

City of Santa Monica Department of Transportation  
**ANNUAL REPORT**  
FY 2024-2025



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# MONICA HARBOR ★ BOATING Lifes

SALES VEHICLE PER  
WEIGHT LIMIT  
10 TONS  
PICK UP/DOWN LOT  
WEIGHT LIMIT  
3 TONS

NO  
BUSES  
OR TRUCKS  
OVER 10 TONS

SPEED  
LIMIT  
5

CAUTION  
- SANTA MONICA  
Pier Lot Full  
Additional  
Fees



# Letter from the Director



The Santa Monica Department of Transportation continues to deliver a transportation system that supports how people live, work, and move throughout our city. From daily commutes and school trips to major regional connections, DOT's work plays a direct role in keeping Santa Monica accessible, safe, and connected.

Fiscal year 2024-25 marked meaningful progress across all areas of our work. Big Blue Bus provided more than 10 million rides, reflecting both the return of ridership and the trust people place in reliable transit service. We advanced safety improvements across streets, transit, and parking, strengthened service delivery, and continued modernizing our systems to better serve the community. A major milestone was securing a \$53 million State Transit and Intercity Rail Capital Program (TIRCP) grant, the largest in Big Blue Bus history, which is funding new zero-emission buses, charging infrastructure, and workforce development. This grant puts us well on our way to our goal of a 100% electric fleet by 2032.

DOT also demonstrated responsiveness during challenging moments. During the January 2025 Palisades Fire and other disruptions, our team worked quickly and collaboratively to support community needs, maintain access, and ensure public safety. These efforts reflect the dedication of our staff and partners, whose professionalism and commitment are central to everything we deliver.

This Annual Report highlights the work completed during the past year and how it translates into real-world benefits for residents and visitors. I am proud of the progress made, and grateful to the DOT staff, City partners, and community members who helped shape and support this work. Together, we remain focused on building a transportation system that is safe, reliable, sustainable, and responsive to the needs of Santa Monica.

**Anuj Gupta**  
Director

A handwritten signature in white ink, appearing to be 'Anuj Gupta', written over a dark blue background.

**Santa Monica**  
Department of Transportation



# Overview

The Santa Monica Department of Transportation delivers transportation services and programs that support how people move throughout the city. Its work spans mobility, parking, and transit, with a focus on **safety, access, reliability, sustainability, and responsiveness to community needs.**

The report is organized into five sections that reflect these focus areas. Together, they highlight progress made during the fiscal year and show how DOT's work contributes to a transportation system that serves Santa Monica.

## DOT's Strategic Priorities



**Reliability and Service Delivery** focuses on performance and follow-through, including service milestones such as Big Blue Bus providing over 10 million annual rides.



**Transportation Safety** summarizes actions delivered during the year to support safe travel across the system.



**Environmental Sustainability** highlights work that advances an environmentally sustainable transportation network.

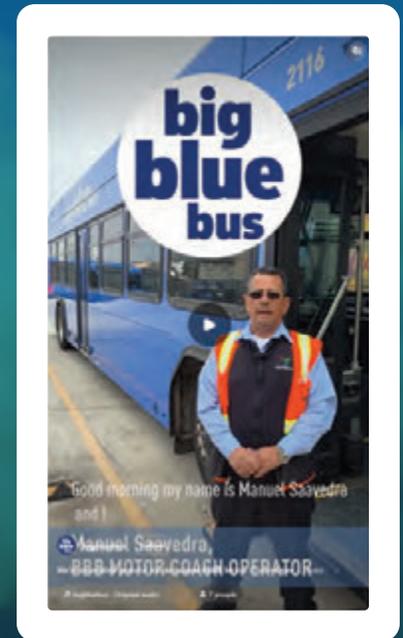
**Convenient Access and Getting Around** highlights efforts that make it easier to navigate and use transportation options across transit, mobility, and parking.

**Community and Inclusiveness** reflects DOT's responsiveness to community needs, including coordination and support during disruptions such as the January 2025 fire.



# When Transportation Became a Lifeline

A Big Blue Bus Operator's Heroic Response During the January 2025 Palisades Fire Represented Just One of the Ways the Department Supported the Community in a Moment of Need



During the January 2025 Palisades Fire, transportation became a lifeline. As conditions rapidly changed and smoke filled the air, Big Blue Bus Motor Coach Operator Manuel Saavedra remained focused on one priority: getting his passengers to safety.

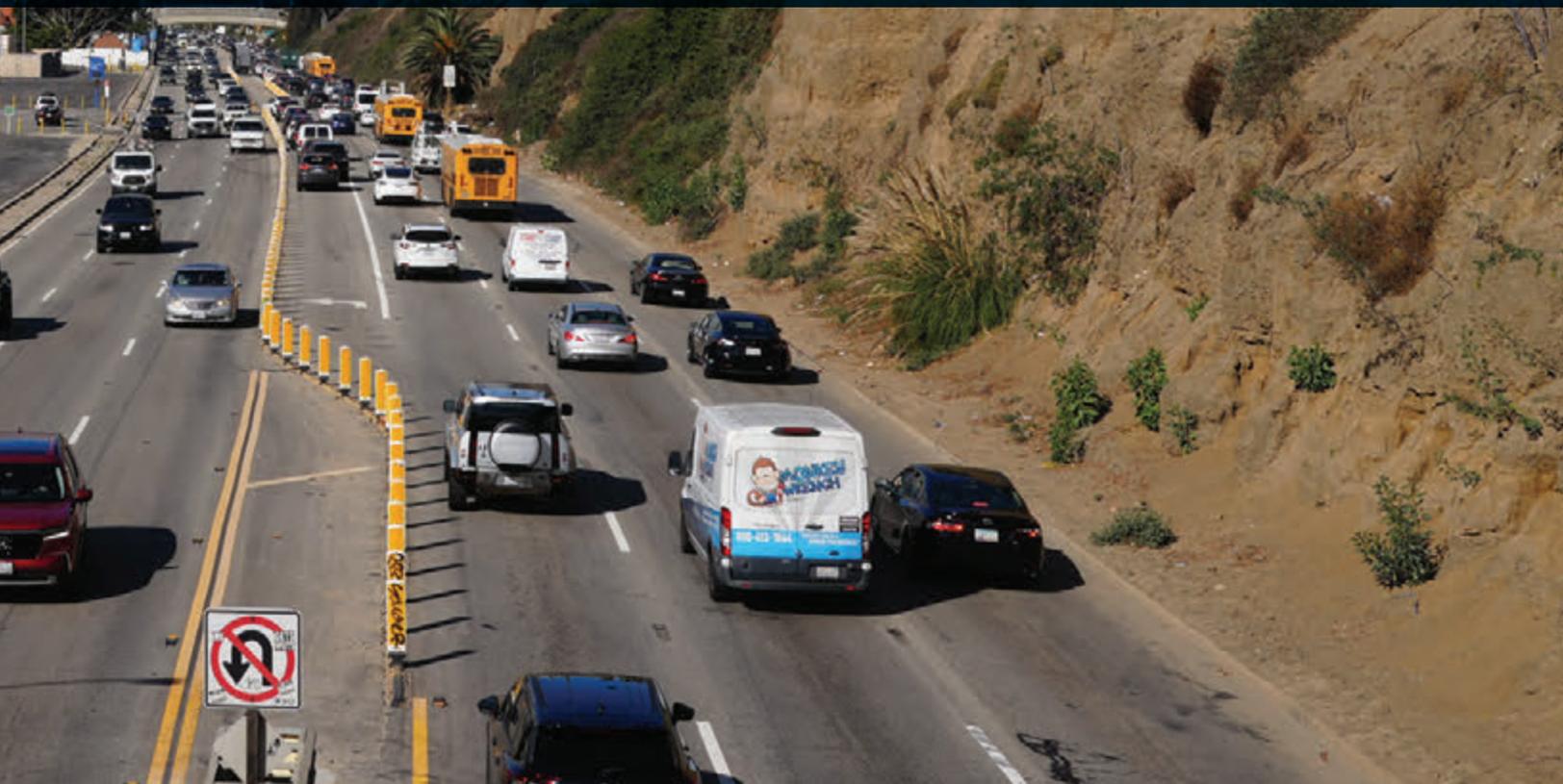
With roads impacted and uncertainty unfolding in real time, Manuel calmly navigated his Route 9 bus away from danger, safely evacuating riders under emergency conditions. His quick thinking and calm professionalism ensured that everyone on board reached safety during a moment when reliable transportation and steady judgment were critical.

Manuel's actions reflect the dedication of DOT's frontline staff, who show up every day prepared to serve the community not only during routine trips, but also during emergencies.

DOT staff supported the community during this difficult time in other ways as well. Big Blue Bus operated shuttles to transport impacted people, including seniors and people with disabilities, to emergency shelters for the evacuation period and the days following. Staff facilitated the use of the Big Blue Bus yard and beach parking lots as staging facilities for out-of-town firefighter teams and command posts, while our maintenance crews assisted with repairs of fire apparatus

from visiting agencies. The Parking Division issued over 300 free temporary parking permits to evacuees and to residents who housed them. As impacted businesses and institutions relocated to Santa Monica, we assisted with expedited plan reviews and related requests, like the creation of on-street loading zones. In particular, we assisted multiple schools in successfully relocating to Santa Monica, including Pali High's temporary use of the former Sears building, so that students could maintain some continuity and community in an extremely challenging time.

This experience is a reminder that transportation is more than a service. It is a critical part of community resilience, especially when it matters most.





## 10+ million

rides provided on Big Blue Bus, marking a major milestone in ridership recovery and dependable service.



## \$53 million

secured through the State Transit and Intercity Rail Capital Program (TIRCP), the largest grant in Big Blue Bus history, supporting zero-emission buses, charging infrastructure, and workforce development.



## 32+ miles

of roadway with reduced speed limits, including Santa Monica's first 20 mph neighborhood greenways.



## 86

new or upgraded crosswalks.

# DOT in Action

2024-25 Highlights



## 6 schools

with Safe Routes to School pedestrian improvements, including new crosswalks, ADA curb ramps, and curb extensions.



## 70+

improvements to bus stops, including 10 new shelters, seating, lighting, and real-time information upgrades and launched the Adopt-A-Stop program.



## 192

Staff recognized with Safety Awards for excellence in performance.



## Top 8% nationally

Big Blue Bus ranked among U.S. transit agencies for compliance and operational excellence.



## 72

new Motor Coach Operators trained through 10 recruitment and training classes.

# Convenient Access and Getting Around

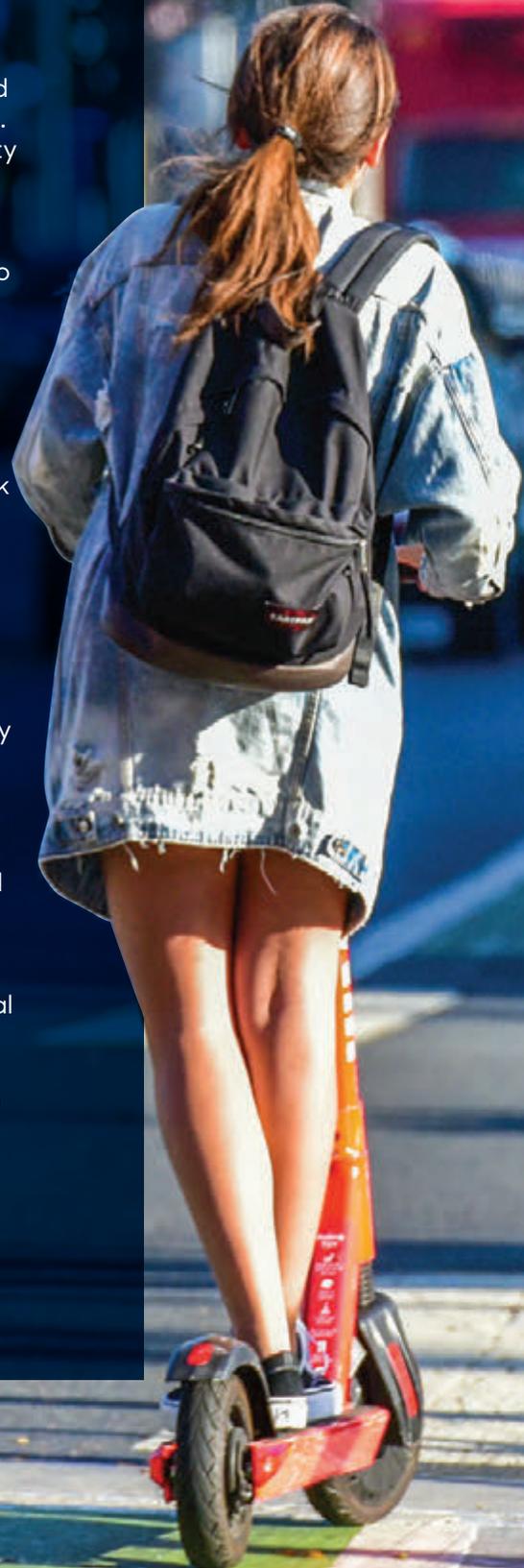
Throughout the fiscal year, DOT focused on making it easier for residents and visitors to navigate the city's transportation network. Key improvements included expanded Big Blue Bus routes, 2.2 miles of new or upgraded bike lanes, enhanced parking options, tree-lined sidewalks, and accessible shared mobility devices. This work emphasized clarity, usability, and seamless connections, ensuring that getting around Santa Monica is intuitive, whether trips are local or regional, daily commutes or quick trips to the corner store.

