



August 2025 Monthly Operations Analysis

September 24, 2025
TriMet Board Meeting



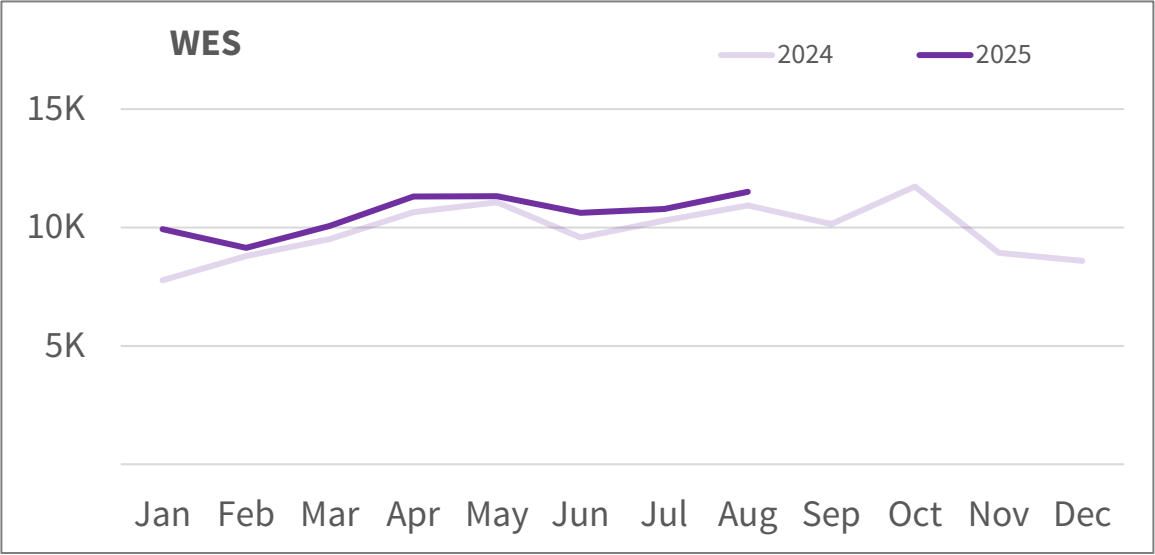
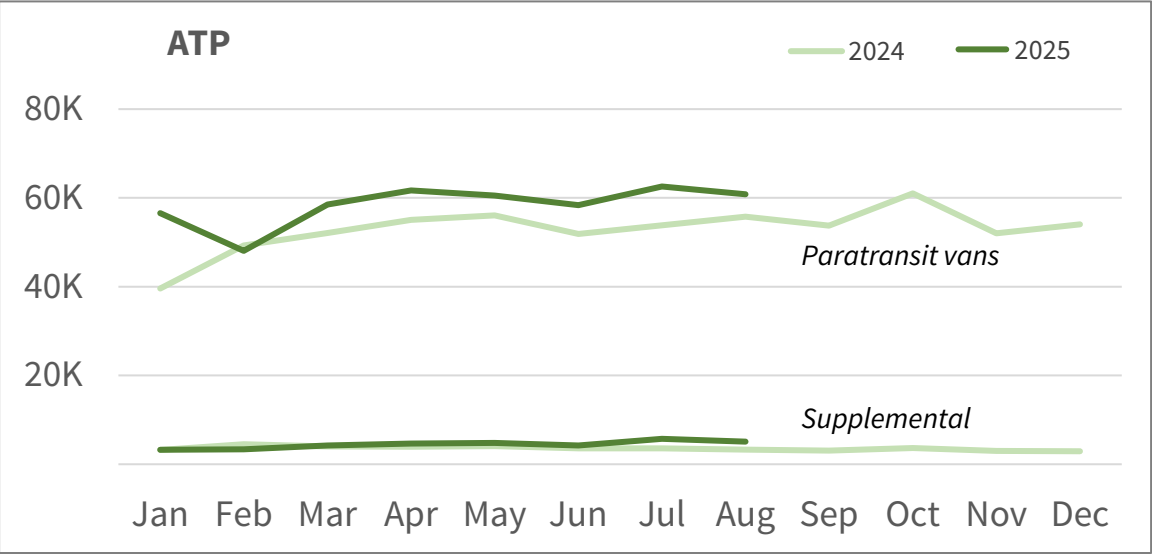
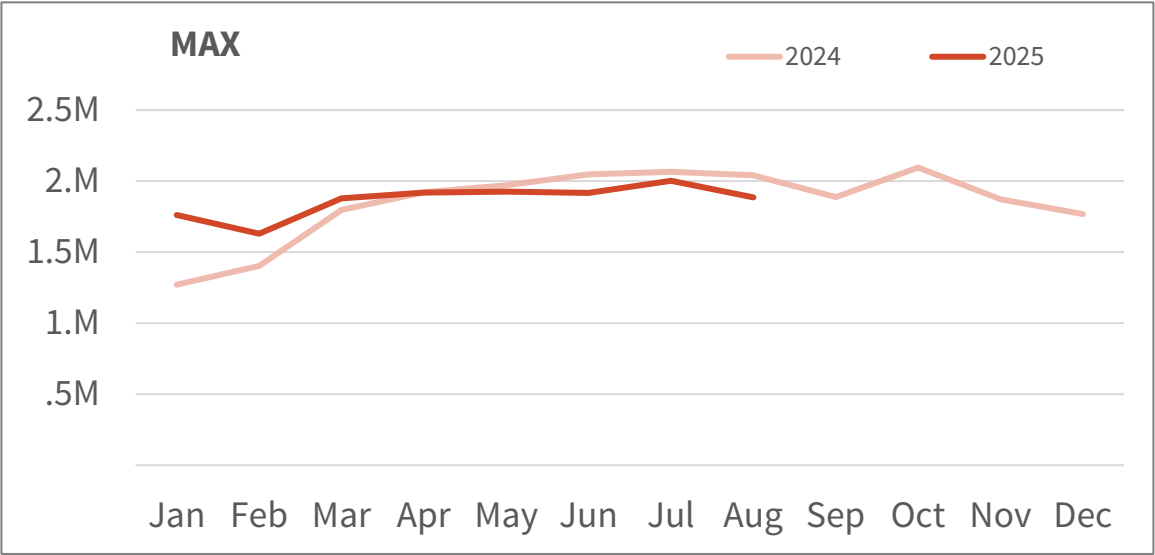
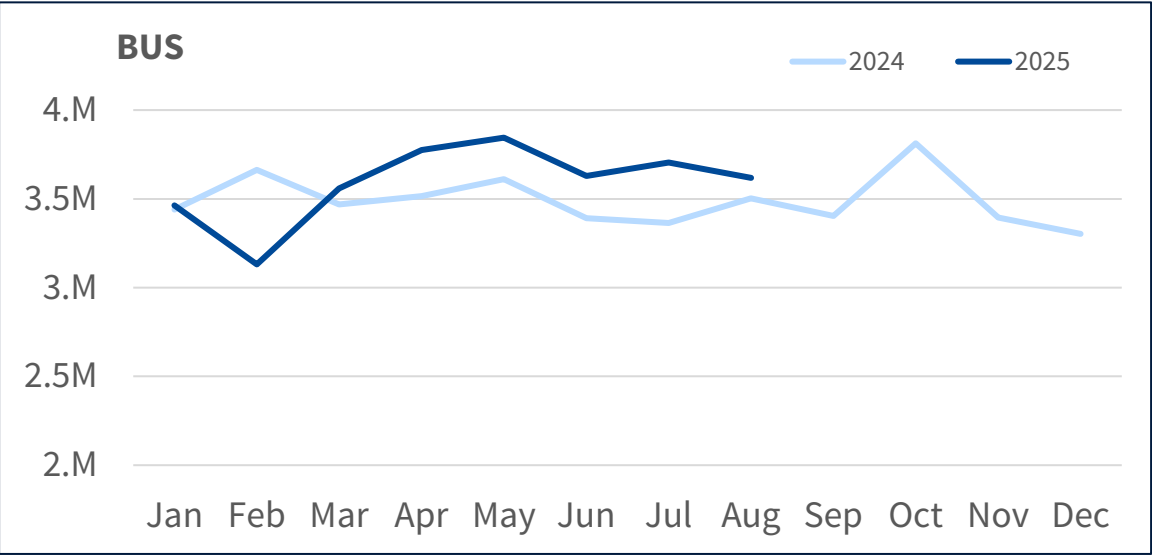
Ridership

