



TRANSPORTATION AND PUBLIC WORKS

RIDERSHIP TECHNICAL REPORT

Division of Performance Analysis



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All Modes Overview



**TOTAL MONTHLY WEEKDAY, SATURDAY AND SUNDAY BOARDINGS BY MODE
December 2024**

| TRAVEL MODE | MONTH'S TOTAL WEEKDAYS RIDERSHIP | MONTH'S TOTAL SATURDAYS RIDERSHIP | MONTH'S TOTAL SUNDAYS RIDERSHIP | TOTAL MONTHLY RIDERSHIP | % CHANGE vs Dec-23 TOTAL MONTH RIDERSHIP |
|----------------------------|---|--|--|--------------------------------|---|
| METROBUS (1) | 3,784,185 | 496,812 | 492,060 | 4,773,057 | -18.5% |
| METRORAIL (2) | 1,016,157 | 91,615 | 94,512 | 1,202,284 | 2.1% |
| METROMOVER | 464,668 | 68,757 | 100,871 | 634,296 | 2.9% |
| STS PARATRANSIT (3) | 104,406 | 9,897 | 11,421 | 125,724 | -3.4% |
| TOTAL | 5,369,416 | 667,081 | 698,864 | 6,735,361 | -13.4% |

- (1) Metrobus ridership reporting through automatic passenger counters coupled with a new enhanced sensor system resumed on October 1, 2022.
- (2) Metrorail fares resumed on June 1, 2021, following a 14-month period of fare-free rides as a result of the SARS-CoV-2 pandemic. The NextFare System faregate data replaced the video data as Rail ridership data of record starting on that date, until free fares were reinstated for the Better Bus Network launch on 11/13/23. The NextFare System Rail faregate data collection and reporting resumed on New Year's Day 2024.
- (3) Paratransit (STS) ridership data as reported by the contractor and subsequently audited by the Department.
- (*) The reductions shown in total monthly ridership are largely attributable to the free fares through December 2023 to help launch the Better Bus Network.

**AVERAGE WEEKDAY, SATURDAY AND SUNDAY BOARDINGS BY MODE
December 2024**

| Travel Mode | Average Weekday | Average Saturday | Average Sunday | % Change vs. Dec-23 Weekday | % Change vs. Dec-23 Saturday | % Change vs. Dec-23 Sunday |
|------------------------|------------------------|-------------------------|-----------------------|------------------------------------|-------------------------------------|-----------------------------------|
| METROBUS | 180,294 | 124,203 | 82,028 | -18.4% | -20.8% | -24.8% |
| METRORAIL | 48,388 | 22,904 | 16,698 | 0.2% | -9.4% | -13.1% |
| METROMOVER | 22,127 | 17,189 | 17,258 | -3.8% | -2.9% | -10.5% |
| STS PARATRANSIT | 4,972 | 2,474 | 1,904 | -4.7% | -1.3% | -13.8% |
| Totals | 255,781 | 166,770 | 117,888 | -14.0% | -17.6% | -21.3% |

(*) Average ridership is calculated and published only for those days and stations or routes with nontrivial amounts of reported data.

(**) The Dec-24 vs. Dec-23 Bus ridership reductions are largely due to the 49-day fare-free period and schedule changes that began on 11/13/23 at launch of the Better Bus Network (BBN) lineup, leading to significantly higher Bus boarding levels in Dec-23 than observed prior.

METROBUS TOTAL MONTHLY RIDERSHIP COMPARISONS BY FISCAL YEAR

| Bus | | | | | | | | Variance | Variance | Variance | Variance | Variance | Variance | Variance |
|-----------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----------|-----------------|-----------------|-------------|------------------|--------------|----------|----------|
| Month | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | 19 to 20 (*) | 20 to 21 (*) | 21 to 22 | 22 to 23 (**) | 23 to 24 | 24 to 25 | 19 TO 25 |
| Oct | 4,554,886 | 4,507,012 | 2,805,139 | 3,081,157 | 4,679,725 | 4,912,151 | 5,043,329 | -1.1% | -37.8% | 9.8% | 51.9% | 5.0% | 2.7% | 10.7% |
| Nov | 4,245,535 | 4,197,225 | 2,651,290 | 3,056,726 | 4,549,666 | 5,135,172 | 4,835,529 | -1.1% | -36.8% | 15.3% | 48.8% | 12.9% | -5.8% | 13.9% |
| Dec | 4,081,581 | 4,126,990 | 3,022,530 | 3,123,883 | 4,677,460 | 5,857,057 | 4,773,057 | 1.1% | -26.8% | 3.4% | 49.7% | 25.2% | -18.5% | 16.9% |
| Jan | 4,195,911 | 4,316,998 | 3,082,746 | 3,029,055 | 4,785,128 | 5,103,257 | | 2.9% | -28.6% | -1.7% | 58.0% | 6.6% | | |
| Feb | 3,994,019 | 4,123,083 | 3,076,966 | 2,995,789 | 4,526,317 | 5,053,665 | | 3.2% | -25.4% | -2.6% | 51.1% | 11.7% | | |
| Mar | 4,266,768 | 3,136,162 | 3,660,639 | 3,218,562 | 5,183,872 | 5,461,317 | | -26.5% | 16.7% | -12.1% | 61.1% | 5.4% | | |
| Apr | 4,291,135 | 1,544,316 | 3,625,048 | 3,105,797 | 4,618,302 | 5,548,614 | | -64.0% | 134.7% | -14.3% | 48.7% | 20.1% | | |
| May | 4,330,922 | 1,734,609 | 3,683,343 | 3,097,574 | 4,953,197 | 5,308,711 | | -59.9% | 112.3% | -15.9% | 59.9% | 7.2% | | |
| Jun | 3,823,863 | 2,210,725 | 2,672,570 | 3,064,059 | 4,545,050 | 4,805,039 | | -42.2% | 20.9% | 14.6% | 48.3% | 5.7% | | |
| Jul | 4,094,906 | 2,366,749 | 2,769,907 | 3,189,994 | 4,484,458 | 5,230,894 | | -42.2% | 17.0% | 15.2% | 40.6% | 16.6% | | |
| Aug | 4,109,613 | 2,422,014 | 2,843,552 | 3,442,006 | 4,756,063 | 5,051,346 | | -41.1% | 17.4% | 21.0% | 38.2% | 6.2% | | |
| Sep | 3,971,220 | 2,546,923 | 2,877,110 | 3,123,572 | 4,525,426 | 4,860,066 | | -35.9% | 13.0% | 8.6% | 44.9% | 7.4% | | |
| FY Total | 49,960,359 | 37,232,806 | 36,770,840 | 37,528,174 | 56,284,664 | 62,327,289 | | -25.5% | -1.2% | 2.1% | 50.0% | 10.7% | | |

(*) The severe losses in ridership beginning in March 2020 are due to the SARS-CoV-2 pandemic, followed by an overall gradual recovery beginning in March 2021.

(**) The consistently very high increases seen at the start of FY 23 are largely due to the 10/01/2022 switchover from fareboxes to Automatic Passenger Counters in estimating ridership on the directly operated (non-contracted) bus routes.

METRORAIL TOTAL MONTHLY RIDERSHIP COMPARISONS BY FISCAL YEAR

| Rail | | | | | | | | | | | | | | |
|-----------------|-------------------|-------------------|------------------|-------------------|-------------------|-------------------|--------------|--------------------------------------|--------------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|
| Month | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | Variance 19 to 20 (*) | Variance 20 to 21 (*) | Variance 21 to 22 | Variance 22 to 23 | Variance 23 to 24 | Variance 24 to 25 | Variance 19 TO 25 |
| Oct | 1,757,225 | 1,643,166 | 769,525 | 844,383 | 1,053,191 | 1,237,096 | 1,321,113 | -6.5% | -53.2% | 9.7% | 24.7% | 17.5% | 6.8% | -24.8% |
| Nov | 1,656,929 | 1,469,448 | 699,492 | 850,881 | 1,055,066 | 935,121 | 1,220,720 | -11.3% | -52.4% | 21.6% | 24.0% | -11.4% | 30.5% | -26.3% |
| Dec | 1,553,804 | 1,433,928 | 769,194 | 860,436 | 1,063,096 | 1,177,272 | 1,202,284 | -7.7% | -46.4% | 11.9% | 23.6% | 10.7% | 2.1% | -22.6% |
| Jan | 1,708,695 | 1,576,340 | 799,119 | 832,924 | 1,127,340 | 1,233,350 | | -7.7% | -49.3% | 4.2% | 35.3% | 9.4% | | |
| Feb | 1,501,458 | 1,549,118 | 730,792 | 905,162 | 1,072,791 | 1,240,316 | | 3.2% | -52.8% | 23.9% | 18.5% | 15.6% | | |
| Mar | 1,554,851 | 1,027,319 | 917,097 | 1,084,978 | 1,239,336 | 1,302,854 | | -33.9% | -10.7% | 18.3% | 14.2% | 5.1% | | |
| Apr | 1,559,446 | 287,803 | 827,414 | 1,027,139 | 1,087,816 | 1,336,511 | | -81.5% | 187.5% | 24.1% | 5.9% | 22.9% | | |
| May | 1,531,597 | 337,696 | 887,111 | 1,023,322 | 1,151,819 | 1,314,112 | | -78.0% | 162.7% | 15.4% | 12.6% | 14.1% | | |
| Jun | 1,359,966 | 608,758 | 723,469 | 975,477 | 1,066,861 | 1,092,060 | | -55.2% | 18.8% | 34.8% | 9.4% | 2.4% | | |
| Jul | 1,419,158 | 632,964 | 722,159 | 953,331 | 1,022,937 | 1,159,375 | | -55.4% | 14.1% | 32.0% | 7.3% | 13.3% | | |
| Aug | 1,463,646 | 641,275 | 749,578 | 1,076,490 | 1,174,138 | 1,247,019 | | -56.2% | 16.9% | 43.6% | 9.1% | 6.2% | | |
| Sep | 1,427,726 | 654,244 | 795,749 | 1,012,331 | 1,146,864 | 1,240,457 | | -54.2% | 21.6% | 27.2% | 13.3% | 8.2% | | |
| FY Total | 18,494,501 | 11,862,059 | 9,390,699 | 11,446,854 | 13,261,255 | 14,515,543 | | -35.9% | -20.8% | 21.9% | 15.9% | 9.5% | | |

(*) The severe losses in ridership beginning in March 2020 are due to the SARS-CoV-2 pandemic, followed by an overall gradual recovery beginning in April 2021.

METROMOVER TOTAL MONTHLY RIDERSHIP COMPARISONS BY FISCAL YEAR

| Mover | | | | | | | | | | | | | | |
|-----------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------|--------------------------------------|--------------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|
| Month | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | Variance 19 to 20 (*) | Variance 20 to 21 (*) | Variance 21 to 22 | Variance 22 to 23 | Variance 23 to 24 | Variance 24 to 25 | Variance 19 TO 25 |
| Oct | 790,533 | 831,234 | 250,044 | 389,065 | 514,308 | 614,479 | 550,054 | 5.1% | -69.9% | 55.6% | 32.2% | 19.5% | -10.5% | -30.4% |
| Nov | 735,198 | 799,632 | 232,422 | 418,929 | 439,150 | 584,887 | 561,326 | 8.8% | -70.9% | 80.2% | 4.8% | 33.2% | -4.0% | -23.6% |
| Dec | 767,239 | 849,832 | 251,019 | 450,320 | 426,073 | 616,455 | 634,296 | 10.8% | -70.5% | 79.4% | -5.4% | 44.7% | 2.9% | -17.3% |
| Jan | 746,728 | 847,773 | 255,968 | 451,566 | 498,566 | 644,639 | | 13.5% | -69.8% | 76.4% | 10.4% | 29.3% | | |
| Feb | 675,160 | 855,398 | 260,332 | 465,968 | 459,264 | 570,242 | | 26.7% | -69.6% | 79.0% | -1.4% | 24.2% | | |
| Mar | 737,814 | 441,200 | 302,502 | 535,857 | 558,396 | 753,107 | | -40.2% | -31.4% | 77.1% | 4.2% | 34.9% | | |
| Apr | 795,696 | 130,549 | 310,772 | 495,982 | 565,943 | 640,281 | | -83.6% | 138.1% | 59.6% | 14.1% | 13.1% | | |
| May | 734,645 | 146,454 | 292,922 | 455,120 | 547,948 | 597,232 | | -80.1% | 100.0% | 55.4% | 20.4% | 9.0% | | |
| Jun | 701,318 | 203,637 | 286,145 | 477,286 | 632,423 | 559,913 | | -71.0% | 40.5% | 66.8% | 32.5% | -11.5% | | |
| Jul | 739,814 | 210,596 | 368,847 | 512,094 | 635,954 | 610,437 | | -71.5% | 75.1% | 38.8% | 24.2% | -4.0% | | |
| Aug | 739,785 | 205,995 | 344,319 | 508,359 | 657,267 | 597,361 | | -72.2% | 67.1% | 47.6% | 29.3% | -9.1% | | |
| Sep | 699,879 | 219,696 | 331,915 | 305,185 | 610,810 | 527,660 | | -68.6% | 51.1% | -8.1% | 100.1% | -13.6% | | |
| FY Total | 8,863,809 | 5,741,996 | 3,487,207 | 5,465,731 | 6,546,102 | 7,316,693 | | -35.2% | -39.3% | 56.7% | 19.8% | 11.8% | | |

(*) The severe losses in ridership beginning in March 2020 are due to the SARS-CoV-2 pandemic, followed by an overall gradual recovery beginning in April 2021.

SPECIAL TRANSPORTATION SERVICES (STS) TOTAL MONTHLY RIDERSHIP COMPARISONS BY FISCAL YEAR

| STS | | | | | | | | Variance | Variance | Variance | Variance | Variance | Variance | Variance |
|-----------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Month | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | 19 to 20 | 20 to 21 | 21 to 22 | 22 to 23 | 23 to 24 | 24 to 25 | 19 to 25 |
| | | | | | | | | (*) | (*) | | | | | |
| Oct | 162,564 | 162,704 | 97,388 | 115,122 | 122,189 | 130,958 | 134,852 | 0.1% | -40.1% | 18.2% | 6.1% | 7.2% | 3.0% | -17.0% |
| Nov | 145,653 | 144,366 | 89,387 | 110,289 | 111,578 | 127,025 | 127,979 | -0.9% | -38.1% | 23.4% | 1.2% | 13.8% | 0.8% | -12.1% |
| Dec | 136,110 | 138,642 | 96,366 | 104,496 | 112,019 | 130,093 | 125,724 | 1.9% | -30.5% | 8.4% | 7.2% | 16.1% | -3.4% | -7.6% |
| Jan | 146,268 | 149,114 | 97,928 | 97,541 | 112,632 | 125,513 | | 1.9% | -34.3% | -0.4% | 15.5% | 11.4% | | |
| Feb | 141,396 | 144,392 | 98,285 | 105,706 | 111,748 | 125,732 | | 2.1% | -31.9% | 7.6% | 5.7% | 12.5% | | |
| Mar | 153,191 | 89,634 | 112,930 | 120,718 | 126,819 | 130,203 | | -41.5% | 26.0% | 6.9% | 5.1% | 2.7% | | |
| Apr | 155,808 | 26,877 | 120,122 | 114,912 | 116,882 | 134,677 | | -82.7% | 346.9% | -4.3% | 1.7% | 15.2% | | |
| May | 158,665 | 39,654 | 118,636 | 114,505 | 127,782 | 137,958 | | -75.0% | 199.2% | -3.5% | 11.6% | 8.0% | | |
| Jun | 141,320 | 59,093 | 112,397 | 109,054 | 119,527 | 118,860 | | -58.2% | 90.2% | -3.0% | 9.6% | -0.6% | | |
| Jul | 148,232 | 61,765 | 110,059 | 107,188 | 113,623 | 126,391 | | -58.3% | 78.2% | -2.6% | 6.0% | 11.2% | | |
| Aug | 147,331 | 66,563 | 110,766 | 117,941 | 125,510 | 132,503 | | -54.8% | 66.4% | 6.5% | 6.4% | 5.6% | | |
| Sep | 141,387 | 80,346 | 115,406 | 108,788 | 122,065 | 130,244 | | -43.2% | 43.6% | -5.7% | 12.2% | 6.7% | | |
| FY Total | 1,777,925 | 1,163,150 | 1,279,670 | 1,326,260 | 1,422,374 | 1,550,157 | | -34.6% | 10.0% | 3.6% | 7.2% | 9.0% | | |

(*) The severe losses in ridership beginning in March 2020 are due to the SARS-CoV-2 pandemic, followed by an overall gradual recovery beginning in April 2021.

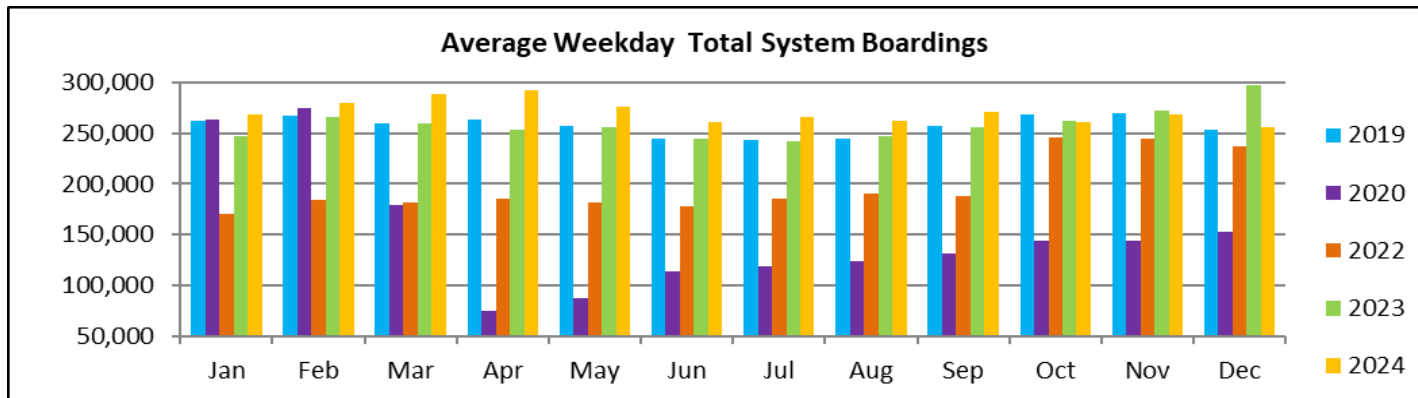
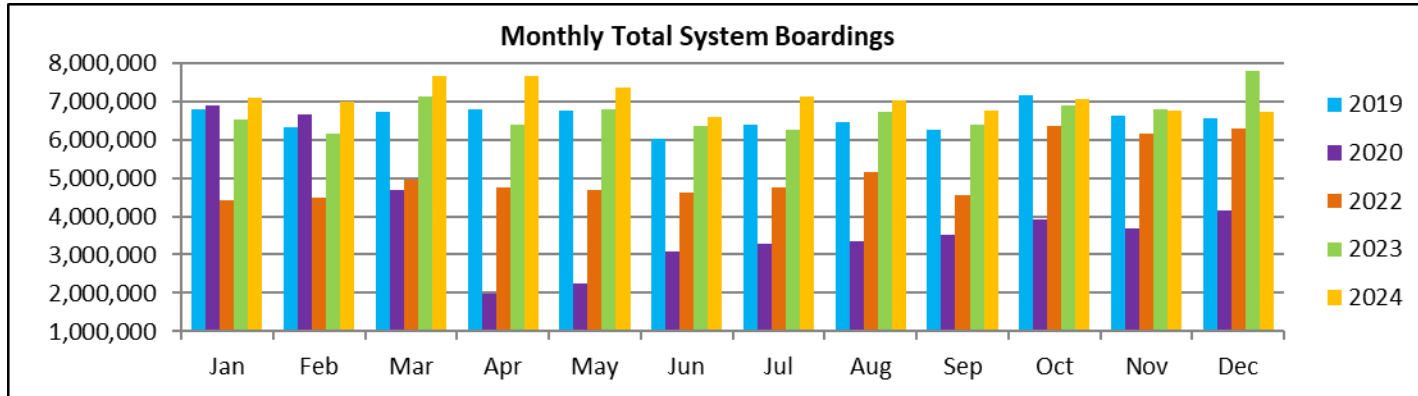
ALL-MODES COMBINED TOTAL MONTHLY RIDERSHIP COMPARISONS BY FISCAL YEAR

| All Modes Month | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | Variance (*) | Variance (*) | Variance | Variance (**) | Variance | Variance | Variance |
|--------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----------|-----------------|-----------------|-------------|------------------|--------------|----------|----------|
| | | | | | | | | 19 TO 20 | 20 TO 21 | 21 TO 22 | 22 TO 23 | 23 TO 24 | 24 TO 25 | 19 TO 25 |
| Oct | 7,265,208 | 7,144,116 | 3,922,096 | 4,429,727 | 6,369,413 | 6,894,684 | 7,049,348 | -1.7% | -45.1% | 12.9% | 43.8% | 8.2% | 2.2% | -3.0% |
| Nov | 6,783,315 | 6,610,671 | 3,672,591 | 4,436,825 | 6,155,460 | 6,782,205 | 6,745,554 | -2.5% | -44.4% | 20.8% | 38.7% | 10.2% | -0.5% | -0.6% |
| Dec | 6,538,734 | 6,549,392 | 4,139,109 | 4,539,135 | 6,278,648 | 7,780,877 | 6,735,361 | 0.2% | -36.8% | 9.7% | 38.3% | 23.9% | -13.4% | 3.0% |
| Jan | 6,797,602 | 6,890,225 | 4,235,761 | 4,411,086 | 6,523,666 | 7,106,759 | | 1.4% | -38.5% | 4.1% | 47.9% | 8.9% | | |
| Feb | 6,312,033 | 6,671,991 | 4,166,375 | 4,472,625 | 6,170,120 | 6,989,955 | | 5.7% | -37.6% | 7.4% | 38.0% | 13.3% | | |
| Mar | 6,712,624 | 4,694,315 | 4,993,168 | 4,960,115 | 7,108,423 | 7,647,481 | | -30.1% | 6.4% | -0.7% | 43.3% | 7.6% | | |
| Apr | 6,802,085 | 1,989,545 | 4,883,356 | 4,743,830 | 6,388,943 | 7,660,083 | | -70.8% | 145.5% | -2.9% | 34.7% | 19.9% | | |
| May | 6,755,829 | 2,258,413 | 4,982,012 | 4,690,521 | 6,780,746 | 7,358,013 | | -66.6% | 120.6% | -5.9% | 44.6% | 8.5% | | |
| Jun | 6,026,467 | 3,082,213 | 3,794,581 | 4,625,876 | 6,363,861 | 6,575,872 | | -48.9% | 23.1% | 21.9% | 37.6% | 3.3% | | |
| Jul | 6,402,110 | 3,272,074 | 3,970,972 | 4,762,607 | 6,256,972 | 7,127,097 | | -48.9% | 21.4% | 19.9% | 31.4% | 13.9% | | |
| Aug | 6,460,375 | 3,335,847 | 4,048,215 | 5,144,796 | 6,712,978 | 7,028,229 | | -48.4% | 21.4% | 27.1% | 30.5% | 4.7% | | |
| Sep | 6,240,212 | 3,501,209 | 4,120,180 | 4,549,876 | 6,405,165 | 6,758,427 | | -43.9% | 17.7% | 10.4% | 40.8% | 5.5% | | |
| FY Total | 79,096,594 | 56,000,011 | 50,928,416 | 55,767,019 | 77,514,395 | 85,709,682 | | -29.2% | -9.1% | 9.5% | 39.0% | 10.6% | | |

(*) The severe losses in ridership beginning in March 2020 are due to the SARS-CoV-2 pandemic, followed by an overall gradual recovery beginning in March 2021.

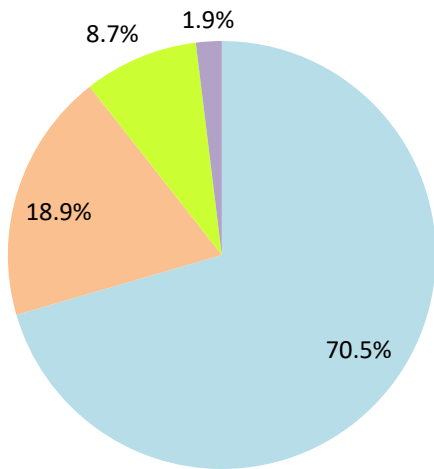
(**) The consistently very high increases seen at the start of FY 23 are largely due to the 10/01/2022 switchover from fareboxes to Automatic Passenger Counters in estimating ridership on the directly operated (non-contracted) bus routes.

TOTAL MONTHLY AND AVERAGE WEEKDAY RIDERSHIP YEAR OVER YEAR COMPARISON CHARTS – ALL MODES COMBINED



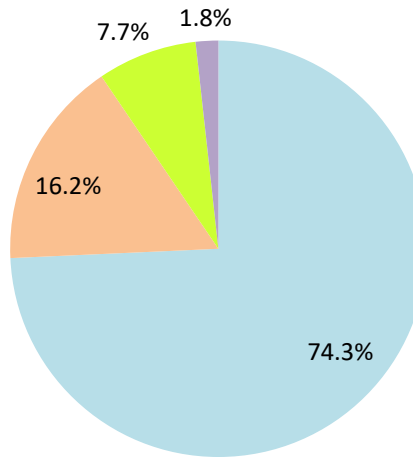
AVERAGE WEEKDAY RIDERSHIP - MODAL SPLITS

December 2024



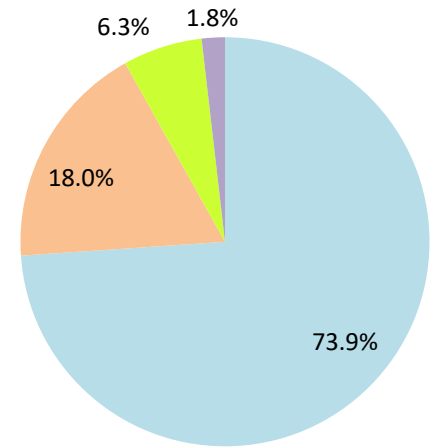
boardings

December 2023



boardings

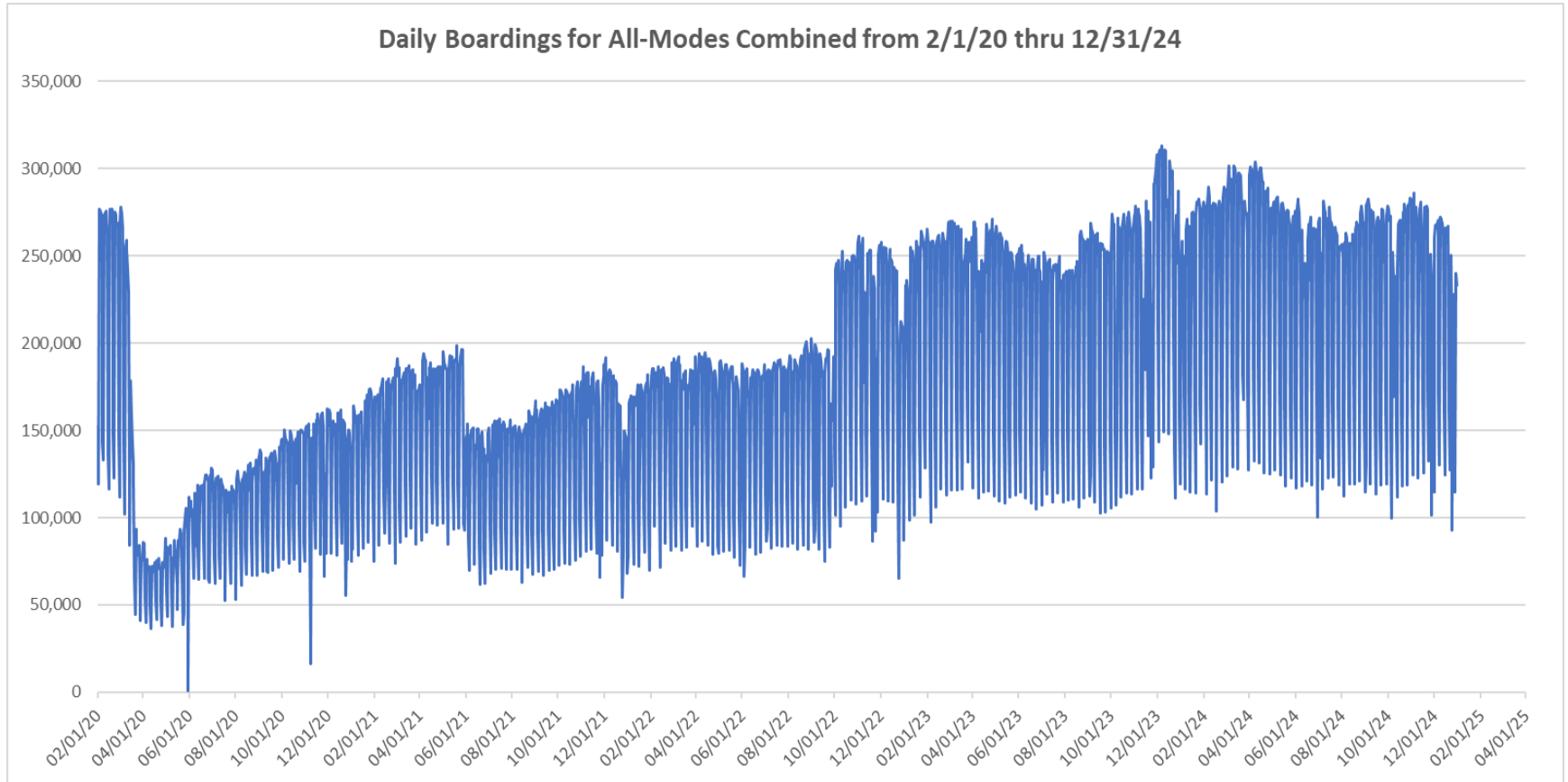
December 2022



boardings



DAILY RIDERSHIP FOR ALL MODES COMBINED SINCE FEBRUARY 1, 2020



- (1) There was no Metrobus, Metrorail and Metromover service on 5/31/20, as a safety precaution, and no service for any of the four modes on 9/28/22 as a result of Hurricane Ian..
- (2) The dip at the start of the second week of Nov-20 is due to Hurricane Eta.
- (3) Daily variations from Oct-22 onward are, for the Bus portion, a representation estimated from reports made available by the Bus APC data vendor and finalized sampling for each month.
- (4) The reduction seen beginning 6/1/21 is partly due to the resumption of fares for bus and rail, and partly the result of having resumed reporting Cubic farebox data rather than bus APC counts, as well as Cubic rail faregate counts instead of video camera counts on that date. The jump seen at the start of Oct-22 is due to the switch to APC bus ridership counts reporting begun on 10/1/22.
- (5) The pronounced peak in Dec-23 is attributable to the Better Bus Network launch period and attendant free fares.
- (6) Periodic (weekly) variations are prominent, since weekday ridership is almost always significantly higher than weekend or holiday ridership.