Transit access played a central role in these efforts. Big Blue Bus provided more than 10 million rides, connecting people to jobs, schools, regional destinations, and major activity centers across the Westside. Regional connectivity improved with the opening of the LAX/Metro Transit Center, where Big Blue Bus Route 3 was rerouted to provide direct connections to LAX, Metro Rail's C and K Lines, and destinations such as SoFi Stadium and Intuit Dome. Within Santa Monica, first and last mile access was strengthened through targeted Bergamot area improvements, supporting smoother connections between transit, jobs, and surrounding neighborhoods.

Access and usability also improved at the curb and in parking facilities. Scan-to-pay was introduced at city parking structures, and a text-to-pay pilot was launched on 250 parking meters on Montana Avenue with plans to expand this to all meters, allowing users to pay remotely and extend time without returning to their vehicles. An additional 65 parking meters on Ocean Park Boulevard increased turnover and supported access to local businesses, while design work advanced for resurfacing Beach Parking Lot 8 North and stairway improvements at Parking Structures 4 and 5.

Mobility options continued to expand alongside these improvements. The Shared Mobility Program was extended to support regulated e-scooter and e-bike access, reduced fare options, and improved sidewalk management. The ordinance to enable bikes and scooters to use transit only lanes was approved, paving the way for the initial rollout on Broadway in Downtown with plans for additional locations in the future.

Together, these efforts focused on simplifying everyday travel, improving accessibility, and creating a transportation system that supports how people move throughout Santa Monica.





### Michigan Avenue Neighborhood Greenway and 20th Street Connection

Extended the Michigan Avenue Neighborhood Greenway with a new connection between 19th and 21st Streets, improving walking and biking access to schools and major destinations. The project added a refreshed crosswalk, 5 ADA curb ramp upgrades, a new protected bike lane on the 20th St. bridge, and new pedestrian scale lighting to support safer and more intuitive travel.



### Bergamot Area Access Improvements

Delivered multimodal improvements on key corridors, including Stewart Street, Pennsylvania Avenue, Olympic Boulevard, and 26th Street. Work included upgraded 1 new crosswalk, 30 upgraded crosswalks, 1 curb extension, 5 ADA curb ramp upgrades, over 2 miles of upgraded bike lanes to strengthen first- and last-mile connections between transit, jobs, and surrounding neighborhoods.



### New and Refreshed Crosswalks Citywide

Installed and upgraded more than 85 crosswalks across multiple corridors to improve visibility and accessibility for people walking, including locations with high pedestrian activity and connections to transit stops and community destinations.



### Parking Facility Improvements

Advanced design and construction planning for resurfacing Beach Parking Lot 8 North and stairway improvements at Parking Structures 4 and 5, supporting safer, more accessible parking facilities citywide.

# Transportation Safety

Safety remained a central priority across DOT's work in transit, mobility, and parking, guided by Santa Monica's Vision Zero commitment to eliminate traffic-related deaths and serious injuries. That commitment informed a comprehensive set of street safety improvements delivered throughout the fiscal year, including lowering speed limits on more than 32 miles of roadway, introducing Santa Monica's first 20 mile per hour neighborhood greenways, and reducing speeds on major corridors such as Pico Boulevard and Neilson Way. Safe Routes to School investments continued at six schools, delivering new crosswalks, ADA curb ramps, curb extensions, and pedestrian safety upgrades that support safe daily travel for students and families.

These efforts were reinforced by additional pedestrian and bicycle safety projects delivered across the city, including protected bike lanes and new crossings in the Bergamot area and a new crosswalk at Broadway and 19th Street. Safety planning and community engagement also advanced through the Santa Monica Boulevard Safety Study, which paired a ten-year collision review with extensive outreach to inform future corridor improvements and align safety strategies with lived experience.

Transit safety tools and policies were strengthened in parallel. Big Blue Bus's Transit Safety Officer Program expanded patrols on buses and at stops, with targeted deployment on Route 9 to improve rider behavior and student safety. Following the passage of Senate Bill 1417, Big Blue Bus gained authority to issue prohibition orders for serious safety violations, supported by the establishment of a Transit Security Advisory Committee to guide fair, consistent, and community-focused implementation.

Taken together, these investments reflect a comprehensive approach to safety that spans street design, multimodal access, policy, and enforcement, and recognizes that advancing Vision Zero requires sustained, systemwide effort. DOT also celebrated excellence in safety performance during the fiscal year, issuing Safety Awards to 153 Motor Coach Operators, 36 Maintenance staff members, one Traffic Signs and Marking Technician and 2 Parking Meter Technicians whose work exemplified the department's commitment to protecting people across the transportation system.





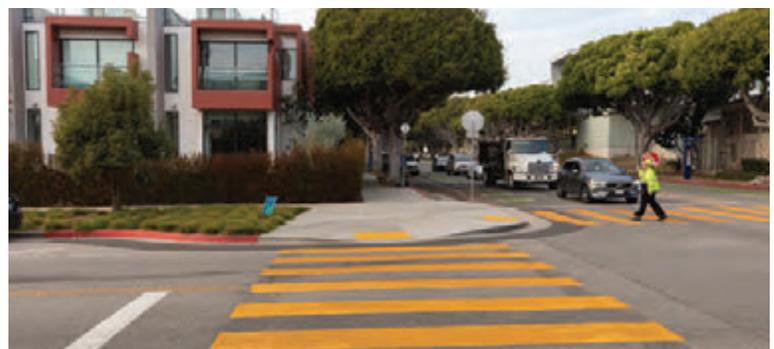
### **Wilshire Boulevard Safety Improvements - Phase 2A**

Advanced safety upgrades along Wilshire Boulevard, including 4 refreshed crosswalks, 4 curb extensions, and a new traffic signal at 16th Street. These improvements support safer crossings and calmer traffic on one of Santa Monica's busiest corridors.



### **Pedestrian Refuge Islands and Curb Extensions**

Installed new median refuges and curb extensions at 26 locations to shorten crossing distances, improve sightlines, and reduce conflicts between vehicles and people walking.



### **ADA Curb Ramp Upgrades**

Delivered 47 ADA curb ramp upgrades across multiple project locations, improving accessibility for people with disabilities and supporting safe, more inclusive travel throughout the city.

# Reliability and Service Delivery

Reliable service remained central to DOT's work throughout the fiscal year, with a focus on delivering consistent performance across transit and parking operations. These efforts translated into measurable results for Big Blue Bus, which provided over 10 million annual rides, signaling continued recovery and growing confidence in service reliability. Operational performance was further validated through a second consecutive zero-findings Federal Transit Administration Triennial Review, placing Big Blue Bus among the top 8 percent of transit agencies nationwide for compliance and operational excellence.

Service reliability continued to strengthen through adoption and implementation of the Brighter Blue Service Plan. More frequent service on key corridors including Lincoln Boulevard (Route 3) and Pico Boulevard (Route 7), expanded service hours, and improved regional connectivity helped ensure that service levels aligned with evolving travel demand. DOT laid the groundwork for the Automated Bus Lane Enforcement (ABLE) program which is designed to reduce illegal parking in bus lanes and at bus stops, contributing to improved travel times and more dependable schedules.

Behind these service gains was a sustained investment in workforce capacity. DOT hosted motor coach operator recruitment events, delivered 10 training classes, and trained 72 new operator trainees, reinforcing the staffing foundation needed to support reliable daily operations. Excellence in performance was further recognized through the Five-Star Bus Roadeo awards, which highlighted skill, safety, and maintenance achievements across the Big Blue Bus team.

Reliability improvements extended to parking operations as well. License Plate Recognition pilots at downtown parking structures reduced congestion and expedited exits, improving the customer experience and operational efficiency, with plans underway to expand the technology citywide.





### License Plate Recognition Parking

Implemented License Plate Recognition technology at downtown parking structures 2, 4, 5, and 6 to reduce congestion and speed up exits, improving customer experience and operational efficiency, with plans to expand citywide.



### Automated Bus Lane Enforcement

Following a successful 45-day pilot that found over 500 incidents of bus lane violations on Lincoln Boulevard, staff initiated the groundwork to launch this program beginning in the new fiscal year to reduce illegal parking in bus lanes and at bus stops, improve bus speeds, schedule reliability, and on-time performance along key corridors.



### Brighter Blue Service Plan

Adopted and began implementation of Brighter Blue Service Plan which in FY24-25 included improved frequency and expanded service hours on Routes 14 & 17, new connections to the Culver City Transit Center (Route 14) and the new LAX/Metro Transit Center (Route 3), and minor route adjustments to Routes 2 & 8, all in an effort towards improved regional connectivity, strengthening reliability and aligning service with evolving travel demand.



### Traffic Signal Upgrades and Optimization

Completed 23 traffic signal upgrades, including software updates to enable signal timing improvements that support smoother traffic flow, safer crossings, and more reliable transit operations along key corridors.



### Coordinated Construction Delivery

Multiple projects were completed or broke ground within the fiscal year, reflecting DOT's focus on delivering capital improvements effectively, in partnership with Santa Monica's Public Works Department, while minimizing disruptions to daily travel. These projects include the Michigan Avenue Neighborhood Greenway and 20th Street Connection, Wilshire Safety Improvements - Phase 2A, and Bergamot Area improvements.

# Environmental Sustainability

The Santa Monica Department of Transportation continued advancing a transportation system aligned with the City's climate goals by embedding sustainability into decisions across fleet, facilities, and active transportation. Rather than treating environmental performance as a standalone initiative, DOT integrates it into how transit, mobility, and parking investments are planned and delivered.

That approach was reflected in a defining milestone for Big Blue Bus. DOT secured a \$53 million State Transit and Intercity Rail Capital Program grant, the largest in the agency's history, to accelerate the transition to a fully zero-emissions transit fleet. The investment supports the purchase of 73 zero-emission buses, along with charging infrastructure, workforce development, and supporting systems needed to operate and maintain a modern electric fleet at scale.

As this transition moved from planning to delivery, 15 new battery electric buses were placed into service in 2025, helping Big Blue Bus reduce its tailpipe emissions by approximately 22,000 pounds annually, while continuing to provide reliable transit for the community. In parallel, sustained investment in active transportation infrastructure, including protected bike lanes, neighborhood greenways, and pedestrian improvements, encouraged mode shift and helped reduce vehicle miles traveled across the city.

Sustainability efforts also extended beyond vehicles and streets. Facility and operations planning focused on energy-efficient infrastructure and long-term electrification strategies across transit and parking assets, ensuring that today's investments support lasting environmental performance and operational resilience.





### Active Transportation Infrastructure Investments

Delivered new and upgraded bike lanes on 26th and Stewart streets in the Bergamot area, supporting mode shift and reducing reliance on single-occupancy vehicle trips. These improvements complement broader City efforts to reduce emissions and promote sustainable travel.



### Charging Ahead Toward a Greener Future

Since 2014, Big Blue Bus has been a leader in adopting environmentally friendly buses. Today, the agency operates 34 battery-electric buses, helping reduce emissions, ease congestion, and lower noise levels, while keeping communities connected. In FY24-25, Big Blue Bus secured a \$53.3 million grant through the State Transit and Intercity Rail Capital Program (TIRCP), supporting agency efforts to modernize depot charging infrastructure, expand its fleet with 73 battery electric buses, and offer more than 1,100 hours of advanced high-voltage safety training for staff. These significant investments will help Big Blue Bus reach its goal of converting its entire fleet to battery electric by 2032 and foster a healthy, resilient community and environment.

## Community and Inclusiveness

Throughout the fiscal year, the Santa Monica Department of Transportation played a steady and responsive role in supporting the community, both through everyday operations and during moments of acute need. During the January 2025 Palisades Fire, Big Blue Bus operators and staff supported evacuations and maintained access under rapidly changing conditions, reinforcing transit's role as a dependable public service when continuity and calm mattered most.

That same commitment guided DOT's approach to community engagement. Extensive outreach informed the Santa Monica Boulevard Safety Study through pop-ups, mapping surveys, and door-to-door engagement, ensuring that planning decisions reflected local experience and community priorities. DOT also advanced educational and professional partnerships by hosting UCLA Institute of Transportation Engineers students and participating in the NACTO Designing Cities Conference, sharing Santa Monica's work and learning alongside peer cities nationwide.

Internally, DOT continued investing in its workforce as a critical part of delivering inclusive and effective transportation services. Facility improvements at Big Blue Bus, enhanced employee wellness amenities, expanded employee vanpools, and Wombi e-bike memberships supported sustainable commuting and a healthier work environment for staff.

Taken together, these efforts reflect DOT's role not only as a service provider, but as a trusted civic partner, operating with coordination, transparency, and care across daily service delivery, long-term planning, and response during times of disruption.





### Little Blue Dog Run

Converted underutilized Big Blue Bus property along 7th Street between Olympic Boulevard and Colorado Avenue into a community-serving dog run near transit facilities, supporting walkability, neighborhood activation, and inclusive use of transportation-owned land.



### Safe Routes to School and Neighborhood Improvements

The Safe Routes to School project completed in FY24-25 brings to 10 the number of public schools in Santa Monica that have received pedestrian upgrades since the pandemic. As a result, all of our neighborhoods are benefiting from these crosswalk enhancements, new curb ramps, and traffic calming elements that support daily travel for all, including students, families, and older adults.



### Mobility On-Demand Every Day (MODE)

DOT operates the MODE program, which serves the mobility needs of residents who are 65+ or 18+ with a disability by providing rides within Santa Monica city limits as well as to select medical facilities and shopping destinations outside the City. In the fiscal year, MODE served 2,265 active members with 41,727 annual rides.



### Workforce Mobility and Wellness Investments

Delivered facility upgrades, expanded employee vanpools, and Wombi e-bike memberships to support workforce wellness, sustainable commuting employee retention, and a stronger employee experience.