	Week Average			Monthly Total			Year-to-date Total		
	Aug-24	Aug-25	YoY change	Aug-24	Aug-25	YoY change	YTD 2024	YTD 2025	% Δ
BUS	791,040	827,951	4.7%	3,502,100	3,618,443	3.3%	27,954,568	28,724,158	2.8%
MAX	460,574	428,781	-6.9%	2,041,823	1,884,477	-7.7%	14,517,953	14,917,365	2.8%
ATP	13,748	15,493	12.7%	59,092	66,800	13.0%	443,780	504,259	13.6%
WES	2,485	2,740	10.3%	10,934	11,508	5.2%	78,602	84,667	7.7%
TOTAL	1,267,847	1,274,965	0.6%	5,613,949	5,581,228	-0.6%	42,994,903	44,230,449	2.9%

Aug 2024:	22 Weekdays	5 Saturdays	4 Sundays/Holiday
Aug 2025:	21 Weekdays	5 Saturdays	5 Sundays/Holiday

	Weekday Average			Saturday Average			Sunday Average		
	Aug-24	Aug-25	YoY change	Aug-24	Aug-25	YoY change	Aug-24	Aug-25	YoY change
BUS	124,470	130,328	4.7%	89,000	94,087	5.7%	79,690	82,224	3.2%
MAX	69,918	64,857	-7.2%	59,690	57,222	-4.1%	51,296	47,274	-7.8%
ATP	2,370	2,668	12.6%	952	1,100	15.6%	946	1,053	11.3%
WES	497	548	10.3%						
TOTAL	202,620	211,361	4.3%	149,642	152,409	1.8%	131,932	130,551	-1.0%