Metrobus



Better Bus Network (BBN, 11/13/2023 lineup) Bus Route Changes (Pt 1)

The listings below and on the following page are to serve as an aid in identifying individual routes for comparison of ridership data between periods prior to and following the launch of the BBN on 11/13/2023. In Nov-23, both old and new route numbers appear in data tables, since the launch took place near mid-month; beginning with Dec-23, only the current (BBN) numbering system appear in tables, to conveniently allow for direct comparisons.

BBN Route Numbering Changes:

Contracted **Route 1** was renumbered **Route 97**

Directly operated **Route 33** was renumbered **Route 103** (new, recycled number, not the same as former **Route 103 - C**)

Directly operated **Route 51** (Flagler MAX) was renumbered **Route 211** (recycled number, not the same as the OVERTOWN CIRCULATOR)

Contracted **Route 71** was renumbered **Route 107** (new, recycled number, not the same as **Route 107 - G** further below) and became directly operated

Directly operated **Route 79** was renumbered **Route 279** (79th Steet MAX)

Directly operated **Route 93** was renumbered **Route 203** (Biscayne MAX)

Directly operated **Route 99** was renumbered **Route 199**

Contracted **Route 101 - A** was renumbered **Route 15**

Directly operated **Route 102 - B** was renumbered **Route 26** (under the BBN's first phase, 07/24/2023 lineup)

Directly operated **Route 107 - G** (old, not the same as the **Route 107** appearing above) was renumbered **Route 125**

Directly operated **Route 112 - L** was renumbered **Route 79** (recycled number, not the same as the **Route 79** appearing above)

Directly operated **Route 120** was renumbered **Route 100**

Directly operated **Route 200** (CUTLER BAY LOCAL) was renumbered **Route 500** (recycled number, not the same as the **Route 500** further below)

Contracted **Route 210** was renumbered **Route 510** (SKYLAKE CIRCULATOR)

Contracted **Route 246** was renumbered **Route 401** (NORTH OWL)

Contracted **Route 248** (Princeton Circulator) was renumbered **Route 70** (recycled number, not the same as former **Route 70**)

Directly operated **Route 252** became contractor-operated, under the new name and number **Route 152**

Directly operated **Route 500** was renumbered **Route 400** (SOUTH OWL)

*The above routes, along with many others who retained their numbering, underwent modifications in various ways (realignment, new headways, days of operation, etc., some major), as part of the BBN design and its resulting lineup. Details for each DTPW Bus route are provided in the Miami-Dade County website. (Directly operated **Route 2** became contractor-operated but kept its number).*

Better Bus Network (BBN, 11/13/2023 et seq. lineups) Bus Route Changes (Pt 2)

BBN New Routes:

Two new routes with new numbering, and later two new routes with recycled numbers were created to support the Better Bus Network:

Route 14 corresponds to a newly created route

Route 57 (recycled number) corresponds to a newly created route

Route 20 corresponds to a newly created route

Route 101 (recycled number, not the same as old Route 101 A, now

Route 15) corresponds to a newly created route

BBN Eliminated Routes:

The following routes were discontinued, as part of the Better Bus Network realignments:

Route 10

Route 105 - E

Route 212 (SWEETWATER CIRCULATOR)

Route 16

Route 108 - H

Route 217 (BUNCHE PARK CIRCULATOR)

Route 19

Route 110 - J

Route 238 (EAST-WEST CONNECTION)

Route 29

Route 113 - M

Route 241 (TUTTLE LIMITED)

Route 31 (BUSWAY LOCAL)

Route 115

Route 254 (BROWNSVILLE CIRCULATOR)

Route 42

Route 119 - S

Route 267 (LUDLAM LIMITED)

Route 46 (LIBERTY CITY CONNECTION)

Route 155 (BISCAYNE GARDENS CIRCULATOR)

Route 277 (7th AVENUE MAX)

Route 57

Route 202 (LITTLE HAITI CONNECTION)

Route 286 (NORTH POINTE CIRCULATOR)

Route 82 (WESTCHESTER CIRCULATOR)

Route 297 (27th AVENUE ORANGE MAX)

Route 103 - C (old, previously used numbering, not the same as the Route 103 in the list on the previous page)

Route 211 (OVERTOWN CIRCULATOR, previously used numbering, not the same as the Route 211 in the list on the previous page)

Previously Eliminated Routes:

The following five express routes were suspended soon after the start of the SARS-CoV-2 pandemic, and never reinstated; their ridership appears in some of the tables in this report, as then-components of the reported bus system performance metrics:

Route 175 (NW MIAMI-DADE EXPRESS)

Route 195 EXPRESS – BROWARD BLVD

Route 196 EXPRESS – BROWARD BLVD-CIVIC CENTER

Route 295 EXPRESS – SHERIDAN STREET

Route 296 EXPRESS – SHERIDAN STREET-CIVIC CENTER

The preceding listings are not exhaustive, and the reader is referred to the Miami-Dade County website for further BBN details or additional changes.

Six new MetroLink routes began running in July and August 2024 as a complement to the BBN; one (Alton Rd) is now the New Route 101 (different from old Route 101 / A).

METROBUS AVERAGE WEEKDAY BOARDINGS BY ROUTE (†)

| Route | Average Weekday | Average Weekday | Percent Change | Average Weekday | Percent Change | Average Weekday | Percent Change | Average Weekday | Percent Change |
|--------------------------------|-----------------|-----------------|----------------|-----------------|----------------|-----------------|----------------|-----------------|-------------------|
| | Dec-24 | Nov-24 | MOM | Oct-23 | MO14M | Dec-23 | YOY | Feb-20 | Current vs Feb-20 |
| weekdays | | | | | | | | | |
| 2 | 2,318 | 2,376 | -2.4% | 2,977 | -22.1% | 2,243 | 3.3% | 3,102 | -25.3% |
| 3 | 7,708 | 8,238 | -6.4% | 5,416 | 42.3% | 9,503 | -18.9% | 5,137 | 50.1% |
| 7 | 3,483 | 3,498 | -0.4% | 4,021 | -13.4% | 4,748 | -26.6% | 3,501 | -0.5% |
| 8 | 4,461 | 4,693 | -5.0% | 4,650 | -4.1% | 5,849 | -23.7% | 3,909 | 14.1% |
| 9 | 10,734 | 11,273 | -4.8% | 6,490 | 65.4% | 12,886 | -16.7% | 5,528 | 94.2% |
| 10 | | | | 2,443 | | | | 2,482 | |
| 11 | 10,415 | 10,877 | -4.2% | 9,621 | 8.2% | 13,029 | -20.1% | 7,292 | 42.8% |
| 12 | 2,608 | 2,857 | -8.7% | 2,891 | -9.8% | 3,448 | -24.4% | 2,779 | -6.2% |
| 14 | 1,036 | 908 | 14.1% | | | 1,361 | -23.9% | | |
| 15 | 578 | 570 | 1.5% | 178 | 225.6% | 411 | 40.7% | 177 | 226.9% |
| 16 | | | | 2,009 | | | | 1,862 | |
| 17 | 6,530 | 6,946 | -6.0% | 4,133 | 58.0% | 7,316 | -10.7% | 3,878 | 68.4% |
| 19 | | | | 1,807 | | | | 1,542 | |
| 20 | 2,386 | 3,571 | -33.2% | | | 4,783 | -50.1% | | |
| 21 | 1,827 | 2,026 | -9.8% | 2,107 | -13.3% | 2,587 | -29.4% | 1,817 | 0.6% |
| 22 | 2,358 | 2,410 | -2.2% | 4,502 | -47.6% | 2,964 | -20.5% | 3,640 | -35.2% |
| 24-CORAL WAY LIMITED | 2,252 | 2,457 | -8.3% | 2,195 | 2.6% | 3,027 | -25.6% | 1,340 | 68.1% |
| 26 | 2,288 | 2,405 | -4.9% | 1,877 | 21.9% | 2,477 | -7.7% | 1,778 | 28.7% |
| 27 | 8,481 | 9,114 | -6.9% | 7,110 | 19.3% | 10,198 | -16.8% | 6,972 | 21.6% |
| 29 | | | | 516 | | | | 534 | |
| 31-BUSWAY LOCAL | | | | | | | | 1,089 | |
| 32 | 2,151 | 1,833 | 17.4% | 2,699 | -20.3% | 2,018 | 6.6% | 2,390 | -10.0% |
| 34 TRANSITWAY EXPRESS | 1,637 | 1,763 | -7.1% | 1,636 | 0.0% | 1,694 | -3.4% | 2,008 | -18.5% |
| 35 | 2,347 | 2,409 | -2.5% | 3,070 | -23.5% | 2,627 | -10.6% | 2,421 | -3.0% |
| 36 | 6,258 | 6,127 | 2.1% | 2,645 | 136.6% | 7,259 | -13.8% | 2,536 | 146.8% |
| 37 | 4,552 | 4,649 | -2.1% | 3,475 | 31.0% | 5,359 | -15.1% | 3,273 | 39.1% |
| 38 TRANSITWAY MAX | 6,108 | 6,363 | -4.0% | 5,714 | 6.9% | 8,271 | -26.1% | 6,361 | -4.0% |
| 39 TRANSITWAY EXPRESS | 762 | 879 | -13.3% | 742 | 2.6% | 793 | -4.0% | 893 | -14.7% |
| 40 | 1,687 | 1,889 | -10.7% | 2,344 | -28.0% | 2,027 | -16.8% | 1,772 | -4.8% |
| 42 | | | | 1,001 | | | | 820 | |
| 46 - LIBERTY CITY CONN. | | | | 22 | | | | 41 | |
| 52 | 1,440 | 1,603 | -10.2% | 1,390 | 3.5% | 1,836 | -21.6% | 1,261 | 14.1% |
| 54 | 2,748 | 2,809 | -2.2% | 3,086 | -11.0% | 3,337 | -17.6% | 2,940 | -6.6% |
| 56 | 241 | 457 | -47.2% | 391 | -38.3% | 613 | -60.6% | 354 | -31.8% |
| 57 | | | | 522 | | | | 433 | |
| new 57 | 180 | 156 | 15.0% | | | | | | |
| 62 | 2,583 | 2,660 | -2.9% | 2,496 | 3.5% | 3,304 | -21.8% | 1,815 | 42.3% |
| 70 | 296 | 323 | -8.3% | 161 | 83.6% | 316 | -6.4% | 135 | 120.1% |

(†) In this table and those which follow, "YOY" stands for "year-over-year", "MOM" for "month-over-month" and, e.g., "MOZM" for "month over Z months", i.e., current month vs 12 months prior, one month prior, and compared to pre-BBN, respectively. The Feb-20 numbers serve as a pre-pandemic benchmark. To see which routes are fully or partly operated under contract this month, please refer to the ranking table further in the Metrobus portion of this document.

METROBUS AVERAGE WEEKDAY BOARDINGS BY ROUTE

| Route | Average Weekday | Average Weekday | Percent Change | Average Weekday | Percent Change | Average Weekday | Percent Change | Average Weekday | Percent Change |
|--|---------------------------|-----------------|----------------|-----------------|----------------|-----------------|----------------|-----------------|-------------------|
| | weekdays Dec-24 | Nov-24 | MOM | Oct-23 | MO14M | Dec-23 | YOY | Feb-20 | Current vs Feb-20 |
| 72 | 814 | 898 | -9.3% | 670 | 21.6% | 980 | -16.9% | 781 | 4.2% |
| 73 | 1,202 | 1,303 | -7.8% | 2,868 | -58.1% | 1,666 | -27.9% | 2,124 | -43.4% |
| 75 | 2,859 | 2,927 | -2.3% | 1,594 | 79.4% | 3,256 | -12.2% | 1,429 | 100.1% |
| 77 | 9,912 | 10,829 | -8.5% | 9,959 | -0.5% | 12,463 | -20.5% | 7,129 | 39.0% |
| 79 | 7,894 | 7,688 | 2.7% | 8,481 | -6.9% | 10,218 | -22.7% | 7,636 | 3.4% |
| 82 - WESTCHESTER CIRC | | | | 61 | | | | 62 | |
| 87 | 1,945 | 2,148 | -9.4% | 1,924 | 1.1% | 2,611 | -25.5% | 1,499 | 29.8% |
| 88 | 1,767 | 1,891 | -6.5% | 2,419 | -26.9% | 2,243 | -21.2% | 2,076 | -14.9% |
| 95-EXPRESS GOLDEN GLADES | 1,275 | 1,378 | -7.5% | 1,195 | 6.7% | 1,277 | -0.2% | 2,893 | -55.9% |
| 97 | 246 | 253 | -2.7% | 225 | 9.4% | 208 | 17.8% | 184 | 33.5% |
| 100 | 15,959 | 15,325 | 4.1% | 6,128 | 160.4% | 20,577 | -22.4% | 6,667 | 139.4% |
| new 101 | 582 | 475 | 22.6% | | | | | | |
| 103 - C | | | | | | | | 463 | |
| 103 | 1,771 | 1,918 | -7.7% | 1,967 | -10.0% | 2,451 | -27.8% | 1,687 | 5.0% |
| 104 | 1,057 | 1,152 | -8.2% | 1,024 | 3.3% | 1,155 | -8.5% | 837 | 26.3% |
| 105 - E | | | | 1,402 | | | | 1,287 | |
| 107 | 1,914 | 2,172 | -11.8% | 825 | 132.0% | 2,308 | -17.1% | 711 | 169.4% |
| 108 - H | | | | 487 | | | | 473 | |
| 110 - J | | | | 2,955 | | | | 2,508 | |
| 113 - M | | | | 887 | | | | 866 | |
| 115 | | | | 151 | | | | 180 | |
| 119 - S | | | | 9,588 | | | | 8,970 | |
| 125 | 4,278 | 4,774 | -10.4% | 2,099 | 103.8% | 4,637 | -7.7% | 1,713 | 149.7% |
| 132 - TRI-RAIL DORAL SHUTTLE | 44 | 39 | 11.7% | 37 | 19.5% | 51 | -13.9% | 16 | 179.9% |
| 135 | 1,922 | 1,957 | -1.8% | 1,755 | 9.5% | 2,098 | -8.4% | 1,399 | 37.4% |
| 136 | 152 | 151 | 0.3% | 162 | -6.3% | 175 | -13.4% | 126 | 20.1% |
| 137-WEST DADE CONNECTION | 2,231 | 2,390 | -6.7% | 2,119 | 5.3% | 2,746 | -18.7% | 1,626 | 37.2% |
| 150-MIAMI BEACH AIRPORT EXPRESS | 1,518 | 1,477 | 2.8% | 2,149 | -29.4% | 1,969 | -22.9% | 1,867 | -18.7% |
| 152 | 353 | 389 | -9.3% | 1,051 | -66.4% | 430 | -18.0% | 851 | -58.5% |
| 155 - BISCAYNE GARDENS CIRC | | | | 45 | | | | 44 | |
| 175 - NW MIAMI-DADE EXPRESS | | | | | | | | 33 | |
| 183 | 4,751 | 5,061 | -6.1% | 3,653 | 30.1% | 5,480 | -13.3% | 3,149 | 50.9% |
| 199 | 1,820 | 2,018 | -9.8% | 1,899 | -4.2% | 2,223 | -18.1% | 1,473 | 23.6% |
| 202 - LITTLE HAITI CONN | | | | 110 | | | | 140 | |
| 203 - BISCAYNE MAX | 1,159 | 1,056 | 9.7% | 3,666 | -68.4% | 1,583 | -26.8% | 3,334 | -65.2% |

METROBUS AVERAGE WEEKDAY BOARDINGS BY ROUTE

| Route weekdays | Average Weekday | Average Weekday | Percent Change | Average Weekday | Percent Change | Average Weekday | Percent Change | Average Weekday | Percent Change |
|---------------------------------|-----------------|-----------------|----------------|-----------------|----------------|-----------------|----------------|-----------------|-------------------|
| | Dec-24 | Nov-24 | MOM | Oct-23 | MO14M | Dec-23 | YOY | Feb-20 | Current vs Feb-20 |
| 204 KILLIAN MAX | 533 | 578 | -7.8% | 620 | -14.0% | 621 | -14.1% | 1,071 | -50.2% |
| 207 (7th St)-LITTLE HAVANA CONN | 1,495 | 1,570 | -4.8% | 1,819 | -17.8% | 2,175 | -31.2% | 1,489 | 0.4% |
| 208 (8th St)-LITTLE HAVANA CONN | 1,500 | 1,552 | -3.4% | 1,659 | -9.6% | 2,152 | -30.3% | 1,308 | 14.7% |
| 211 OVERTOWN CIRCULATOR | | | | 71 | | | | 58 | |
| 211 - FLAGLER MAX | 1,523 | 1,615 | -5.7% | 3,824 | -60.2% | 2,009 | -24.2% | 3,109 | -51.0% |
| 212-SWEETWATER CIRC | | | | 22 | | | | 15 | |
| 217 - BUNCHE PARK CIRC | | | | 80 | | | | 97 | |
| 238-EAST/WEST CONN | | | | 593 | | | | 449 | |
| 241 TUTTLE LIMITED | | | | 348 | | | | | |
| 254-BROWNSVILLE CIRC | | | | 5 | | | | 19 | |
| 267-LUDLAM LIMITED | | | | 162 | | | | 149 | |
| 272 SUNSET MAX (*) | 343 | 358 | -4.2% | 428 | -19.9% | 369 | -7.0% | 550 | -37.7% |
| 277-7TH AVENUE MAX | | | | 879 | | | | 683 | |
| 279 - 79 STREET MAX | 677 | 606 | 11.8% | 469 | 44.4% | 824 | -17.8% | 361 | 87.4% |
| 286-NORTH POINTE CIRC | | | | 93 | | | | 97 | |
| 287-SAGA BAY MAX | 332 | 378 | -12.2% | 341 | -2.7% | 404 | -17.9% | 358 | -7.4% |
| 288 KENDALL MAX | 432 | 442 | -2.3% | 372 | 16.1% | 526 | -17.9% | 762 | -43.3% |
| 297-27th AVENUE ORANGE MAX | | | | 1,229 | | | | 1,356 | |
| 301-DADE MONROE EXPRESS | 1,314 | 1,299 | 1.1% | 955 | 37.5% | 1,199 | 9.6% | 841 | 56.1% |
| 302-CARD SOUND EXPRESS | 126 | 136 | -6.9% | 91 | 39.5% | 108 | 17.6% | 86 | 46.6% |
| 338 - WEEKEND EXPRESS | | | | | | | | | |
| 344 | 134 | 143 | -6.2% | 76 | 77.1% | 137 | -2.2% | 96 | 39.8% |
| 400 - SOUTH OWL | 74 | 80 | -7.2% | 71 | 4.2% | 94 | -21.9% | 81 | -8.9% |
| 401 - NORTH OWL | 77 | 78 | -1.6% | 61 | 26.4% | 60 | 27.9% | 94 | -18.0% |
| 500 - CUTLER BAY LOCAL | 176 | 199 | -11.6% | 176 | 0.2% | 256 | -31.0% | 158 | 11.8% |
| 510 - SKYLAKE CIRCULATOR (*) | 343 | 385 | -10.9% | 471 | -27.3% | 392 | -12.5% | 282 | 21.6% |
| 836 EXPRESS | 321 | 342 | -6.1% | 247 | 30.3% | 297 | 8.1% | | |
| 837 EXPRESS | 181 | 184 | -1.9% | 195 | -7.1% | 175 | 3.4% | | |
| MetroLink NoMi West | 256 | 259 | -1.0% | | | | | | |
| MetroLink North Miami | 216 | 204 | 5.6% | | | | | | |
| MetroLink LeJeune | 86 | 77 | 11.8% | | | | | | |
| MetroLink Killian Parkway | 139 | 152 | -8.7% | | | | | | |
| MetroLink Alton Road | 0 | 127 | -100.0% | | | | | | |
| MetroLink Opa-Locka | 23 | 21 | 11.9% | | | | | | |
| AHEPA SHUTTLE | 19 | 15 | 27.8% | 18 | 5.6% | 18 | 5.6% | 21 | -9.6% |
| GREEN HILLS SHUTTLE | 6 | 8 | -30.0% | 5 | 7.7% | 10 | -41.1% | 9 | -37.8% |
| KINGS CREEK SHUTTLE | 8 | 10 | -25.0% | 14 | -45.5% | 8 | -9.1% | 13 | -42.3% |
| MEEK / MARQUESS SHUTTLE | 33 | | | | | | | | |
| ROBERT SHARP SHUTTLE | 29 | 27 | 9.4% | 23 | 26.1% | 13 | 123.1% | 10 | 205.3% |
| SIERRA LAKES SHUTTLE | 19 | 28 | -30.8% | 16 | 24.2% | 19 | 1.3% | 45 | -57.2% |
| Total | 180,294 | 188,677 | -4.4% | 185,320 | -2.7% | 220,953 | -18.4% | 167,711 | 7.5% |

(1) Includes shuttles and those routes which were not run some years.

(2) Several express routes were suspended beginning at the end of Mar-20, due to the SARS-CoV-2 pandemic, while other routes had alignment and schedule modifications made to them, in an ongoing effort to optimize service delivery.

METROBUS AVERAGE SATURDAY BOARDINGS BY ROUTE

| Route | Average Saturday | Average Saturday | Percent Change | Average Saturday | Percent Change | Average Saturday | Percent Change | Average Saturday | Percent Change |
|------------------------------|------------------|------------------|----------------|------------------|----------------|------------------|----------------|------------------|-------------------|
| | Dec-24 | Nov-24 | MOM | Oct-23 | MO14M | Dec-23 | YOY | Feb-20 | Current vs Feb-20 |
| Saturdays | | | | | | | | | |
| 2 | 1,169 | 1,175 | -0.6% | 1,605 | -27.2% | 1,131 | 3.3% | 1,616 | -27.7% |
| 3 | 6,603 | 6,549 | 0.8% | 5,754 | 14.8% | 8,596 | -23.2% | 5,229 | 26.3% |
| 7 | 2,369 | 2,156 | 9.9% | 1,972 | 20.1% | 2,887 | -18.0% | 1,887 | 25.5% |
| 8 | 2,276 | 2,303 | -1.2% | 2,334 | -2.5% | 3,340 | -31.9% | 2,027 | 12.3% |
| 9 | 6,878 | 7,476 | -8.0% | 3,677 | 87.0% | 8,641 | -20.4% | 3,034 | 126.7% |
| 10 | | | | 2,107 | | | | 1,896 | |
| 11 | 8,025 | 8,537 | -6.0% | 5,787 | 38.7% | 10,841 | -26.0% | 5,182 | 54.8% |
| 14 | 880 | 804 | 9.4% | | | 1,078 | -18.3% | | |
| 15 | 389 | 370 | 5.1% | 93 | 317.2% | 404 | -3.8% | 71 | 449.4% |
| 16 | | | | 1,662 | | | | 1,566 | |
| 17 | 4,377 | 4,584 | -4.5% | 2,553 | 71.5% | 5,228 | -16.3% | 2,363 | 85.2% |
| 20 | 2,045 | 2,787 | -26.6% | | | 3,928 | -47.9% | | |
| 22 | 1,575 | 1,647 | -4.4% | 2,425 | -35.0% | 1,984 | -20.6% | 2,084 | -24.4% |
| 24-CORAL WAY LIMITED | 1,725 | 1,727 | -0.1% | 1,400 | 23.2% | 2,382 | -27.6% | 1,165 | 48.0% |
| 26 | 1,282 | 1,246 | 2.9% | 966 | 32.7% | 1,364 | -6.1% | 851 | 50.6% |
| 27 | 5,829 | 5,996 | -2.8% | 4,006 | 45.5% | 7,276 | -19.9% | 4,034 | 44.5% |
| 31-BUSWAY LOCAL | | | | | | | | 896 | |
| 32 | 1,424 | 1,184 | 20.3% | 1,261 | 12.9% | 1,296 | 9.9% | 1,029 | 38.4% |
| 35 | 1,858 | 1,795 | 3.5% | 1,540 | 20.7% | 2,113 | -12.1% | 1,372 | 35.5% |
| 36 | 4,838 | 4,538 | 6.6% | 1,677 | 188.5% | 5,682 | -14.8% | 1,289 | 275.2% |
| 37 | 3,092 | 3,098 | -0.2% | 2,062 | 50.0% | 3,560 | -13.2% | 2,090 | 47.9% |
| 38 TRANSITWAY MAX | 4,574 | 5,479 | -16.5% | 6,328 | -27.7% | 7,214 | -36.6% | 4,715 | -3.0% |
| 40 | 1,075 | 1,142 | -5.9% | 926 | 16.0% | 1,173 | -8.4% | 655 | 64.1% |
| 42 | | | | 617 | | | | 552 | |
| 52 | 1,001 | 1,164 | -14.1% | 694 | 44.3% | 1,333 | -25.0% | 686 | 45.9% |
| 54 | 1,739 | 2,013 | -13.6% | 1,925 | -9.7% | 2,230 | -22.0% | 1,727 | 0.7% |
| 56 | 97 | 180 | -46.2% | | | 223 | -56.7% | | |
| new 57 | 97 | 62 | 55.6% | | | | | | |
| 62 | 1,968 | 2,271 | -13.4% | 1,823 | 7.9% | 2,470 | -20.3% | 1,343 | 46.5% |
| 70 | 239 | 238 | 0.2% | | | 205 | 16.5% | | |
| 72 | 537 | 563 | -4.6% | 357 | 50.7% | 496 | 8.3% | 350 | 53.7% |
| 73 | 601 | 597 | 0.7% | 1,202 | -50.0% | 777 | -22.6% | 860 | -30.1% |
| 75 | 1,947 | 2,044 | -4.7% | 550 | 254.0% | 2,415 | -19.4% | 468 | 316.1% |
| 77 | 6,688 | 7,211 | -7.3% | 5,510 | 21.4% | 8,841 | -24.4% | 4,197 | 59.3% |
| 79 | 7,096 | 6,911 | 2.7% | 7,094 | 0.0% | 9,322 | -23.9% | 5,667 | 25.2% |
| 82 - WESTCHESTER CIRC | | | | 38 | | | | 50 | |