# LOOKING AHEAD





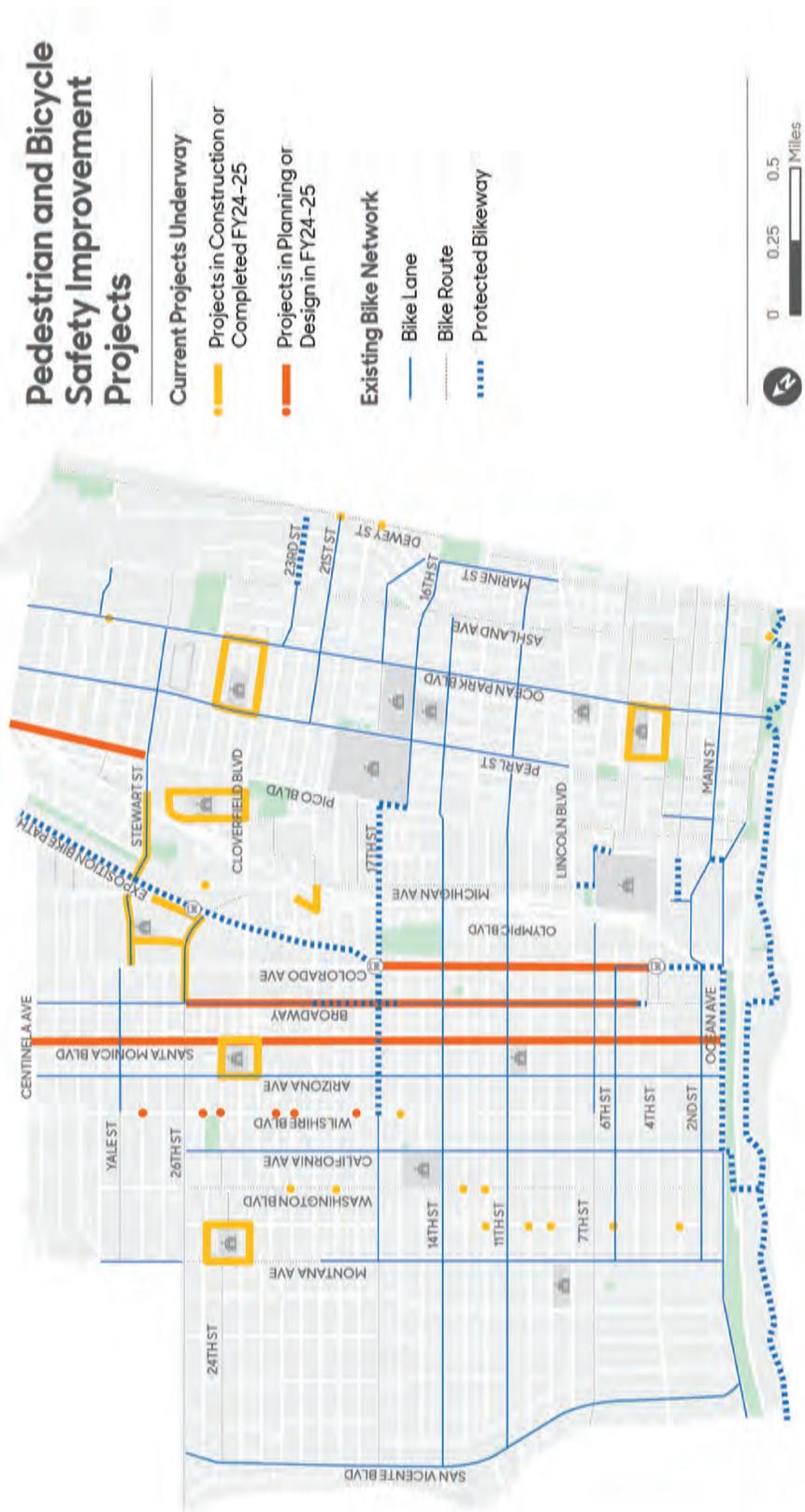
The Santa Monica Department of Transportation enters the coming year with momentum, building on years of investment, delivery, and operational progress across the city's transportation system. As travel patterns continue to evolve, DOT is focused on converting that momentum into durable improvements that strengthen safety, reliability, and access across mobility, parking, and transit.

That momentum was reinforced by voters in November 2024 through the passage of Measure K, signaling strong public support for continued investment in the city's transportation and public-realm systems. As new revenues come online, DOT will move quickly and deliberately to align funding with priority programs, capital investments, and service improvements that respond to community needs and City goals.

In the year ahead, DOT will continue advancing its Vision Zero commitment through sustained safety investments that prioritize people, reduce risk, and improve conditions on streets and across the transportation network. The department will continue advancing its current safety and mobility projects while accelerating efforts to improve reliability, expand zero-emission infrastructure, and enhance the customer experience. Planning, coordination, and data-driven decision-making will remain central to how projects are prioritized and delivered.

Looking forward, DOT's focus remains clear. Deliver a transportation system that is resilient, fiscally responsible, and aligned with Santa Monica's long-term goals. Through sustained coordination and strategic investment, the department will continue shaping a system that supports a safe, connected, and sustainable city.

# Completed and Upcoming Projects



SANTA MONICA PLACE

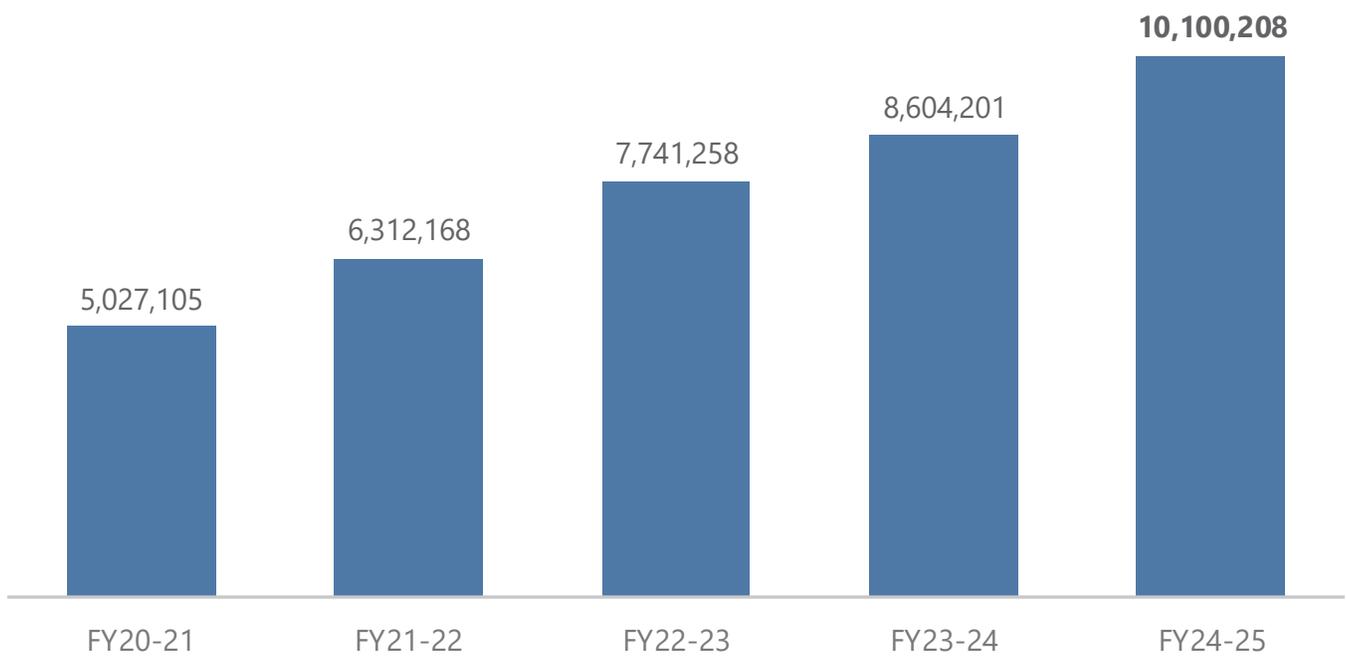
# Big Blue Bus Key Performance Indicators

FY2024-25

## System-wide Summary

Annual Key Performance Indicators	FY21-22	FY22-23	FY23-24	This Year FY24-25	Change from FY23-24
<i>Big Blue Bus Total Ridership</i>	6,312,168	7,741,258	8,604,201	10,100,208	17%
<i>Average BBB Weekday Ridership</i>	20,253	24,964	27,940	32,772	17%
<i>Average BBB Saturday Ridership</i>	12,066	14,339	15,245	17,888	17%
<i>Average BBB Sunday Ridership</i>	9,604	11,552	12,633	14,944	18%
<i>Passenger Miles Travelled</i>	22,325,873	27,245,573	29,853,721	33,203,360	11%
<i>Revenue Miles</i>	3,921,249	3,860,997	3,925,400	4,056,576	3%
<i>Revenue Hours</i>	413,078	410,708	429,615	454,101	6%
<i>Number of Motor Coach Operators</i>	281	272	290	297	2%
<i>Ridership per VRH (Vehicle Revenue Hours)</i>	15.3	18.8	20.0	22.2	11%
<i>On-Time %</i>	71%	69%	69%	70%	1%
<i>Early %</i>	9%	8%	7%	7%	0%
<i>Late %</i>	20%	23%	24%	23%	-1%
<i>Miles between Roadcalls</i>	11,065	11,872	11,855	7,315	-38.3%
<i>Complaints per 100K Passengers</i>	16.0	11.3	12.5	6.1	-6.4
<i>Compliments per 100K Passengers</i>	1.6	2.4	3.3	2.6	-0.7
<i>Preventable Accidents per 100k Mi</i>	2.0	3.1	2.6	3.1	0.5
<i>Share of Cash Fare Transactions</i>	0%*	18%	19%	17%	-2%
<i>MODE Ridership</i>	28,822	32,896	39,771	41,727	5%
<i>Average Weekday MODE Ridership</i>	106	122	147	156	6%
<i>Average Saturday MODE Ridership</i>	38	47	54	41	-24%
<i>Operating Costs</i>	\$ 69,811,667	\$ 77,142,652	\$ 78,276,686	\$ 85,659,665	9%
<i>Operating Cost per VRH</i>	\$ 169.00	\$ 187.83	\$ 182.20	\$ 188.64	4%
<i>Operating Cost per Passenger Mile</i>	\$ 3.13	\$ 2.83	\$ 2.62	\$ 2.58	-2%
<i>Operating Cost per Passenger</i>	\$ 11.06	\$ 9.97	\$ 9.10	\$ 8.48	-7%
<i>Maintenance Operating Costs</i>	\$ 13,677,113	\$ 15,716,864	\$ 14,588,407	\$ 15,920,318	9%
<i>Maint. Operating Cost per VRH</i>	\$ 33.11	\$ 38.27	\$ 33.96	\$ 35.06	3%
<i>Fare Revenue</i>	\$ 5,617,869	\$ 5,779,724	\$ 5,986,480	\$ 6,438,008	8%
<i>Avg Passenger Fare</i>	\$ 0.89	\$ 0.75	\$ 0.70	\$ 0.64	-8%
<i>Subsidy per Passenger</i>	\$ 10.17	\$ 9.22	\$ 8.40	\$ 7.84	-7%
<i>Farebox Recovery</i>	8%	7%	8%	8%	-0.1%
*Contactless pilot (no cash collected) initiated Jul 2021.					