Ridership



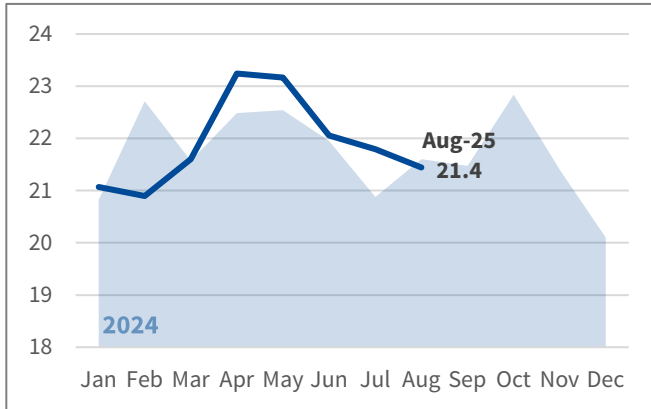


Above target or prior year is favorable

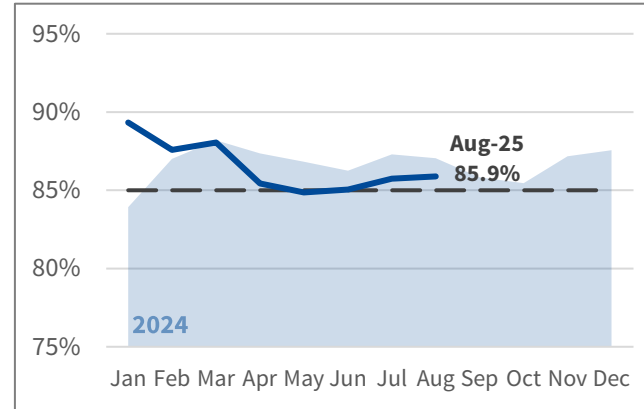


Below target is favorable

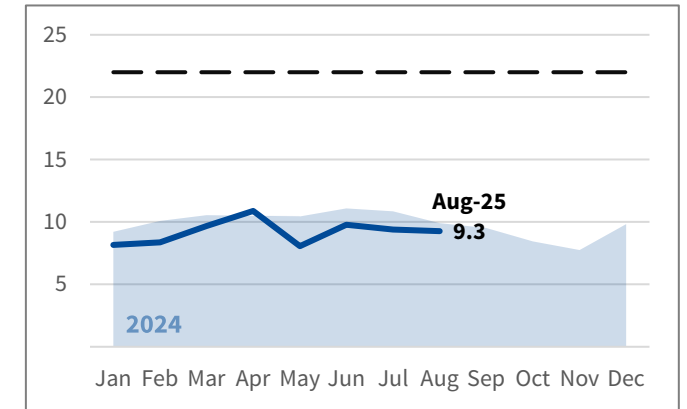
Boarding Rides per Revenue Hour



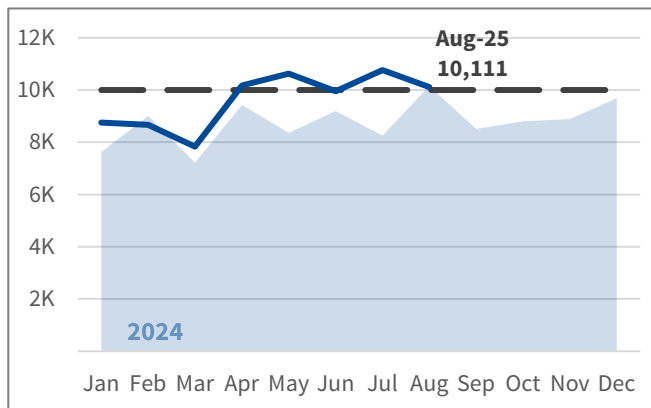
On-Time Performance



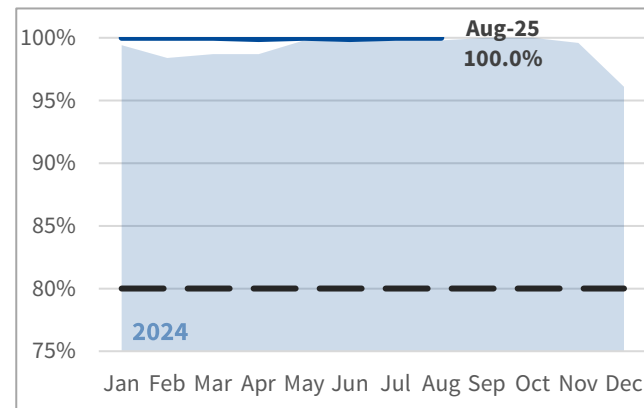
Complaints per 100K Boardings



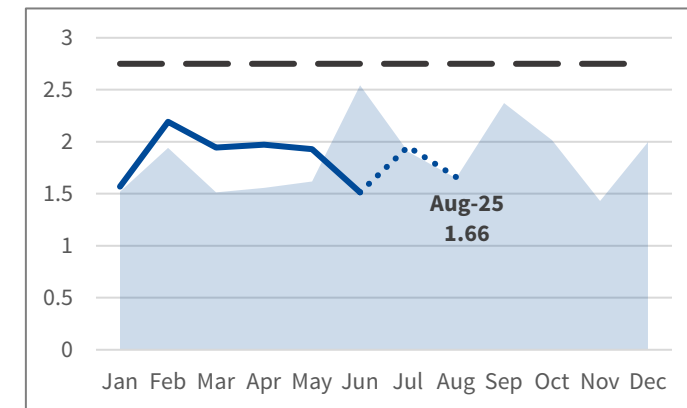
Mean Distance Between Failure



Preventative Maintenance Compliance



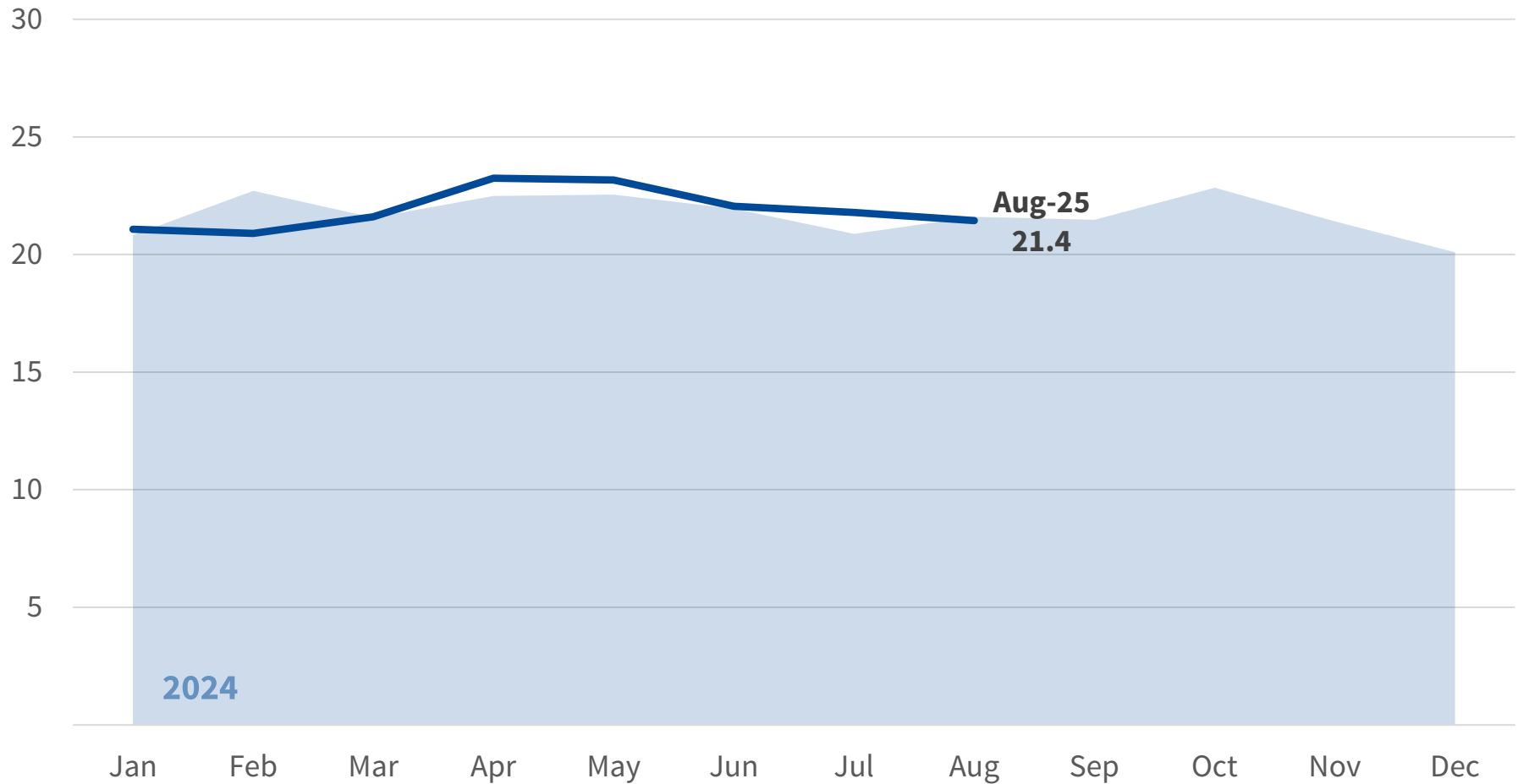
Preventable Collisions per 100K Miles



Last two reported months are projected values; there is a review period to determine if the collision was preventable.

