TEUs, 2019-2025**Exhibit 16 San Pedro Bay Ports Monthly Total TEUs, Year-Over-Year Percentage Change, 2019-2025**

Truck vehicle miles traveled (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:

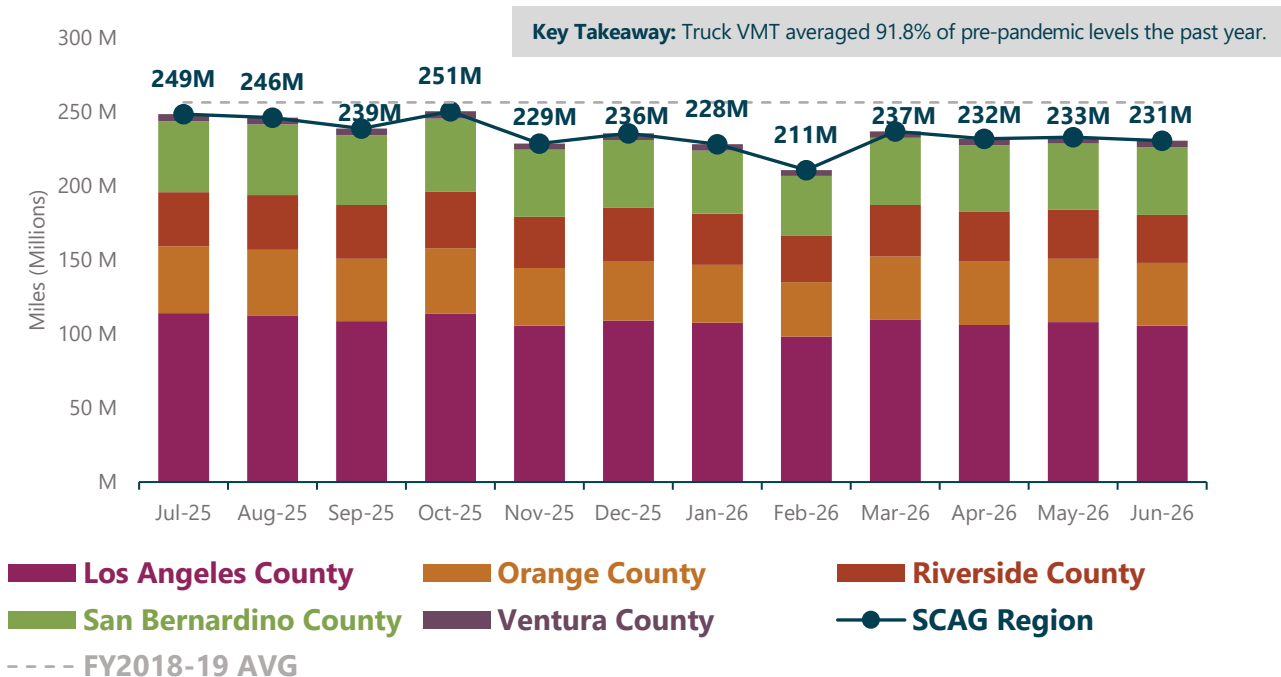
- **Freight Movement:** How much goods and cargo are being transported on the road.
- **Economic Activity:** Higher truck VMT often signals more trade, shipping, and industrial activity.
- **Roadway Impact:** Trucks cause more wear on roadways, so truck VMT helps plan for maintenance needs.
- **Air Quality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

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 remained slightly below pre-pandemic levels.

Exhibit 17 displays truck VMT in the SCAG region from July 2025 through June 2026, based on data from the Caltrans Performance Measurement System. Monthly truck VMT generally fluctuated between 211 million and 251 million miles, with the highest level recorded in October 2025 and the lowest in February 2026. Following the February low, truck VMT rebounded in March and remained relatively stable through June at approximately 231 to 237 million miles per month.

Over the 12-month period, truck VMT averaged approximately 91.8 percent of fiscal year 2018-19 pre-pandemic levels. While truck travel has remained comparatively resilient, the data indicates that freight activity has not fully returned to pre-pandemic levels. Rather than necessarily signaling a structural shift in regional freight patterns, the lower recovery rate may reflect softer shipment activity, changing consumer spending patterns, inflationary pressures, and a normalization of goods movement following the elevated shipping volumes experienced during the pandemic.

Exhibit 17 Truck Vehicle Miles Traveled in the SCAG Region by Month, 12 Month Rolling