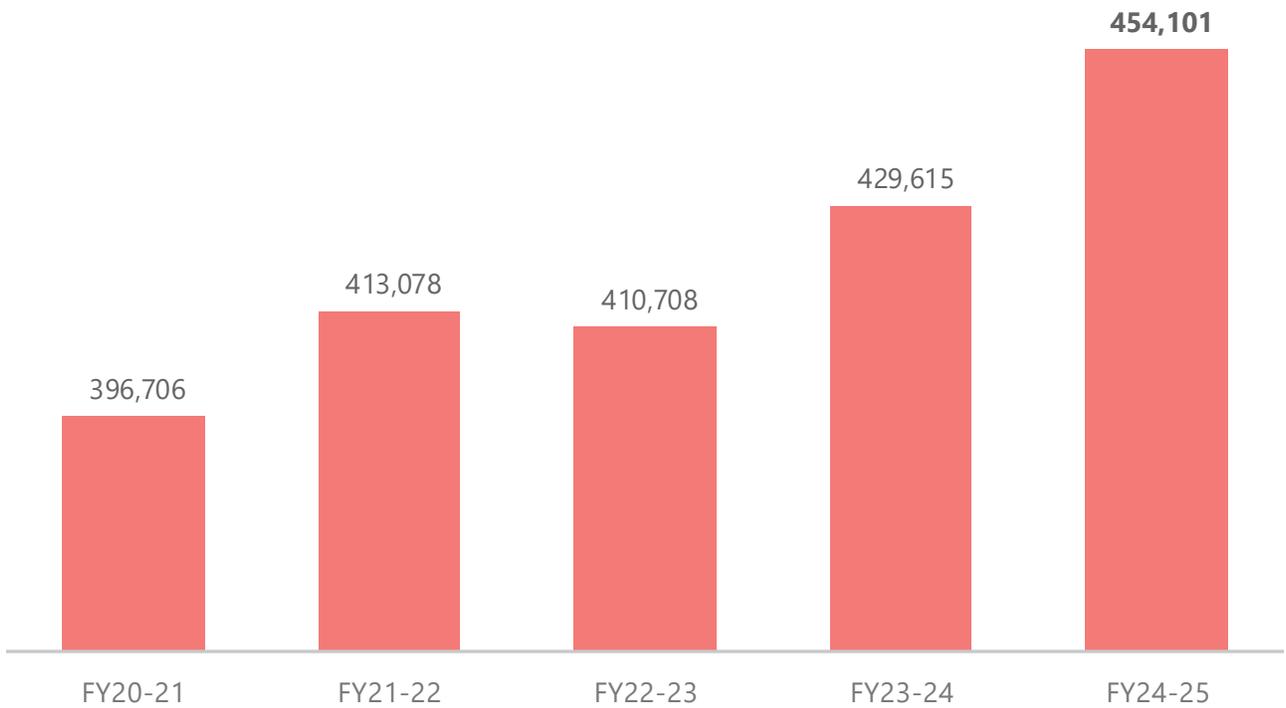
## BBB Total Passengers FY2021-25



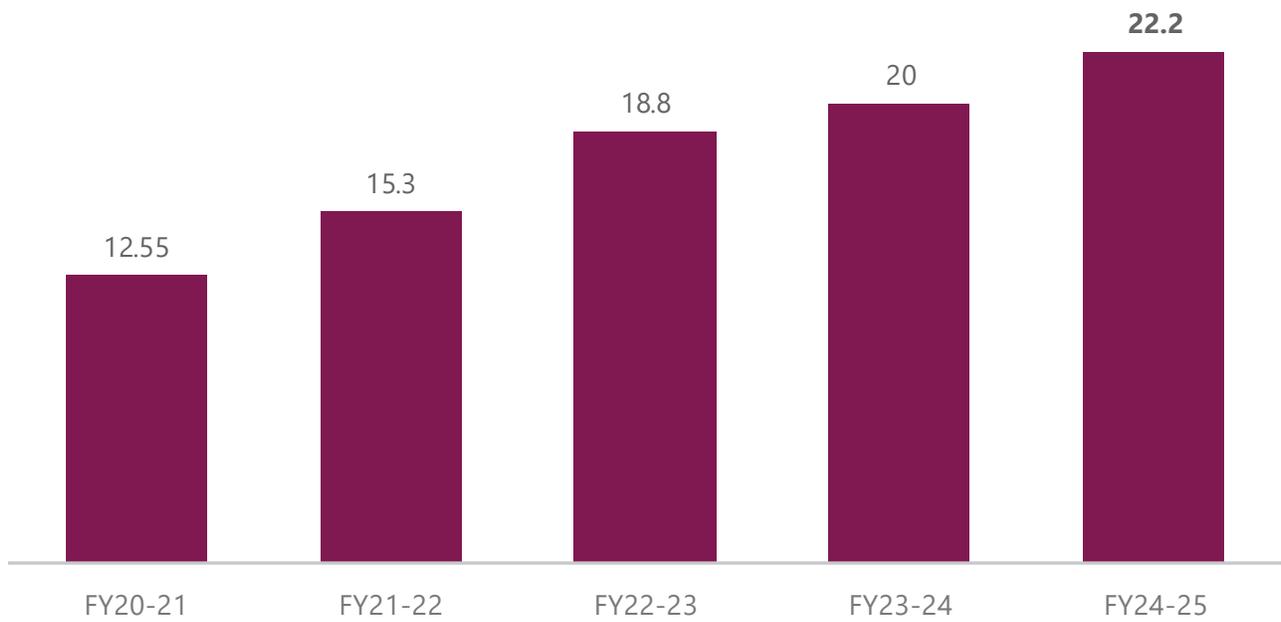
### BBB Vehicle Revenue Miles - FY2021-25



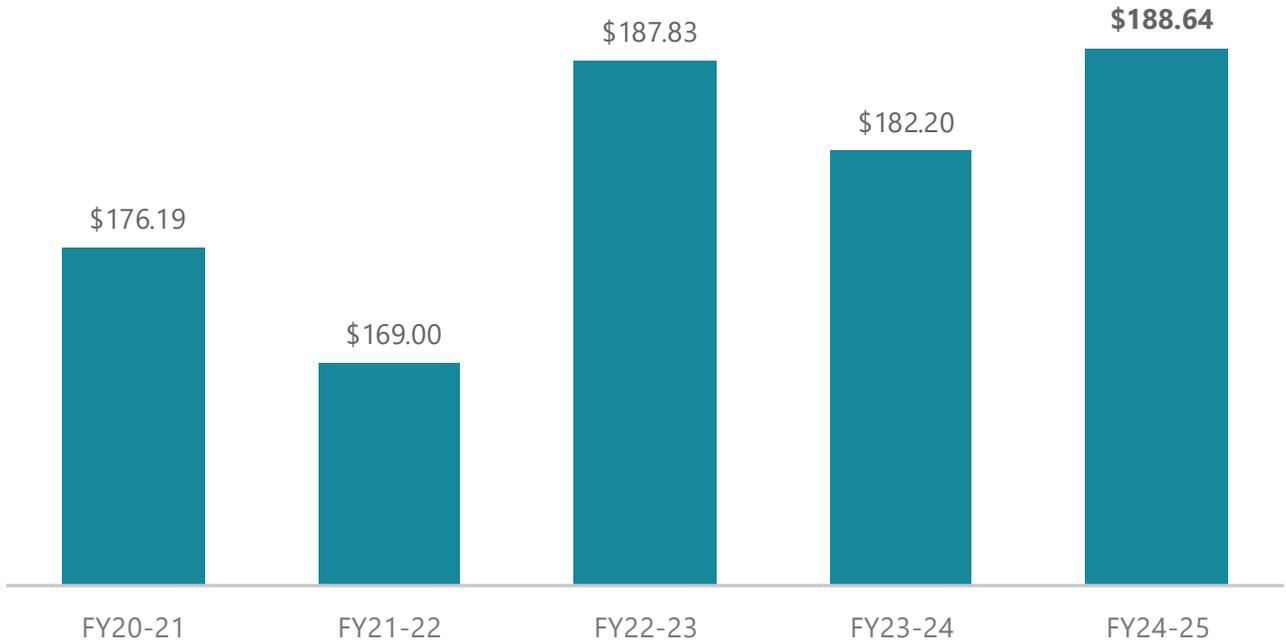
### BBB Vehicle Revenue Hours - FY2021-25



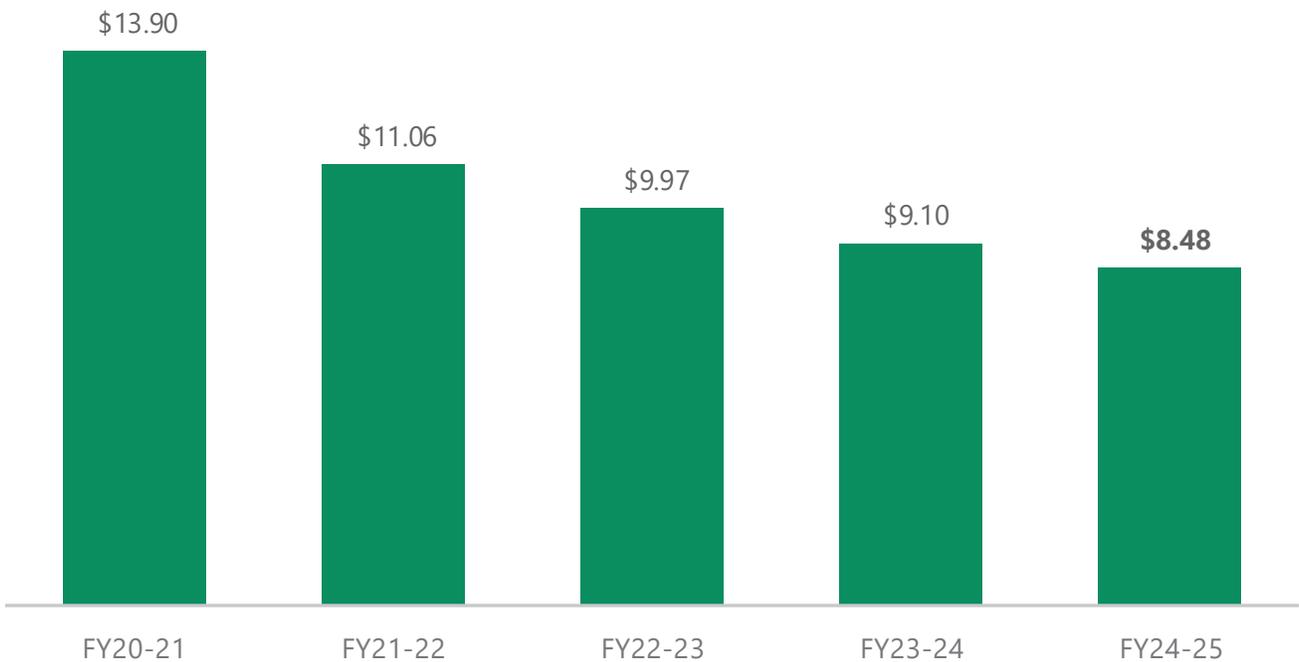
## Passengers per Vehicle Revenue Hour FY2021-25



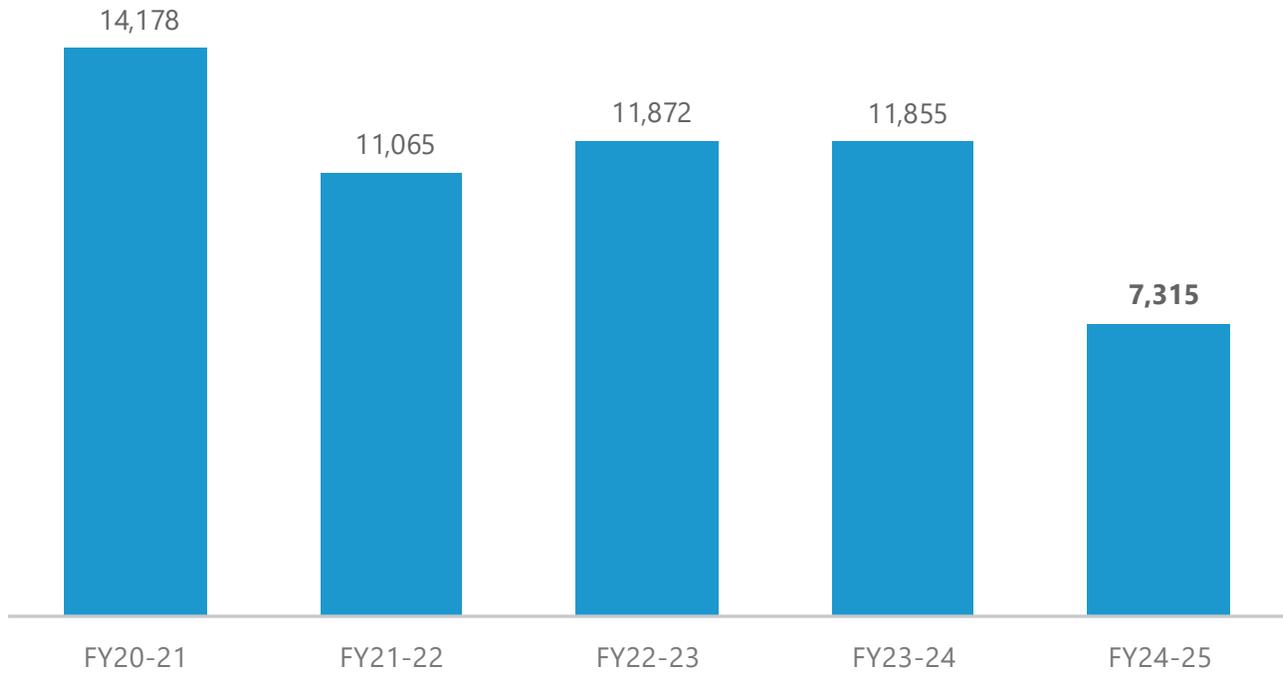
## Operating Cost per Revenue Hour - FY2021-25



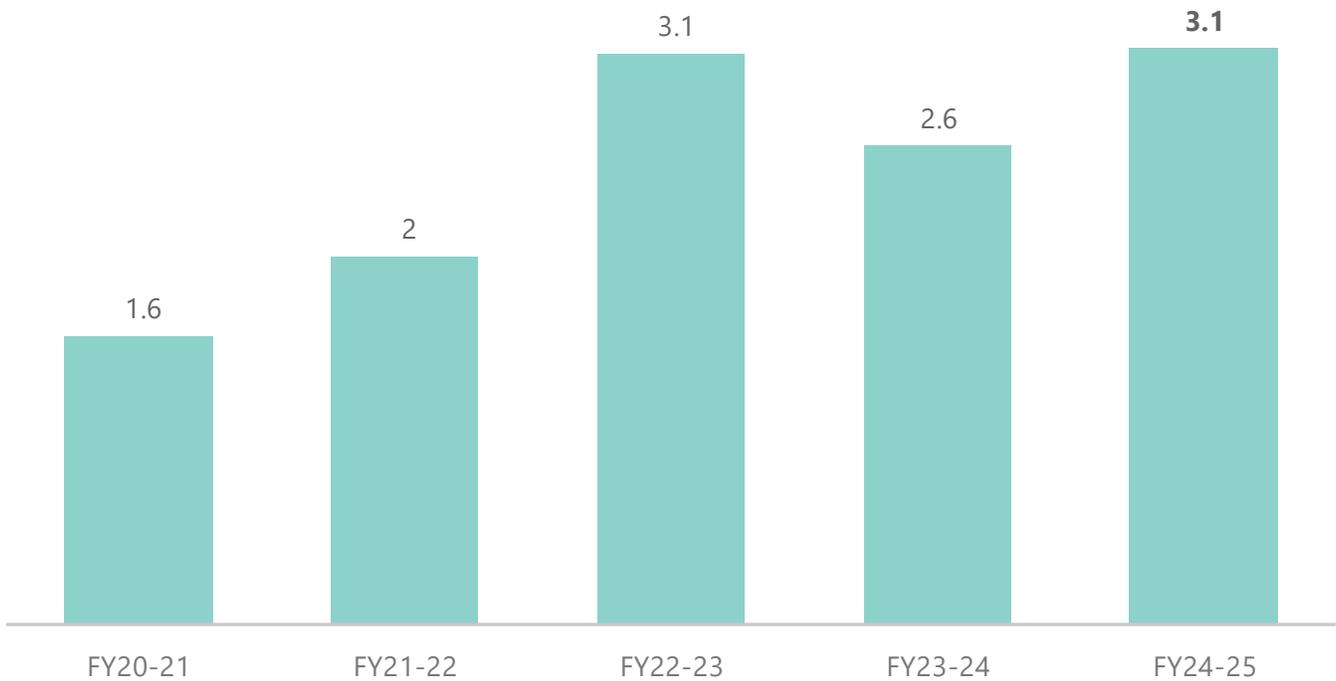
## Operating Cost per Passenger - FY2021-25