METROBUS AVERAGE SATURDAY BOARDINGS BY ROUTE

| Route | Average Saturday | Average Saturday | Percent Change | Average Saturday | Percent Change | Average Saturday | Percent Change | Average Saturday | Percent Change |
|---------------------------------|------------------|------------------|----------------|------------------|----------------|------------------|----------------|------------------|-------------------|
| | Dec-24 | Nov-24 | MOM | Oct-23 | MO14M | Dec-23 | YOY | Feb-20 | Current vs Feb-20 |
| Saturdays | | | | | | | | | |
| 87 | 985 | 946 | 4.1% | 532 | 85.3% | 1,123 | -12.3% | 402 | 144.8% |
| 88 | 1,636 | 1,565 | 4.5% | 1,661 | -1.5% | 1,811 | -9.7% | 1,620 | 0.9% |
| 97 | 170 | 179 | -5.2% | 163 | 4.0% | 190 | -10.7% | 215 | -21.0% |
| 100 | 15,440 | 14,833 | 4.1% | 5,637 | 173.9% | 19,445 | -20.6% | 4,744 | 225.5% |
| 103 - C | | | | | | | | 315 | |
| 103 | 1,190 | 1,222 | -2.6% | 1,239 | -4.0% | 1,708 | -30.3% | 951 | 25.1% |
| 104 | 894 | 814 | 9.8% | 445 | 101.0% | 896 | -0.3% | 468 | 90.8% |
| 105 - E | | | | 772 | | | | 619 | |
| 107 | 1,212 | 1,315 | -7.9% | 238 | 410.1% | 1,547 | -21.7% | 252 | 381.1% |
| 108 - H | | | | 401 | | | | 372 | |
| 110 - J | | | | 1,394 | | | | 1,952 | |
| 113 - M | | | | 577 | | | | 503 | |
| 115 | | | | 80 | | | | 82 | |
| 119 - S | | | | 8,118 | | | | 6,861 | |
| 125 | 2,935 | 2,894 | 1.4% | 1,297 | 126.4% | 3,079 | -4.7% | 1,066 | 175.3% |
| 135 | 1,005 | 930 | 8.1% | 556 | 80.9% | 1,064 | -5.5% | 539 | 86.6% |
| 137-WEST DADE CONNECTION | 1,583 | 1,627 | -2.7% | 1,337 | 18.4% | 1,791 | -11.7% | 1,027 | 54.1% |
| 150-MIAMI BEACH AIRPORT EXPRESS | 1,415 | 1,439 | -1.7% | 2,161 | -34.5% | 1,872 | -24.4% | 1,604 | -11.8% |
| 152 | 225 | 199 | 13.3% | 375 | -40.0% | 240 | -6.3% | 302 | -25.5% |
| 183 | 3,032 | 3,047 | -0.5% | 1,960 | 54.7% | 3,674 | -17.5% | 1,790 | 69.4% |
| 195 EXPRESS - BROWARD BLVD | | | | | | | | | |
| 196 EXPRESS - SHERIDAN ST | | | | | | | | | |
| 199 | 1,393 | 1,301 | 7.0% | 1,106 | 25.9% | 1,536 | -9.3% | 849 | 64.1% |
| 202 - LITTLE HAITI CONN | | | | 22 | | | | 50 | |
| 207 (7th St)-LITTLE HAVANA CONN | 903 | 987 | -8.5% | 929 | -2.7% | 1,197 | -24.5% | 1,032 | -12.5% |
| 208 (8th St)-LITTLE HAVANA CONN | 906 | 907 | -0.1% | 1,030 | -12.0% | 1,413 | -35.9% | 1,044 | -13.2% |
| 241 TUTTLE LIMITED | | | | 222 | | | | | |
| 286-NORTH POINTE CIRC | | | | 61 | | | | 41 | |
| 295 | | | | | | | | | |
| 296 | | | | | | | | | |
| 301-DADE MONROE EXPRESS | 1,398 | 1,271 | 10.0% | 885 | 57.9% | 1,116 | 25.2% | 801 | 74.5% |
| 302-CARD SOUND EXPRESS | 141 | 121 | 16.3% | 94 | 50.0% | 100 | 41.0% | 57 | 149.1% |
| 338 - WEEKEND EXPRESS | 180 | 182 | -1.0% | 259 | -30.6% | 323 | -44.2% | 237 | -23.9% |
| 344 | 76 | 94 | -19.1% | | | 88 | -13.4% | | |
| 400 - SOUTH OWL | 121 | 94 | 29.3% | 104 | 16.9% | 93 | 30.9% | 70 | 73.2% |
| 401 - NORTH OWL | 64 | 77 | -17.0% | 61 | 6.2% | 77 | -16.8% | 84 | -23.9% |
| 500 - CUTLER BAY LOCAL | 155 | 162 | -4.4% | 152 | 1.8% | 236 | -34.4% | 119 | 29.6% |
| 510 - SKYLAKE CIRCULATOR (*) | 105 | 128 | -18.0% | 217 | -51.8% | 169 | -37.9% | 165 | -36.5% |
| 12/21 WEEKEND INTERLINE | 2,728 | 2,734 | -0.2% | 3,290 | -17.1% | 3,669 | -25.6% | 2,528 | 7.9% |
| FEDERATION GARDENS SHUTTLE | 24 | 25 | -4.2% | 20 | 18.8% | 21 | 15.3% | 28 | -16.4% |
| Total | 124,203 | 126,940 | -2.2% | 107,331 | 15.7% | 156,909 | -20.8% | 93,742 | 32.5% |

METROBUS AVERAGE SUNDAY BOARDINGS BY ROUTE

| Route | Average Sunday | Average Sunday | Percent Change | Average Sunday | Percent Change | Average Sunday | Percent Change | Average Sunday | Percent Change |
|-----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------------|
| | Dec-24 | Nov-24 | MOM | Oct-23 | MO14M | Dec-23 | YOY | Feb-20 | Current vs Feb-20 |
| Sundays | | | | | | | | | |
| 2 | 786 | 757 | 3.8% | 1,214 | -35.3% | 1,065 | -26.2% | 1,335 | -41.1% |
| 3 | 4,671 | 4,981 | -6.2% | 4,408 | 6.0% | 6,223 | -24.9% | 4,353 | 7.3% |
| 7 | 1,490 | 1,527 | -2.4% | 1,632 | -8.7% | 2,101 | -29.1% | 1,654 | -9.9% |
| 8 | 1,555 | 1,517 | 2.4% | 1,838 | -15.4% | 2,068 | -24.8% | 1,746 | -11.0% |
| 9 | 4,366 | 4,607 | -5.2% | 2,756 | 58.4% | 5,544 | -21.2% | 2,549 | 71.3% |
| 10 | | | | 1,632 | | | | 1,441 | |
| 11 | 5,024 | 5,539 | -9.3% | 3,803 | 32.1% | 7,127 | -29.5% | 3,917 | 28.3% |
| 14 | 993 | 907 | 9.4% | | | 1,383 | -28.2% | | |
| 15 | 345 | 291 | 18.2% | 53 | 550.0% | 293 | 17.4% | 56 | 520.7% |
| 16 | | | | 1,023 | | | | 997 | |
| 17 | 2,862 | 3,193 | -10.4% | 1,920 | 49.1% | 3,584 | -20.1% | 1,833 | 56.1% |
| 20 | 1,420 | 2,215 | -35.9% | | | 2,999 | -52.7% | | |
| 22 | 1,067 | 1,217 | -12.4% | 1,915 | -44.3% | 1,342 | -20.5% | 1,548 | -31.1% |
| 24-CORAL WAY LIMITED | 1,047 | 1,111 | -5.7% | 1,108 | -5.5% | 1,381 | -24.2% | 905 | 15.8% |
| 26 | 893 | 956 | -6.6% | 871 | 2.5% | 957 | -6.7% | 717 | 24.6% |
| 27 | 3,512 | 3,565 | -1.5% | 3,146 | 11.6% | 4,455 | -21.2% | 2,918 | 20.3% |
| 31-BUSWAY LOCAL | | | | | | | | 715 | |
| 32 | 1,036 | 893 | 16.0% | 768 | 34.9% | 980 | 5.7% | 772 | 34.2% |
| 35 | 1,304 | 1,396 | -6.6% | 1,175 | 11.0% | 1,529 | -14.7% | 942 | 38.5% |
| 36 | 3,395 | 3,546 | -4.3% | 1,160 | 192.5% | 4,020 | -15.5% | 1,111 | 205.7% |
| 37 | 2,077 | 2,208 | -5.9% | 1,755 | 18.4% | 2,579 | -19.5% | 1,739 | 19.4% |
| 38 TRANSITWAY MAX | 3,129 | 3,971 | -21.2% | 4,957 | -36.9% | 5,409 | -42.2% | 4,147 | -24.5% |
| 40 | 650 | 764 | -14.9% | 542 | 19.9% | 797 | -18.4% | 447 | 45.4% |
| 42 | | | | 425 | | | | 416 | |
| 52 | 770 | 894 | -13.9% | 496 | 55.2% | 966 | -20.2% | 466 | 65.2% |
| 54 | 1,071 | 1,174 | -8.8% | 1,181 | -9.3% | 1,354 | -20.9% | 1,171 | -8.5% |
| 62 | 1,279 | 1,336 | -4.3% | 1,040 | 23.0% | 1,569 | -18.5% | 891 | 43.6% |
| 70 | 157 | 167 | -6.0% | | | 157 | -0.1% | | |
| 72 | 359 | 448 | -19.9% | 259 | 38.5% | 389 | -7.8% | 265 | 35.7% |
| 73 | 222 | 247 | -10.3% | 602 | -63.1% | 278 | -20.1% | 495 | -55.1% |
| 75 | 1,357 | 1,355 | 0.2% | 352 | 286.0% | 1,706 | -20.4% | 271 | 401.3% |
| 77 | 4,305 | 4,432 | -2.9% | 3,980 | 8.2% | 5,711 | -24.6% | 2,815 | 52.9% |
| 79 | 4,853 | 4,951 | -2.0% | 4,837 | 0.3% | 6,958 | -30.3% | 4,804 | 1.0% |

METROBUS AVERAGE SUNDAY BOARDINGS BY ROUTE

| Route | Average Sunday | Average Sunday | Percent Change | Average Sunday | Percent Change | Average Sunday | Percent Change | Average Sunday | Percent Change |
|---------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------------|
| | Dec-24 | Nov-24 | MOM | Oct-23 | MO14M | Dec-23 | YOY | Feb-20 | Current vs Feb-20 |
| Sundays | | | | | | | | | |
| 87 | 481 | 495 | -2.9% | 362 | 32.9% | 523 | -8.0% | 319 | 50.8% |
| 88 | 1,007 | 1,098 | -8.3% | 1,255 | -19.8% | 1,262 | -20.2% | 1,286 | -21.7% |
| 97 | 135 | 152 | -11.4% | 149 | -9.5% | 150 | -10.0% | 201 | -32.9% |
| 100 | 9,387 | 9,910 | -5.3% | 3,492 | 168.8% | 13,183 | -28.8% | 3,469 | 170.6% |
| 103 - C | | | | | | | | 212 | |
| 103 | 737 | 792 | -6.9% | 729 | 1.1% | 1,063 | -30.6% | 607 | 21.5% |
| 104 | 516 | 526 | -2.0% | 348 | 48.3% | 517 | -0.3% | 317 | 62.7% |
| 105 - E | | | | 634 | | | | 616 | |
| 107 | 893 | 988 | -9.7% | 187 | 377.5% | 1,243 | -28.2% | 162 | 451.1% |
| 108 - H | | | | 363 | | | | 328 | |
| 110 - J | | | | 1,699 | | | | 1,638 | |
| 113 - M | | | | 444 | | | | 431 | |
| 115 | | | | 66 | | | | 80 | |
| 119 - S | | | | 7,612 | | | | 7,141 | |
| 125 | 1,859 | 1,830 | 1.6% | 1,036 | 79.4% | 2,162 | -14.0% | 895 | 107.6% |
| 135 | 636 | 707 | -10.0% | 474 | 34.3% | 834 | -23.7% | 349 | 82.2% |
| 137-WEST DADE CONNECTION | 1,014 | 1,139 | -11.0% | 956 | 6.1% | 1,161 | -12.6% | 879 | 15.4% |
| 150-MIAMI BEACH AIRPORT EXPRESS | 1,328 | 1,616 | -17.8% | 1,966 | -32.5% | 1,827 | -27.3% | 1,574 | -15.6% |
| 152 | 153 | 173 | -11.5% | 331 | -53.9% | 176 | -13.3% | 199 | -23.2% |
| 183 | 1,939 | 2,039 | -4.9% | 1,569 | 23.6% | 2,341 | -17.1% | 1,413 | 37.3% |
| 199 | 960 | 1,003 | -4.3% | 887 | 8.2% | 1,118 | -14.1% | 658 | 45.8% |
| 202 - LITTLE HAITI CONN | | | | 21 | | | | 39 | |
| 207 (7th St)-LITTLE HAVANA CONN | 503 | 601 | -16.3% | 648 | -22.4% | 815 | -38.3% | 796 | -36.8% |
| 208 (8th St)-LITTLE HAVANA CONN | 690 | 709 | -2.7% | 862 | -20.0% | 1,070 | -35.5% | 911 | -24.3% |
| 241 TUTTLE LIMITED | | | | 187 | | | | | |
| 301-DADE MONROE EXPRESS | 1,176 | 1,097 | 7.2% | 867 | 35.7% | 1,019 | 15.4% | 751 | 56.5% |
| 302-CARD SOUND EXPRESS | 108 | 109 | -1.1% | 72 | 51.1% | 83 | 31.2% | 57 | 89.8% |
| 338 - WEEKEND EXPRESS | 187 | 169 | 10.8% | 247 | -24.3% | 194 | -3.6% | 252 | -25.7% |
| 400 - SOUTH OWL | 71 | 73 | -2.4% | 70 | 1.2% | 97 | -27.0% | 83 | -14.4% |
| 401 - NORTH OWL | 85 | 76 | 11.2% | 65 | 30.8% | 69 | 22.8% | 87 | -2.9% |
| 500 - CUTLER BAY LOCAL | 72 | 72 | 0.0% | 86 | -16.3% | 80 | -9.8% | 59 | 23.4% |
| 510 - SKYLAKE CIRCULATOR (*) | 137 | 164 | -16.6% | 194 | -29.5% | 188 | -27.1% | 143 | -4.3% |
| 12/21 WEEKEND INTERLINE | 1,962 | 2,266 | -13.4% | 2,700 | -27.3% | 2,995 | -34.5% | 2,048 | -4.2% |
| Total | 82,028 | 87,976 | -6.8% | 81,427 | 0.7% | 109,089 | -24.8% | 75,428 | 8.8% |

METROBUS TOTAL MONTHLY BOARDINGS BY ROUTE

| Route | Total Month | Total Month | Percent Change | Total Month | Percent Change | Total Month | Percent Change | Total Month | Percent Change |
|--------------------------------|-------------|-------------|----------------|-------------|----------------|-------------|----------------|-------------|-------------------|
| | Dec-24 | Nov-24 | MOM | Oct-23 | MO14M | Dec-23 | YOY | Feb-20 | Current vs Feb-20 |
| total month | | | | | | | | | |
| 2 | 58,069 | 57,185 | 1.5% | 77,976 | -25.5% | 56,912 | 2.0% | 75,463 | -23.0% |
| 3 | 216,311 | 222,406 | -2.7% | 164,203 | 31.7% | 270,385 | -20.0% | 146,294 | 47.9% |
| 7 | 91,550 | 88,370 | 3.6% | 104,507 | -12.4% | 121,989 | -25.0% | 86,077 | 6.4% |
| 8 | 112,106 | 112,968 | -0.8% | 120,821 | -7.2% | 146,081 | -23.3% | 95,295 | 17.6% |
| 9 | 279,115 | 285,875 | -2.4% | 171,265 | 63.0% | 334,187 | -16.5% | 135,924 | 105.3% |
| 10 | | | | 70,338 | | | | 64,874 | |
| 11 | 280,959 | 287,927 | -2.4% | 253,837 | 10.7% | 357,543 | -21.4% | 187,425 | 49.9% |
| 12 | 54,769 | 57,131 | -4.1% | 63,603 | -13.9% | 68,962 | -20.6% | 55,585 | -1.5% |
| 14 | 31,234 | 26,714 | 16.9% | | | 40,903 | -23.6% | | |
| 15 | 15,767 | 14,702 | 7.2% | 4,545 | 246.9% | 12,002 | 31.4% | 4,114 | 283.3% |
| 16 | | | | 55,959 | | | | 49,061 | |
| 17 | 171,803 | 177,808 | -3.4% | 110,727 | 55.2% | 193,959 | -11.4% | 96,715 | 77.6% |
| 19 | | | | 39,745 | | | | 30,847 | |
| 20 | 66,802 | 96,431 | -30.7% | | | 133,297 | -49.9% | | |
| 21 | 38,368 | 40,510 | -5.3% | 46,355 | -17.2% | 51,743 | -25.8% | 36,341 | 5.6% |
| 22 | 62,210 | 62,531 | -0.5% | 118,329 | -47.4% | 77,255 | -19.5% | 89,404 | -30.4% |
| 24-CORAL WAY LIMITED | 60,481 | 63,335 | -4.5% | 59,432 | 1.8% | 80,742 | -25.1% | 36,237 | 66.9% |
| 26 | 58,527 | 59,114 | -1.0% | 49,521 | 18.2% | 62,111 | -5.8% | 42,683 | 37.1% |
| 27 | 222,492 | 230,087 | -3.3% | 188,160 | 18.2% | 267,059 | -16.7% | 171,282 | 29.9% |
| 29 | | | | 11,342 | | | | 10,684 | |
| 31-BUSWAY LOCAL | | | | | | | | 29,125 | |
| 32 | 57,088 | 47,042 | 21.4% | 68,263 | -16.4% | 52,729 | 8.3% | 56,027 | 1.9% |
| 34 TRANSITWAY EXPRESS | 34,381 | 35,265 | -2.5% | 36,002 | -4.5% | 33,883 | 1.5% | 40,159 | -14.4% |
| 35 | 64,555 | 64,128 | 0.7% | 79,573 | -18.9% | 72,267 | -10.7% | 59,041 | 9.3% |
| 36 | 171,144 | 162,961 | 5.0% | 70,698 | 142.1% | 197,702 | -13.4% | 61,606 | 177.8% |
| 37 | 120,431 | 119,503 | 0.8% | 93,471 | 28.8% | 140,462 | -14.3% | 82,870 | 45.3% |
| 38 TRANSITWAY MAX | 165,346 | 174,511 | -5.3% | 175,803 | -5.9% | 233,952 | -29.3% | 167,379 | -1.2% |
| 39 TRANSITWAY EXPRESS | 15,993 | 17,577 | -9.0% | 16,333 | -2.1% | 15,860 | 0.8% | 17,853 | -10.4% |
| 40 | 43,634 | 47,307 | -7.8% | 57,992 | -24.8% | 51,185 | -14.8% | 40,497 | 7.7% |
| 42 | | | | 26,611 | | | | 20,825 | |
| 46 - LIBERTY CITY CONN. | | | | 477 | | | | 814 | |
| 52 | 38,856 | 42,354 | -8.3% | 35,844 | 8.4% | 49,189 | -21.0% | 30,522 | 27.3% |
| 54 | 71,088 | 72,110 | -1.4% | 81,490 | -12.8% | 86,006 | -17.3% | 72,125 | -1.4% |
| 56 | 5,452 | 10,041 | -45.7% | 8,598 | -36.6% | 13,366 | -59.2% | 7,071 | -22.9% |
| 57 | | | | 11,491 | | | | 8,665 | |
| new 57 | 4,160 | 687 | 505.5% | | | | | | |
| 62 | 69,795 | 71,237 | -2.0% | 67,398 | 3.6% | 87,843 | -20.5% | 46,582 | 49.8% |
| 70 | 8,113 | 8,481 | -4.3% | 3,546 | 128.8% | 8,291 | -2.1% | 2,690 | 201.6% |

METROBUS TOTAL MONTHLY BOARDINGS BY ROUTE

| Route | Total Month | Total Month | Percent Change | Total Month | Percent Change | Total Month | Percent Change | Total Month | Percent Change |
|--|-------------|-------------|----------------|-------------|----------------|-------------|----------------|-------------|-------------------|
| | Dec-24 | Nov-24 | MOM | Oct-23 | MO14M | Dec-23 | YOY | Feb-20 | Current vs Feb-20 |
| total month | | | | | | | | | |
| 72 | 21,407 | 23,022 | -7.0% | 17,459 | 22.6% | 24,419 | -12.3% | 18,433 | 16.1% |
| 73 | 28,972 | 30,278 | -4.3% | 70,903 | -59.1% | 38,867 | -25.5% | 48,767 | -40.6% |
| 75 | 75,964 | 75,531 | 0.6% | 39,021 | 94.7% | 87,425 | -13.1% | 31,994 | 137.4% |
| 77 | 260,736 | 274,788 | -5.1% | 261,039 | -0.1% | 327,723 | -20.4% | 174,833 | 49.1% |
| 79 | 223,282 | 213,071 | 4.8% | 239,146 | -6.6% | 292,730 | -23.7% | 200,268 | 11.5% |
| 82 - WESTCHESTER CIRC | | | | 1,488 | | | | 1,482 | |
| 87 | 47,678 | 50,175 | -5.0% | 46,254 | 3.1% | 60,969 | -21.8% | 33,273 | 43.3% |
| 88 | 49,698 | 51,124 | -2.8% | 66,138 | -24.9% | 61,485 | -19.2% | 54,772 | -9.3% |
| 95-EXPRESS GOLDEN GLADES | 26,769 | 27,551 | -2.8% | 26,295 | 1.8% | 25,540 | 4.8% | 57,860 | -53.7% |
| 97 | 6,644 | 6,705 | -0.9% | 6,337 | 4.8% | 6,016 | 10.4% | 5,558 | 19.5% |
| 100 | 453,214 | 430,211 | 5.3% | 174,819 | 159.2% | 587,875 | -22.9% | 170,942 | 165.1% |
| new 101 | 12,232 | 1,900 | 543.8% | | | | | | |
| 103 - C | | | | | | | | 11,682 | |
| 103 | 46,367 | 48,427 | -4.3% | 51,871 | -10.6% | 63,942 | -27.5% | 40,918 | 13.3% |
| 104 | 28,876 | 29,732 | -2.9% | 26,049 | 10.9% | 30,690 | -5.9% | 20,351 | 41.9% |
| 105 - E | | | | 37,092 | | | | 31,302 | |
| 107 | 50,407 | 54,951 | -8.3% | 20,040 | 151.5% | 61,354 | -17.8% | 16,118 | 212.7% |
| 108 - H | | | | 14,133 | | | | 12,624 | |
| 110 - J | | | | 79,080 | | | | 66,481 | |
| 113 - M | | | | 24,040 | | | | 21,548 | |
| 115 | | | | 3,968 | | | | 4,334 | |
| 119 - S | | | | 281,456 | | | | 242,257 | |
| 125 | 112,732 | 119,105 | -5.4% | 56,547 | 99.4% | 121,106 | -6.9% | 43,178 | 161.1% |
| 132 - TRI-RAIL DORAL SHUTTLE | 917 | 782 | 17.3% | 804 | 14.1% | 1,014 | -9.6% | 312 | 193.9% |
| 135 | 48,198 | 47,333 | 1.8% | 43,211 | 11.5% | 52,273 | -7.8% | 32,067 | 50.3% |
| 136 | 3,182 | 3,022 | 5.3% | 3,557 | -10.5% | 3,499 | -9.1% | 2,524 | 26.1% |
| 137-WEST DADE CONNECTION | 59,262 | 61,626 | -3.8% | 56,750 | 4.4% | 70,832 | -16.3% | 41,167 | 44.0% |
| 150-MIAMI BEACH AIRPORT EXPRESS | 45,507 | 44,810 | 1.6% | 65,763 | -30.8% | 59,705 | -23.8% | 51,651 | -11.9% |
| 152 | 9,226 | 9,634 | -4.2% | 26,285 | -64.9% | 10,867 | -15.1% | 19,325 | -52.3% |
| 155 - BISCAYNE GARDENS CIRC | | | | 985 | | | | 881 | |
| 175 - NW MIAMI-DADE EXPRESS | | | | | | | | 661 | |
| 183 | 123,543 | 126,657 | -2.5% | 96,050 | 28.6% | 142,013 | -13.0% | 77,570 | 59.3% |
| 199 | 49,544 | 51,871 | -4.5% | 50,634 | -2.2% | 58,841 | -15.8% | 36,325 | 36.4% |
| 202 - LITTLE HAITI CONN | | | | 2,620 | | | | 3,200 | |
| 203 - BISCAYNE MAX | 24,332 | 21,124 | 15.2% | 80,650 | -69.8% | 31,659 | -23.1% | 66,684 | -63.5% |

METROBUS TOTAL MONTHLY BOARDINGS BY ROUTE

| Route | Total Month | Total Month | Percent Change | Total Month | Percent Change | Total Month | Percent Change | Total Month | Percent Change |
|---------------------------------|------------------|------------------|----------------|------------------|----------------|------------------|----------------|------------------|-------------------|
| | Dec-24 | Nov-24 | MOM | Oct-23 | MO14M | Dec-23 | YOY | Feb-20 | Current vs Feb-20 |
| total month | | | | | | | | | |
| 204 KILLIAN MAX | 11,189 | 11,562 | -3.2% | 13,632 | -17.9% | 12,412 | -9.9% | 21,418 | -47.8% |
| 207 (7th St)-LITTLE HAVANA CONN | 38,036 | 39,347 | -3.3% | 46,970 | -19.0% | 54,370 | -30.0% | 38,127 | -0.2% |
| 208 (8th St)-LITTLE HAVANA CONN | 39,262 | 39,119 | 0.4% | 44,922 | -12.6% | 56,535 | -30.6% | 35,018 | 12.1% |
| 211 OVERTOWN CIRCULATOR | | | | 1,567 | | | | 1,159 | |
| 211 - FLAGLER MAX | 31,987 | 32,309 | -1.0% | 84,135 | -62.0% | 40,170 | -20.4% | 62,186 | -48.6% |
| 212-SWEETWATER CIRC | | | | 494 | | | | 295 | |
| 217 - BUNCHE PARK CIRC | | | | 1,759 | | | | 1,949 | |
| 238-EAST/WEST CONN | | | | 13,036 | | | | 8,987 | |
| 241 TUTTLE LIMITED | | | | 9,471 | | | | | |
| 254-BROWNSVILLE CIRC | | | | 105 | | | | 384 | |
| 267-LUDLAM LIMITED | | | | 3,567 | | | | 2,978 | |
| 272 SUNSET MAX (*) | 7,202 | 7,159 | 0.6% | 9,423 | -23.6% | 7,375 | -2.3% | 11,004 | -34.6% |
| 277-7TH AVENUE MAX | | | | 19,345 | | | | 13,669 | |
| 279 - 79 STREET MAX | 14,223 | 12,119 | 17.4% | 10,318 | 37.8% | 16,471 | -13.6% | 7,228 | 96.8% |
| 286-NORTH POINTE CIRC | | | | 2,279 | | | | 2,145 | |
| 287-SAGA BAY MAX | 6,965 | 7,552 | -7.8% | 7,499 | -7.1% | 8,080 | -13.8% | 7,160 | -2.7% |
| 288 KENDALL MAX | 9,073 | 8,842 | 2.6% | 8,189 | 10.8% | 10,525 | -13.8% | 15,249 | -40.5% |
| 297-27th AVENUE ORANGE MAX | | | | 27,047 | | | | 27,125 | |
| 301-DADE MONROE EXPRESS | 40,231 | 37,819 | 6.4% | 28,889 | 39.3% | 35,676 | 12.8% | 23,838 | 68.8% |
| 302-CARD SOUND EXPRESS | 3,760 | 3,869 | -2.8% | 2,728 | 37.8% | 3,145 | 19.6% | 2,236 | 68.2% |
| 338 - WEEKEND EXPRESS | 1,844 | 1,572 | 17.3% | 2,274 | -18.9% | 2,779 | -33.6% | 2,191 | -15.8% |
| 344 | 3,122 | 3,331 | -6.3% | 1,666 | 87.4% | 3,182 | -1.9% | 1,919 | 62.7% |
| 400 - SOUTH OWL | 2,460 | 2,264 | 8.7% | 2,324 | 5.9% | 2,934 | -16.2% | 2,301 | 6.9% |
| 401 - NORTH OWL | 2,374 | 2,326 | 2.1% | 1,899 | 25.0% | 1,998 | 18.8% | 2,641 | -10.1% |
| 500 - CUTLER BAY LOCAL | 4,753 | 5,157 | -7.8% | 4,907 | -3.1% | 6,769 | -29.8% | 3,984 | 19.3% |
| 510 - SKYLAKE CIRCULATOR (*) | 8,435 | 9,152 | -7.8% | 12,211 | -30.9% | 9,799 | -13.9% | 7,033 | 19.9% |
| 836 EXPRESS | 6,751 | 6,844 | -1.4% | 5,428 | 24.4% | 5,946 | 13.5% | | |
| 837 EXPRESS | 3,795 | 3,683 | 3.0% | 4,281 | -11.4% | 3,495 | 8.6% | | |
| MetroLink NoMi West | 5,379 | 5,177 | 3.9% | | | | | | |
| MetroLink North Miami | 4,530 | 4,087 | 10.8% | | | | | | |
| MetroLink LeJeune | 1,811 | 1,543 | 17.4% | | | | | | |
| MetroLink Killian Parkway | 2,917 | 3,044 | -4.2% | | | | | | |
| MetroLink Alton Road | 0 | 2,029 | -100.0% | | | | | | |
| MetroLink Opa-Locka | 491 | 418 | 17.5% | | | | | | |
| 12/21 WEEKEND INTERLINE | 22,687 | 25,002 | -9.3% | 26,661 | -14.9% | 36,314 | -37.5% | 20,830 | 8.9% |
| AHEPA SHUTTLE | 75 | 44 | 70.5% | 71 | 5.6% | 71 | 5.6% | 83 | -9.6% |
| FEDERATION GARDENS SHUTTLE | 95 | 124 | -23.4% | 80 | 18.8% | 103 | -7.8% | 142 | -33.1% |
| GREEN HILLS SHUTTLE | 28 | 32 | -12.5% | 26 | 7.7% | 19 | 47.4% | 36 | -22.2% |
| KINGS CREEK SHUTTLE | 30 | 30 | 0.0% | 55 | -45.5% | 33 | -9.1% | 52 | -42.3% |
| MEEK / MARQUESS SHUTTLE | 100 | | | | | | | | |
| ROBERT SHARP SHUTTLE | 87 | 106 | -17.9% | 92 | -5.4% | 52 | 67.3% | 38 | 128.9% |
| SIERRA LAKES SHUTTLE | 77 | 139 | -44.6% | 62 | 24.2% | 95 | -18.9% | 180 | -57.2% |
| Total | 4,773,057 | 4,835,529 | -1.3% | 4,912,151 | -2.8% | 5,857,057 | -18.5% | 4,123,083 | 15.8% |