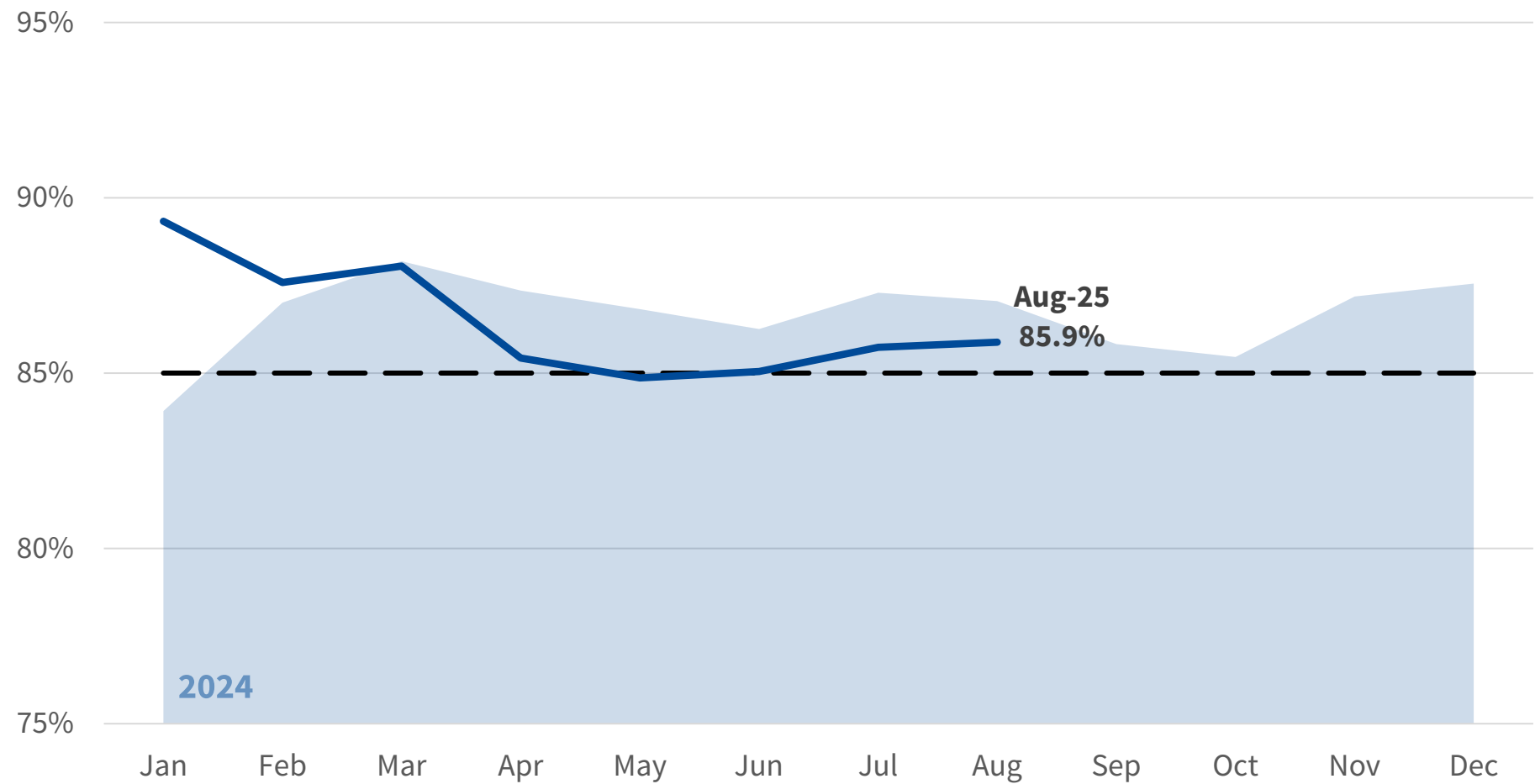
BUS

Boarding Rides per Revenue Hour



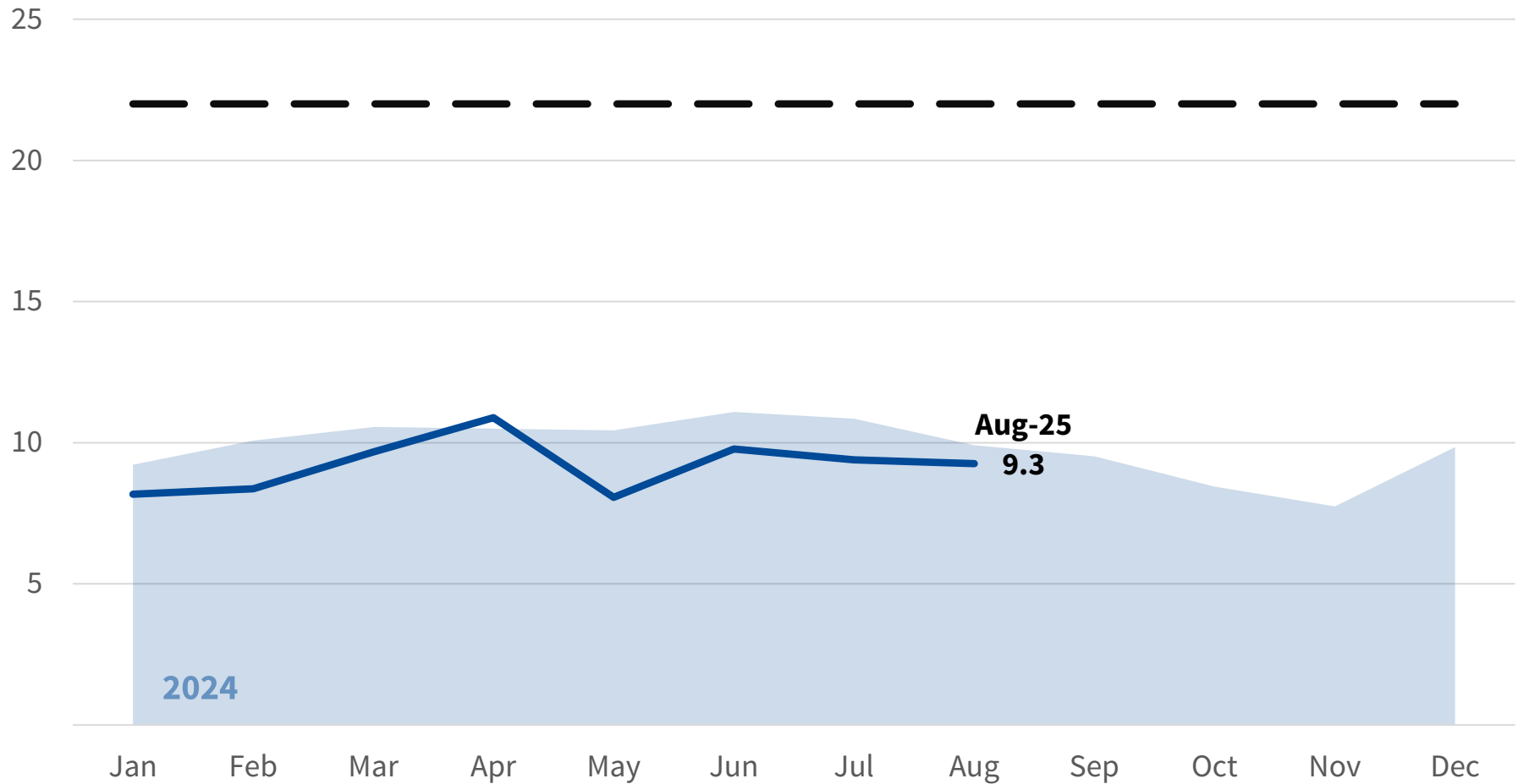
BUS

On-Time Performance



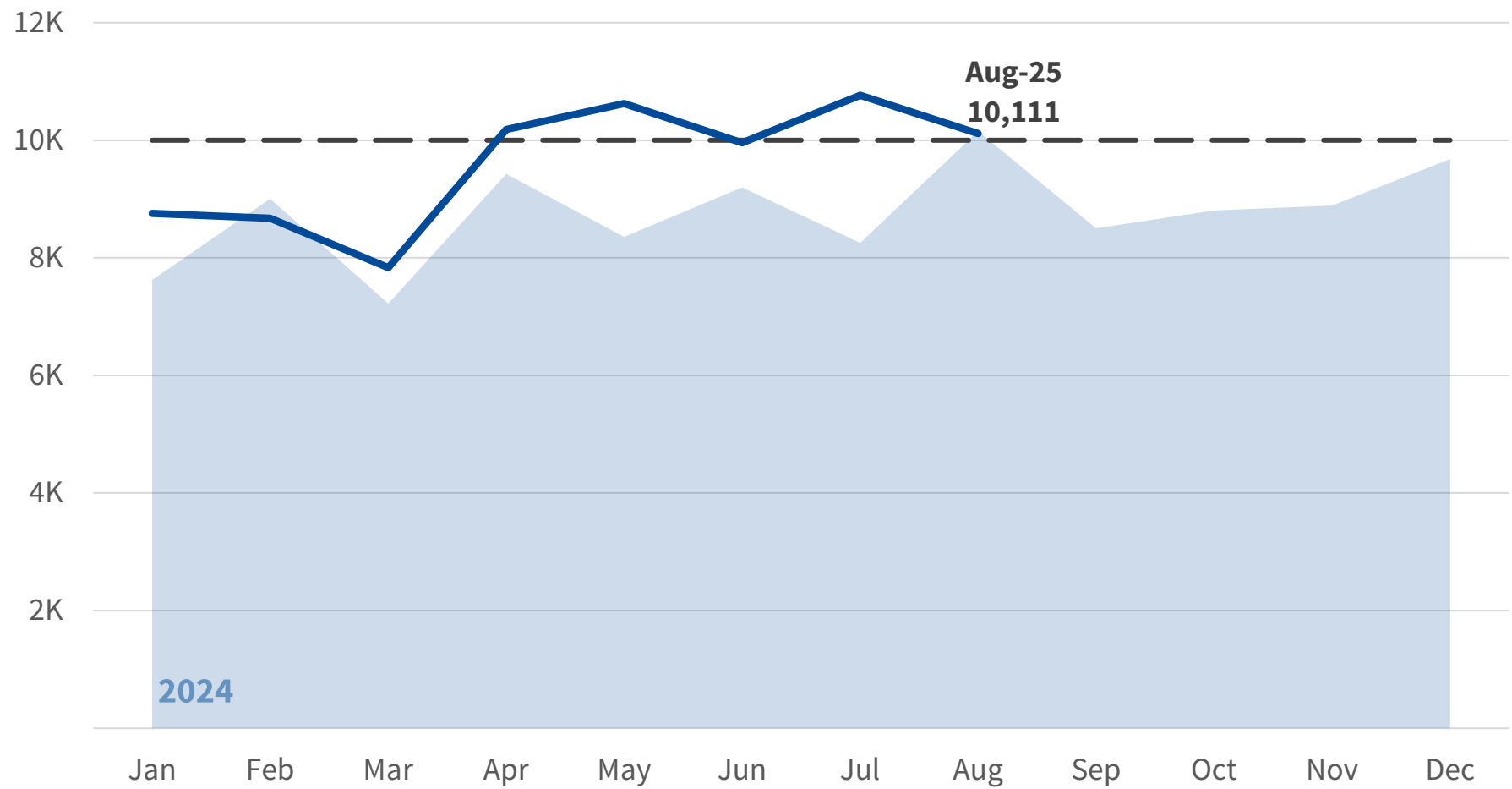
BUS

Complaints per 100K Boardings



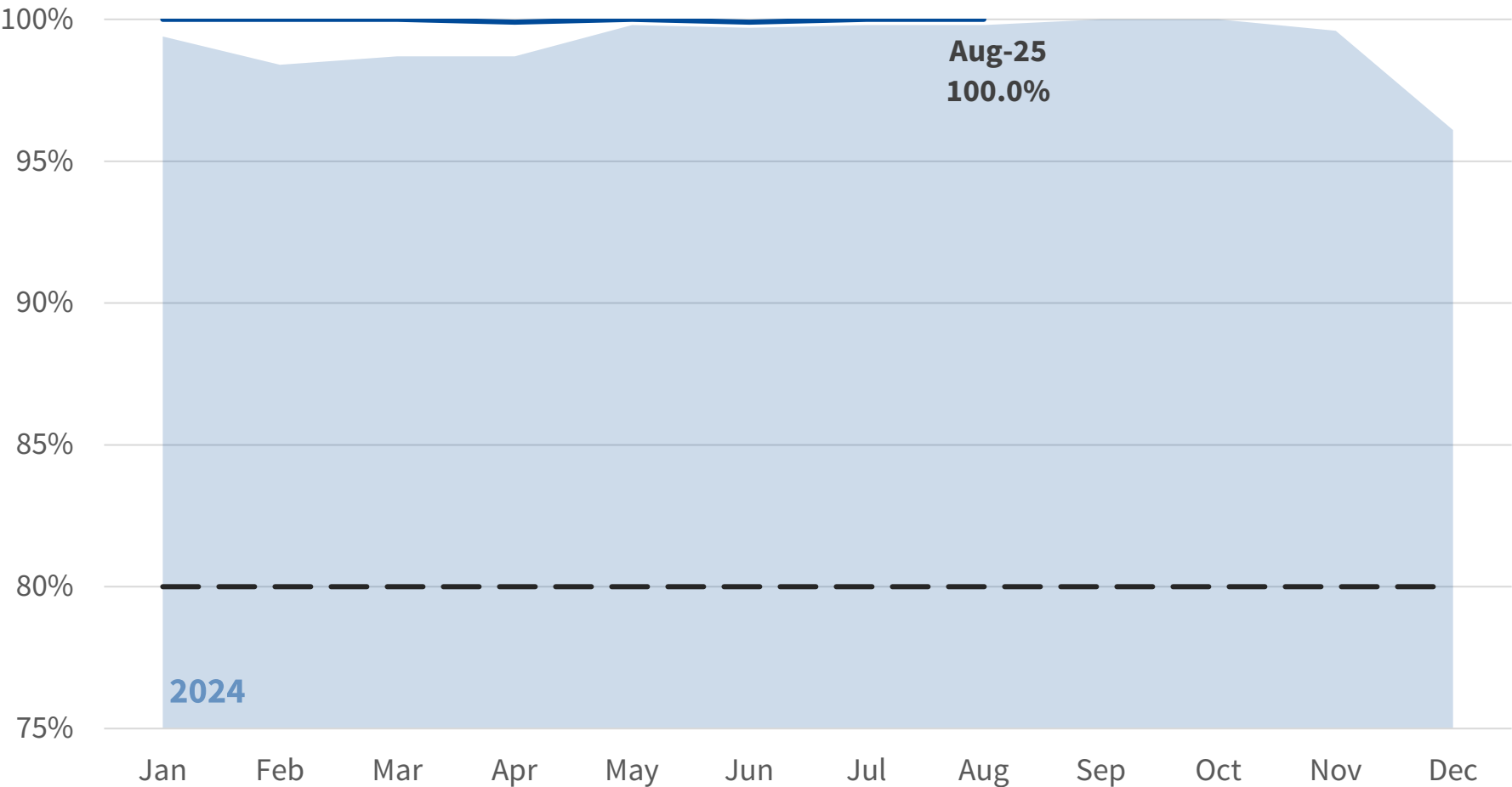