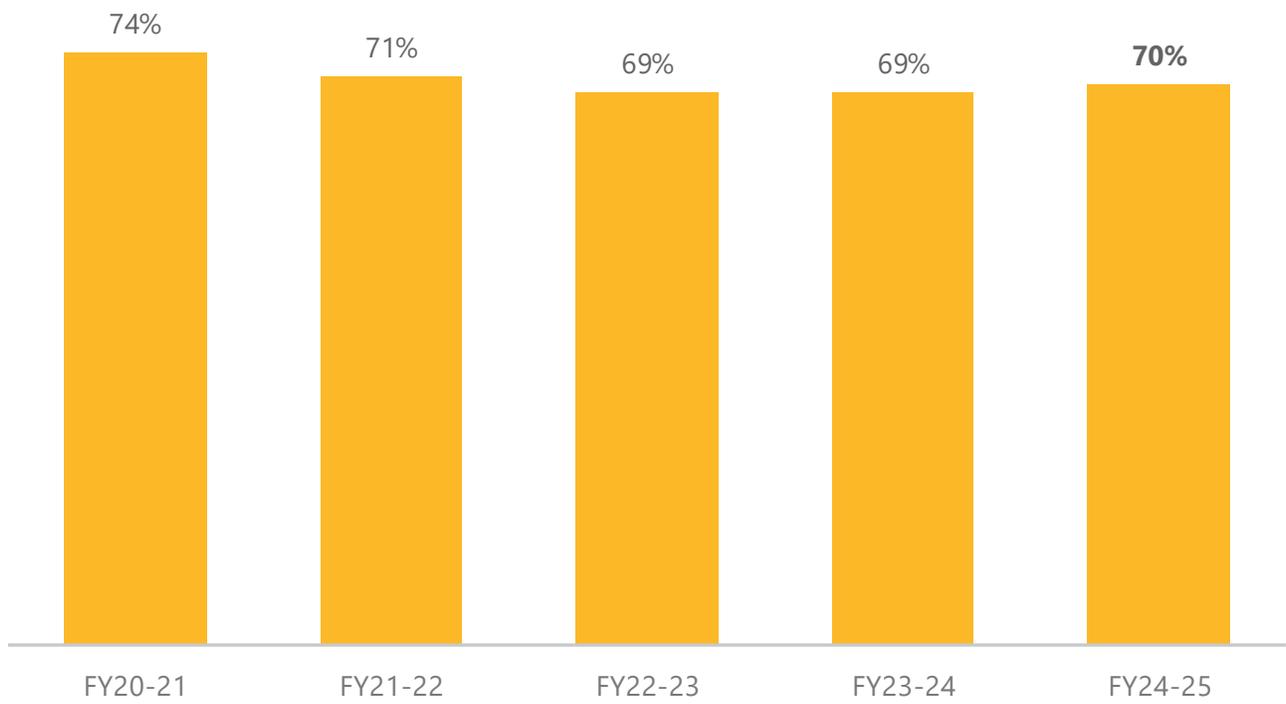
## Miles Between Roadcalls - FY2021-25



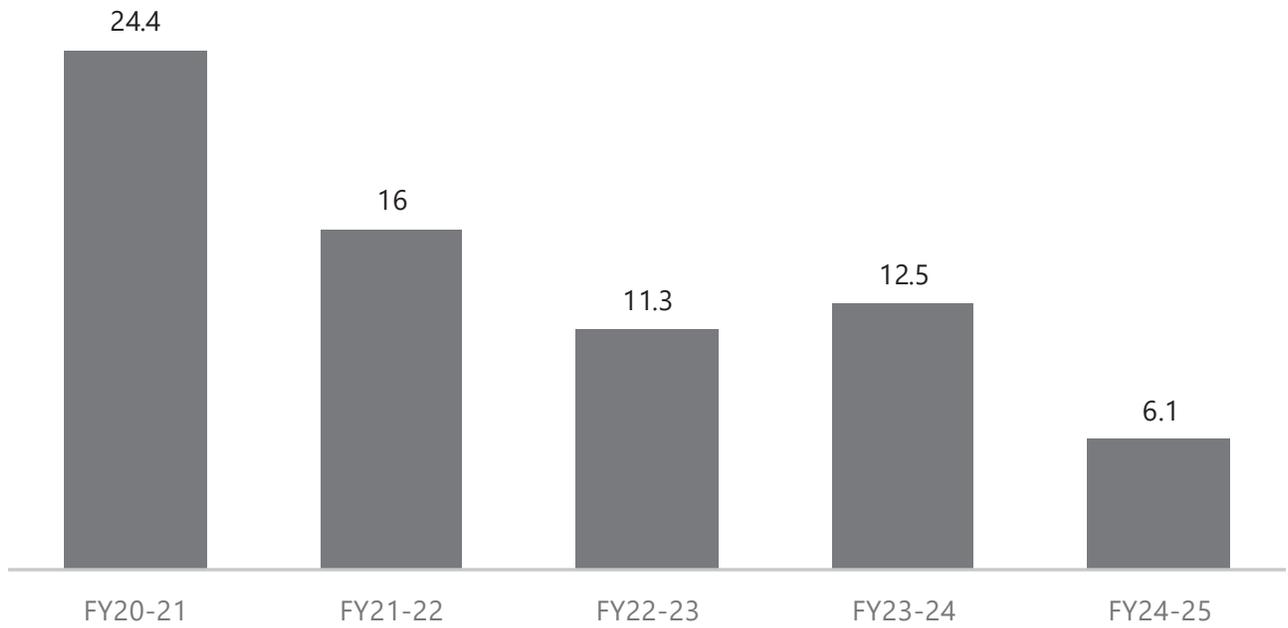
## Preventable Accidents per 100,000 Miles - FY2021-25