BUS RIDERSHIP BY ROUTE SERVICE COMPARISON (MONTH-OVER-MONTH)

| Boardings by Service Type and Route | Average Weekday | Average Weekday | Percent Change | Average Saturday | Average Saturday | Percent Change | Average Sunday | Average Sunday | Percent Change | Total Monthly | Total Monthly | Percent Change |
|--|-----------------|-----------------|----------------|------------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | Dec-24 | Nov-24 | MOM | Dec-24 | Nov-24 | MOM | Dec-24 | Nov-24 | MOM | Dec-24 | Nov-24 | MOM |
| Directly Operated Express Routes | | | | | | | | | | | | |
| 34 TRANSITWAY EXPRESS | 1,637 | 1,763 | -7.1% | | | | | | | 34,381 | 35,265 | -2.5% |
| 39 TRANSITWAY EXPRESS | 762 | 879 | -13.3% | | | | | | | 15,993 | 17,577 | -9.0% |
| 95-EXPRESS GOLDEN GLADES | 1,275 | 1,378 | -7.5% | | | | | | | 26,769 | 27,551 | -2.8% |
| 150-MIAMI BEACH AIRPORT EXPRESS | 1,518 | 1,477 | 2.8% | 1,415 | 1,439 | -1.7% | 1,328 | 1,616 | -17.8% | 45,507 | 44,810 | 1.6% |
| 338 - WEEKEND EXPRESS | | | | 180 | 182 | -1.0% | 187 | 169 | 10.8% | 1,844 | 1,572 | 17.3% |
| 836 EXPRESS | 321 | 342 | -6.1% | | | | | | | 6,751 | 6,844 | -1.4% |
| 837 EXPRESS | 181 | 184 | -1.9% | | | | | | | 3,795 | 3,683 | 3.0% |
| Subtotal Express Routes | 5,694 | 6,023 | -5.5% | 1,595 | 1,621 | -1.6% | 1,516 | 1,785 | -15.1% | 135,040 | 137,302 | -1.6% |
| Percentage of All Bus Routes | 3.2% | 3.2% | | 1.3% | 1.3% | | 1.8% | 2.0% | | 2.8% | 2.8% | |
| Contracted Routes - Local Service (*) | | | | | | | | | | | | |
| 2 | 2,318 | 2,376 | -2.4% | 1,169 | 1,175 | -0.6% | 786 | 757 | 3.8% | 58,069 | 57,185 | 1.5% |
| 15 | 578 | 570 | 1.5% | 389 | 370 | 5.1% | 345 | 291 | 18.2% | 15,767 | 14,702 | 7.2% |
| 29 | | | | | | | | | | | | |
| 46 - LIBERTY CITY CONN. | | | | | | | | | | | | |
| 56 | 241 | 457 | -47.2% | 97 | 180 | -46.2% | | | | 5,452 | 10,041 | -45.7% |
| new 57 | 180 | 156 | 15.0% | 97 | 62 | 55.6% | | | | 4,160 | 687 | 505.5% |
| 70 | 296 | 323 | -8.3% | 239 | 238 | 0.2% | 157 | 167 | -6.0% | 8,113 | 8,481 | -4.3% |
| 72 | 814 | 898 | -9.3% | 537 | 563 | -4.6% | 359 | 448 | -19.9% | 21,407 | 23,022 | -7.0% |
| 82 - WESTCHESTER CIRC | | | | | | | | | | | | |
| 97 | 246 | 253 | -2.7% | 170 | 179 | -5.2% | 135 | 152 | -11.4% | 6,644 | 6,705 | -0.9% |
| 115 | | | | | | | | | | | 0 | |
| 152 | 353 | 389 | -9.3% | 225 | 199 | 13.3% | 153 | 173 | -11.5% | 9,226 | 9,634 | -4.2% |
| 155 - BISCAYNE GARDENS CIRC | | | | | | | | | | | | |
| 202 - LITTLE HAITI CONN | | | | | | | | | | | | |
| 211 OVERTOWN CIRCULATOR | | | | | | | | | | | | |
| 212-SWEETWATER CIRC | | | | | | | | | | | | |
| 217 - BUNCHE PARK CIRC | | | | | | | | | | | | |
| 254-BROWNSVILLE CIRC | | | | | | | | | | | | |
| 267-LUDLAM LIMITED | | | | | | | | | | | | |
| 286-NORTH POINTE CIRC | | | | | | | | | | | | |
| 344 | 134 | 143 | -6.2% | 76 | 94 | -19.1% | | | | 3,122 | 3,331 | -6.3% |
| 401 - NORTH OWL | 77 | 78 | -1.6% | 64 | 77 | -17.0% | 85 | 76 | 11.2% | 2,374 | 2,326 | 2.1% |
| MetroLink NoMi West | 256 | 259 | -1.0% | | | | | | | 5,379 | 5,177 | 3.9% |
| MetroLink North Miami | 216 | 204 | 5.6% | | | | | | | 4,530 | 4,087 | 10.8% |
| MetroLink LeJeune | 86 | 77 | 11.8% | | | | | | | 1,811 | 1,543 | 17.4% |
| MetroLink Killian Parkway | 139 | 152 | -8.7% | | | | | | | 2,917 | 3,044 | -4.2% |
| MetroLink Alton Road | 0 | 127 | -100.0% | | | | | | | 0 | 2,029 | -100.0% |
| MetroLink Opa-Locka | 23 | 21 | 11.9% | | | | | | | 491 | 418 | 17.5% |
| Subtotal Contracted Reg. & Circ. Routes | 5,957 | 6,483 | -8.1% | 3,062 | 3,138 | -2.4% | 2,018 | 2,065 | -2.3% | 149,462 | 152,412 | -1.9% |
| Percentage of All Bus Routes | 3.3% | 3.4% | | 2.5% | 2.5% | | 2.5% | 2.3% | | 3.1% | 3.2% | |

(1) Several express routes were suspended beginning at the end of Mar-20, due to the SARS-CoV-2 pandemic, while other routes had alignment and schedule modifications made to them, in an ongoing effort to optimize service delivery.

(2) A second major round of changes took place with the 11/13/23 lineup known as the Better Bus Network, as listed at the start of this Metrobus section.

BUS RIDERSHIP BY ROUTE SERVICE COMPARISON (MONTH-OVER-MONTH)

| Boardings by Service Type and Route | Average Weekday | Average Weekday | Percent Change | Average Saturday | Average Saturday | Percent Change | Average Sunday | Average Sunday | Percent Change | Total Monthly | Total Monthly | Percent Change |
|---|-----------------|-----------------|----------------|------------------|------------------|----------------|----------------|----------------|----------------|------------------|------------------|----------------|
| | Dec-24 | Nov-24 | MOM | Dec-24 | Nov-24 | MOM | Dec-24 | Nov-24 | MOM | Dec-24 | Nov-24 | MOM |
| Contracted Express Routes | | | | | | | | | | | | |
| 301-DADE MONROE EXPRESS | 1,314 | 1,299 | 1.1% | 1,398 | 1,271 | 10.0% | 1,176 | 1,097 | 7.2% | 40,231 | 37,819 | 6.4% |
| 302-CARD SOUND EXPRESS | 126 | 136 | -6.9% | 141 | 121 | 16.3% | 108 | 109 | -1.1% | 3,760 | 3,869 | -2.8% |
| Subtotal Contracted Express Routes | 1,440 | 1,435 | 0.4% | 1,539 | 1,392 | 10.5% | 1,284 | 1,206 | 6.5% | 43,991 | 41,688 | 5.5% |
| Percentage of All Bus Routes | 0.8% | 0.8% | | 1.2% | 1.1% | | 1.6% | 1.4% | | 0.9% | 0.9% | |
| Limited Stop Routes | | | | | | | | | | | | |
| 24-CORAL WAY LIMITED | 2,252 | 2,457 | -8.3% | 1,725 | 1,727 | -0.1% | 1,047 | 1,111 | -5.7% | 60,481 | 63,335 | -4.5% |
| 38 TRANSITWAY MAX | 6,108 | 6,363 | -4.0% | 4,574 | 5,479 | -16.5% | 3,129 | 3,971 | -21.2% | 165,346 | 174,511 | -5.3% |
| 203 - BISCAYNE MAX | 1,159 | 1,056 | 9.7% | | | | | | | 24,332 | 21,124 | 15.2% |
| 204 KILLIAN MAX | 533 | 578 | -7.8% | | | | | | | 11,189 | 11,562 | -3.2% |
| 211 - FLAGLER MAX | 1,523 | 1,615 | -5.7% | | | | | | | 31,987 | 32,309 | -1.0% |
| 241 TUTTLE LIMITED | | | | | | | | | | | | |
| 272 SUNSET MAX (*) | 343 | 358 | -4.2% | | | | | | | 7,202 | 7,159 | 0.6% |
| 277-7TH AVENUE MAX | | | | | | | | | | | | |
| 279 - 79 STREET MAX | 677 | 606 | 11.8% | | | | | | | 14,223 | 12,119 | 17.4% |
| 287-SAGA BAY MAX | 332 | 378 | -12.2% | | | | | | | 6,965 | 7,552 | -7.8% |
| 288 KENDALL MAX | 432 | 442 | -2.3% | | | | | | | 9,073 | 8,842 | 2.6% |
| 297-27th AVENUE ORANGE MAX | | | | | | | | | | | | |
| Subtotal Limited Stop Routes | 13,359 | 13,854 | -3.6% | 6,299 | 7,206 | -12.6% | 4,176 | 5,082 | -17.8% | 330,798 | 338,513 | -2.3% |
| Percentage of All Bus Routes | 7.4% | 7.3% | | 5.1% | 5.7% | | 5.1% | 5.8% | | 6.9% | 7.0% | |
| Directly Operated Free Routes | | | | | | | | | | | | |
| 132 - TRI-RAIL DORAL SHUTTLE | 44 | 39 | 11.7% | | | | | | | 917 | 782 | 17.3% |
| 500 - CUTLER BAY LOCAL | 176 | 199 | -11.6% | 155 | 162 | -4.4% | 72 | 72 | 0.0% | 4,753 | 5,157 | -7.8% |
| 510 - SKYLAKE CIRCULATOR (*) | 343 | 385 | -10.9% | 105 | 128 | -18.0% | 137 | 164 | -16.6% | 8,435 | 9,152 | -7.8% |
| Subtotal Free Directly Operated Routes | 563 | 623 | -9.7% | 259 | 289 | -10.4% | 209 | 236 | -11.5% | 14,105 | 15,091 | -6.5% |
| Percentage of All Bus Routes | 0.3% | 0.3% | | 0.2% | 0.2% | | 0.3% | 0.3% | | 0.3% | 0.3% | |
| Contractor-Operated Lifeline Routes | | | | | | | | | | | | |
| AHEPA SHUTTLE | 19 | 15 | 27.8% | | | | | | | 75 | 44 | 70.5% |
| FEDERATION GARDENS SHUTTLE | | | | 24 | 25 | -4.2% | | | | 95 | 124 | -23.4% |
| GREEN HILLS SHUTTLE | 6 | 8 | -30.0% | | | | | | | 28 | 32 | -12.5% |
| KINGS CREEK SHUTTLE | 8 | 10 | -25.0% | | | | | | | 30 | 30 | 0.0% |
| MEEK / MARQUESS SHUTTLE | 33 | | | | | | | | | 100 | | |
| ROBERT SHARP SHUTTLE | 29 | 27 | 9.4% | | | | | | | 87 | 106 | -17.9% |
| SIERRA LAKES SHUTTLE | 19 | 28 | -30.8% | | | | | | | 77 | 139 | -44.6% |
| Subtotal Contractor-Operated Lifeline Routes | 113 | 87 | 30.4% | 24 | 25 | -4.2% | | | | 492 | 475 | 3.6% |
| Percentage of All Bus Routes | 0.1% | 0.0% | | 0.0% | 0.0% | | | | | 0.0% | 0.0% | |
| All Other (Regular) Routes | 153,167 | 160,173 | -4.4% | 111,426 | 113,269 | -1.6% | 72,825 | 77,601 | -6.2% | 4,099,169 | 4,150,048 | -1.2% |
| Percentage of All Bus Routes | 85.0% | 84.9% | | 89.7% | 89.2% | | 88.8% | 88.2% | | 85.9% | 85.8% | |
| Total Bus System | 180,294 | 188,677 | -4.4% | 124,203 | 126,940 | -2.2% | 82,028 | 87,976 | -6.8% | 4,773,057 | 4,835,529 | -1.3% |

BUS RIDERSHIP BY ROUTE SERVICE TYPE LINEUPS COMPARISON (MONTH-OVER-14 MONTH)

| Boardings by Service Type and Route | Average Weekday | Average Weekday | Percent Change | Average Saturday | Average Saturday | Percent Change | Average Sunday | Average Sunday | Percent Change | Total Monthly | Total Monthly | Percent Change |
|--|-----------------|-----------------|----------------|------------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | Dec-24 | Oct-23 | 24 vs 23 | Dec-24 | Oct-23 | 24 vs 23 | Dec-24 | Oct-23 | 24 vs 23 | Dec-24 | Oct-23 | 24 vs 23 |
| Directly Operated Express Routes | | | | | | | | | | | | |
| 34 TRANSITWAY EXPRESS | 1,637 | 1,636 | 0.0% | | | | | | | 34,381 | 36,002 | -4.5% |
| 39 TRANSITWAY EXPRESS | 762 | 742 | 2.6% | | | | | | | 15,993 | 16,333 | -2.1% |
| 95-EXPRESS GOLDEN GLADES | 1,275 | 1,195 | 6.7% | | | | | | | 26,769 | 26,295 | 1.8% |
| 150-MIAMI BEACH AIRPORT EXPRESS | 1,518 | 2,149 | -29.4% | 1,415 | 2,161 | -34.5% | 1,328 | 1,966 | -32.5% | 45,507 | 65,763 | -30.8% |
| 338 - WEEKEND EXPRESS | | | | 180 | 259 | -30.6% | 187 | 247 | -24.3% | 1,844 | 2,274 | -18.9% |
| 836 EXPRESS | 321 | 247 | 30.3% | | | | | | | 6,751 | 5,428 | 24.4% |
| 837 EXPRESS | 181 | 195 | -7.1% | | | | | | | 3,795 | 4,281 | -11.4% |
| Subtotal Express Routes | 5,694 | 6,165 | -7.6% | 1,595 | 2,420 | -34.1% | 1,516 | 2,214 | -31.5% | 135,040 | 156,376 | -13.6% |
| Percentage of All Bus Routes | 3.2% | 3.3% | | 1.3% | 2.3% | | 1.8% | 2.7% | | 2.8% | 3.2% | |
| Contracted Routes - Local Service (*) | | | | | | | | | | | | |
| 2 | 2,318 | 2,977 | -22.1% | 1,169 | 1,605 | -27.2% | 786 | 1,214 | -35.3% | 58,069 | 77,976 | -25.5% |
| 15 | 578 | 178 | 225.6% | 389 | 93 | 317.2% | 345 | 53 | 550.0% | 15,767 | 4,545 | 246.9% |
| 29 | | 516 | | | | | | | | | 11,342 | |
| 46 - LIBERTY CITY CONN. | | 22 | | | | | | | | | 477 | |
| 56 | 241 | 391 | -38.3% | 97 | | | | | | 5,452 | 8,598 | -36.6% |
| new 57 | 180 | | | 97 | | | | | | 4,160 | | |
| 70 | 296 | 161 | 83.6% | 239 | | | 157 | | | 8,113 | 3,546 | 128.8% |
| 72 | 814 | 670 | 21.6% | 537 | 357 | 50.7% | 359 | 259 | 38.5% | 21,407 | 17,459 | 22.6% |
| 82 - WESTCHESTER CIRC | | 61 | | | 38 | | | | | | 1,488 | |
| 97 | 246 | 225 | 9.4% | 170 | 163 | 4.0% | 135 | 149 | -9.5% | 6,644 | 6,337 | 4.8% |
| 115 | | 151 | | | 80 | | | | | | 3,968 | |
| 152 | 353 | 1,051 | -66.4% | 225 | 375 | -40.0% | 153 | 331 | -53.9% | 9,226 | 26,285 | -64.9% |
| 155 - BISCAYNE GARDENS CIRC | | 45 | | | | | | | | | 985 | |
| 202 - LITTLE HAITI CONN | | 110 | | | 22 | | | 21 | | | 2,620 | |
| 211 OVERTOWN CIRCULATOR | | 71 | | | | | | | | | 1,567 | |
| 212-SWEETWATER CIRC | | 22 | | | | | | | | | 494 | |
| 217 - BUNCHE PARK CIRC | | 80 | | | | | | | | | 1,759 | |
| 254-BROWNSVILLE CIRC | | 5 | | | | | | | | | 105 | |
| 267-LUDLAM LIMITED | | 162 | | | | | | | | | 3,567 | |
| 286-NORTH POINTE CIRC | | 93 | | | 61 | | | | | | 2,279 | |
| 344 | 134 | 76 | 77.1% | 76 | | | | | | 3,122 | 1,666 | 87.4% |
| 401 - NORTH OWL | 77 | 61 | 26.4% | 64 | 61 | 6.2% | 85 | 65 | 30.8% | 2,374 | 1,899 | 25.0% |
| MetroLink NoMi West | 256 | | | | | | | | | 5,379 | | |
| MetroLink LeJeune | 86 | | | | | | | | | 1,811 | | |
| MetroLink Opa-Locka | 23 | | | | | | | | | 491 | | |
| Subtotal Contracted Reg. & Circ. Routes | 5,957 | 7,125 | -16.4% | 3,062 | 2,854 | 7.3% | 2,018 | 2,158 | -6.5% | 149,462 | 178,962 | -16.5% |
| Percentage of All Bus Routes | 3.3% | 3.8% | | 2.5% | 2.7% | | 2.5% | 2.7% | | 3.1% | 3.6% | |

- (1) Several express routes were suspended beginning at the end of Mar-20, due to the SARS-CoV-2 pandemic, while other routes had alignment and schedule modifications made to them, in an ongoing effort to optimize service delivery.
 (2) A second major round of changes took place with the 11/13/23 lineup known as the Better Bus Network, as listed at the start of this Metrobus section.

BUS RIDERSHIP BY ROUTE SERVICE TYPE LINEUPS COMPARISON (MONTH-OVER-14 MONTH)

| Boardings by Service Type and Route | Average Weekday | Average Weekday | Percent Change | Average Saturday | Average Saturday | Percent Change | Average Sunday | Average Sunday | Percent Change | Total Monthly | Total Monthly | Percent Change |
|---|-----------------|-----------------|----------------|------------------|------------------|----------------|----------------|----------------|----------------|------------------|------------------|----------------|
| | Dec-24 | Oct-23 | 24 vs 23 | Dec-24 | Oct-23 | 24 vs 23 | Dec-24 | Oct-23 | 24 vs 23 | Dec-24 | Oct-23 | 24 vs 23 |
| Contracted Express Routes | | | | | | | | | | | | |
| 301-DADE MONROE EXPRESS | 1,314 | 955 | 37.5% | 1,398 | 885 | 57.9% | 1,176 | 867 | 35.7% | 40,231 | 28,889 | 39.3% |
| 302-CARD SOUND EXPRESS | 126 | 91 | 39.5% | 141 | 94 | 50.0% | 108 | 72 | 51.1% | 3,760 | 2,728 | 37.8% |
| Subtotal Contracted Express Routes | 1,440 | 1,046 | 37.7% | 1,539 | 979 | 57.2% | 1,284 | 938 | 36.9% | 43,991 | 31,617 | 39.1% |
| Percentage of All Bus Routes | 0.8% | 0.6% | | 1.2% | 0.9% | | 1.6% | 1.2% | | 0.9% | 0.6% | |
| Limited Stop Routes | | | | | | | | | | | | |
| 24-CORAL WAY LIMITED | 2,252 | 2,195 | 2.6% | 1,725 | 1,400 | 23.2% | 1,047 | 1,108 | -5.5% | 60,481 | 59,432 | 1.8% |
| 38 TRANSITWAY MAX | 6,108 | 5,714 | 6.9% | 4,574 | 6,328 | -27.7% | 3,129 | 4,957 | -36.9% | 165,346 | 175,803 | -5.9% |
| 203 - BISCAYNE MAX | 1,159 | 3,666 | -68.4% | | | | | | | 24,332 | 80,650 | -69.8% |
| 204 KILLIAN MAX | 533 | 620 | -14.0% | | | | | | | 11,189 | 13,632 | -17.9% |
| 211 - FLAGLER MAX | 1,523 | 3,824 | -60.2% | | | | | | | 31,987 | 84,135 | -62.0% |
| 241 TUTTLE LIMITED | | 348 | | | 222 | | | 187 | | | 9,471 | |
| 272 SUNSET MAX (*) | 343 | 428 | -19.9% | | | | | | | 7,202 | 9,423 | -23.6% |
| 277-7TH AVENUE MAX | | 879 | | | | | | | | | 19,345 | |
| 279 - 79 STREET MAX | 677 | 469 | 44.4% | | | | | | | 14,223 | 10,318 | 37.8% |
| 287-SAGA BAY MAX | 332 | 341 | -2.7% | | | | | | | 6,965 | 7,499 | -7.1% |
| 288 KENDALL MAX | 432 | 372 | 16.1% | | | | | | | 9,073 | 8,189 | 10.8% |
| 297-27th AVENUE ORANGE MAX | | 1,229 | | | | | | | | | 27,047 | |
| Subtotal Limited Stop Routes | 13,359 | 20,086 | -33.5% | 6,299 | 7,950 | -20.8% | 4,176 | 6,252 | -33.2% | 330,798 | 504,944 | -34.5% |
| Percentage of All Bus Routes | 7.4% | 10.8% | | 5.1% | 7.4% | | 5.1% | 7.7% | | 6.9% | 10.3% | |
| Directly Operated Free Routes | | | | | | | | | | | | |
| 132 -TRI-RAIL DORAL SHUTTLE | 44 | 37 | 19.5% | | | | | | | 917 | 804 | 14.1% |
| 500 - CUTLER BAY LOCAL | 176 | 176 | 0.2% | 155 | 152 | 1.8% | 72 | 86 | -16.3% | 4,753 | 4,907 | -3.1% |
| 510 - SKYLAKE CIRCULATOR (*) | 343 | 471 | -27.3% | 105 | 217 | -51.8% | 137 | 194 | -29.5% | 8,435 | 12,211 | -30.9% |
| Subtotal Free Directly Operated Routes | 563 | 684 | -17.7% | 259 | 369 | -29.7% | 209 | 280 | -25.5% | 14,105 | 17,922 | -21.3% |
| Percentage of All Bus Routes | 0.3% | 0.4% | | 0.2% | 0.3% | | 0.3% | 0.3% | | 0.3% | 0.4% | |
| Contractor-Operated Lifeline Routes | | | | | | | | | | | | |
| AHEPA SHUTTLE | 19 | 18 | 5.6% | | | | | | | 75 | 71 | 5.6% |
| FEDERATION GARDENS SHUTTLE | | | | 24 | 20 | 18.8% | | | | 95 | 80 | 18.8% |
| GREEN HILLS SHUTTLE | 6 | 5 | 7.7% | | | | | | | 28 | 26 | 7.7% |
| KINGS CREEK SHUTTLE | 8 | 14 | -45.5% | | | | | | | 30 | 55 | -45.5% |
| MEEK / MARQUESS SHUTTLE | 33 | | | | | | | | | 100 | | |
| ROBERT SHARP SHUTTLE | 29 | 23 | 26.1% | | | | | | | 87 | 92 | -5.4% |
| SIERRA LAKES SHUTTLE | 19 | 16 | 24.2% | | | | | | | 77 | 62 | 24.2% |
| Subtotal Contractor-Operated Lifeline Routes | 113 | 75 | 50.8% | 24 | 20 | 18.8% | | | | 492 | 386 | 27.5% |
| Percentage of All Bus Routes | 0.1% | 0.0% | | 0.0% | 0.0% | | | | | 0.0% | 0.0% | |
| All Other (Regular) Routes | | | | | | | | | | | | |
| Percentage of All Bus Routes | 85.0% | 81.0% | 2.0% | 89.7% | 86.4% | 20.2% | 88.8% | 85.5% | 4.7% | 85.9% | 81.9% | 1.9% |
| Total Bus System | 180,294 | 185,320 | -2.7% | 124,203 | 107,331 | 15.7% | 82,028 | 81,427 | 0.7% | 4,773,057 | 4,912,151 | -2.8% |