BUS

Mean Distance Between Failure



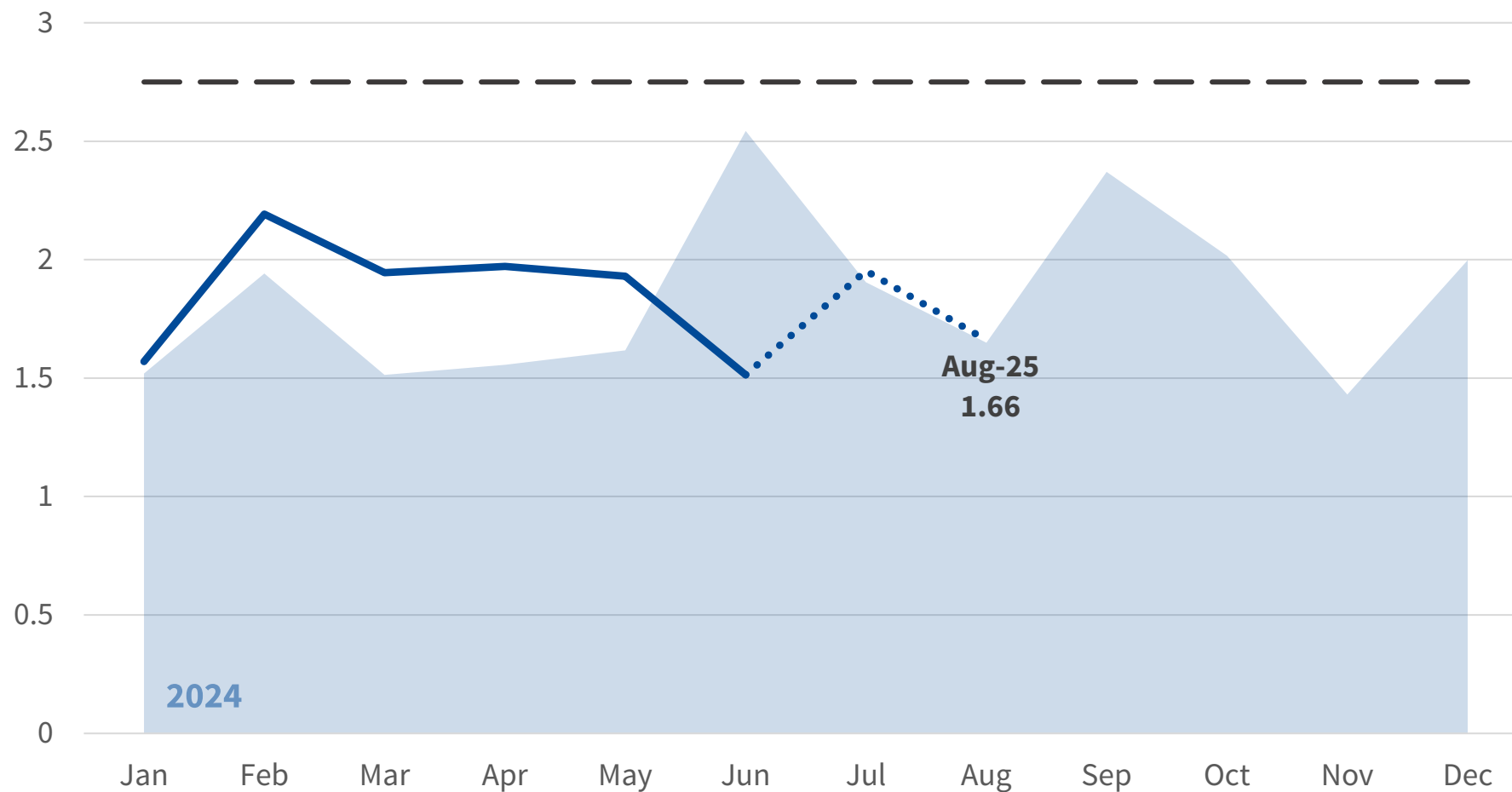
BUS

Preventative Maintenance Compliance



BUS

Preventable Collisions per 100K Miles



Last two reported months are projected and subject to change after collision review period.