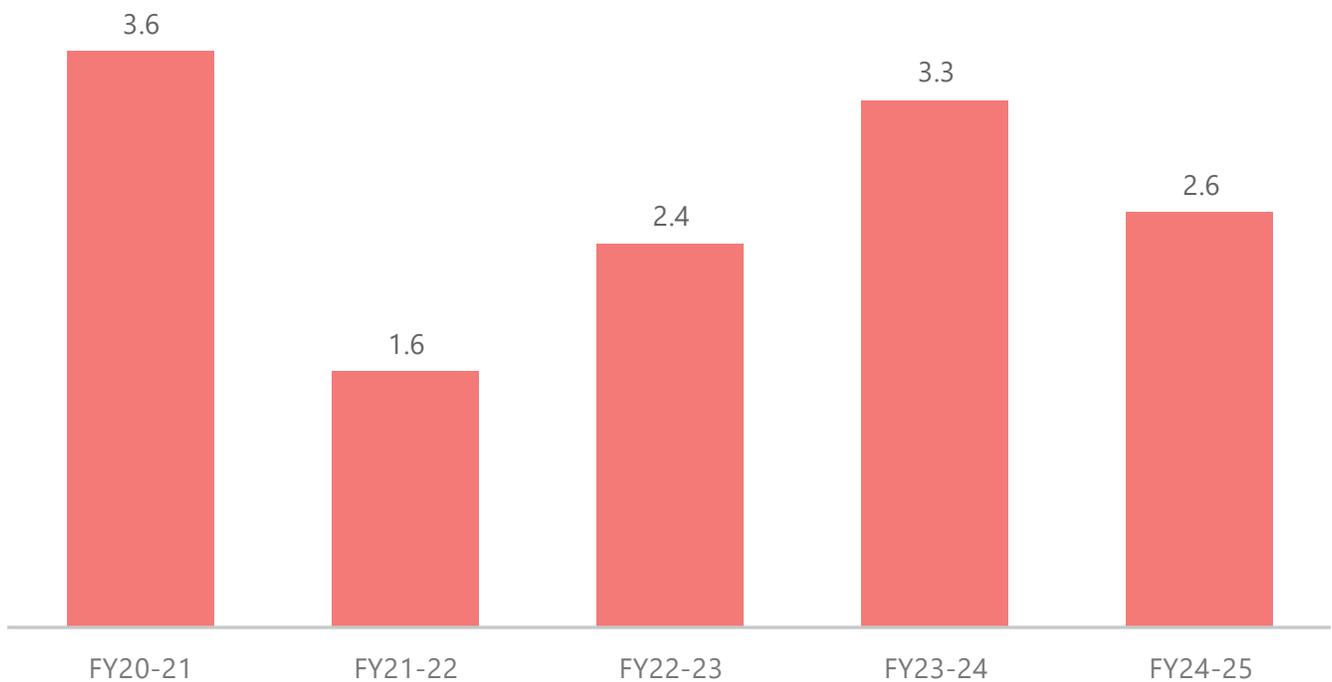
## On-Time Performance - FY2021-25



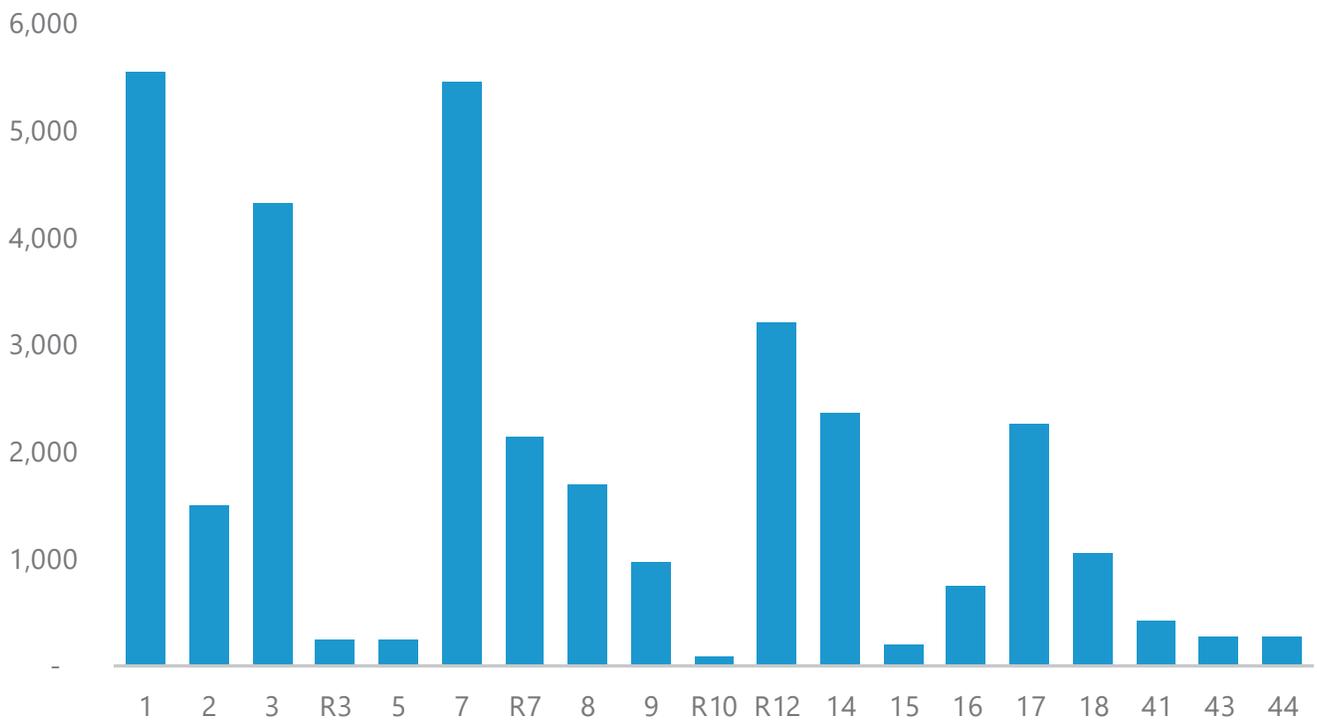
### Complaints per 100,000 Passengers



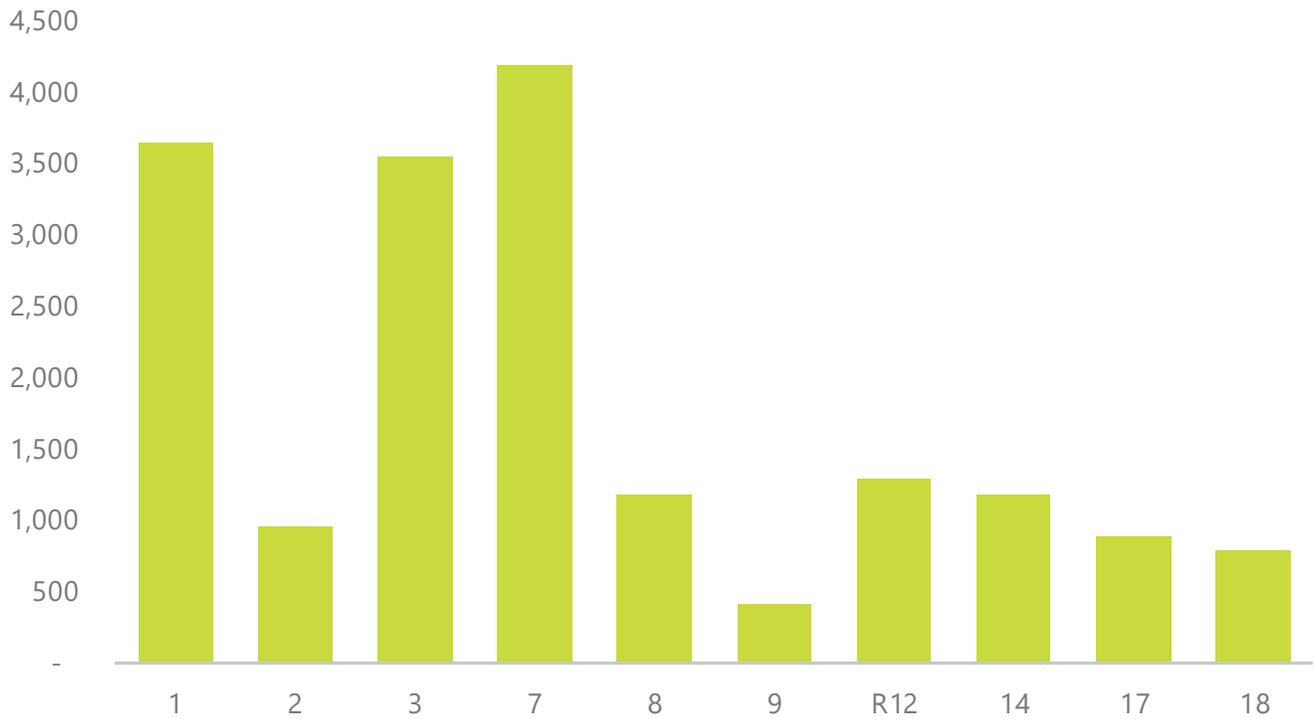
### Compliments per 100,000 Passengers



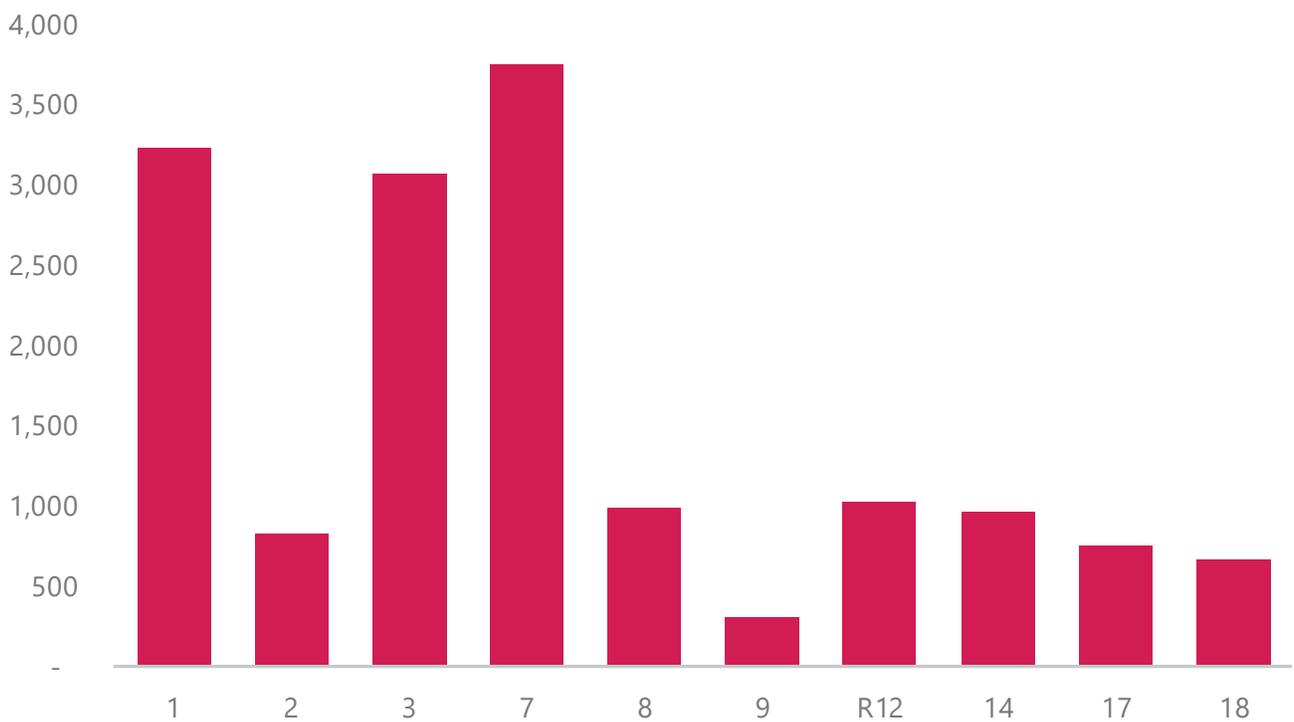
### Passengers by Route - Average Weekday



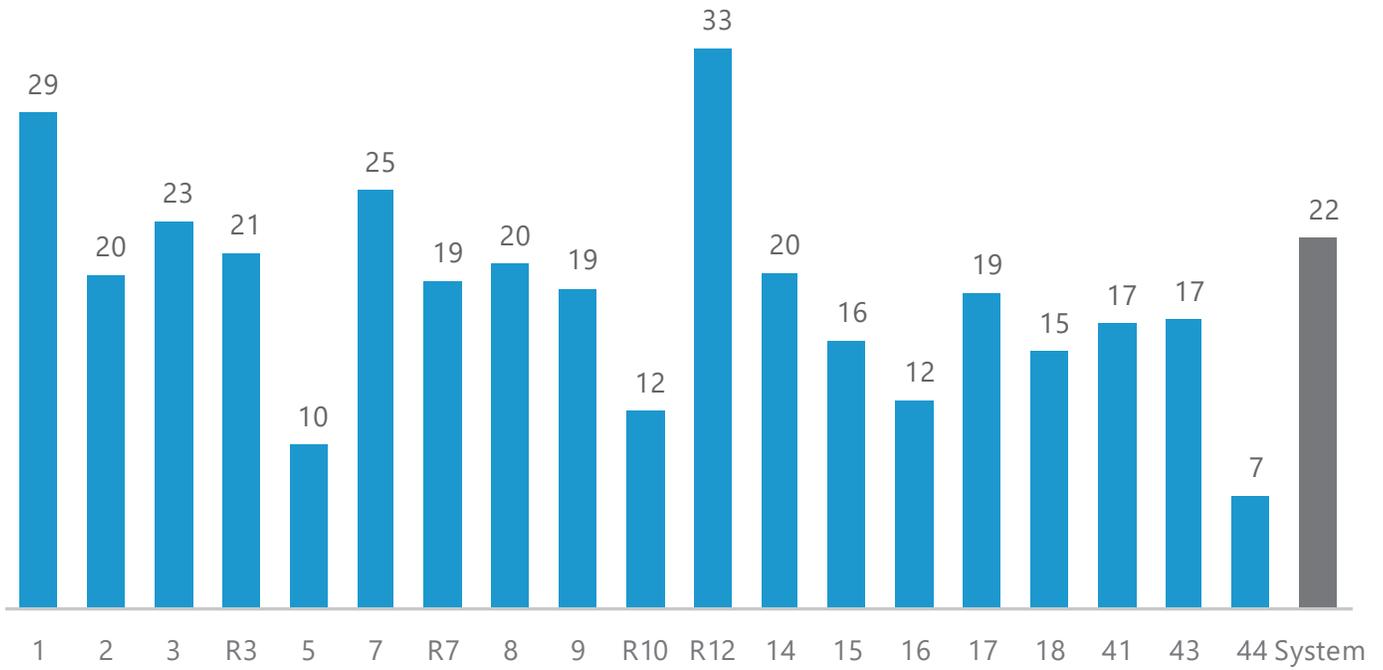
### Passengers by Route - Average Saturday



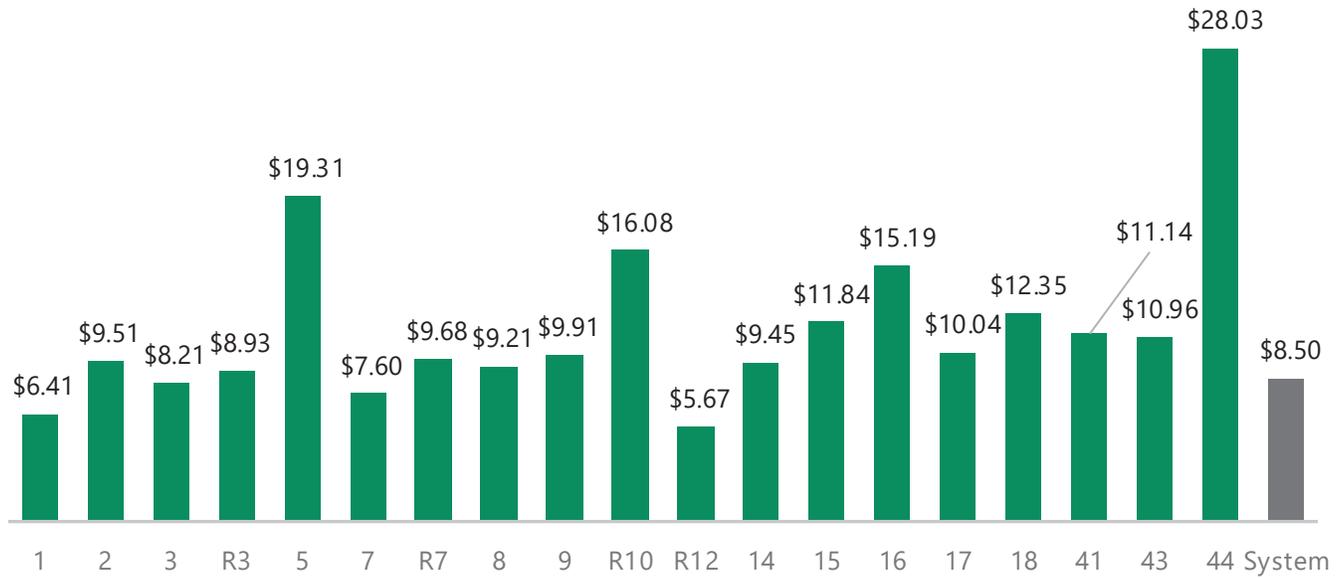
### Passengers by Route - Average Sunday



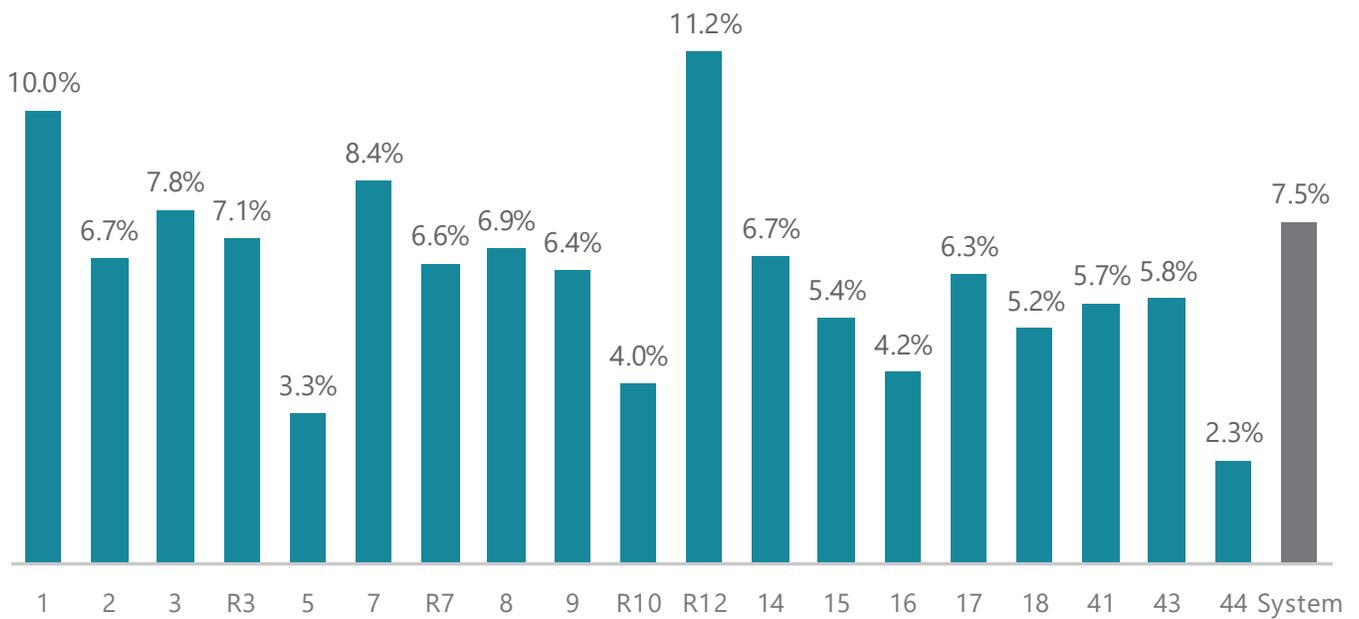
### Passengers per Vehicle Revenue Hour by Route (All Service Days)