Remote Work Impacts

REMOTE WORK TRENDS

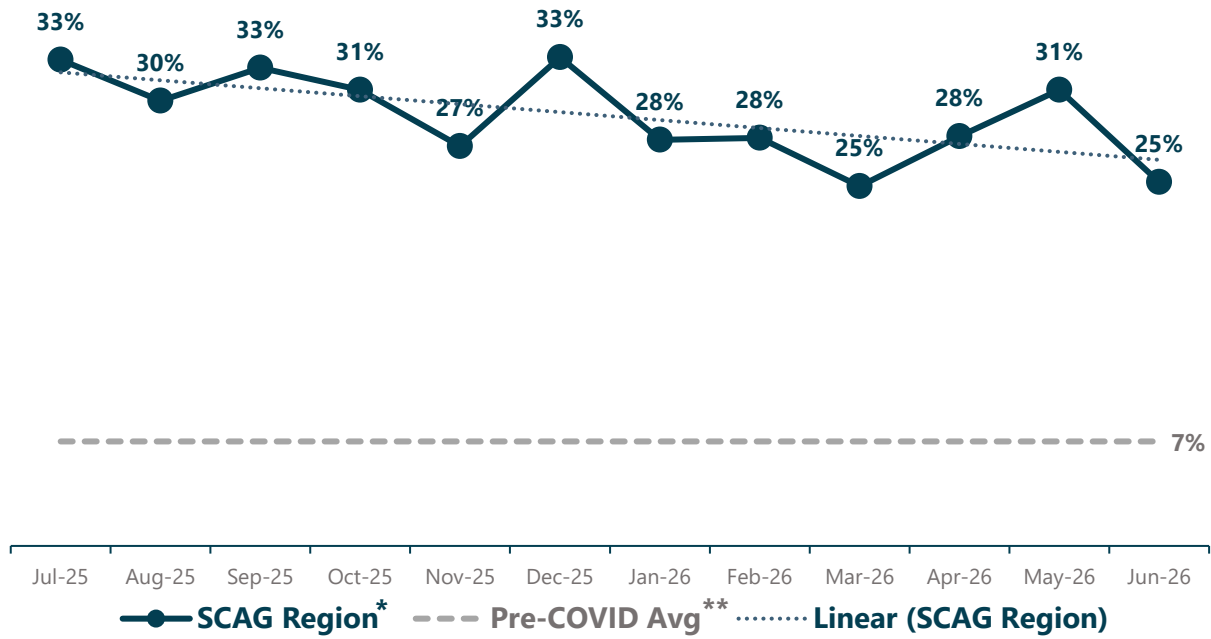
Analyzing remote work trends is essential for understanding shifts in travel demand, as remote work reduces the need for daily commuting and directly impacts traffic volumes and transit ridership. By tracking these patterns, policymakers and planners can better assess changes in peak-hour congestion and forecast long-term impacts on transportation infrastructure and funding needs. Remote work 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 by WFH Research, which collects monthly online responses from adults nationwide, including in the Los Angeles Combined Statistical Area. 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 remote work rates across subgroups without a college degree are expected to show minimal differences.

OVERALL REMOTE WORK 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 and adoption of return to office policies by many employers. This trend is illustrated in Exhibit 18, which shows the monthly percentage of full, paid working days spent at home in the re-weighted Los Angeles Combined Statistical Area sample representing the SCAG region. Based on current data from the Survey of Working Attitudes and Arrangements for July 2025 through June 2026, the share of full, paid working days spent at home ranged from 25 percent to 33 percent, averaging approximately 29 percent over the 12-month period. The share reached 33 percent in July 2025, September 2025, and December 2025, while the lowest levels of 25 percent were observed in March 2026 and June 2026. Despite month-to-month fluctuations, remote work remains substantially above pre-COVID levels, indicating that hybrid and remote work continue to be an important feature of post-pandemic travel behavior.

Exhibit 18 Monthly Percentage of Full, Paid Working Days at Home, SCAG Region

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

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

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 holding steady just beneath pre-pandemic levels, yet congestion levels remain lower, reflecting lasting impacts of remote work and evolving commute habits. The persistence of hybrid work models and return to office policies continues to reshape travel demand, easing congestion and moderating peak-period transit use. Truck activity also shows volumes returning to pre-pandemic levels.

References

- Federal Transit Administration. (2026). National Transit Database (NTD) Ridership Statistics. <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release>
- Los Angeles County Metropolitan Transportation Authority. (2026). Metro Ridership Statistics. <https://opa.metro.net/MetroRidership/>
- Caltrans Department of Transportation. (2026). *Performance Measurement System (PeMS)*. <https://pems.dot.ca.gov/>
- Barrero, Jose Maria, Nicholas Bloom, and Steven J. Davis, 2021. "Why working from home will stick," National Bureau of Economic Research Working Paper 28731. <https://wfhrefsearch.com/>
- Port of Los Angeles. (2026). Container statistics. <https://portoflosangeles.org/business/statistics/container-statistics>
- Port of Long Beach. (2026). Container statistics. <https://polb.com/business/port-statistics/#latest-statistics>



MAIN OFFICE

LOS ANGELES COUNTY

900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
Tel: (213) 236-1800
www.scag.ca.gov

REGIONAL OFFICES

IMPERIAL COUNTY

1503 N. Imperial Ave., Ste. 104
El Centro, CA 92243
Tel: (213) 236-1967

INLAND EMPIRE

3403 10th St., Ste. 805
Riverside, CA 92501
Tel: (951) 784-1513

ORANGE COUNTY

OCTA Building
600 S. Main St., Ste. 1108
Orange, CA 92868
Tel: (213) 630-1599

VENTURA COUNTY

4001 Mission Oaks Blvd., Ste. L
Camarillo, CA 93012
Tel: (213) 236-1960