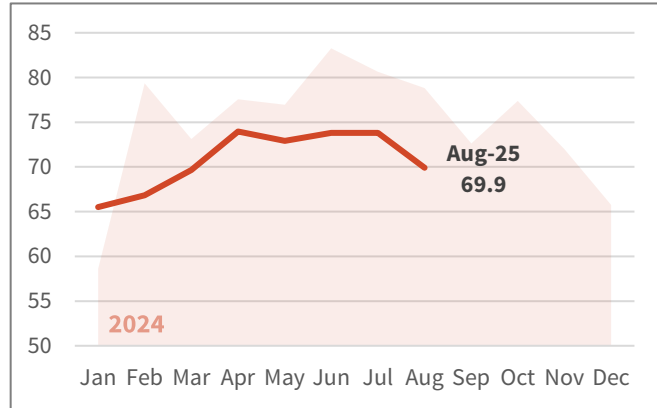


Above target or prior year is favorable

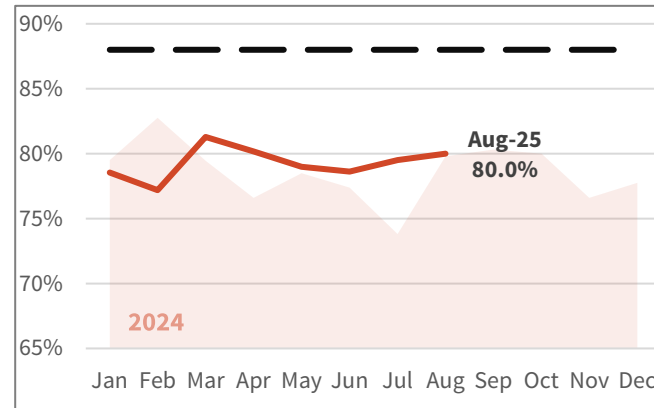


Below target is favorable

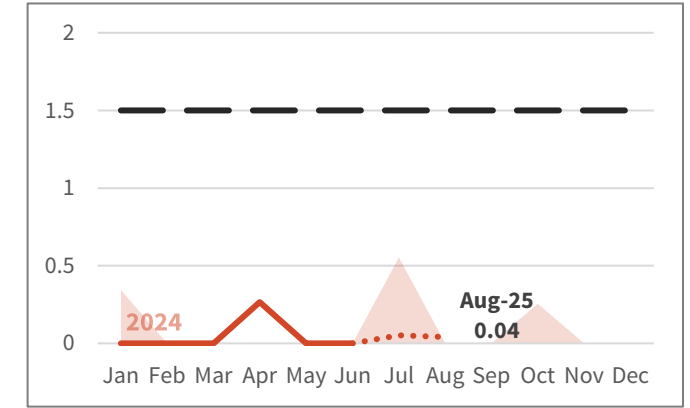
Ridership per Revenue Hour



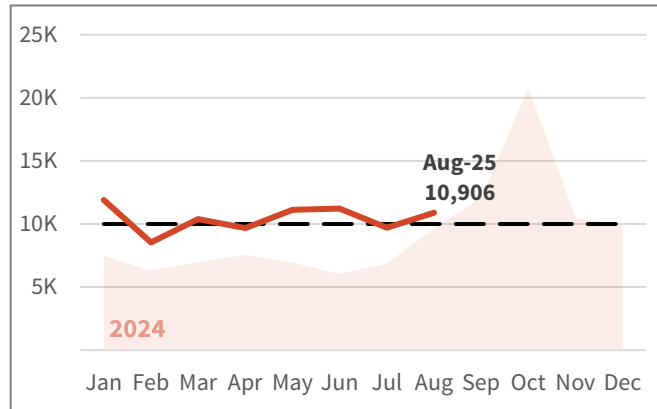
On-Time Performance



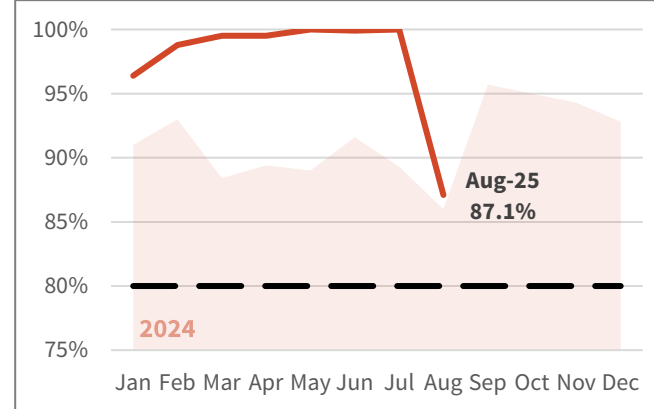
Preventable Collisions per 100K Miles