## Operating Cost per Passenger by Route (All Service Days)



## Farebox Recovery by Route (All Service Days)



## Performance by Route - Weekday

Route	Boardings /Day	Rev Hours/ Day	Boardings /Rev Hour	Trips /Day	Daily Boardings /Trip	Gross Cost	Fare Revenue/ Day	Net Cost	Net Cost/ Daily Boardings	Title VI Route	% of Pre-COVID Boardings	% of Pre-COVID Hours
1	5,541	187	29.6	180	31	\$35,230	\$3,532	\$31,698	\$5.72	No	92%	88%
7	5,457	220	24.8	153	36	\$41,312	\$3,478	\$37,834	\$6.93	Yes	90%	92%
3	4,319	186	23.2	153	28	\$35,071	\$2,753	\$32,318	\$7.48	No	100%	106%
R12	3,202	94	33.9	159	20	\$17,748	\$2,041	\$15,707	\$4.91	No	83%	89%
14	2,357	115	20.5	110	21	\$21,626	\$1,503	\$20,123	\$8.54	No	99%	125%
17	2,265	120	18.9	109	21	\$22,487	\$1,444	\$21,044	\$9.29	No	151%	137%
R7	2,122	109	19.5	79	27	\$20,482	\$1,353	\$19,129	\$9.01	No	46%	71%
8	1,681	76	22.2	71	24	\$14,231	\$1,072	\$13,160	\$7.83	No	58%	62%
2	1,504	73	20.7	82	18	\$13,695	\$959	\$12,736	\$8.47	No	62%	70%
18	1,060	68	15.6	53	20	\$12,801	\$676	\$12,125	\$11.43	No	72%	75%
9	953	48	19.7	70	14	\$9,112	\$608	\$8,504	\$8.92	No	68%	88%
16	739	59	12.4	52	14	\$11,191	\$471	\$10,720	\$14.51	No	121%	125%
41	419	25	16.9	38	11	\$2,083	\$267	\$1,816	\$4.34	No	49%	93%
44	270	40	6.7	99	3	\$7,553	\$172	\$7,381	\$27.31	No	34%	106%
43	267	15	17.2	33	8	\$4,651	\$170	\$4,481	\$16.80	No	45%	85%
5	238	24	9.8	24	10	\$4,581	\$152	\$4,429	\$18.61	No	32%	40%
R3	234	11	21.1	9	26	\$2,916	\$149	\$2,767	\$11.83	No	15%	20%
15	189	12	15.9	26	7	\$2,232	\$120	\$2,112	\$11.17	No	38%	42%
R10	95	8	11.7	6	16	\$1,522	\$61	\$1,462	\$15.40	Yes	85%	55%
Total/ Avg	32,772	1,463.9	22.4	1,457	22	\$280,524	\$20,979	\$259,546	\$7.92		77%	85%

## Performance by Route - Saturday

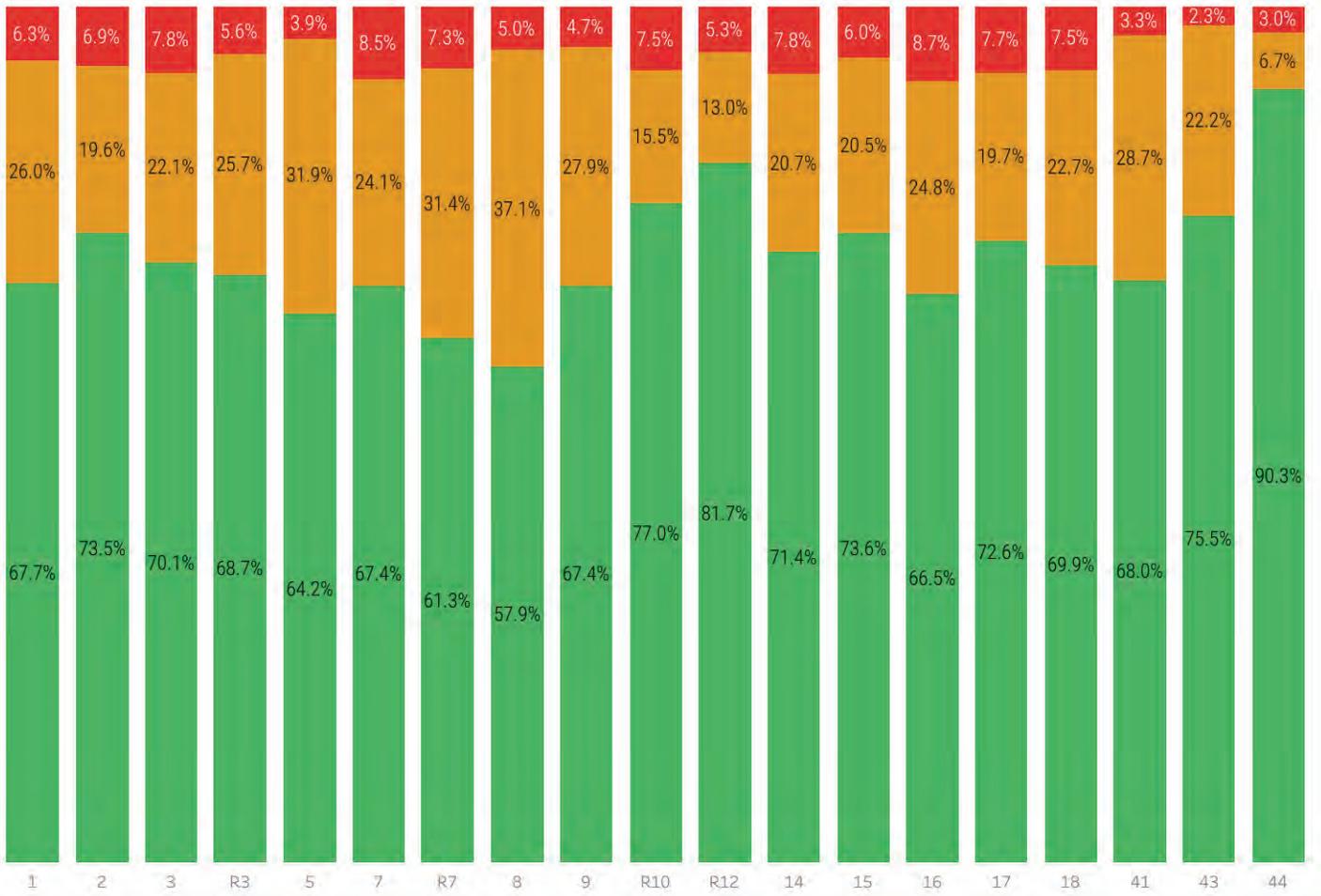
Route	Boardings / Day	Rev Hours/ Day	Boardings/ Rev Hour	Trips per Day	Daily Boardings / Trip	Gross Cost	Fare Revenue/ Day	Net Cost	Net Cost/Daily Boardings	Title VI	% of Pre-COVID Boardings	% of Pre-COVID Hours
7	4,188	158	26.4	128	33	\$34,236	\$2,670	\$31,566	\$7.54	Yes	98%	89%
1	3,645	118	31.0	116	31	\$25,407	\$2,323	\$23,084	\$6.33	No	95%	82%
3	3,544	145	24.4	129	27	\$31,391	\$2,259	\$29,132	\$8.22	No	94%	95%
R12	1,286	39	33.4	79	16	\$8,330	\$820	\$7,510	\$5.84	No	124%	95%
8	1,184	67	17.7	62	19	\$14,433	\$754	\$13,678	\$11.56	No	95%	95%
14	1,174	60	19.7	62	19	\$12,874	\$748	\$12,126	\$10.33	No	114%	103%
2	950	51	18.7	64	15	\$11,009	\$606	\$10,403	\$10.94	No	89%	84%
17	893	46	19.6	47	19	\$9,837	\$569	\$9,268	\$10.38	No	188%	100%
18	788	50	15.8	42	19	\$10,796	\$502	\$10,293	\$13.06	No	113%	82%
9	408	23	17.7	36	11	\$4,997	\$260	\$4,737	\$11.60	No	82%	58%
<b>Total/ Avg</b>	<b>17,888</b>	<b>755.4</b>	<b>23.7</b>	<b>622</b>	<b>29</b>	<b>\$163,309</b>	<b>\$11,402</b>	<b>\$151,907</b>	<b>\$8.49</b>		<b>100%</b>	<b>89%</b>

## Performance by Route - Sunday

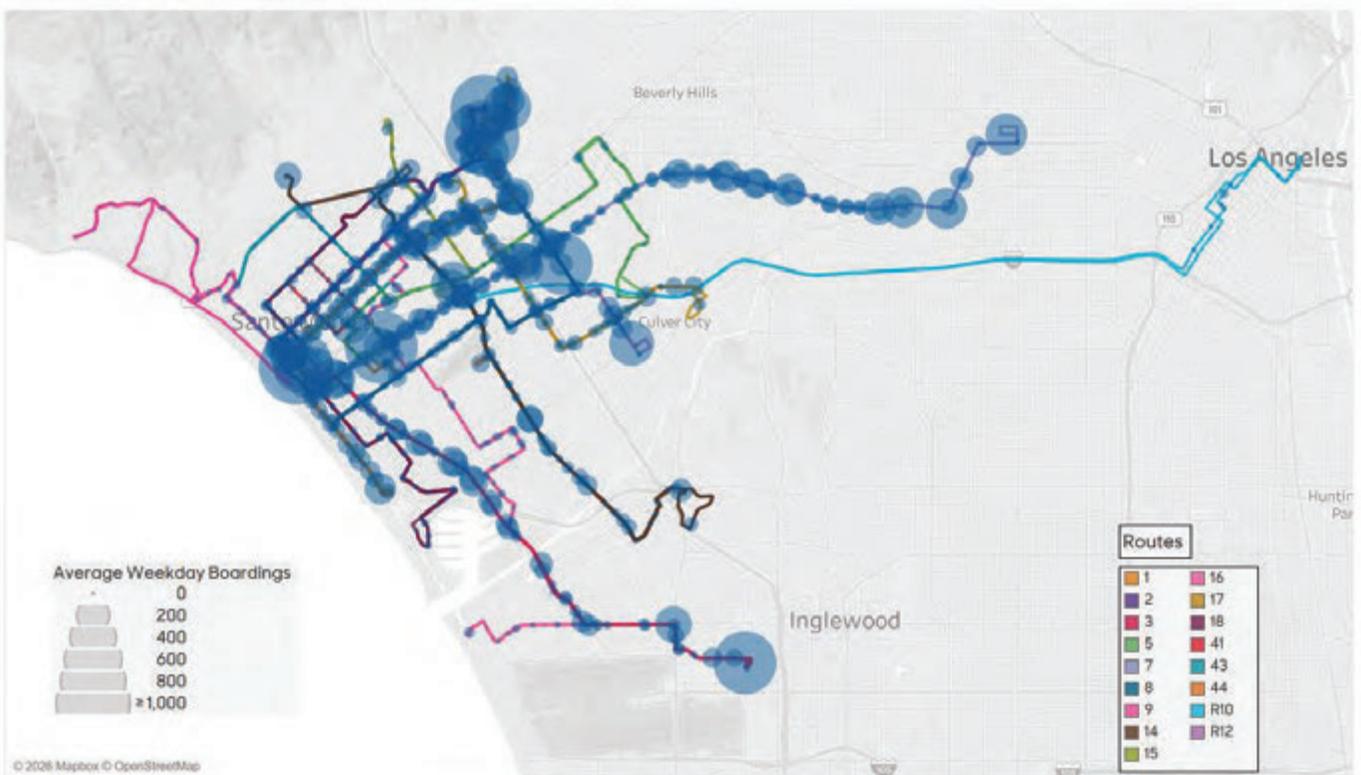
Route	Boardings / Day	Rev Hours/ Day	Boardings/ Rev Hour	Trips per Day	Daily Boardings / Trip	Gross Cost	Fare Revenue/ Day	Net Cost	Net Cost/Daily Boardings	Title VI	% of Pre-COVID Boardings	% of Pre-COVID Hours
7	3,747	158	23.7	128	29	\$34,890	\$2,388	\$32,502	\$8.67	Yes	106%	96%
1	3,236	118	27.5	116	28	\$25,856	\$2,063	\$23,793	\$7.35	No	104%	90%
3	3,074	145	21.2	129	24	\$32,091	\$1,959	\$30,132	\$9.80	No	102%	96%
R12	1,018	39	26.4	79	13	\$8,489	\$649	\$7,840	\$7.70	No	124%	101%
8	982	67	14.7	62	16	\$14,703	\$626	\$14,077	\$14.33	No	105%	102%
14	966	60	16.2	62	16	\$13,213	\$616	\$12,598	\$13.04	No	131%	158%
2	822	51	16.2	64	13	\$11,226	\$524	\$10,702	\$13.01	No	86%	96%
17	753	46	16.5	47	16	\$10,045	\$480	\$9,565	\$12.70	No	163%	101%
18	666	50	13.3	42	16	\$11,026	\$424	\$10,601	\$15.92	No	114%	91%
9	305	23	13.2	36	8	\$5,018	\$194	\$4,823	\$15.81	No	87%	67%
<b>Total/ Avg</b>	<b>14,944</b>	<b>755.4</b>	<b>19.8</b>	<b>622</b>	<b>24</b>	<b>\$166,557</b>	<b>\$9,526</b>	<b>\$157,031</b>	<b>\$10.51</b>		<b>103%</b>	<b>97%</b>