Bus Routes as Ranked by Percentage of Average Weekday Ridership December 2024

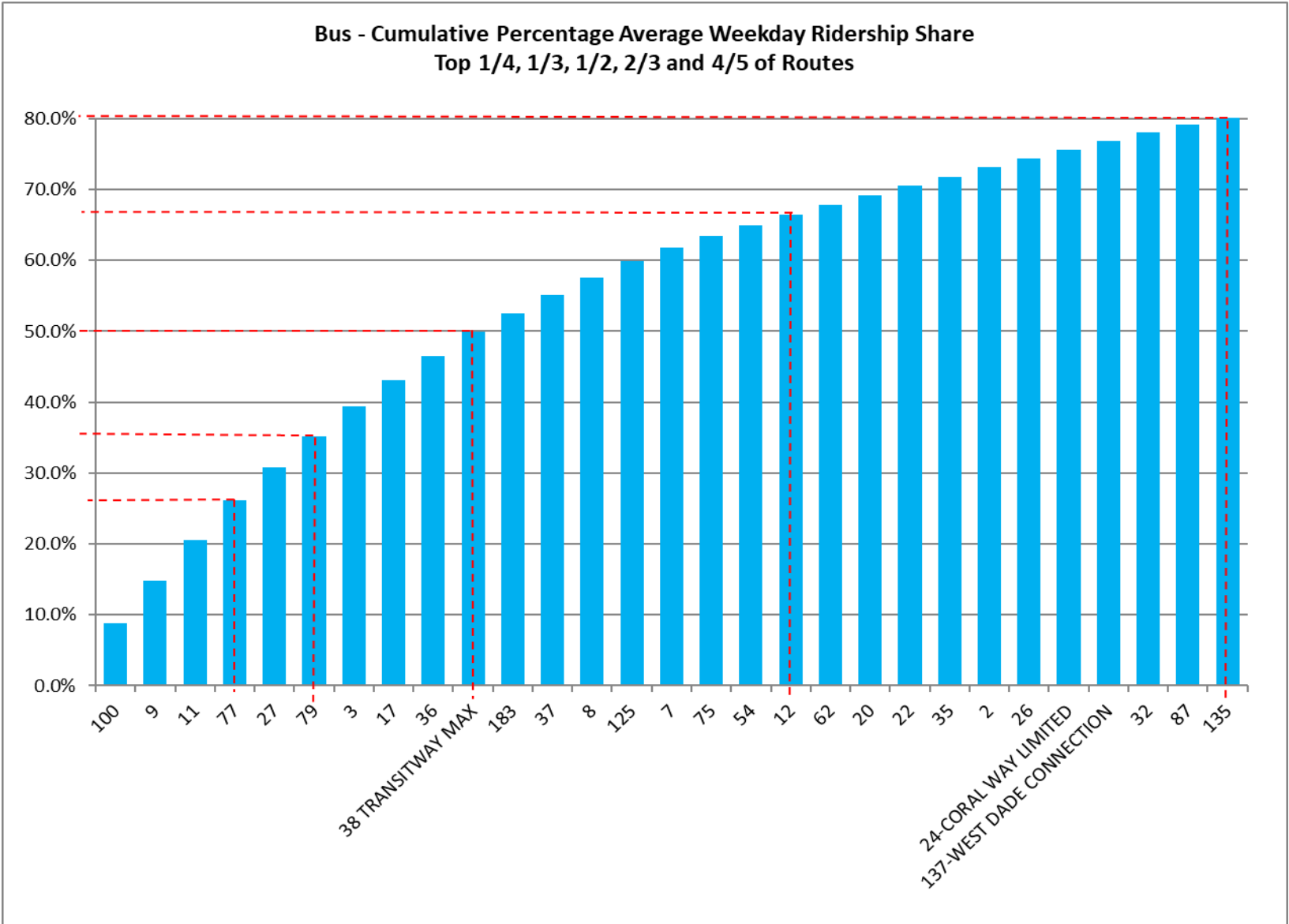
| Rank | Route | Average Weekday | Percent Share | Cumul Pct Share | Rank | Route | Average Weekday | Percent Share | Cumul Pct Share | Rank | Route | Average Weekday | Percent Share | Cumul Pct Share |
|------|------------|-----------------|---------------|-----------------|------|----------------|-----------------|---------------|-----------------|------------------------|----------------|-----------------|---------------|-------------------------------|
| 1 | 100 | 15,959 | 8.9% | 8.9% | 32 | 199 | 1,820 | 1.0% | 83.2% | 63 | 56 | 241 | 0.1% | 99.0% |
| 2 | 9 | 10,734 | 6.0% | 14.8% | 33 | new 103 | 1,771 | 1.0% | 84.2% | 64 | 8001 | 216 | 0.1% | 99.2% |
| 3 | 11 | 10,415 | 5.8% | 20.6% | 34 | 88 | 1,767 | 1.0% | 85.2% | 65 | 837 | 181 | 0.1% | 99.3% |
| 4 | 77 | 9,912 | 5.5% | 26.1% | 35 | 40 | 1,687 | 0.9% | 86.1% | 66 | new 57 | 180 | 0.1% | 99.4% |
| 5 | 27 | 8,481 | 4.7% | 30.8% | 36 | 34 | 1,637 | 0.9% | 87.0% | 67 | 500 | 176 | 0.1% | 99.5% |
| 6 | 79 | 7,894 | 4.4% | 35.2% | 37 | new 211 | 1,523 | 0.8% | 87.9% | 68 | 136 | 152 | 0.1% | 99.5% |
| 7 | 3 | 7,708 | 4.3% | 39.4% | 38 | 150 | 1,518 | 0.8% | 88.7% | 69 | 8003 | 139 | 0.1% | 99.6% |
| 8 | 17 | 6,530 | 3.6% | 43.1% | 39 | 208 | 1,500 | 0.8% | 89.6% | 70 | 344 | 134 | 0.1% | 99.7% |
| 9 | 36 | 6,258 | 3.5% | 46.5% | 40 | 207 | 1,495 | 0.8% | 90.4% | 71 | 302 | 126 | 0.1% | 99.8% |
| 10 | 38 | 6,108 | 3.4% | 49.9% | 41 | 52 | 1,440 | 0.8% | 91.2% | 72 | 8002 | 86 | 0.0% | 99.8% |
| 11 | 183 | 4,751 | 2.6% | 52.6% | 42 | 301 | 1,314 | 0.7% | 91.9% | 73 | 401 | 77 | 0.0% | 99.9% |
| 12 | 37 | 4,552 | 2.5% | 55.1% | 43 | 95 | 1,275 | 0.7% | 92.6% | 74 | 400 | 74 | 0.0% | 99.9% |
| 13 | 8 | 4,461 | 2.5% | 57.6% | 44 | 73 | 1,202 | 0.7% | 93.3% | 75 | 132 | 44 | 0.0% | 99.9% |
| 14 | 125 | 4,278 | 2.4% | 59.9% | 45 | 203 | 1,159 | 0.6% | 93.9% | 76 | M/M | 33 | 0.0% | 99.9% |
| 15 | 7 | 3,483 | 1.9% | 61.9% | 46 | 104 | 1,057 | 0.6% | 94.5% | 77 | RS | 29 | 0.0% | 100.0% |
| 16 | 75 | 2,859 | 1.6% | 63.4% | 47 | 14 | 1,036 | 0.6% | 95.1% | 78 | 8005 | 23 | 0.0% | 100.0% |
| 17 | 54 | 2,748 | 1.5% | 65.0% | 48 | 72 | 814 | 0.5% | 95.6% | 79 | SL | 19 | 0.0% | 100.0% |
| 18 | 12 | 2,608 | 1.4% | 66.4% | 49 | 39 | 762 | 0.4% | 96.0% | 80 | AS | 19 | 0.0% | 100.0% |
| 19 | 62 | 2,583 | 1.4% | 67.8% | 50 | 279 | 677 | 0.4% | 96.4% | 81 | KC | 8 | 0.0% | 100.0% |
| 20 | 20 | 2,386 | 1.3% | 69.2% | 51 | new 101 | 582 | 0.3% | 96.7% | 82 | GH | 6 | 0.0% | 100.0% |
| 21 | 22 | 2,358 | 1.3% | 70.5% | 52 | 15 | 578 | 0.3% | 97.0% | | | | | |
| 22 | 35 | 2,347 | 1.3% | 71.8% | 53 | 204 | 533 | 0.3% | 97.3% | | | | | |
| 23 | 2 | 2,318 | 1.3% | 73.1% | 54 | 288 | 432 | 0.2% | 97.5% | | | | | |
| 24 | 26 | 2,288 | 1.3% | 74.3% | 55 | 152 | 353 | 0.2% | 97.7% | | | | | |
| 25 | 24 | 2,252 | 1.2% | 75.6% | 56 | 272 | 343 | 0.2% | 97.9% | | | | | |
| 26 | 137 | 2,231 | 1.2% | 76.8% | 57 | 510 | 343 | 0.2% | 98.1% | | | | | |
| 27 | 32 | 2,151 | 1.2% | 78.0% | 58 | 287 | 332 | 0.2% | 98.3% | | | | | |
| 28 | 87 | 1,945 | 1.1% | 79.1% | 59 | 836 | 321 | 0.2% | 98.5% | | | | | |
| 29 | 135 | 1,922 | 1.1% | 80.2% | 60 | 70 | 296 | 0.2% | 98.6% | | | | | entirely contracted in Dec-24 |
| 30 | 107 | 1,914 | 1.1% | 81.2% | 61 | 8000 | 256 | 0.1% | 98.8% | | | | | |
| 31 | 21 | 1,827 | 1.0% | 82.2% | 62 | 97 | 246 | 0.1% | 98.9% | | | | | |
| | | | | | | | | | | Total Boardings | 180,294 | 100.00% | | |

(1) Average weekday ridership rounded to the nearest unit.

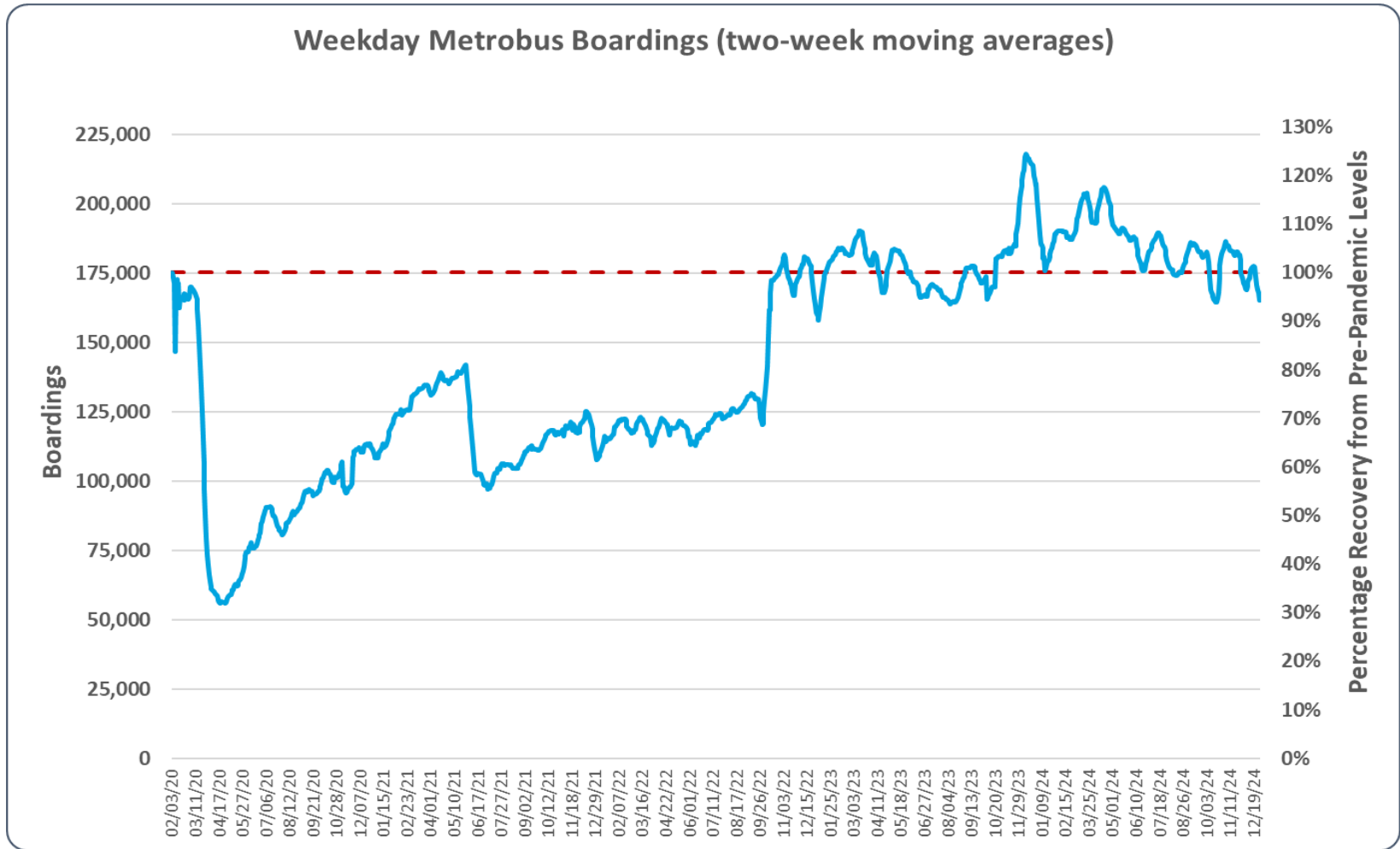
(2) Includes the five Lifeline Shuttles that operate on weekdays: Ahepa (AS), Green Hills (GH), Kings Creek (KC), Meek/Marquess (M/M), Robert Sharp (RS) and Sierra Lakes (SL).

(3) Routes 8000, 8001, 8002, 8003, 8004 and 8005 refer to the six Better Bus Network MetroLink contracted supplemental routes, launched in July and August 2024: MetroLink NoMi West, MetroLink North Miami, MetroLink LeJeune, MetroLink Killian Parkway, MetroLink Alton Road, and MetroLink Opa-Locka, respectively.

METROBUS CUMULATIVE PERCENTAGE RIDERSHIP SHARE – BY ROUTE

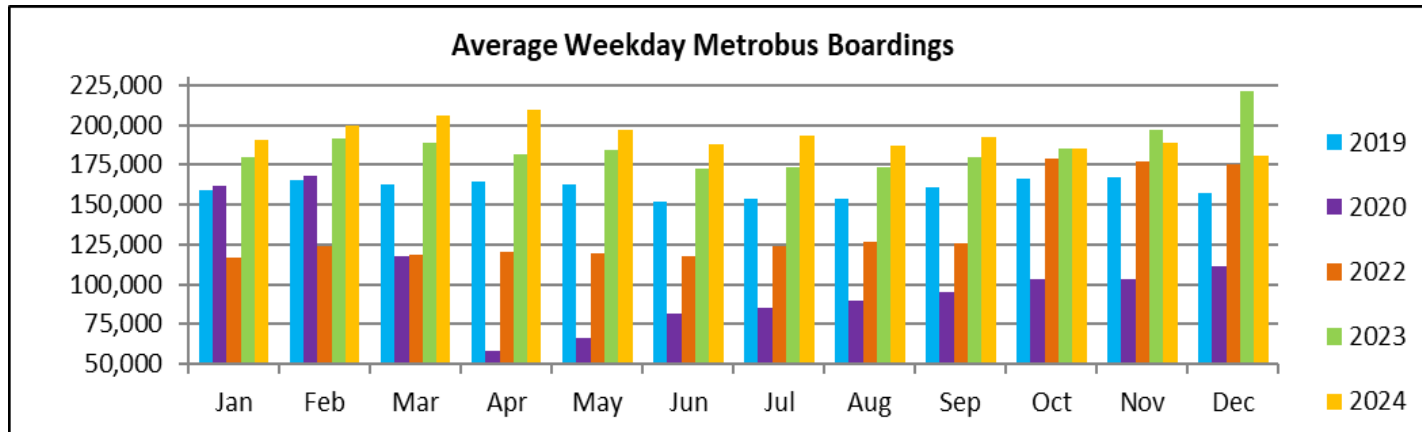
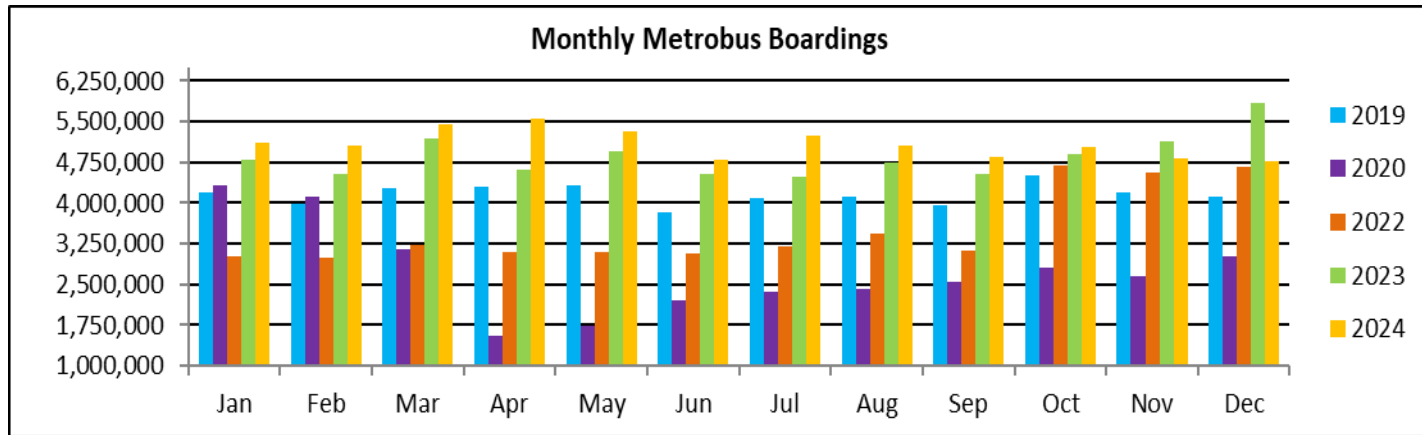


METROBUS ESTIMATED WEEKDAY RIDERSHIP SINCE 02/01/20 (TWO-WEEK MOVING AVERAGES)



- (1) The red dotted line represents the pre-pandemic benchmark month (Feb-20) local maximum.
- (2) The pronounced dip in June 2021 is due to resumption of fares at the start of recovery from the SARS-CoV-2 pandemic; the pronounced increase in October 2022 is due to the switchover to automatic passenger counter sampling-based estimates for metrobus ridership; the isolated peak around December 2023 is due to the free fares marking the launch of the Better Bus Network.

TOTAL MONTHLY AND AVERAGE WEEKDAY RIDERSHIP YEAR OVER YEAR COMPARISON CHARTS – METROBUS



**“TOP 10 / BOTTOM 10” BUS ROUTES AVERAGE WEEKDAY RIDERSHIP PERFORMANCE
MONTH OVER MONTH COMPARISON**

| Route | Dec-24 | Nov-24 | Absolute Delta | Percent Delta |
|--|---------------|---------------|---------------------------|--------------------------|
| 100 | 15,959 | 15,325 | 634 | 4.1% |
| 32 | 2,151 | 1,833 | 318 | 17.4% |
| 79 | 7,894 | 7,688 | 206 | 2.7% |
| 36 | 6,258 | 6,127 | 131 | 2.1% |
| 14 | 1,036 | 908 | 128 | 14.1% |
| new 101 | 582 | 475 | 107 | 22.6% |
| 203 - BISCAYNE MAX | 1,159 | 1,056 | 102 | 9.7% |
| 279 - 79 STREET MAX | 677 | 606 | 71 | 11.8% |
| 150-MIAMI BEACH AIRPORT EXPRESS | 1,518 | 1,477 | 41 | 2.8% |
| new 57 | 180 | 156 | 23 | 15.0% |
| 20 | 2,386 | 3,571 | -1,185 | -33.2% |
| 77 | 9,912 | 10,829 | -916 | -8.5% |
| 27 | 8,481 | 9,114 | -633 | -6.9% |
| 9 | 10,734 | 11,273 | -539 | -4.8% |
| 3 | 7,708 | 8,238 | -529 | -6.4% |
| 125 | 4,278 | 4,774 | -496 | -10.4% |
| 11 | 10,415 | 10,877 | -462 | -4.2% |
| 17 | 6,530 | 6,946 | -416 | -6.0% |
| 183 | 4,751 | 5,061 | -310 | -6.1% |
| 107 | 1,914 | 2,172 | -257 | -11.8% |

(*) Averages rounded to the nearest boarding, data as estimated from automatic passenger counter (APC) system; Lifeline shuttles excluded.

“TOP 10 / BOTTOM 10” BUS ROUTES SETS AVERAGE WEEKDAY RIDERSHIP PERFORMANCE YEAR OVER YEAR COMPARISON

| Route Set (*), (1), (2) | Dec-24 | Dec-23 | Absolute Delta | Percent Delta | routes included in set |
|---------------------------------|--------|--------|-------------------|------------------|------------------------------------|
| 15 | 578 | 411 | 167 | 40.7% | 15 |
| 301 | 1,314 | 1,199 | 115 | 9.6% | 301 |
| { 2 } | 2,318 | 2,243 | 75 | 3.3% | 2, 211 |
| 97 | 246 | 208 | 37 | 17.8% | 97 |
| 836 | 321 | 297 | 24 | 8.1% | 836 |
| 302 | 126 | 108 | 19 | 17.6% | 302 |
| 401 | 77 | 60 | 17 | 27.9% | 401 |
| 837 | 181 | 175 | 6 | 3.4% | 837 |
| { 95 } | 1,275 | 1,277 | -2 | -0.2% | 95, 195, 196, 295, 296 |
| 132 | 44 | 51 | -7 | -13.9% | 132 |
| { 100 } | 15,959 | 20,577 | -4,619 | -22.4% | 100, 105, 119, 120 |
| { new 211 } | 10,467 | 13,630 | -3,163 | -23.2% | 8, 24, 51, 82, 137, new 211 |
| { 11 } | 10,415 | 13,029 | -2,614 | -20.1% | 11, 212 |
| { 77 } | 9,912 | 12,463 | -2,550 | -20.5% | 77, 277 |
| { 279 } | 8,571 | 11,042 | -2,470 | -22.4% | 79, 112, 279 |
| { 20 } | 4,537 | 6,801 | -2,264 | -33.3% | 20, 32, 115 |
| { 3 & 203 } | 8,867 | 11,086 | -2,219 | -20.0% | 3, 93, 203 |
| { 38 } | 6,243 | 8,409 | -2,166 | -25.8% | 31, 38, 344 |
| { 9 } | 10,734 | 12,886 | -2,152 | -16.7% | 9, 10, 16 |
| { 17 & 22 & 75 } | 11,746 | 13,536 | -1,790 | -13.2% | 17, 22, 75, 108, 217 |

(*) Averages rounded to the nearest boarding, data as estimated from automatic passenger counter (APC) system; Lifeline shuttles excluded.

(1) The route sets, denoted by brackets, include the new 11/13/2023 lineup's Better Bus Network route designations, as well as older routes present for the first part of the month and previous months and years, then either renamed, absorbed, or eliminated. The sets were defined to enable reasonably fair comparisons between pre- and post-BBN timeframes, to the extent possible and practical, given the complexity of the changes for some of the routes and sets. The definitions were based on information from the DTPW website, and subject to future adjustments, if necessary.

(2) The adjective "new" in front of some new Better Bus Network-generated (recycled) route numbers was added to help distinguish those routes from older but different routes with the same number present in previous months or years.

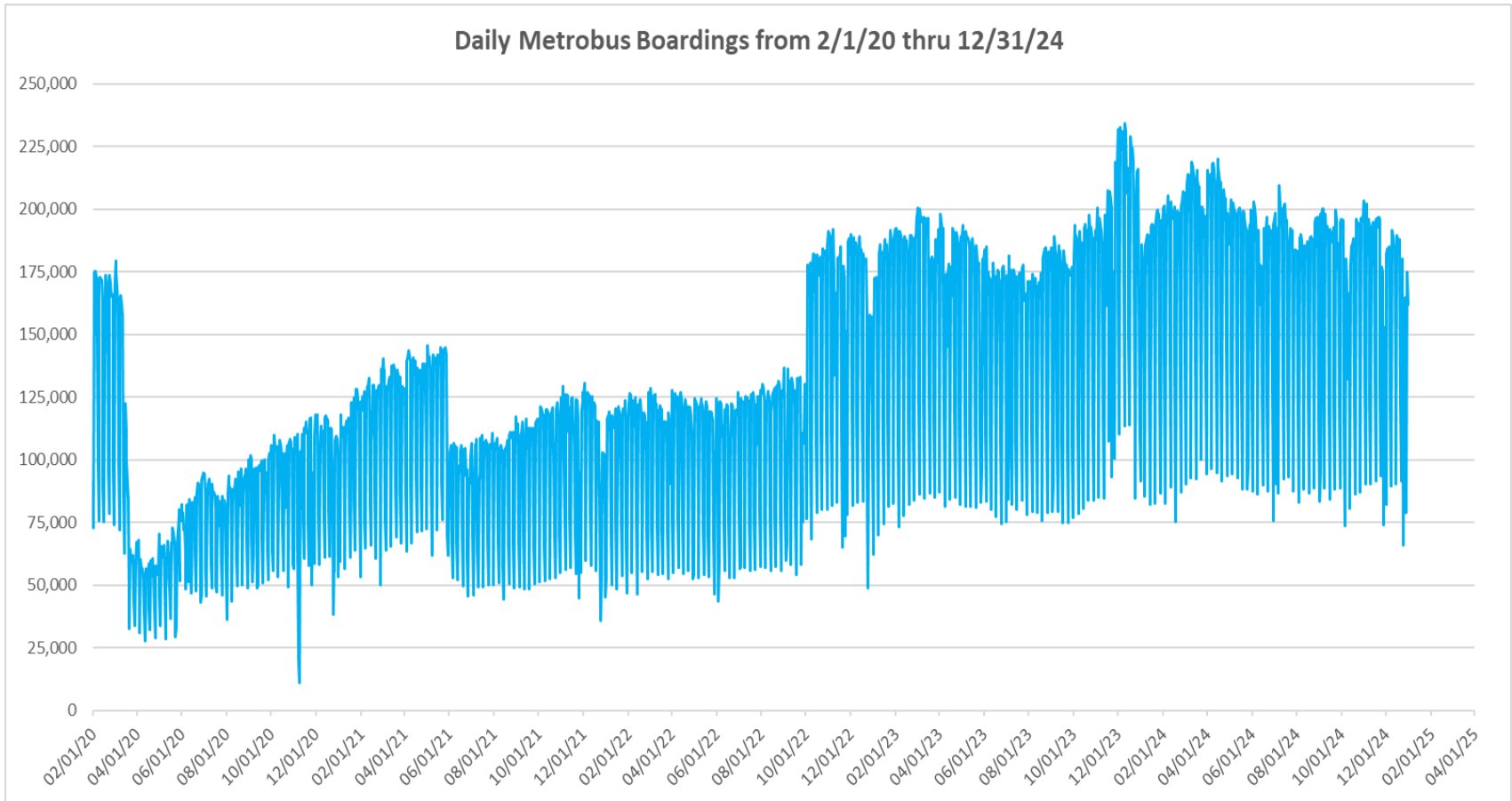
“TOP 10 / BOTTOM 10” BUS ROUTES SETS AVERAGE WEEKDAY RIDERSHIP PERFORMANCE MONTH OVER 14-MONTH PRIOR COMPARISON

| Route Set (*), (1), (2) | Dec-24 | Oct-23 | Absolute Delta | Percent Delta | routes included in set |
|---------------------------------|--------|--------|-------------------|------------------|------------------------------|
| { 20 } | 4,537 | 2,850 | 1,687 | 59.2% | 20, 32, 115 |
| { 17 & 22 & 75 } | 11,746 | 10,796 | 950 | 8.8% | 17, 22, 75, 108, 217 |
| { 11 } | 10,415 | 9,644 | 771 | 8.0% | 11, 212 |
| { 36 } | 6,258 | 5,600 | 658 | 11.8% | 36, 110 |
| { 38 } | 6,243 | 5,790 | 453 | 7.8% | 31, 38, 344 |
| 26 | 2,288 | 1,877 | 410 | 21.9% | 26 |
| 15 | 578 | 178 | 401 | 225.6% | 15 |
| { 125 } | 4,278 | 3,906 | 372 | 9.5% | 19, 107, 125 |
| 301 | 1,314 | 955 | 358 | 37.5% | 301 |
| { new 107 } | 4,799 | 4,447 | 352 | 7.9% | 35, 56, 70, 71, new 107, 248 |
| | | | | | |
| { new 211 } | 10,467 | 12,849 | -2,382 | -18.5% | 8, 24, 51, 82, 137, new 211 |
| { 73 & 183 } | 5,953 | 7,890 | -1,937 | -24.5% | 57, 73, 183, 238, 267, 286 |
| { 100 } | 15,959 | 17,117 | -1,158 | -6.8% | 100, 105, 119, 120 |
| { 77 } | 9,912 | 10,838 | -926 | -8.5% | 77, 277 |
| { 37 & 54 } | 7,300 | 8,082 | -782 | -9.7% | 29, 37, 42, 54, 254 |
| { 2 } | 2,318 | 3,048 | -730 | -23.9% | 2, 211 |
| 40 | 1,687 | 2,344 | -657 | -28.0% | 40 |
| 88 | 1,767 | 2,419 | -652 | -26.9% | 88 |
| { 52 } | 1,793 | 2,442 | -649 | -26.6% | 52, 152, 252 |
| 150 | 1,518 | 2,149 | -631 | -29.4% | 150 |

(*) Averages rounded to the nearest boarding, data as estimated from automatic passenger counter (APC) system; Lifeline shuttles excluded.

- (1) The route sets, denoted by brackets, include the new 11/13/2023 lineup's Better Bus Network route designations, as well as older routes present for the first part of the month and previous months and years, then either renamed, absorbed, or eliminated. The sets were defined to enable reasonably fair comparisons between pre- and post-BBN timeframes, to the extent possible and practical, given the complexity of the changes for some of the routes and sets. The definitions were based on information from the DTPW website, and subject to future adjustments, if necessary.
- (2) The adjective "new" in front of some new Better Bus Network-generated (recycled) route numbers was added to help distinguish those routes from older but different routes with the same number present in previous months or years.

DAILY METROBUS RIDERSHIP SINCE FEBRUARY 1, 2020



- (1) There was no Metrobus, Metrorail and Metromover service on 5/31/20, as a safety precaution, and no service for any of the four modes on 9/28/22, as a result of Hurricane Ian.
- (2) The dip at the start of the second week of Nov-20 is due to Hurricane Eta.
- (3) Daily variations from Oct-22 onward are a representation estimated from reports made available by the Bus APC data vendor; the finalized data is based on statistical sampling.
- (4) The reduction seen beginning 6/1/21 is partly due to the resumption of fares and partly the result of resuming reporting Cubic farebox data rather than bus APC counts; the jump seen at the very start of Oct-22 is due to the switch to APC bus ridership counts reporting beginning 10/1/22; the pronounced peak in Dec-23 is attributable to the Better Bus Network launch period and attendant free fares.
- (5) Periodic (weekly) variations are prominent, since weekday ridership is almost always significantly higher than weekend or holiday ridership.