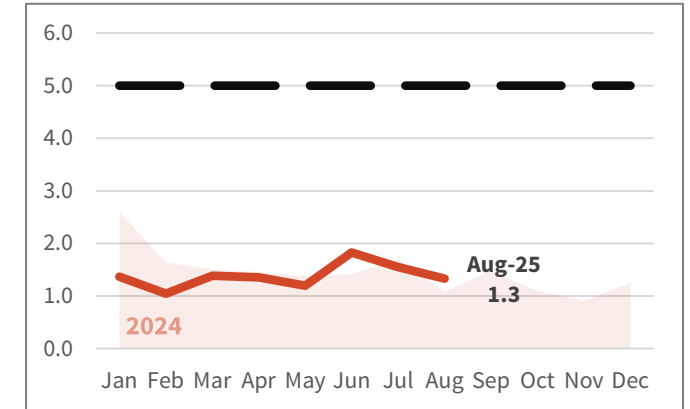
Mean Distance Between Failure



Preventative Maintenance Compliance

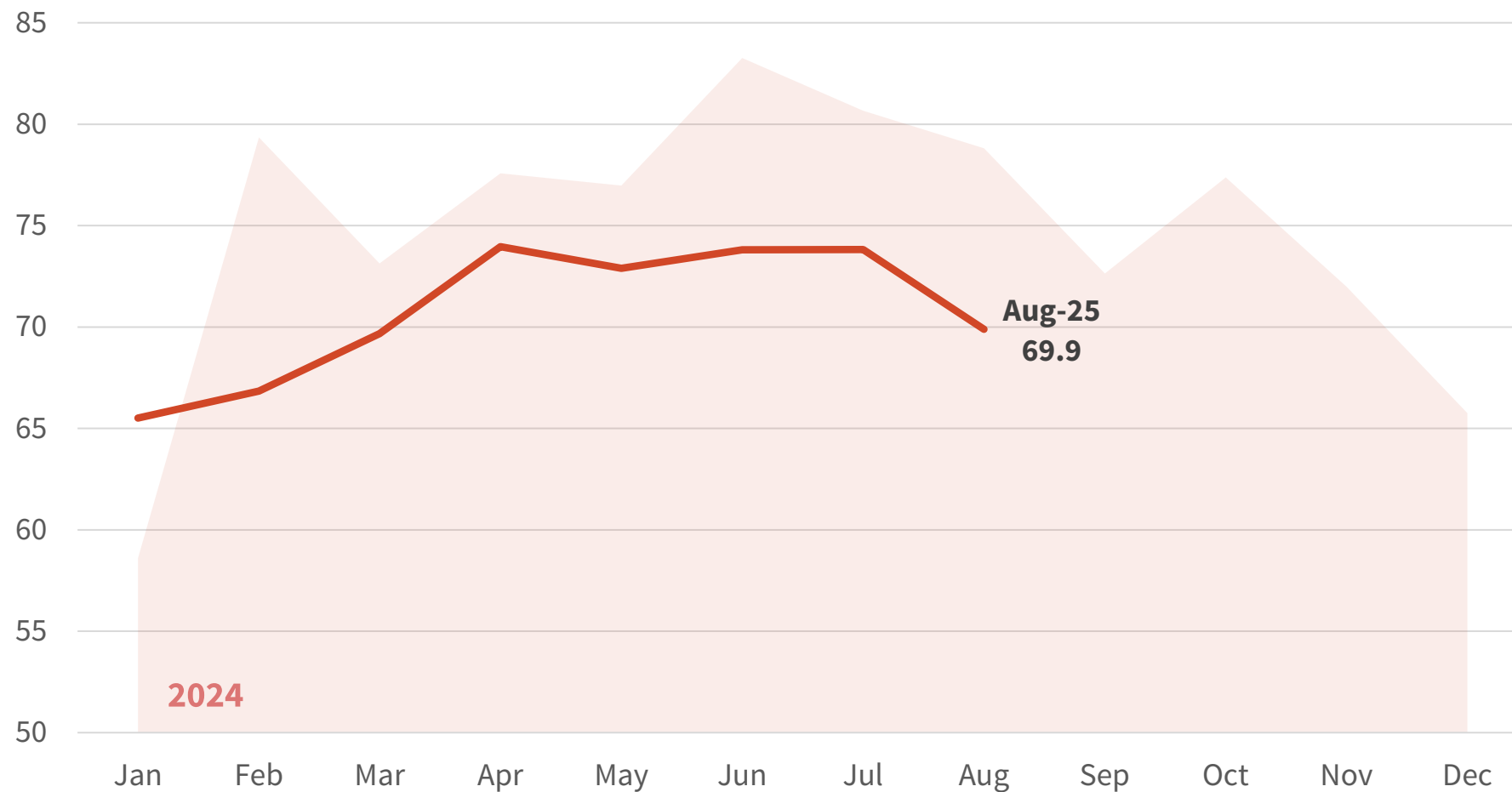


Complaints per 100K Boardings



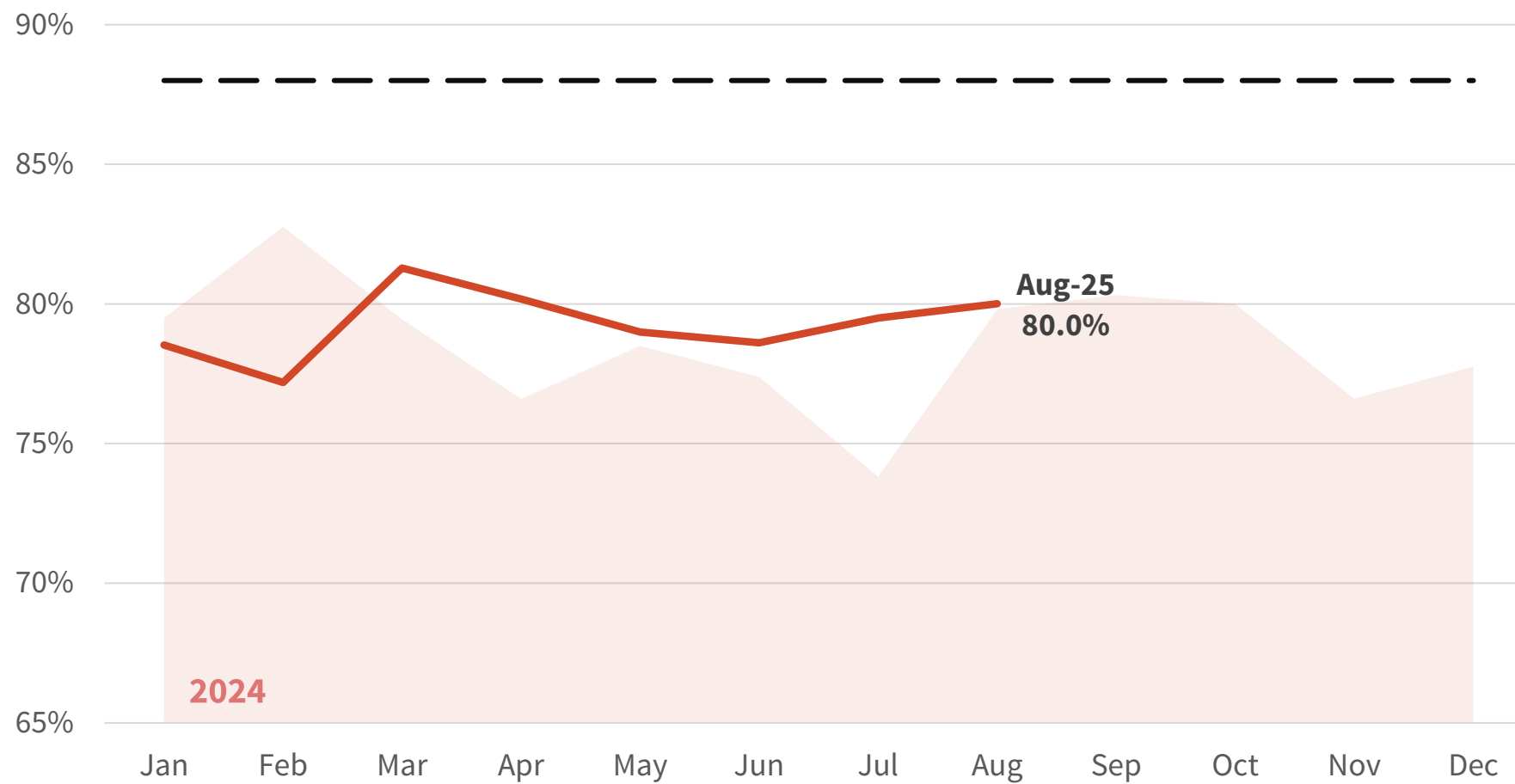
MAX

Boarding Rides per Revenue Hour



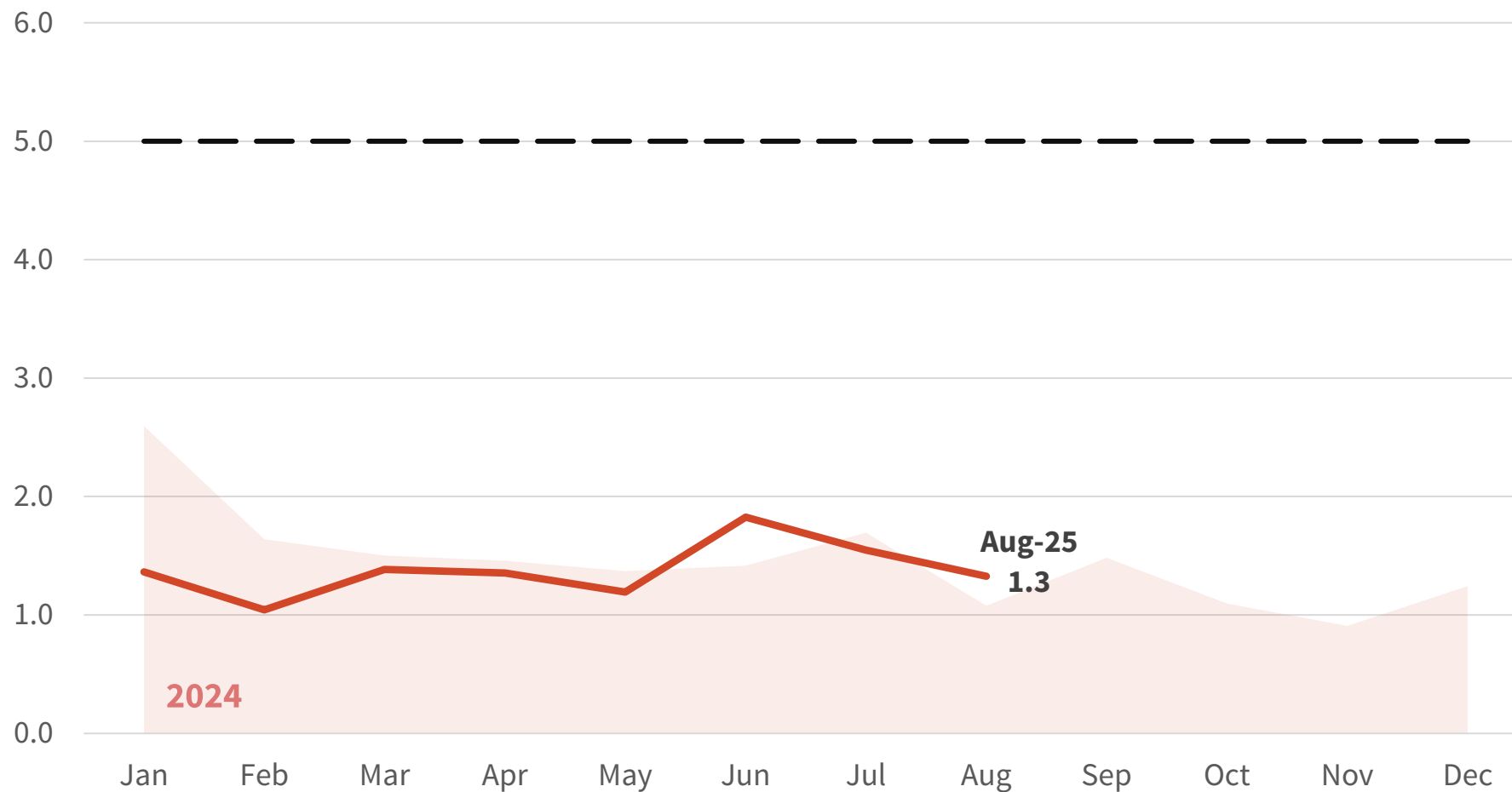
MAX

On-Time Performance