### On-Time Performance by Route

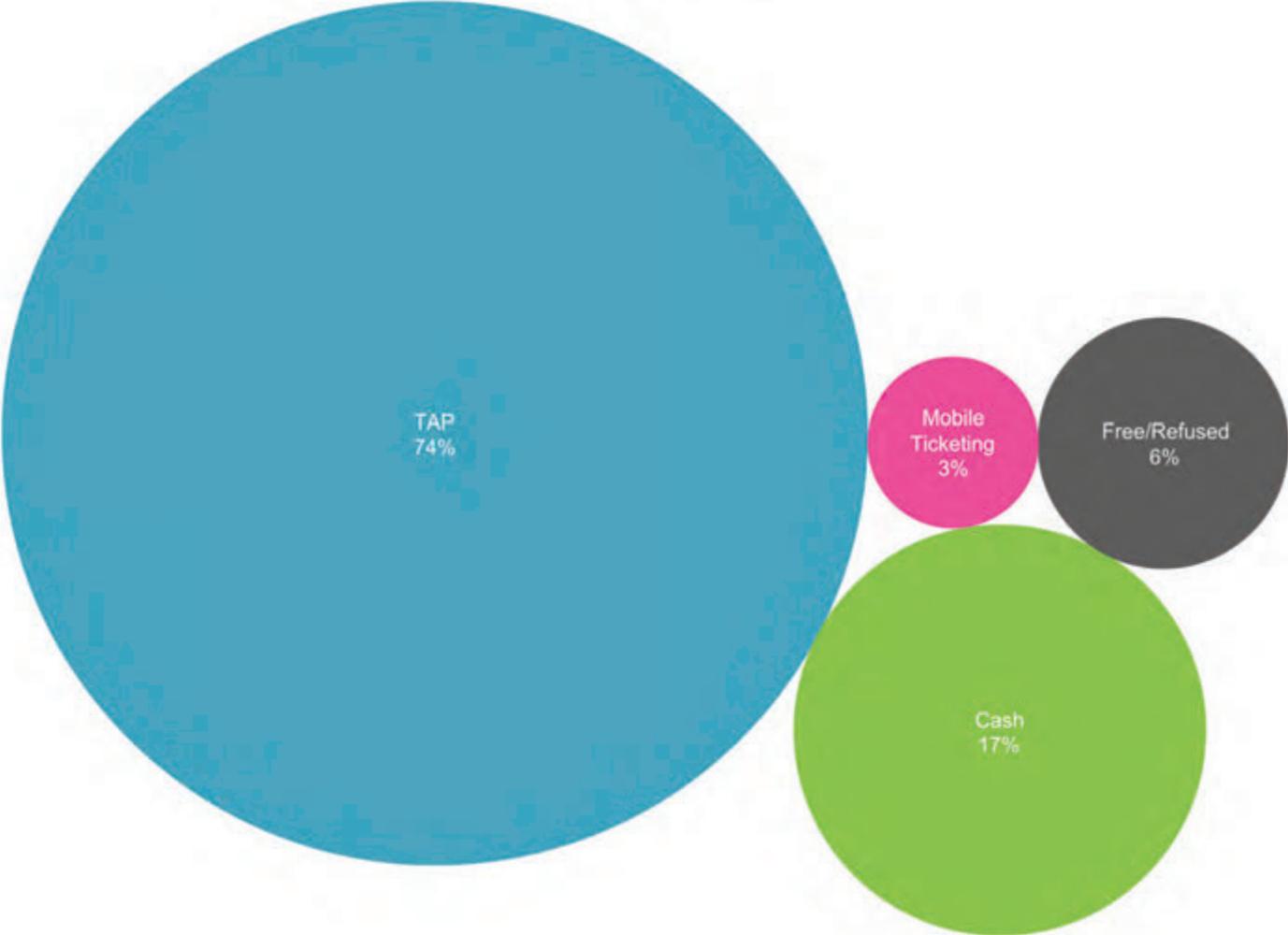
■ Early   ■ Late   ■ On Time



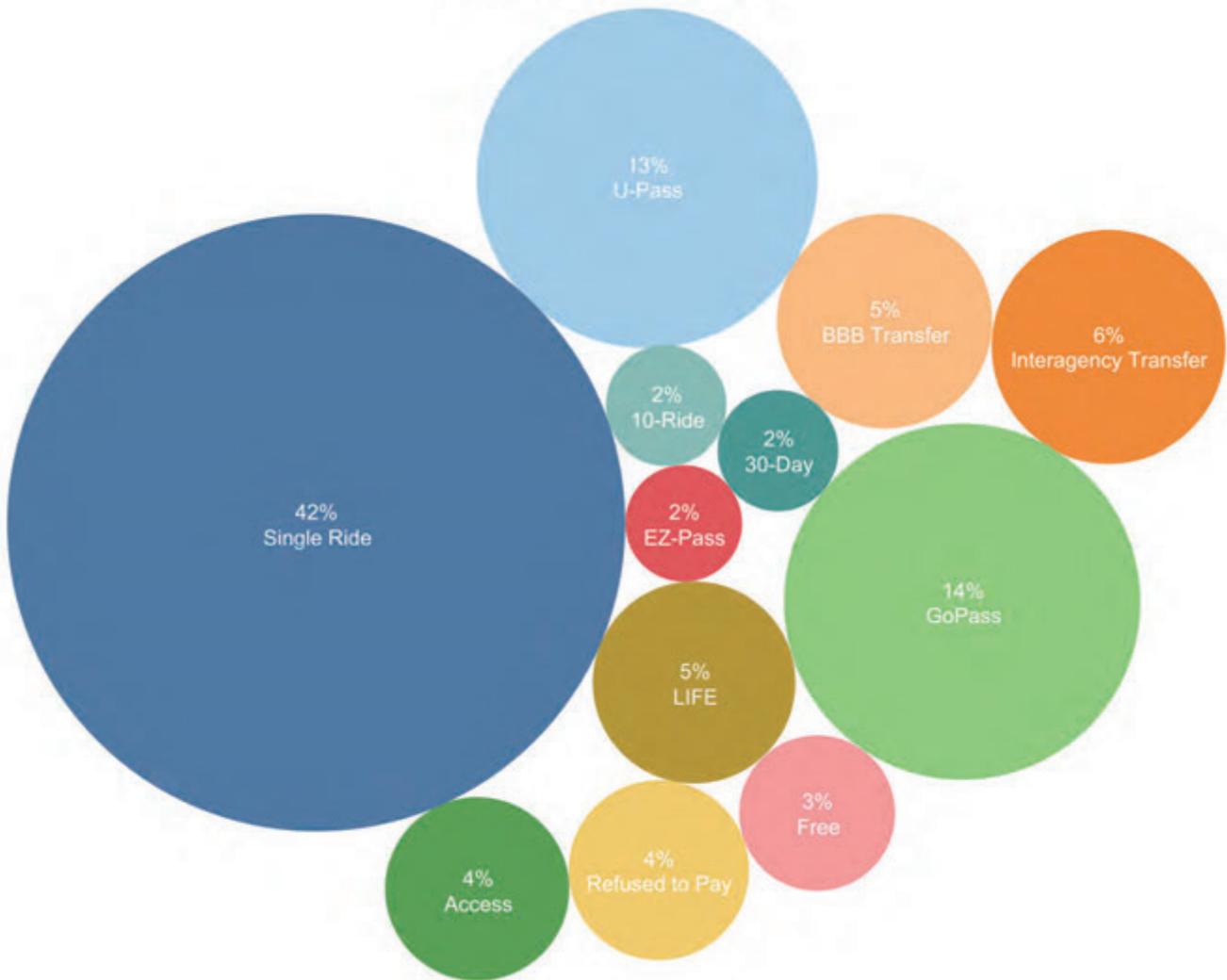
Average Weekday Boardings by Stop, FY 24-25



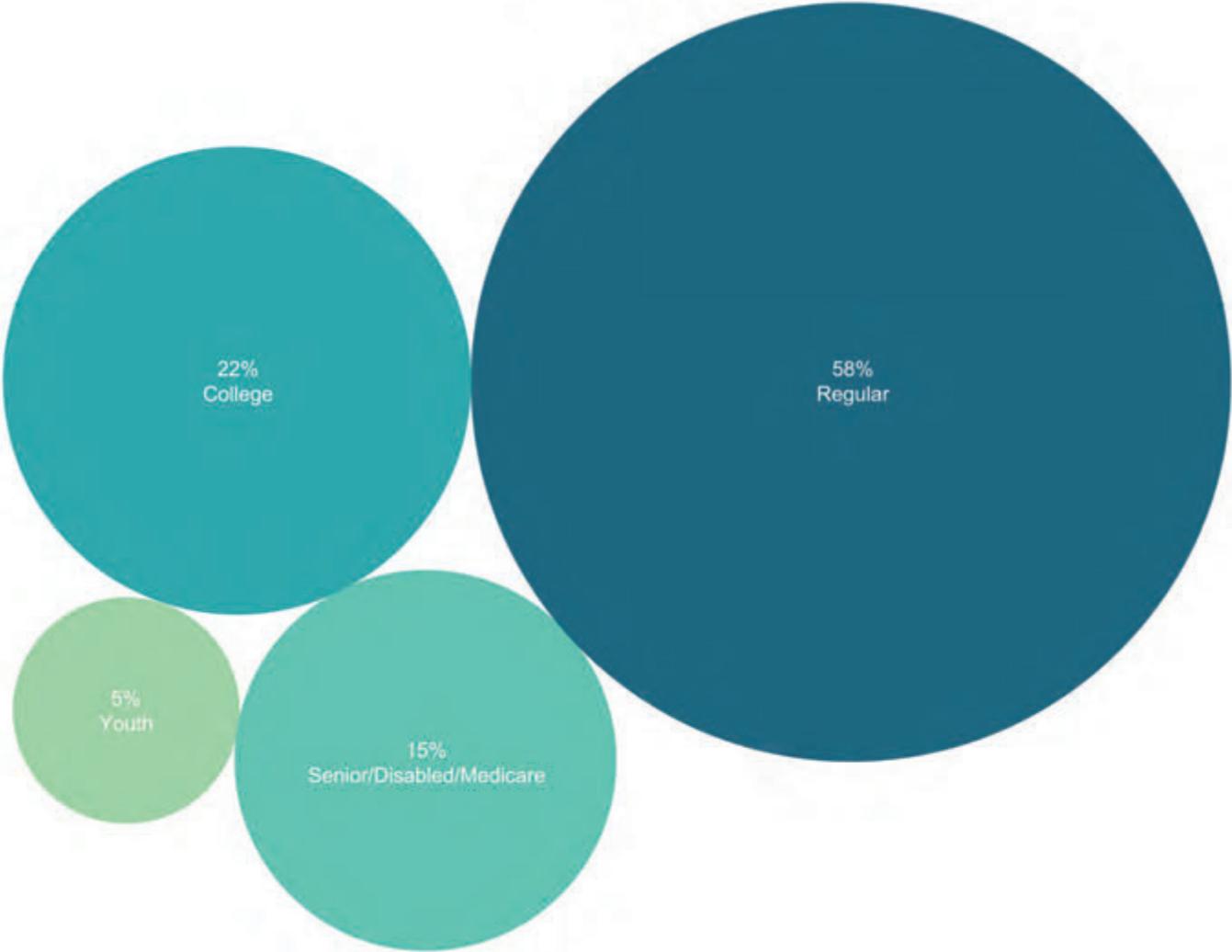
Passengers by Fare Media



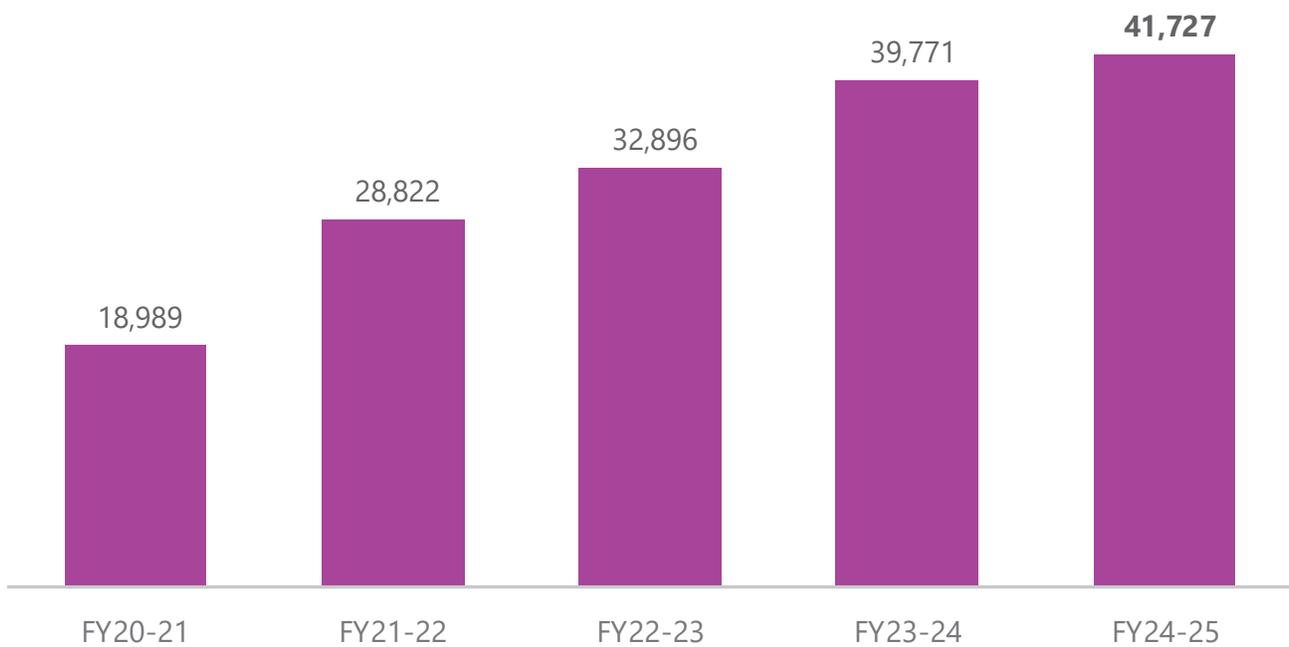
### Passengers by Fare Category



Passenger Type



## Mobility on Demand Every Day (MODE) Passengers - FY2021-25





802 A service of the city of Santa Monica

big blue bus

A Clean Air Natural Gas Bus

CA 33644

Prepared by  
Leone Solutions Group  
March 2026