METROBUS PARKING PATRONAGE SUMMARY December 2024

| PARK-RIDE LOT | ACTUAL AVAILABLE SPACES | ACTUAL OCCUPANCY | PERCENT OCCUPANCY |
|---|-------------------------------|---------------------|----------------------|
| Transitway / SW 152nd St | 200 | 141 | 71% |
| Transitway / SW 168th St (*) | 149 | 0 | 0% |
| Transitway / SW 200th Street | 100 | 45 | 45% |
| Transitway / SW 112 Ave (Target) | 450 | 140 | 31% |
| Transitway / SW 244th St | 95 | 82 | 86% |
| Transitway / SW 296th St | 139 | 24 | 17% |
| Transitway / SW 344th St | 248 | 211 | 85% |
| Coral Reef Drive 117/ Turnpike | 95 | 95 | 100% |
| Golden Glades Facility | 2,150 | 386 | 18% |
| Hammocks Town Center (SW 152 Ave / SW 104 St) | 50 | 25 | 50% |
| Kendall Dr./SW 127th Ave | 161 | 18 | 11% |
| West Kendall Transit Term (Kendall Dr / SW162 Ave) | 40 | 18 | 45% |
| NW 7th Avenue Transit Village (NW 7 Ave / NW 62 St) | 25 | 19 | 76% |
| Miami Gardens Dr. / NW 73rd Ave | 136 | 0 | 0% |
| Dolphin Station | 348 | 79 | 23% |
| Tamiami Station (eff 11-2022) | 442 | 60 | 14% |
| I-75 / Miami Gardens Dr (**) | 298 | 0 | 0% |
| TOTAL | 5,126 | 1,343 | 26% |

(*) Closed for construction beginning January 2022

(**) Route 175 Suspended 3/27/2020, discontinued with Better Bus Network 11/13/23

Metrorail



METRORAIL AVERAGE WEEKDAY BOARDINGS BY STATION (†)

| Weekdays | Average Weekday | Average Weekday | Percent Change | Average Weekday | Percent Change | Average Weekday | Percent Change | Average Weekday | Percent Change |
|-----------------------------|------------------------|------------------------|-----------------------|------------------------|--------------------------|------------------------|-----------------------|------------------------|-----------------------|
| STATIONS | Dec-24 | Dec-23 | YOY | Feb-20 | Current vs Feb-20 | Nov-24 | MOM | Dec-19 | YO5Y |
| ALLAPATTAH | 1,656 | 1,951 | -15.1% | 1,942 | -14.7% | 1,735 | -4.6% | 1,791 | -7.6% |
| BRICKELL | 5,126 | 5,287 | -3.0% | 6,529 | -21.5% | 5,269 | -2.7% | 5,632 | -9.0% |
| BROWNSVILLE | 521 | 627 | -16.8% | 862 | -39.5% | 548 | -4.9% | 797 | -34.6% |
| UHEALTH JACKSON | 3,948 | 4,273 | -7.6% | 6,143 | -35.7% | 4,240 | -6.9% | 5,119 | -22.9% |
| COCONUT GROVE | 1,835 | 1,675 | 9.6% | 1,795 | 2.2% | 1,999 | -8.2% | 1,564 | 17.4% |
| CULMER | 918 | 1,125 | -18.4% | 1,392 | -34.1% | 957 | -4.1% | 1,215 | -24.5% |
| DADELAND NORTH | 4,015 | 2,812 | 42.8% | 5,926 | -32.2% | 4,494 | -10.7% | 5,262 | -23.7% |
| DADELAND SOUTH | 4,052 | 3,750 | 8.1% | 7,150 | -43.3% | 4,598 | -11.9% | 6,361 | -36.3% |
| DOUGLAS ROAD | 2,981 | 3,188 | -6.5% | 3,624 | -17.7% | 3,411 | -12.6% | 3,152 | -5.4% |
| DR. MARTIN LUTHER KING, JR. | 870 | 951 | -8.6% | 1,157 | -24.8% | 925 | -5.9% | 1,083 | -19.7% |
| EARLINGTON HEIGHTS | 1,381 | 1,519 | -9.1% | 1,662 | -16.9% | 1,491 | -7.4% | 1,489 | -7.2% |
| GOVERNMENT CENTER | 6,457 | 5,948 | 8.6% | 10,557 | -38.8% | 7,181 | -10.1% | 9,010 | -28.3% |
| HIALEAH | 1,167 | 1,233 | -5.3% | 1,253 | -6.8% | 1,258 | -7.2% | 1,158 | 0.8% |
| MIAMI INTERNATIONAL AIRPORT | 1,408 | 1,176 | 19.8% | 1,711 | -17.7% | 1,339 | 5.1% | 1,659 | -15.1% |
| NORTHSIDE | 1,059 | 1,633 | -35.1% | 1,476 | -28.2% | 1,087 | -2.6% | 1,324 | -20.0% |
| OKEECHOBEE | 973 | 955 | 1.9% | 1,164 | -16.4% | 1,040 | -6.4% | 1,044 | -6.7% |
| OVERTOWN / ARENA | 1,926 | 1,684 | 14.4% | 2,274 | -15.3% | 2,054 | -6.2% | 1,961 | -1.8% |
| PALMETTO | 1,227 | 1,374 | -10.7% | 1,543 | -20.5% | 1,363 | -10.0% | 1,324 | -7.3% |
| SANTA CLARA | 783 | 837 | -6.5% | 812 | -3.6% | 842 | -7.0% | 726 | 7.9% |
| SOUTH MIAMI | 2,045 | 2,032 | 0.6% | 3,015 | -32.2% | 2,315 | -11.7% | 2,596 | -21.2% |
| TRI-RAIL | 1,114 | 1,333 | -16.4% | 1,207 | -7.7% | 998 | 11.6% | 1,099 | 1.4% |
| UNIVERSITY | 1,484 | 1,510 | -1.8% | 2,784 | -46.7% | 2,411 | -38.5% | 1,723 | -13.9% |
| VIZCAYA | 1,442 | 1,399 | 3.1% | 1,390 | 3.7% | 1,566 | -7.9% | 1,187 | 21.4% |
| TOTAL | 48,388 | 48,271 | 0.2% | 67,367 | -28.2% | 53,119 | -8.9% | 58,274 | -17.0% |

(†) In this table and those which follow, "YOY" stands for "year-over-year", "MOM" for "month-over-month" and, e.g., "YO5Y" for "year over five years", i.e., current month vs 12 months prior, one month prior, and 60 months prior, respectively. The Feb-20 numbers serve as a pre-pandemic benchmark.

METRORAIL AVERAGE SATURDAY BOARDINGS BY STATION

| Saturdays | Average Saturday | Average Saturday | Percent Change | Average Saturday | Percent Change | Average Saturday | Percent Change | Average Saturday | Percent Change |
|-----------------------------|------------------|------------------|----------------|------------------|-------------------|------------------|----------------|------------------|----------------|
| STATIONS | Dec-24 | Dec-23 | YOY | Feb-20 | Current vs Feb-20 | Nov-24 | MOM | Dec-19 | YO5Y |
| ALLAPATTAH | 922 | 1,128 | -18.3% | 1,051 | -12.4% | 931 | -1.0% | 1,024 | -10.0% |
| BRICKELL | 2,772 | 3,188 | -13.1% | 2,811 | -1.4% | 2,551 | 8.7% | 2,713 | 2.2% |
| BROWNSVILLE | 330 | 423 | -21.9% | 520 | -36.4% | 319 | 3.7% | 507 | -34.9% |
| UHEALTH JACKSON | 703 | 916 | -23.2% | 959 | -26.7% | 678 | 3.7% | 904 | -22.2% |
| COCONUT GROVE | 1,072 | 1,029 | 4.2% | 928 | 15.5% | 1,042 | 2.9% | 876 | 22.4% |
| CULMER | 505 | 616 | -18.1% | 721 | -30.0% | 453 | 11.5% | 704 | -28.3% |
| DADELAND NORTH | 1,543 | 1,190 | 29.7% | 1,994 | -22.6% | 1,530 | 0.8% | 1,985 | -22.3% |
| DADELAND SOUTH | 1,852 | 2,053 | -9.8% | 2,625 | -29.5% | 1,872 | -1.1% | 2,554 | -27.5% |
| DOUGLAS ROAD | 1,402 | 1,571 | -10.8% | 1,319 | 6.3% | 1,372 | 2.2% | 1,291 | 8.6% |
| DR. MARTIN LUTHER KING, JR. | 566 | 787 | -28.1% | 625 | -9.4% | 562 | 0.8% | 607 | -6.8% |
| EARLINGTON HEIGHTS | 786 | 1,025 | -23.3% | 935 | -16.0% | 767 | 2.4% | 900 | -12.7% |
| GOVERNMENT CENTER | 3,126 | 3,210 | -2.6% | 4,262 | -26.7% | 3,022 | 3.4% | 3,668 | -14.8% |
| HIALEAH | 617 | 645 | -4.3% | 583 | 5.9% | 623 | -1.0% | 570 | 8.4% |
| MIAMI INTERNATIONAL AIRPORT | 1,022 | 951 | 7.4% | 1,330 | -23.2% | 1,014 | 0.7% | 1,283 | -20.4% |
| NORTHSIDE | 672 | 1,054 | -36.2% | 878 | -23.4% | 689 | -2.4% | 801 | -16.0% |
| OKEECHOBEE | 447 | 438 | 1.9% | 408 | 9.4% | 434 | 3.0% | 386 | 15.9% |
| OVERTOWN / ARENA | 829 | 759 | 9.2% | 678 | 22.3% | 756 | 9.6% | 570 | 45.5% |
| PALMETTO | 422 | 544 | -22.5% | 458 | -8.0% | 425 | -0.7% | 392 | 7.7% |
| SANTA CLARA | 412 | 485 | -15.1% | 422 | -2.3% | 411 | 0.2% | 419 | -1.7% |
| SOUTH MIAMI | 1,025 | 1,025 | 0.0% | 1,256 | -18.4% | 1,057 | -3.1% | 1,147 | -10.7% |
| TRI-RAIL | 591 | 808 | -26.9% | 614 | -3.9% | 482 | 22.4% | 557 | 6.1% |
| UNIVERSITY | 567 | 643 | -11.8% | 714 | -20.6% | 731 | -22.4% | 532 | 6.7% |
| VIZCAYA | 724 | 788 | -8.0% | 622 | 16.5% | 727 | -0.3% | 601 | 20.5% |
| TOTAL | 22,904 | 25,275 | -9.4% | 26,714 | -14.3% | 22,447 | 2.0% | 24,987 | -8.3% |

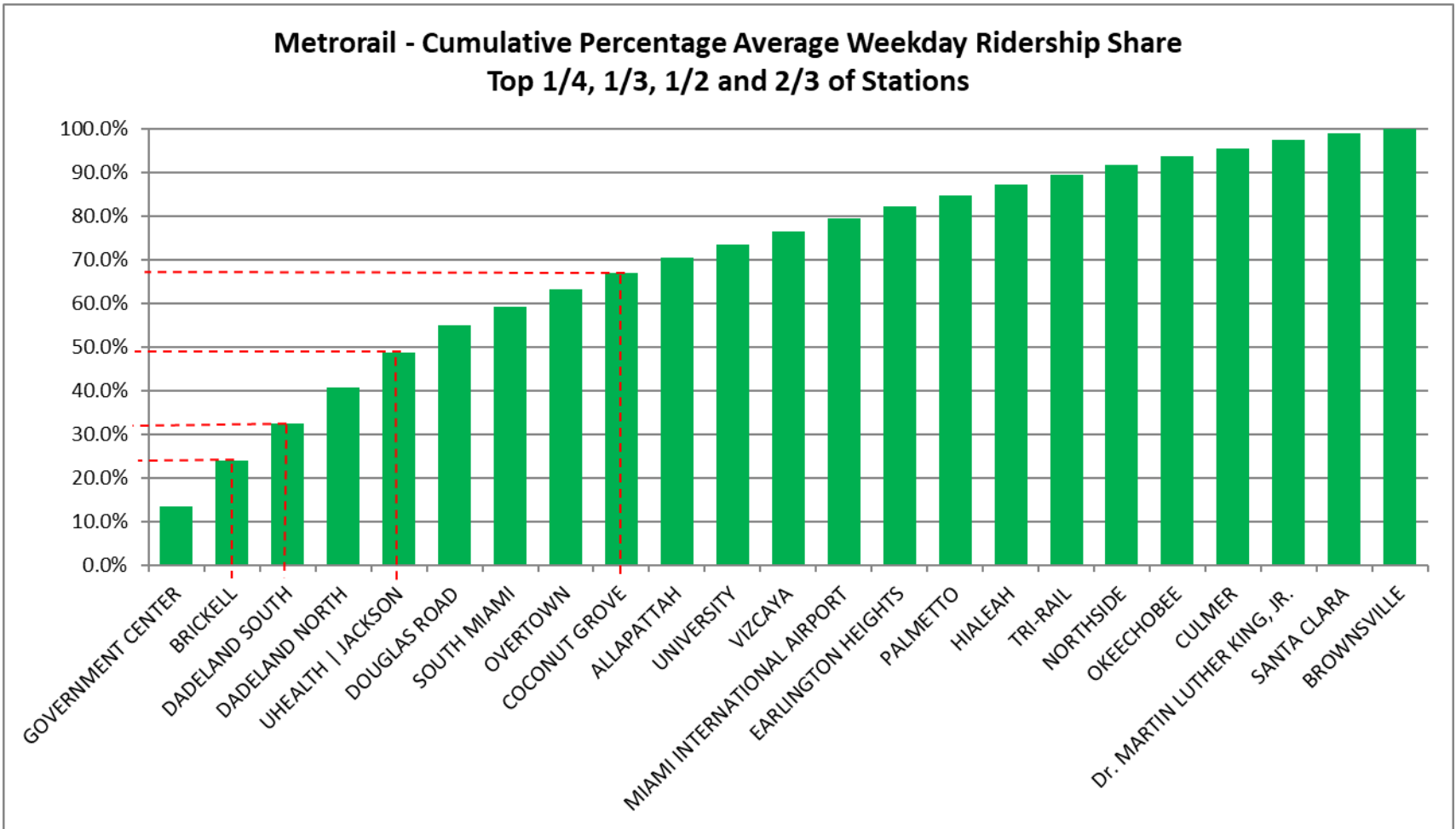
METRORAIL AVERAGE SUNDAY BOARDINGS BY STATION

| Sundays | Average Sunday | Average Sunday | Percent Change | Average Sunday | Percent Change | Average Sunday | Percent Change | Average Sunday | Percent Change |
|-----------------------------|----------------|----------------|----------------|----------------|-------------------|----------------|----------------|----------------|----------------|
| STATIONS | Dec-24 | Dec-23 | YOY | Feb-20 | Current vs Feb-20 | Nov-24 | MOM | Dec-19 | YO5Y |
| ALLAPATTAH | 676 | 836 | -19.2% | 791 | -14.6% | 689 | -1.9% | 765 | -11.7% |
| BRICKELL | 1,984 | 2,350 | -15.6% | 2,379 | -16.6% | 1,935 | 2.6% | 2,049 | -3.2% |
| BROWNSVILLE | 222 | 350 | -36.5% | 406 | -45.2% | 269 | -17.3% | 367 | -39.5% |
| UHEALTH JACKSON | 571 | 669 | -14.6% | 791 | -27.8% | 547 | 4.4% | 715 | -20.2% |
| COCONUT GROVE | 806 | 924 | -12.8% | 838 | -3.9% | 834 | -3.3% | 683 | 18.0% |
| CULMER | 360 | 494 | -27.2% | 616 | -41.6% | 358 | 0.4% | 563 | -36.1% |
| DADELAND NORTH | 1,126 | 958 | 17.5% | 1,685 | -33.2% | 1,113 | 1.2% | 1,516 | -25.7% |
| DADELAND SOUTH | 1,398 | 1,673 | -16.5% | 2,210 | -36.8% | 1,479 | -5.5% | 2,050 | -31.8% |
| DOUGLAS ROAD | 910 | 1,304 | -30.2% | 1,090 | -16.5% | 989 | -8.0% | 949 | -4.1% |
| DR. MARTIN LUTHER KING, JR. | 365 | 497 | -26.5% | 506 | -27.8% | 444 | -17.7% | 467 | -21.8% |
| EARLINGTON HEIGHTS | 667 | 805 | -17.2% | 799 | -16.6% | 680 | -1.9% | 715 | -6.7% |
| GOVERNMENT CENTER | 2,285 | 2,152 | 6.2% | 4,044 | -43.5% | 2,444 | -6.5% | 2,848 | -19.8% |
| HIALEAH | 387 | 504 | -23.2% | 472 | -18.0% | 454 | -14.7% | 442 | -12.4% |
| MIAMI INTERNATIONAL AIRPORT | 1,046 | 938 | 11.5% | 1,343 | -22.1% | 746 | 40.2% | 1,303 | -19.7% |
| NORTHSIDE | 441 | 792 | -44.3% | 653 | -32.4% | 531 | -16.9% | 645 | -31.6% |
| OKEECHOBEE | 289 | 321 | -10.1% | 273 | 5.6% | 307 | -5.9% | 251 | 15.2% |
| OVERTOWN / ARENA | 666 | 534 | 24.8% | 544 | 22.4% | 665 | 0.2% | 473 | 40.7% |
| PALMETTO | 243 | 364 | -33.1% | 336 | -27.6% | 246 | -1.2% | 254 | -4.2% |
| SANTA CLARA | 273 | 324 | -15.7% | 280 | -2.4% | 276 | -1.2% | 274 | -0.6% |
| SOUTH MIAMI | 690 | 814 | -15.3% | 987 | -30.1% | 770 | -10.4% | 818 | -15.7% |
| TRI-RAIL | 384 | 599 | -35.9% | 528 | -27.2% | 381 | 0.9% | 459 | -16.4% |
| UNIVERSITY | 438 | 459 | -4.7% | 608 | -28.0% | 614 | -28.7% | 380 | 15.3% |
| VIZCAYA | 473 | 565 | -16.2% | 524 | -9.7% | 533 | -11.1% | 458 | 3.4% |
| TOTAL | 16,698 | 19,225 | -13.1% | 22,701 | -26.4% | 17,300 | -3.5% | 19,444 | -14.1% |

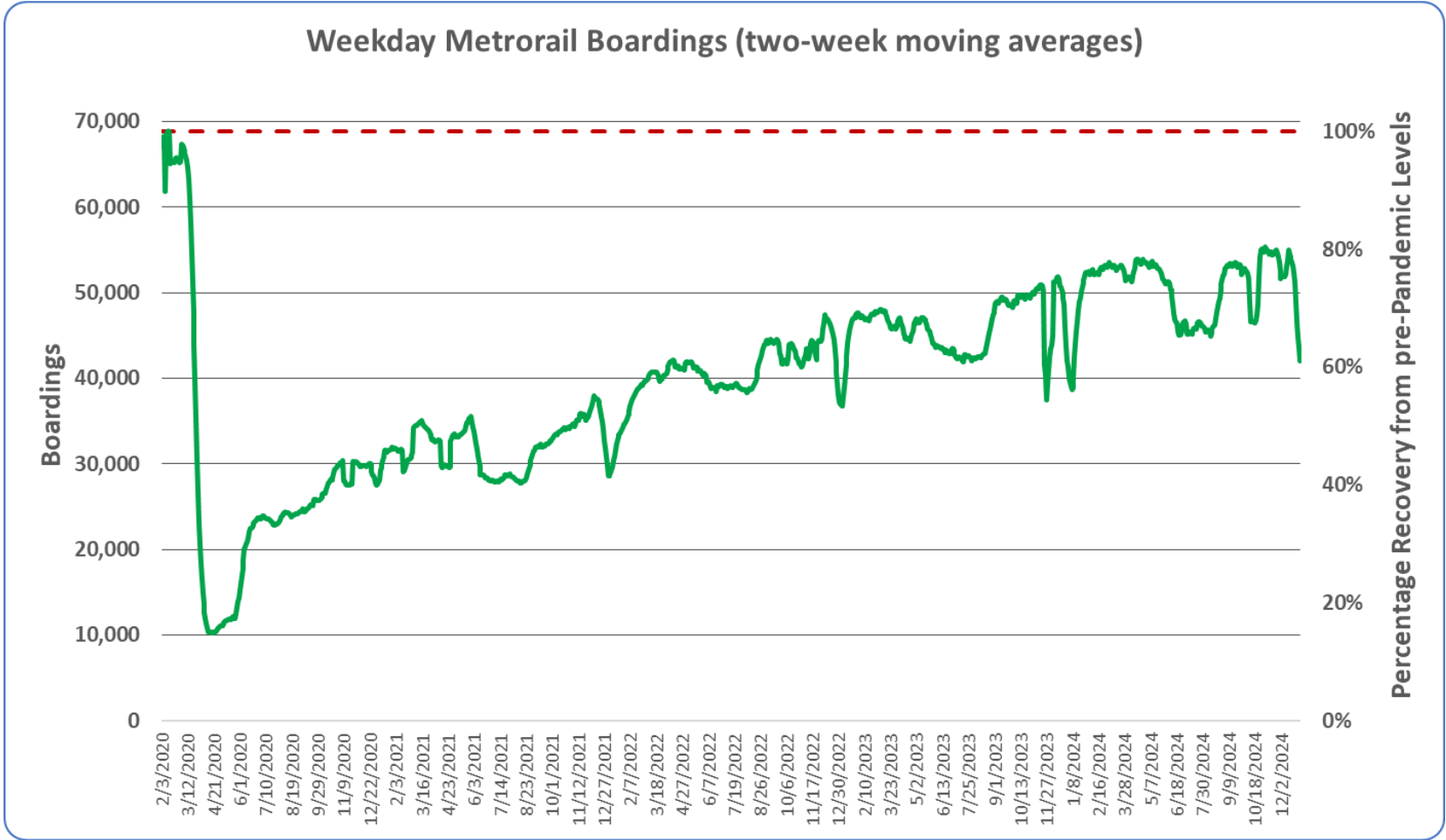
METRORAIL TOTAL MONTHLY BOARDINGS BY STATION

| Monthly Totals | Total Month | Total Month | Percent Change | Total Month | Percent Change | Total Month | Percent Change | Total Month | Percent Change |
|-----------------------------|------------------|------------------|----------------|------------------|-------------------|------------------|----------------|------------------|----------------|
| STATIONS | Dec-24 | Dec-23 | YOY | Feb-20 | Current vs Feb-20 | Nov-24 | MOM | Dec-19 | YO5Y |
| ALLAPATTAH | 42,296 | 49,466 | -14.5% | 46,868 | -9.8% | 41,888 | 1.0% | 46,115 | -8.3% |
| BRICKELL | 129,861 | 135,159 | -3.9% | 152,259 | -14.7% | 124,423 | 4.4% | 140,626 | -7.7% |
| BROWNSVILLE | 13,572 | 12,734 | 6.6% | 21,285 | -36.2% | 13,702 | -0.9% | 20,907 | -35.1% |
| UHEALTH JACKSON | 88,927 | 93,969 | -5.4% | 128,921 | -31.0% | 87,145 | 2.0% | 115,225 | -22.8% |
| COCONUT GROVE | 47,274 | 45,152 | 4.7% | 43,580 | 8.5% | 47,965 | -1.4% | 40,180 | 17.7% |
| CULMER | 23,386 | 28,451 | -17.8% | 33,497 | -30.2% | 22,495 | 4.0% | 31,607 | -26.0% |
| DADELAND NORTH | 96,591 | 67,239 | 43.7% | 132,894 | -27.3% | 99,270 | -2.7% | 126,644 | -23.7% |
| DADELAND SOUTH | 100,416 | 94,684 | 6.1% | 162,416 | -38.2% | 105,027 | -4.4% | 155,214 | -35.3% |
| DOUGLAS ROAD | 73,233 | 78,669 | -6.9% | 82,141 | -10.8% | 77,247 | -5.2% | 76,657 | -4.5% |
| DR. MARTIN LUTHER KING, JR. | 22,693 | 26,150 | -13.2% | 27,980 | -18.9% | 22,897 | -0.9% | 27,876 | -18.6% |
| EARLINGTON HEIGHTS | 35,938 | 33,852 | 6.2% | 40,697 | -11.7% | 36,041 | -0.3% | 38,994 | -7.8% |
| GOVERNMENT CENTER | 161,189 | 147,694 | 9.1% | 243,414 | -33.8% | 164,108 | -1.8% | 220,083 | -26.8% |
| HIALEAH | 29,277 | 28,452 | 2.9% | 29,516 | -0.8% | 29,789 | -1.7% | 29,152 | 0.4% |
| MIAMI INTERNATIONAL AIRPORT | 39,707 | 34,093 | 16.5% | 46,115 | -13.9% | 35,545 | 11.7% | 47,614 | -16.6% |
| NORTHSIDE | 27,408 | 42,349 | -35.3% | 36,127 | -24.1% | 27,202 | 0.8% | 34,603 | -20.8% |
| OKEECHOBEE | 23,897 | 23,245 | 2.8% | 26,026 | -8.2% | 23,740 | 0.7% | 24,935 | -4.2% |
| OVERTOWN / ARENA | 47,498 | 30,960 | 53.4% | 49,911 | -4.8% | 46,281 | 2.6% | 46,185 | 2.8% |
| PALMETTO | 28,856 | 32,295 | -10.6% | 33,944 | -15.0% | 29,649 | -2.7% | 30,789 | -6.3% |
| SANTA CLARA | 19,680 | 20,207 | -2.6% | 19,245 | 2.3% | 19,861 | -0.9% | 18,484 | 6.5% |
| SOUTH MIAMI | 50,916 | 50,366 | 1.1% | 69,412 | -26.6% | 53,732 | -5.2% | 63,913 | -20.3% |
| TRI-RAIL | 27,979 | 34,212 | -18.2% | 29,120 | -3.9% | 23,694 | 18.1% | 27,850 | 0.5% |
| UNIVERSITY | 35,797 | 33,325 | 7.4% | 61,253 | -41.6% | 52,585 | -31.9% | 40,389 | -11.4% |
| VIZCAYA | 35,893 | 34,549 | 3.9% | 32,497 | 10.5% | 36,434 | -1.5% | 29,886 | 20.1% |
| TOTAL | 1,202,284 | 1,177,272 | 2.1% | 1,549,118 | -22.4% | 1,220,720 | -1.5% | 1,433,928 | -16.2% |

METRORAIL CUMULATIVE PERCENTAGE RIDERSHIP SHARE

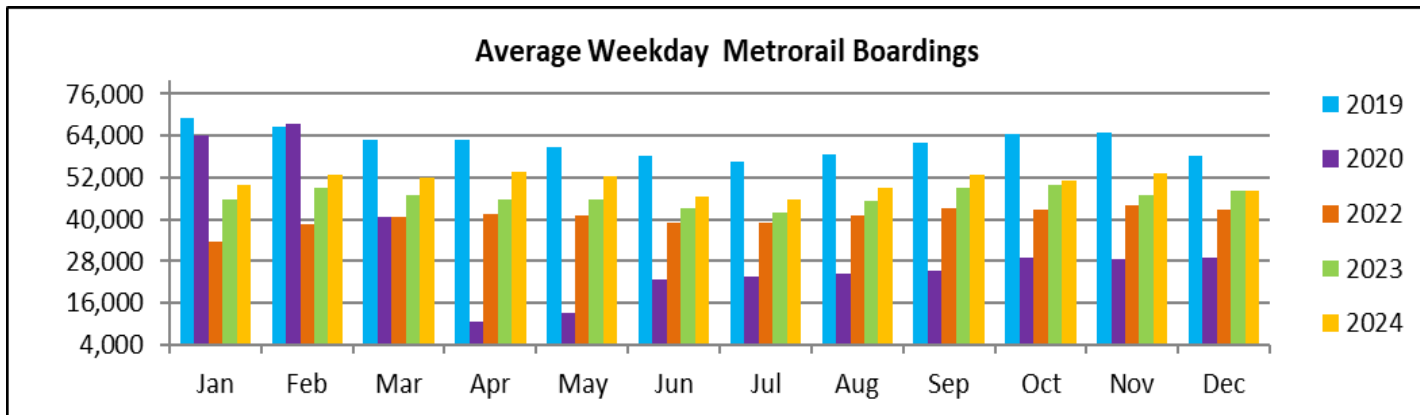
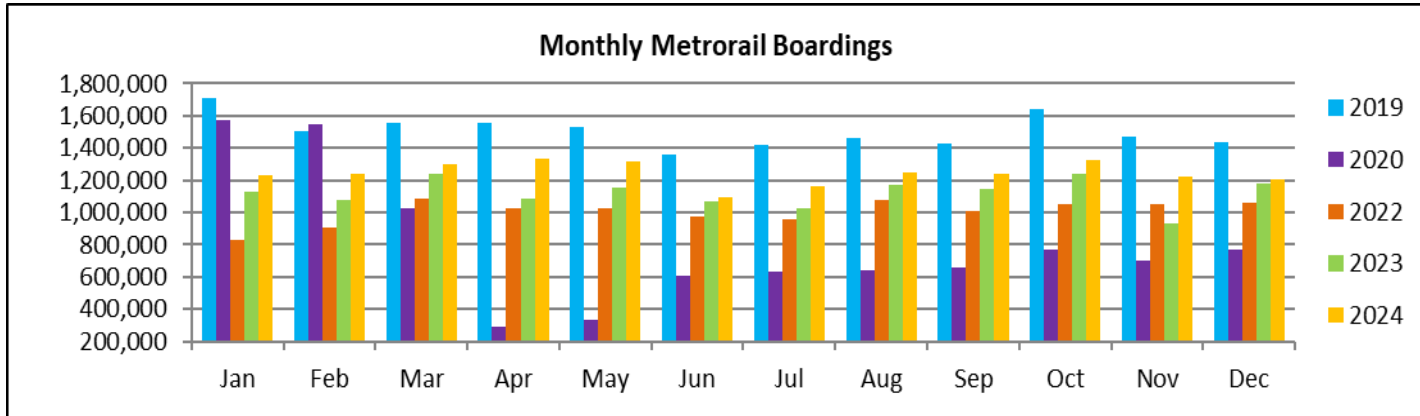


METRORAIL WEEKDAY RIDERSHIP SINCE 02/01/20 (TWO-WEEK MOVING AVERAGES)



- (1) The red dotted line represents the pre-pandemic benchmark month (Feb-20) maximum.
- (2) Pronounced local minima are generally due to hurricanes or other storms, less often data outages, with associated delayed reductions in smoothed ridership.

TOTAL MONTHLY AND AVERAGE WEEKDAY RIDERSHIP YEAR OVER YEAR COMPARISON CHARTS – METRORAIL

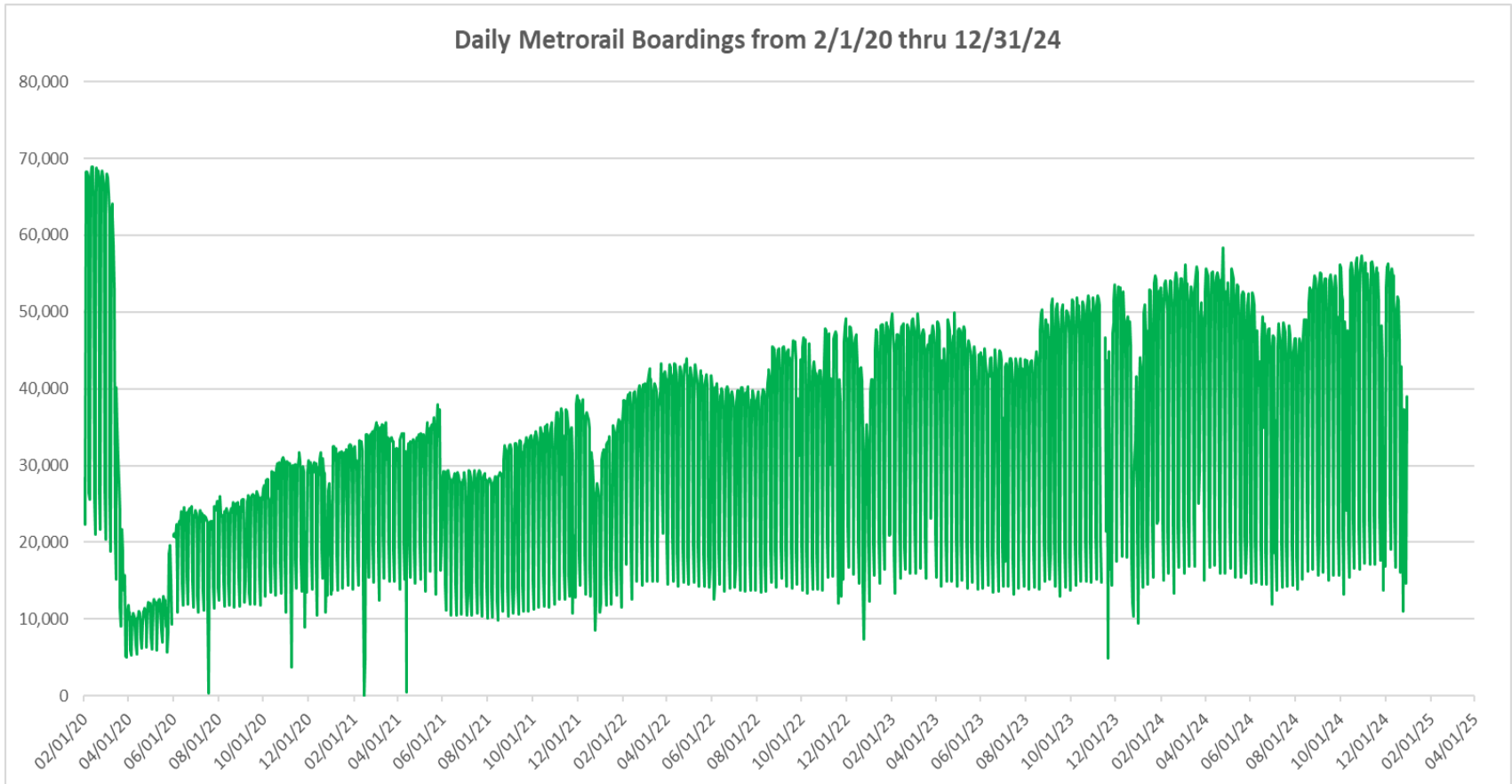


**“TOP 5 / BOTTOM 5” RAIL STATIONS AVERAGE WEEKDAY RIDERSHIP PERFORMANCE
YEAR OVER YEAR COMPARISONS**

| Station | Dec-24 | Dec-23 | Absolute Delta (1) | Percent Delta |
|-----------------------------|---------------|---------------|-------------------------------|--------------------------|
| DADELAND NORTH | 4,015 | 2,812 | 1,203 | 42.8% |
| GOVERNMENT CENTER | 6,457 | 5,948 | 509 | 8.6% |
| DADELAND SOUTH | 4,052 | 3,750 | 302 | 8.1% |
| OVERTOWN | 1,926 | 1,684 | 242 | 14.4% |
| MIAMI INTERNATIONAL AIRPORT | 1,408 | 1,176 | 232 | 19.8% |
| NORTHSIDE | 1,059 | 1,633 | -573 | -35.1% |
| UHEALTH JACKSON | 3,948 | 4,273 | -326 | -7.6% |
| ALLAPATTAH | 1,656 | 1,951 | -295 | -15.1% |
| TRI-RAIL | 1,114 | 1,333 | -219 | -16.4% |
| CULMER | 918 | 1,125 | -208 | -18.4% |

(1) Averages rounded to the nearest boarding.

DAILY METRORAIL RIDERSHIP SINCE FEBRUARY 1, 2020



- (1) There was no Metrobus, Metrorail and Metromover service on 5/31/20, as a safety precaution, and no service for any of the four modes on 9/28/22 as a result of Hurricane Ian..
- (2) The dip at the start of the second week of Nov-20 is due to Hurricane Eta; these are *raw data* from the Unleash Live contractor AI video system.
- (3) The dip on 4/13/21 is due to a loss of connectivity at all stations, affecting a few stations over the next two days as well; a similar loss of connectivity is seen on 11/21/23.
- (4) The reduction seen beginning 6/1/21 is partly due to the resumption of fares and partly the result of resuming reporting Cubic faregate data rather than video camera counts.
- (5) As a result of free fares to launch the Better Bus Network, faregates are open beginning 11/13/23, and Unleash Live AI video system ridership counts are reported starting 11/17/23; the isolated peak in Dec-23 is visible.
- (6) Periodic (weekly) variations are prominent, since weekday ridership is almost always significantly higher than weekend or holiday ridership; a few low-count days are due to system outages, often associated with construction or renovation work.

METRORAIL PARKING PATRONAGE SUMMARY

December 2024

| PARK-RIDE LOT | ACTUAL CAPACITY (1) | ACTUAL OCCUPANCY (2) | PERCENT OCCUPANCY |
|-------------------------------------|------------------------|-------------------------|----------------------|
| DADELAND SOUTH | 1,260 | 788 | 63% |
| DADELAND NORTH | 1,702 | 985 | 58% |
| SOUTH MIAMI | 816 | 344 | 42% |
| UNIVERSITY | 260 | 194 | 74% |
| DOUGLAS ROAD | 222 | 0 | 0% |
| COCONUT GROVE | 100 | | |
| VIZCAYA | 120 | 46 | 39% |
| CULMER | 25 | 16 | 64% |
| SANTA CLARA | 61 | 31 | 51% |
| ALLAPATTAH | 74 | 7 | 9% |
| EARLINGTON HEIGHTS | 361 | 175 | 48% |
| BROWNSVILLE | 100 | 83 | 83% |
| DR. MARTIN LUTHER KING JR. (MDT) | 62 | | |
| DR. MARTIN LUTHER KING JR. (GARAGE) | 631 | | |
| NORTHSIDE | 100 | 83 | 83% |
| HIALEAH | 338 | 72 | 21% |
| OKEECHOBEE | 1,398 | 175 | 13% |
| PALMETTO | 700 | 181 | 26% |
| TOTAL | 8,330 | 3,180 | 38% |

- (1) Number of spaces could vary each week; shown are available spaces during final week of month, as submitted by DTPW Safety & Security office.
- (2) All sampled occupancy data provided by DTPW Safety & Security office; calculations are revisions to those submitted by that entity.
- (3) Daily averages rounded to nearest unit, with fewer samples at some stations than others, depending on staffing levels; calculations are based on sampled counted days only per raw data submitted, with resulting average daily occupancy shown.

Metromover

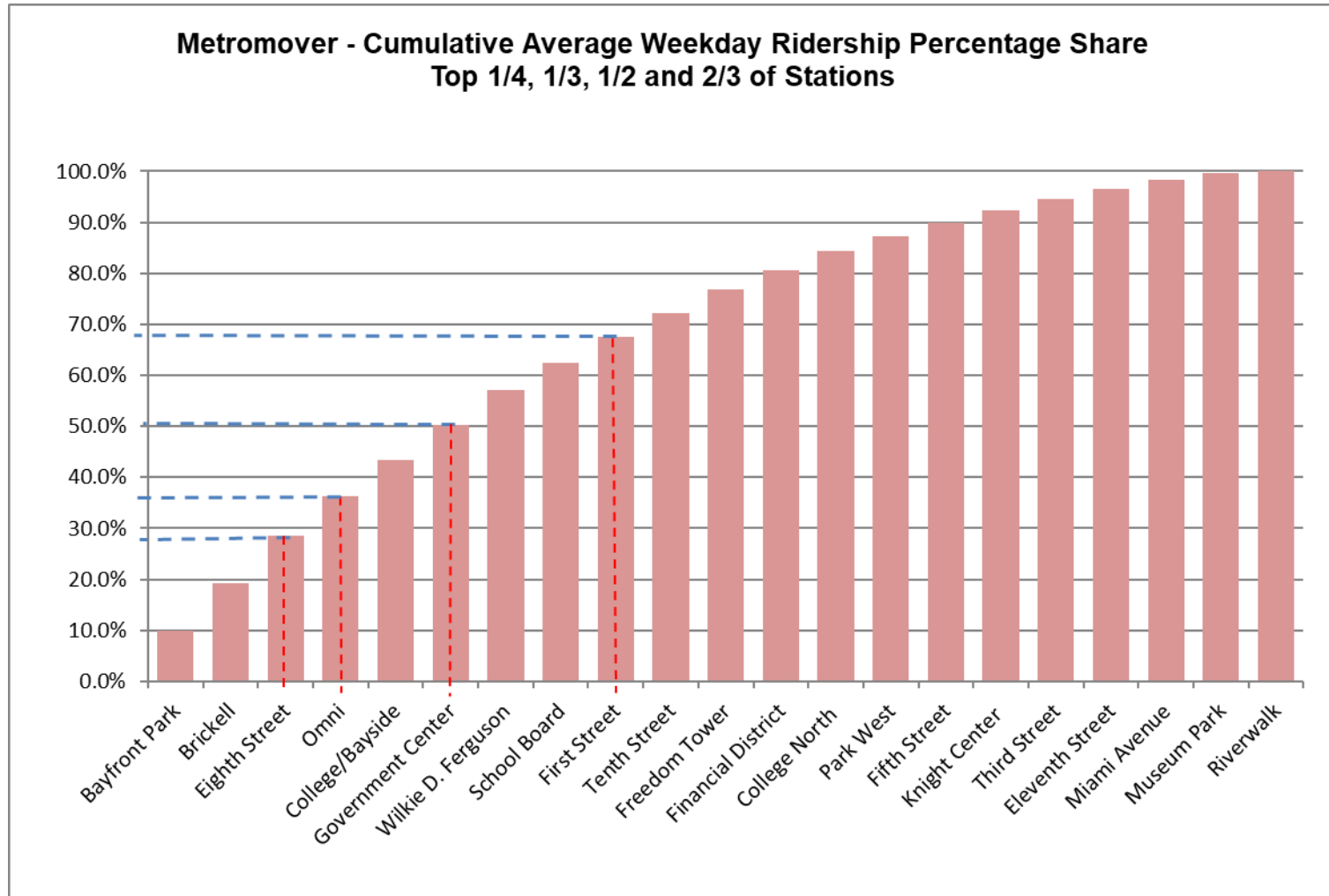


METROMOVER MONTHLY AND AVERAGE DAILY BOARDINGS BY STATION

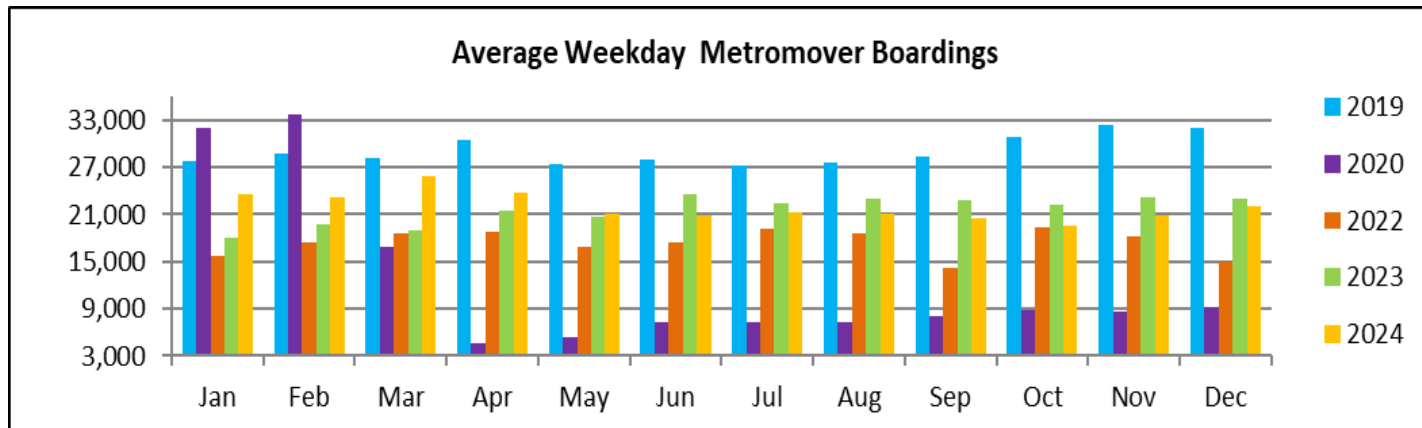
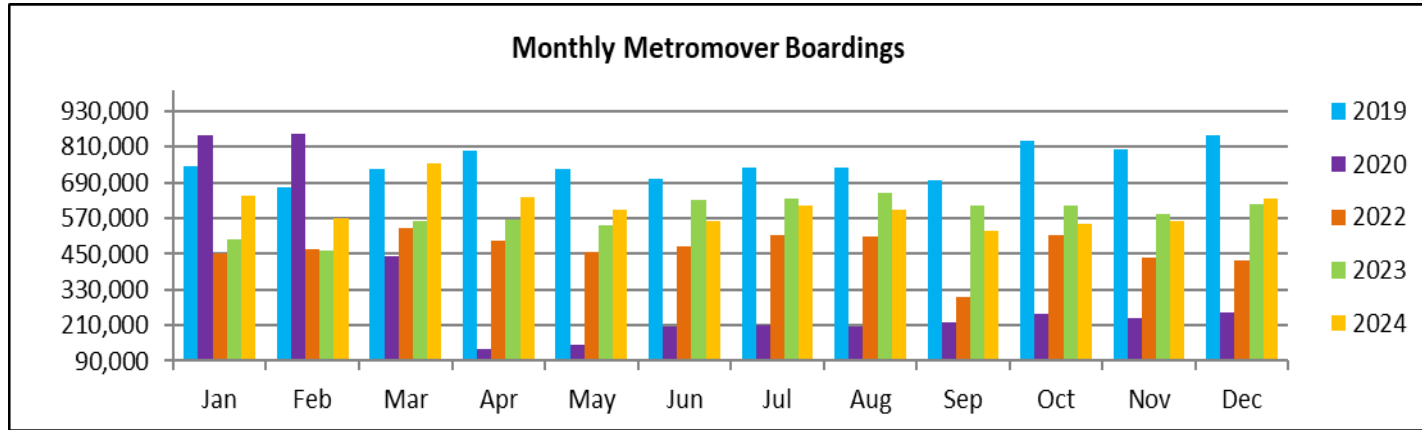
| | Average Weekday | Average Weekday | Percent Change | Average Saturday | Average Saturday | Percent Change | Average Sunday | Average Sunday | Percent Change | Total Monthly | Total Monthly | Percent Change |
|--------------------|-----------------|-----------------|----------------|------------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| STATIONS | Dec-24 | Dec-23 | 24 vs 23 | Dec-24 | Dec-23 | 24 vs 23 | Dec-24 | Dec-23 | 24 vs 23 | Dec-24 | Dec-23 | 24 vs 23 |
| School Board | 1,205 | 1,089 | 10.6% | 890 | 788 | 13.0% | 921 | 994 | -7.3% | 34,269 | 31,586 | 8.5% |
| Omni | 1,694 | 1,858 | -8.8% | 1,620 | 1,496 | 8.3% | 1,597 | 1,666 | -4.2% | 51,024 | 54,151 | -5.8% |
| Museum Park | 271 | 412 | -34.2% | 258 | 446 | -42.2% | 317 | 346 | -8.2% | 8,531 | 12,213 | -30.1% |
| Eleventh Street | 433 | 301 | 43.9% | 346 | 287 | 20.5% | 361 | 310 | 16.2% | 12,524 | 9,252 | 35.4% |
| Park West | 639 | 577 | 10.8% | 658 | 505 | 30.3% | 680 | 437 | 55.7% | 19,926 | 16,816 | 18.5% |
| Freedom Tower | 1,011 | | | 1,022 | | | 1,049 | | | 31,435 | | |
| Government Center | 1,532 | 2,319 | -34.0% | 1,096 | 1,992 | -45.0% | 1,104 | 2,325 | -52.5% | 42,893 | 26,330 | 62.9% |
| Miami Avenue | 395 | 373 | 5.8% | 238 | 311 | -23.7% | 259 | 305 | -14.9% | 10,714 | 10,736 | -0.2% |
| Third Street | 495 | 508 | -2.6% | 515 | 533 | -3.3% | 392 | 559 | -29.9% | 14,656 | 15,990 | -8.3% |
| Knight Center | 560 | 593 | -5.7% | 288 | 353 | -18.3% | 303 | 335 | -9.7% | 14,703 | 15,635 | -6.0% |
| Bayfront Park | 2,209 | 2,224 | -0.7% | 1,488 | 1,719 | -13.5% | 1,542 | 2,525 | -38.9% | 62,029 | 67,381 | -7.9% |
| First Street | 1,115 | 1,323 | -15.7% | 907 | 1,102 | -17.7% | 974 | 1,061 | -8.2% | 32,662 | 38,113 | -14.3% |
| College/Bayside | 1,570 | 1,471 | 6.7% | 1,350 | 1,281 | 5.3% | 1,294 | 1,387 | -6.7% | 46,152 | 44,106 | 4.6% |
| College North | 822 | 916 | -10.3% | 470 | 557 | -15.7% | 564 | 525 | 7.5% | 22,406 | 24,173 | -7.3% |
| Wilkie D. Ferguson | 1,511 | 1,367 | 10.5% | 927 | 962 | -3.7% | 926 | 947 | -2.2% | 40,647 | 37,554 | 8.2% |
| Riverwalk | 87 | 771 | -88.7% | 114 | 500 | -77.2% | 103 | 585 | -82.5% | 2,945 | 21,373 | -86.2% |
| Fifth Street | 581 | 653 | -11.0% | 414 | 482 | -14.0% | 420 | 462 | -9.1% | 16,369 | 18,159 | -9.9% |
| Eighth Street | 2,050 | 2,289 | -10.4% | 1,904 | 1,819 | 4.6% | 1,811 | 1,773 | 2.1% | 61,241 | 65,068 | -5.9% |
| Tenth Street | 1,041 | 1,048 | -0.6% | 805 | 761 | 5.7% | 749 | 740 | 1.2% | 29,404 | 29,040 | 1.3% |
| Brickell | 2,061 | 2,155 | -4.3% | 1,353 | 1,408 | -3.9% | 1,392 | 1,605 | -13.3% | 56,875 | 59,415 | -4.3% |
| Financial District | 846 | 751 | 12.6% | 529 | 397 | 33.3% | 501 | 405 | 23.8% | 22,891 | 19,364 | 18.2% |
| TOTAL | 22,127 | 22,998 | -3.8% | 17,189 | 17,697 | -2.9% | 17,258 | 19,292 | -10.5% | 634,296 | 616,455 | 2.9% |

(*) Some Metromover stations were closed for construction during the CY 2023-2024 period, due to construction work; associated were numerous power and data outages, including on weekends

METROMOVER CUMULATIVE PERCENTAGE RIDERSHIP SHARE



TOTAL MONTHLY AND AVERAGE WEEKDAY RIDERSHIP YEAR OVER YEAR COMPARISON CHARTS – METROMOVER

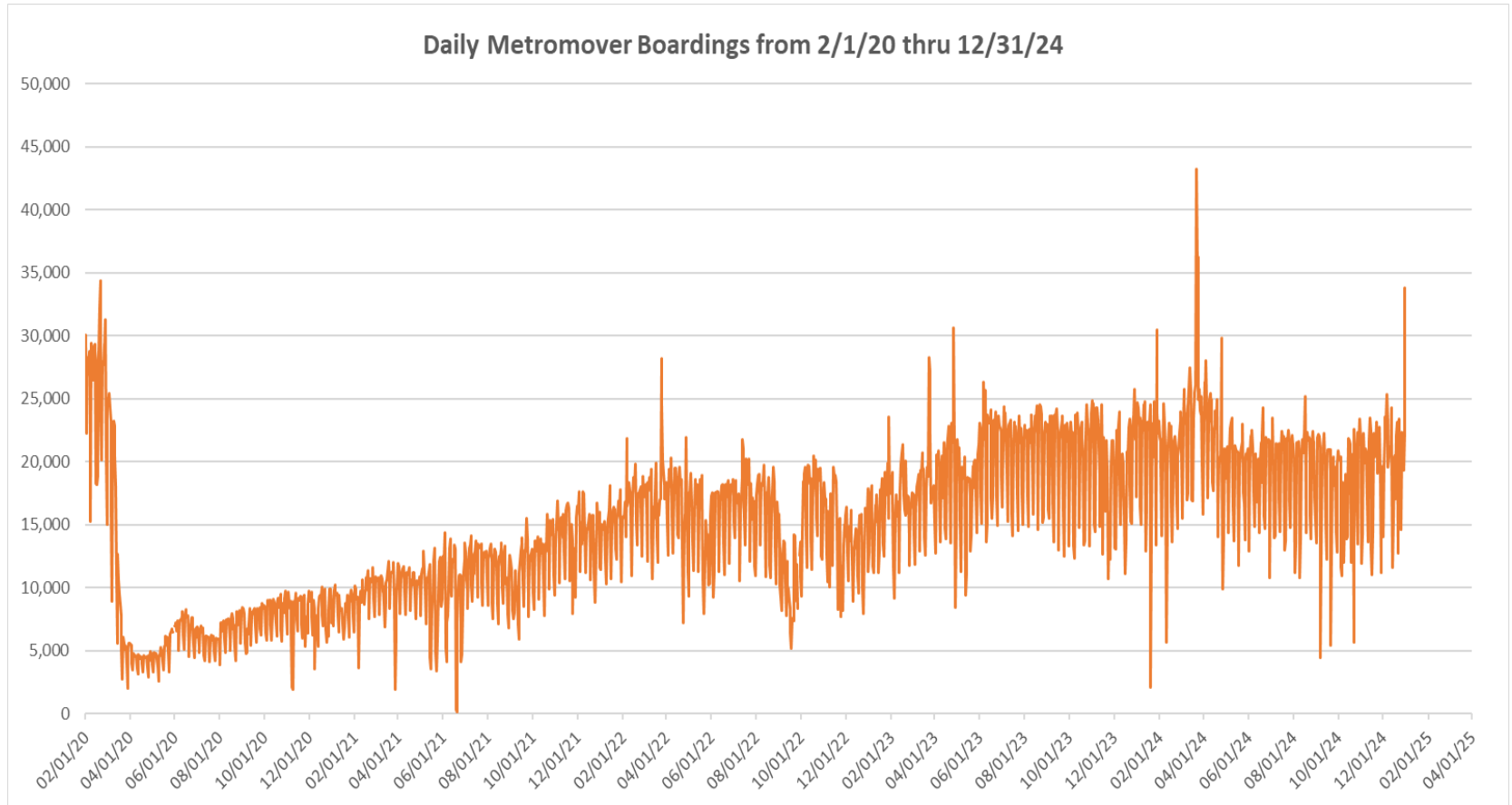


**“TOP 5 / BOTTOM 5” MOVER STATIONS AVERAGE WEEKDAY RIDERSHIP PERFORMANCE
YEAR OVER YEAR COMPARISONS**

| Station | Dec-24 | Dec-23 | Absolute Delta (1) | Percent Delta |
|--------------------|---------------|---------------|-------------------------------|--------------------------|
| Wilkie D. Ferguson | 1,511 | 1,367 | 144 | 10.5% |
| Eleventh Street | 433 | 301 | 132 | 43.9% |
| School Board | 1,205 | 1,089 | 116 | 10.6% |
| College/Bayside | 1,570 | 1,471 | 98 | 6.7% |
| Financial District | 846 | 751 | 95 | 12.6% |
| Government Center | 1,532 | 2,319 | -788 | -34.0% |
| Riverwalk | 87 | 771 | -684 | -88.7% |
| Eighth Street | 2,050 | 2,289 | -239 | -10.4% |
| First Street | 1,115 | 1,323 | -208 | -15.7% |
| Omni | 1,694 | 1,858 | -164 | -8.8% |

(1) Averages rounded to the nearest boarding.

DAILY METROMOVER RIDERSHIP SINCE FEBRUARY 1, 2020



- (1) There was no Metrobus, Metrorail and Metromover service on 5/31/20, as a safety precaution, and no service for any of the four modes on 9/28/22 as a result of Hurricane Ian.
- (2) The dip at the start of the second week of Nov-20 is due to Hurricane Eta; these are *raw data* from the UTA contractor APC system. Other more recent dips are due to various station closures (mostly on weekends) for system maintenance purposes. Pronounced peaks are associated with major events in Downtown Miami, such as the Corporate Run and Ultramusic Festival.
- (3) Periodic (weekly) variations are prominent, since weekday ridership is almost always significantly higher than weekend or holiday ridership; a few low-count days are due to system outages, often associated with construction or renovation work, including on weekends.

Special Transportation Services

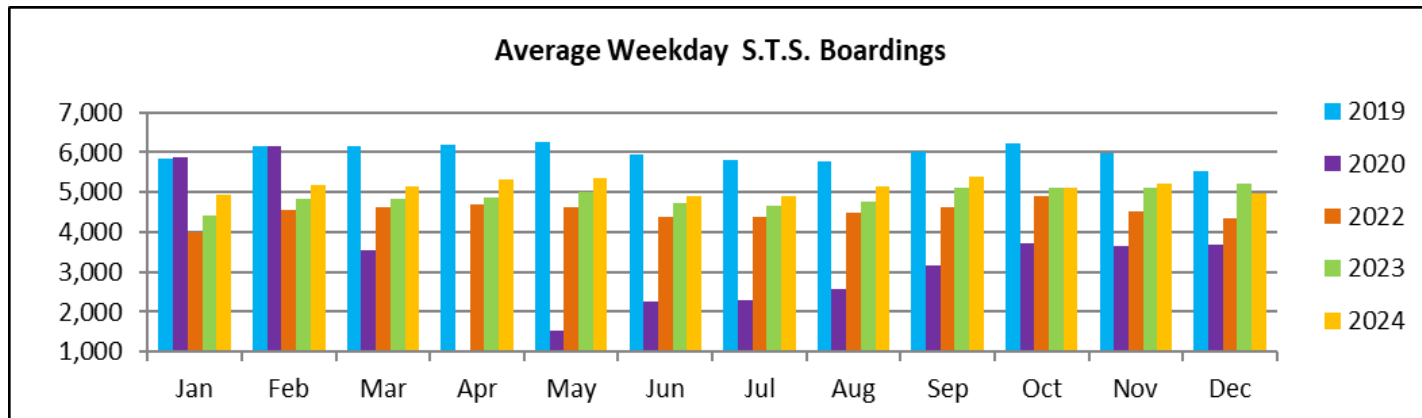
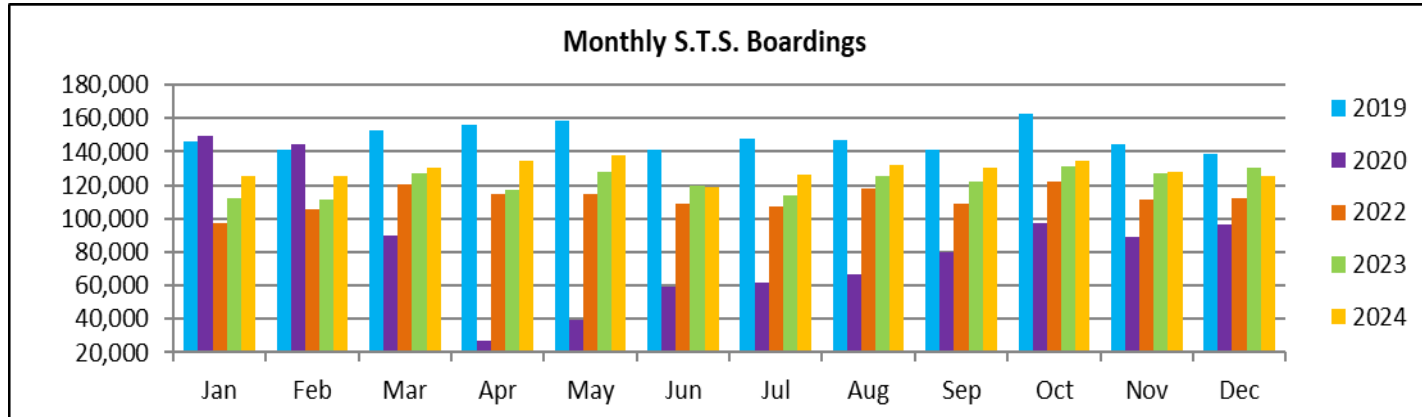


STS MONTHLY AND AVERAGE DAILY BOARDINGS December 2024

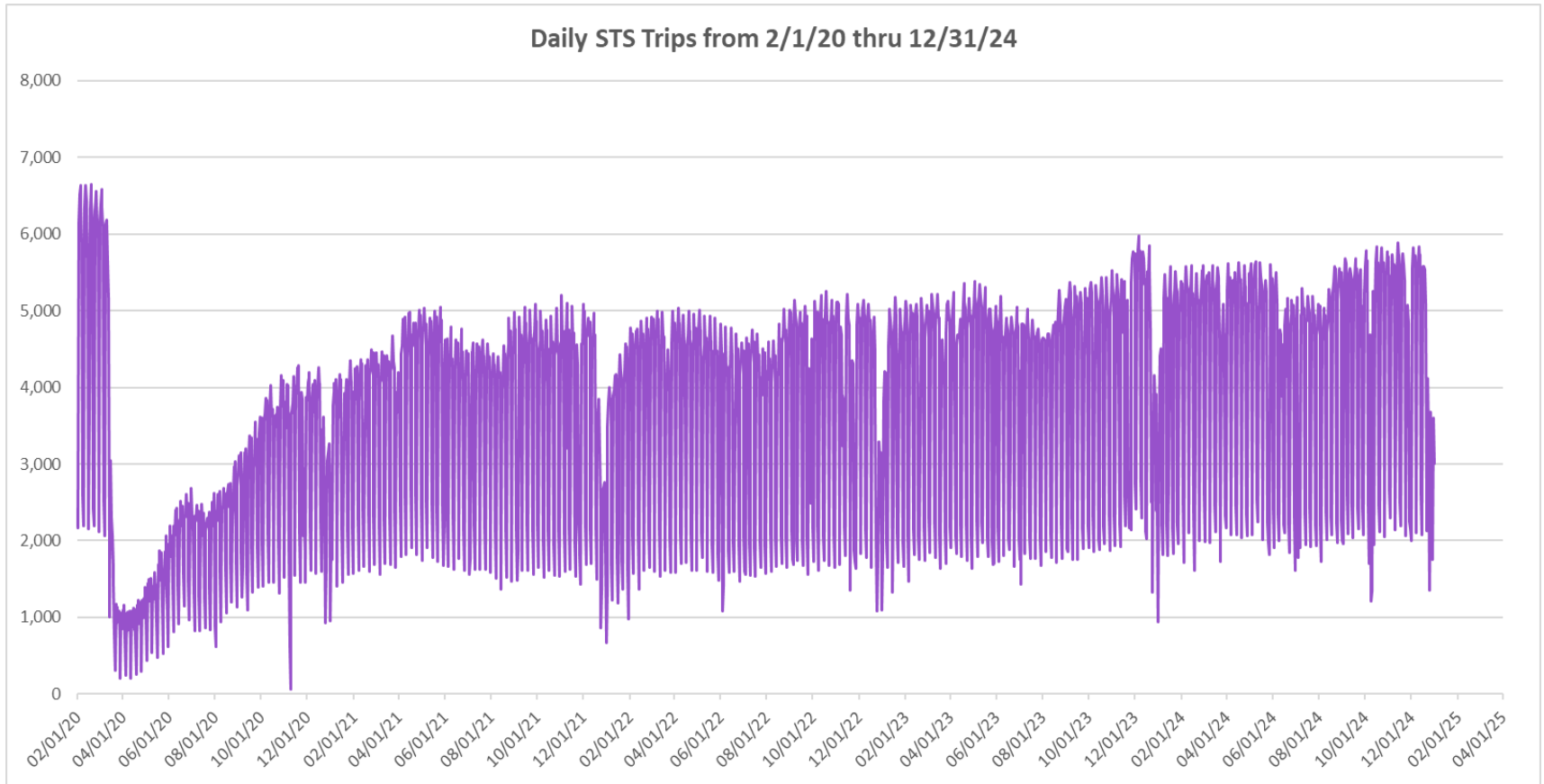
| Measure | timeline | Ambulatory | Wheelchair | Total Clients (*) |
|---|---------------|----------------|---------------|-------------------|
| Average Weekday | Dec-24 | 4,119 | 853 | 4,972 |
| Average Saturday | Dec-24 | 2,041 | 434 | 2,474 |
| Average Sunday | Dec-24 | 1,536 | 368 | 1,904 |
| Total Monthly | Dec-24 | 103,864 | 21,860 | 125,724 |
| Average Weekday | Dec-23 | 4,361 | 854 | 5,216 |
| Average Saturday | Dec-23 | 2,083 | 423 | 2,506 |
| Average Sunday | Dec-23 | 1,761 | 448 | 2,209 |
| Total Monthly | Dec-23 | 108,203 | 21,890 | 130,093 |
| Average Weekday | Dec-22 | 3,558 | 776 | 4,334 |
| Average Saturday | Dec-22 | 1,680 | 383 | 2,064 |
| Average Sunday | Dec-22 | 1,276 | 312 | 1,588 |
| Total Monthly | Dec-22 | 91,773 | 20,246 | 112,019 |
| % Change Current vs. December 2023 Weekday | | -5.6% | -0.1% | -4.7% |
| % Change Current vs. December 2023 Saturday | | -2.0% | 2.5% | -1.3% |
| % Change Current vs. December 2023 Sunday | | -12.8% | -17.9% | -13.8% |
| % Change Current vs. December 2023 Month Total | | -4.0% | -0.1% | -3.4% |
| % Change Current vs. December 2022 Weekday | | 15.8% | 9.9% | 14.7% |
| % Change Current vs. December 2022 Saturday | | 21.4% | 13.1% | 19.9% |
| % Change Current vs. December 2022 Sunday | | 20.3% | 17.9% | 19.8% |
| % Change Current vs. December 2022 Month Total | | 13.2% | 8.0% | 12.2% |

(*) Trip count data provided by STS contractor.

TOTAL MONTHLY AND AVERAGE WEEKDAY RIDERSHIP YEAR OVER YEAR COMPARISON CHARTS – SPECIAL TRANSPORTATION SERVICES (S.T.S.)

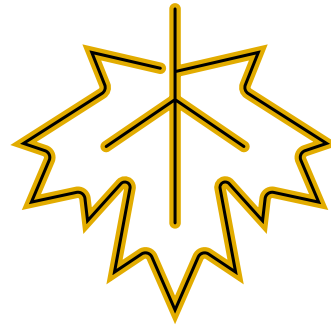
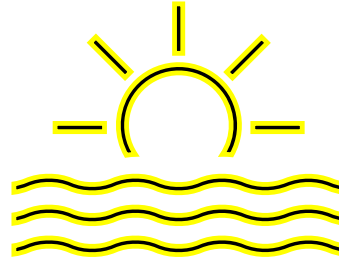


DAILY STS RIDERSHIP SINCE FEBRUARY 1, 2020



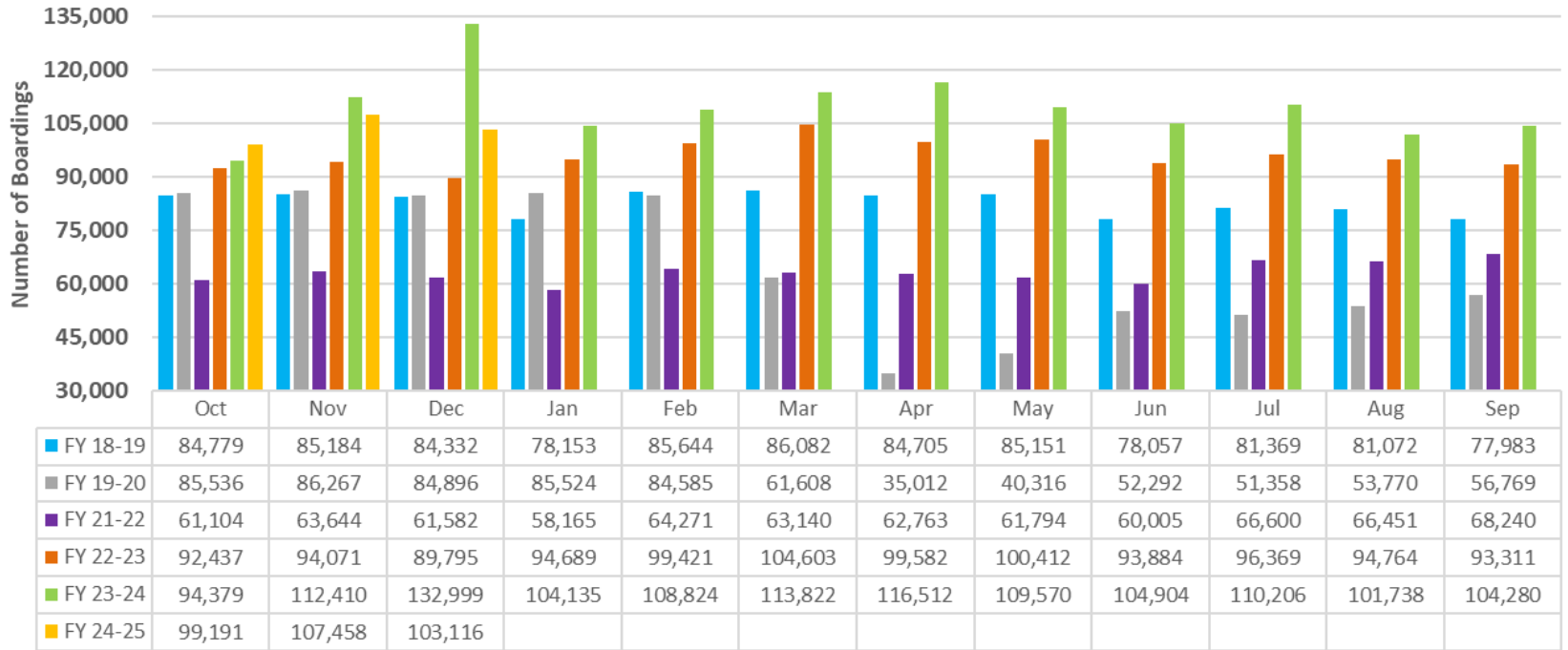
- (1) There was no service (for any of the four modes) on 9/28/22 as a result of Hurricane Ian.
- (2) The dip at the start of the second week of Nov-20 is due to Hurricane Eta; the isolated peak in Dec-23 is due to the free fares launch of the Better Bus Network.
- (3) Periodic (weekly) variations are prominent, since weekday ridership is almost always significantly higher than weekend or holiday ridership.

Ridership Seasonality



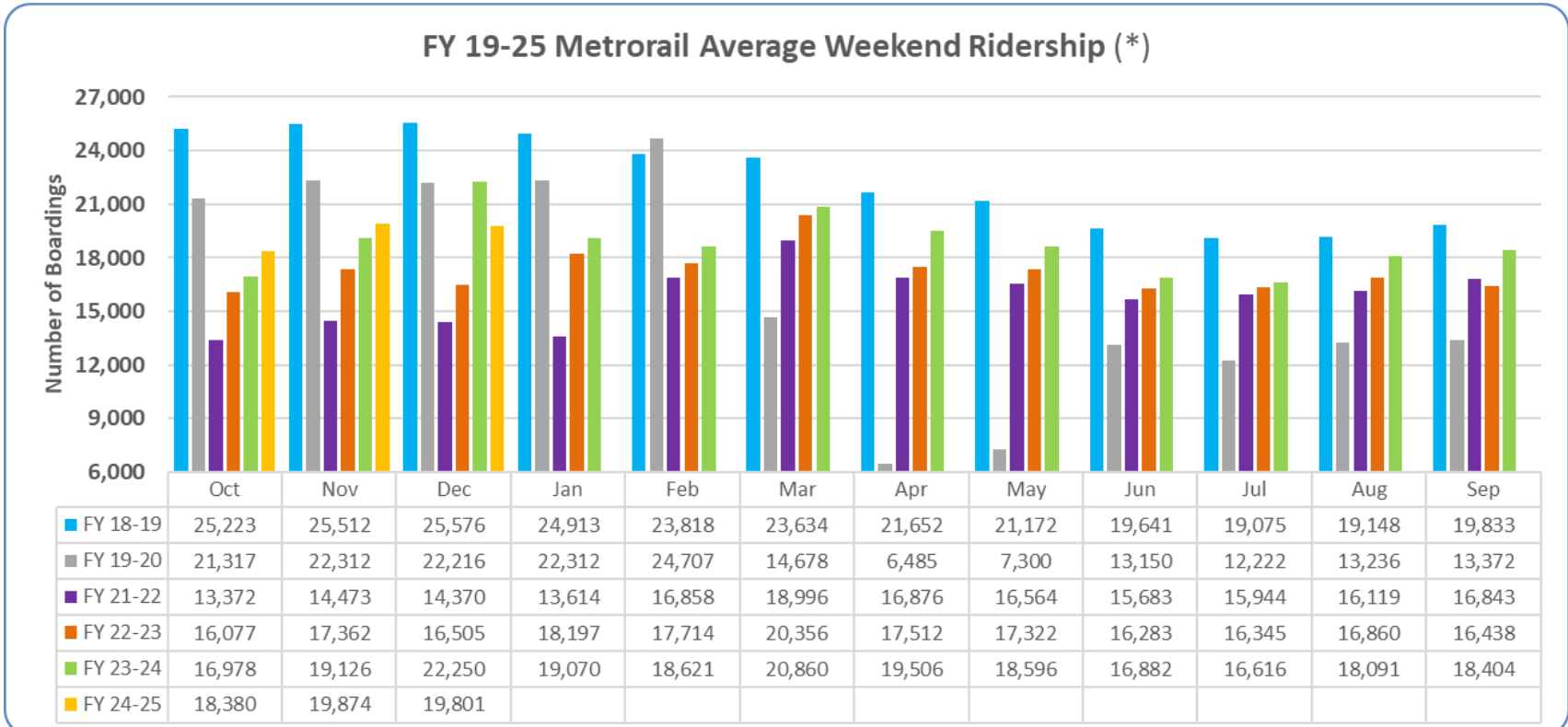
RIDERSHIP SEASONALITY – AVERAGE WEEKEND RIDERSHIP BY MONTH AND FISCAL YEAR FOR METROBUS

FY 19-25 Metrobus Average Weekend Ridership (*)



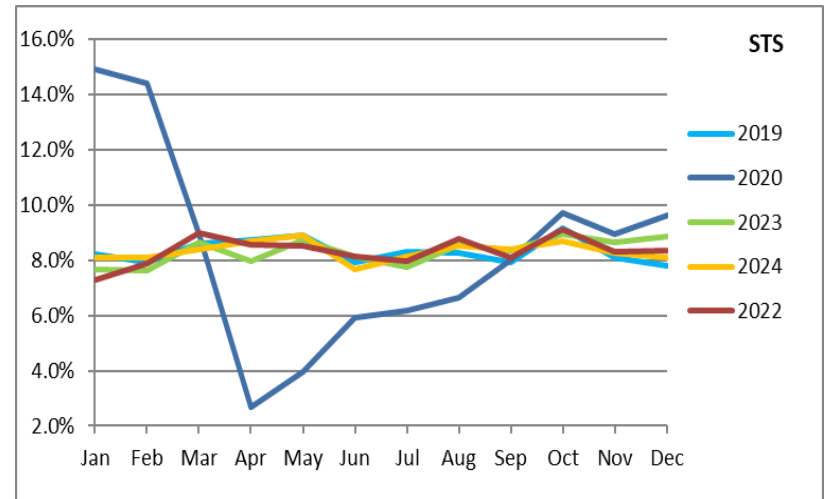
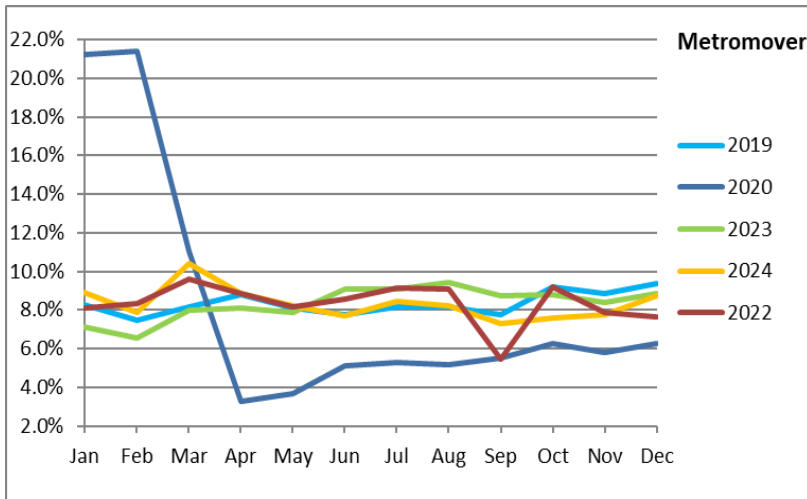
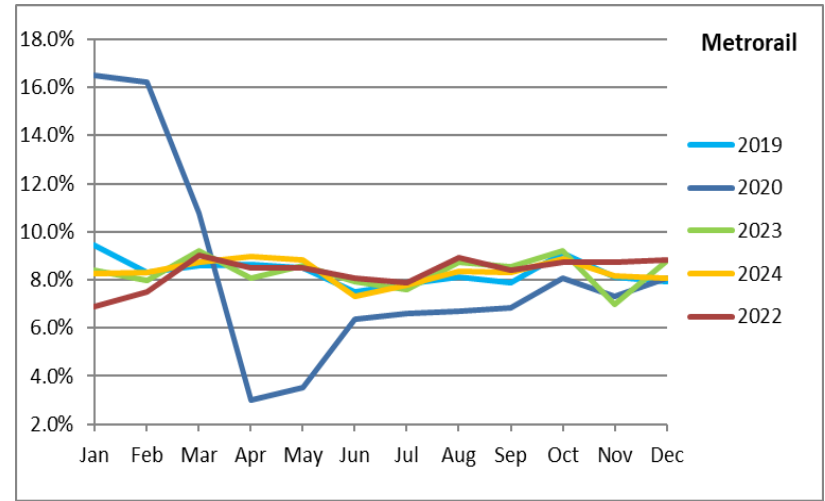
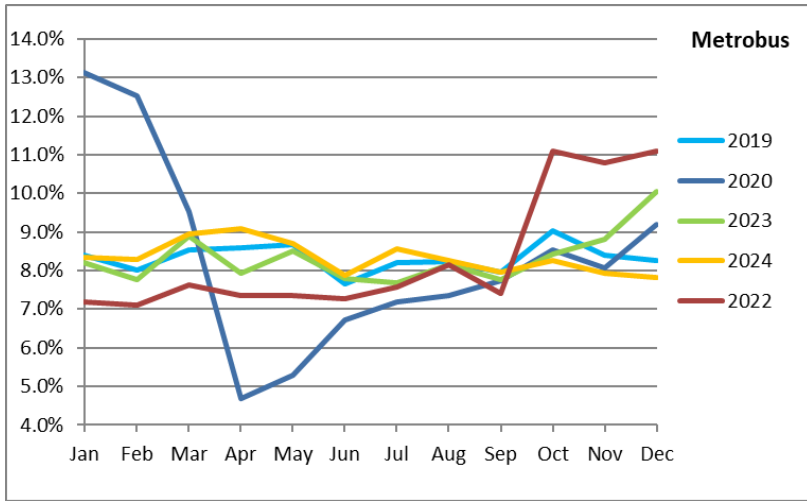
(*) Note: here, average weekend ridership for each month is defined as the average of average Saturday and average Sunday ridership; the pronounced increase beginning Nov-23 can be attributed to the launch of the Better Bus Network and the attendant free fares, which ended on New Year's Day 2024; the large jump from FY 21-22 to FY 22-23 can be largely attributed to the 10/01/22 switchover from farebox to APC reporting.

RIDERSHIP SEASONALITY – AVERAGE WEEKEND RIDERSHIP BY MONTH AND FISCAL YEAR FOR METRO RAIL



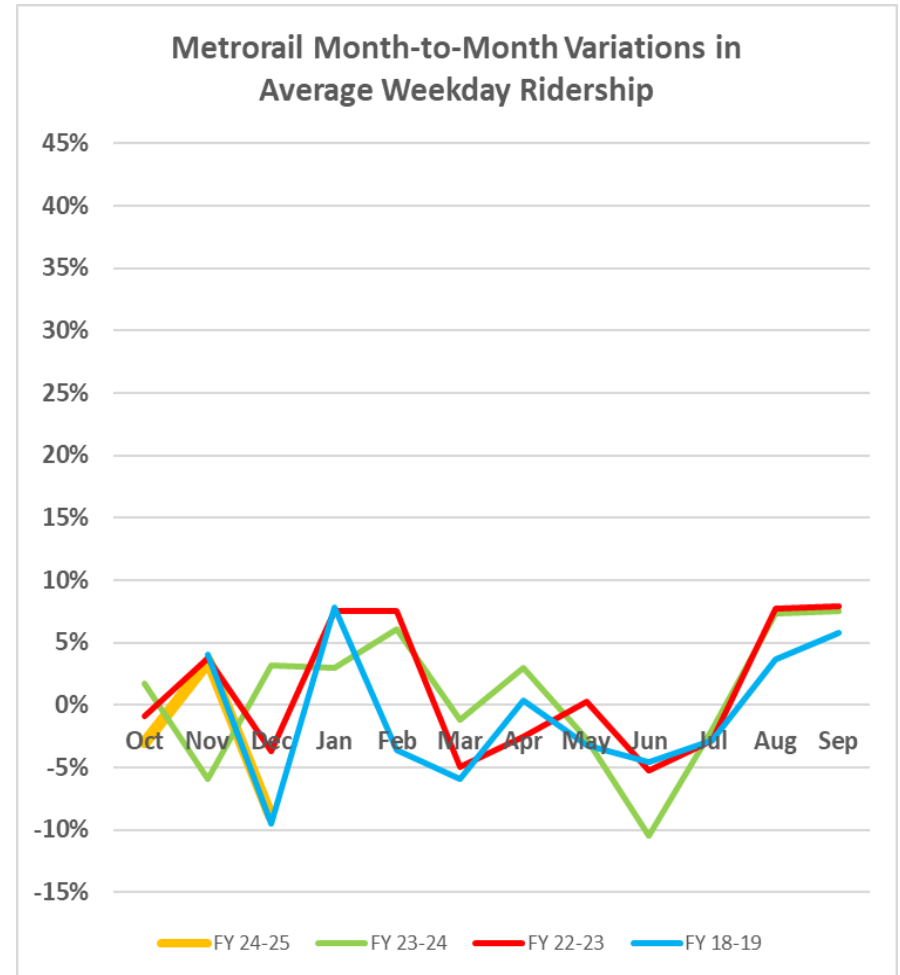
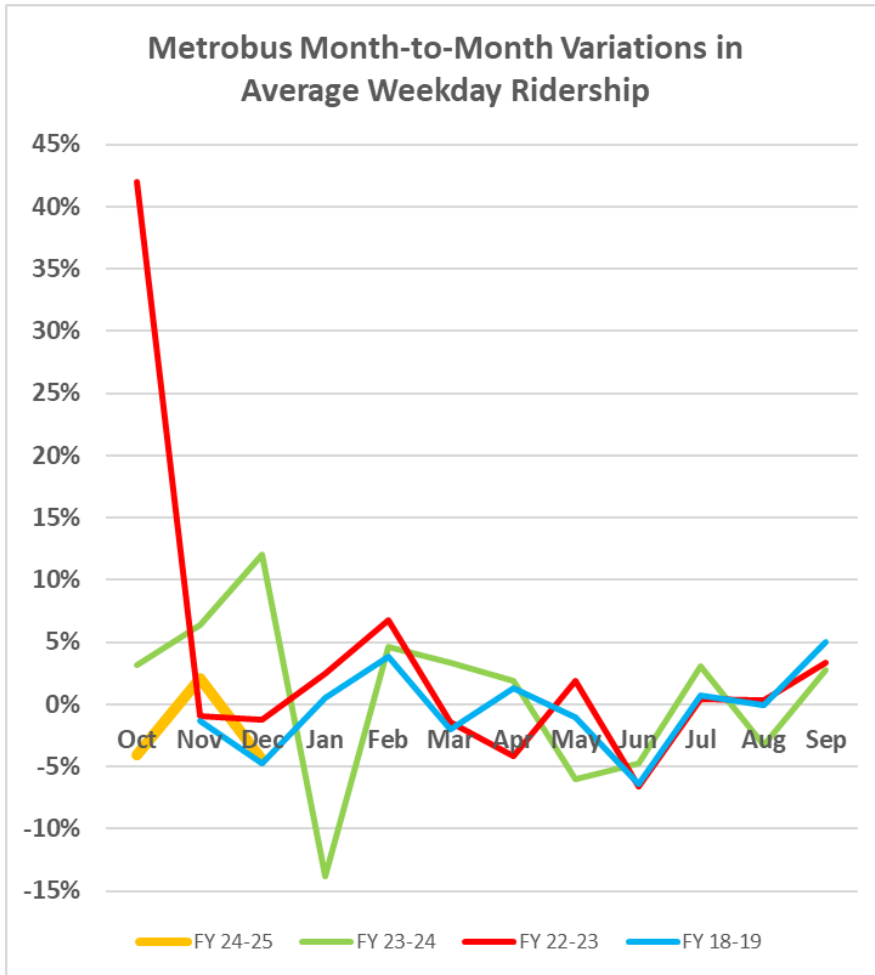
(*) Note: here, average weekend ridership for each month is defined as the average of average Saturday and average Sunday ridership; the pronounced increase beginning Nov-23 can be attributed to the launch of the Better Bus Network and the attendant free fares, which ended on New Year's Day 2024.

RIDERSHIP SEASONALITY – PERCENT SHARE OF TOTAL RIDERSHIP BY MONTH AND CALENDAR YEAR FOR EACH MODE



Note: the prominent dip seen in the beginning in the spring of 2020 is due to the SARS-CoV-2 pandemic. The sharp increase in Metrobus percentage share beginning October 2022 is due to the switchover from farebox to automatic passenger counter reporting. The pronounced rise beginning November 2023 for Metrobus and Metrorail can be attributed to the launch of the Better Bus Network and the attendant free fares, which ended on New Year's Day 2024.

RIDERSHIP VOLATILITY – MONTH-TO-MONTH AVERAGE WEEKDAY RIDERSHIP PERCENTAGE CHANGES FOR METROBUS AND METRORAIL



Note: The pronounced rise beginning Nov-23 for Metrobus and Metrorail can be attributed to the launch of the Better Bus Network and the attendant free fares, which ended on New Year's Day 2024, leading to the subsequent pronounced dip. For Metrobus, the very high peak at the start of FY 22-23 is due to the switchover from farebox to automatic passenger counter ridership reporting at the very beginning of that fiscal year (10/01/22).