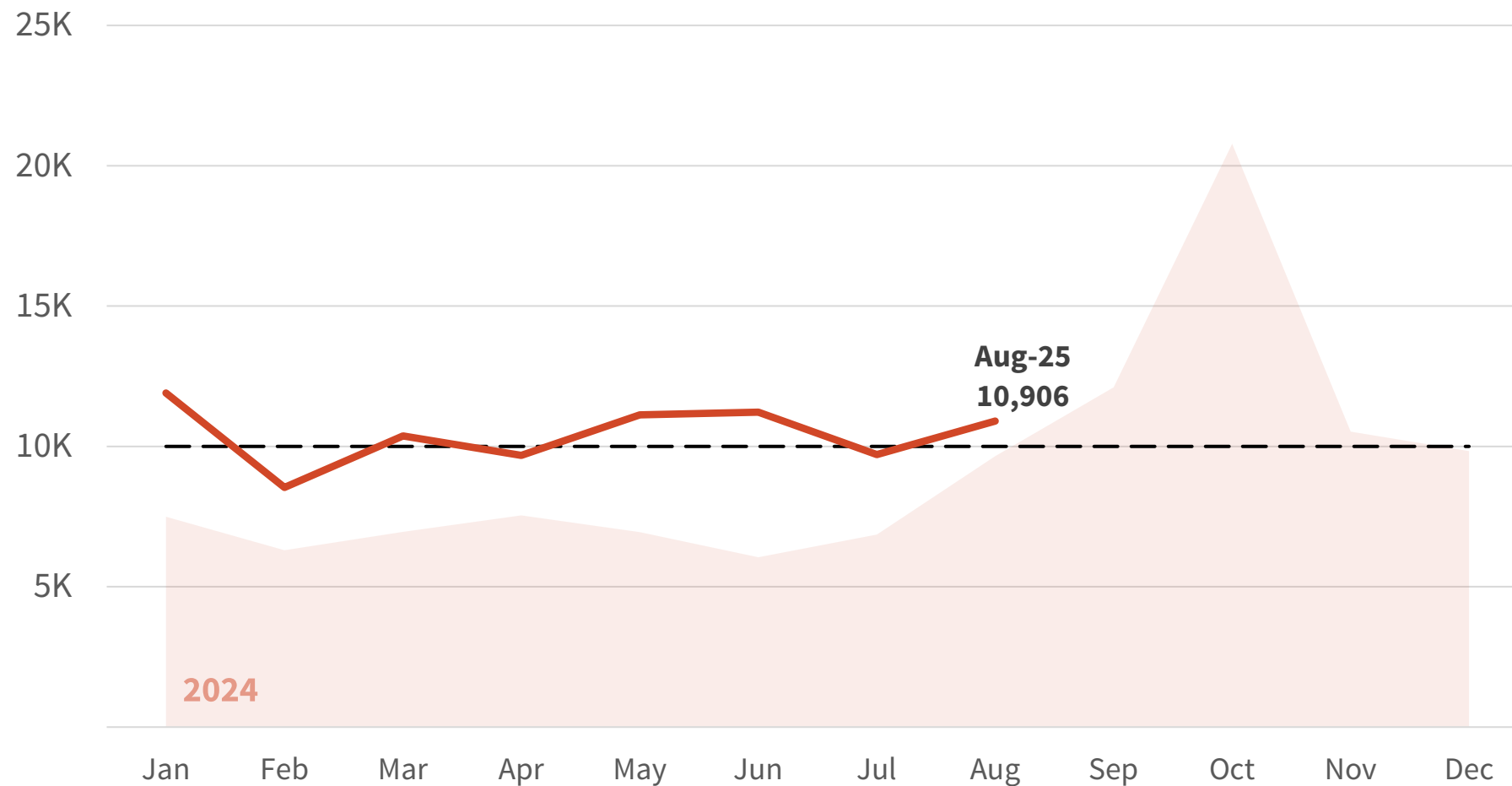
MAX

Complaints per 100K Boardings



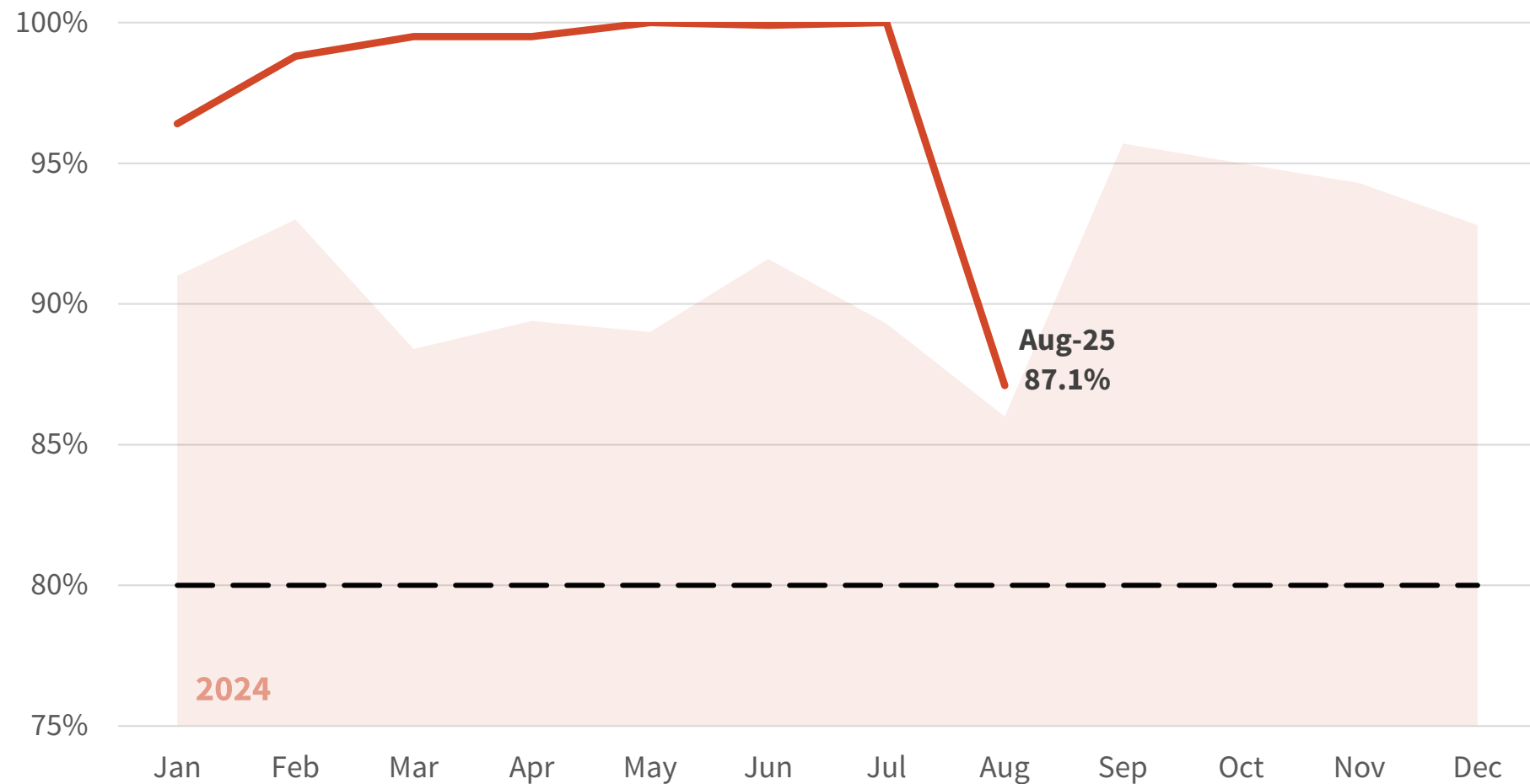
MAX

Mean Distance Between Failure



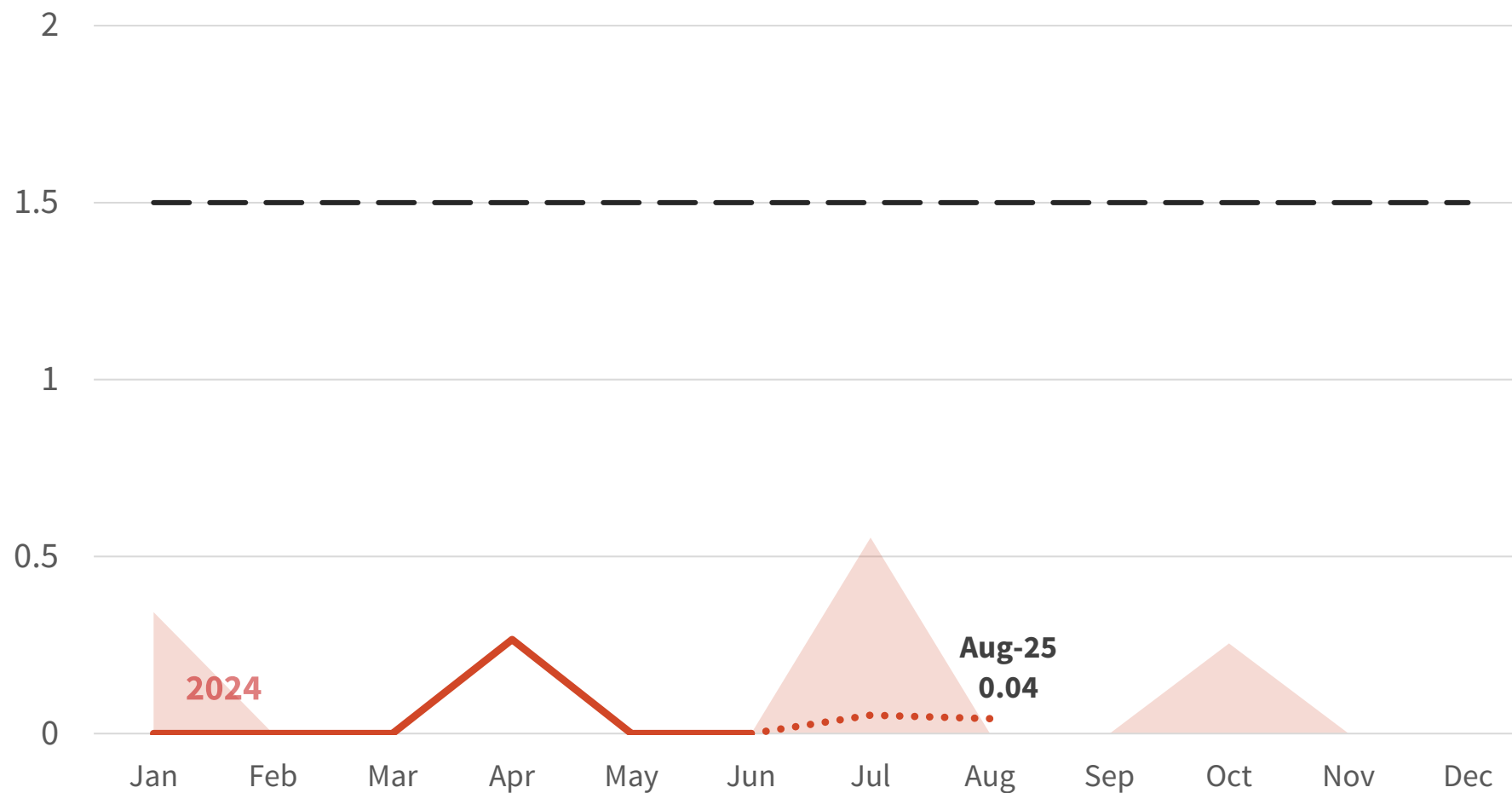
MAX

Preventative Maintenance Compliance



MAX

Preventable Collisions per 100K Miles



Last two reported months are projected and subject to change after collision review period.

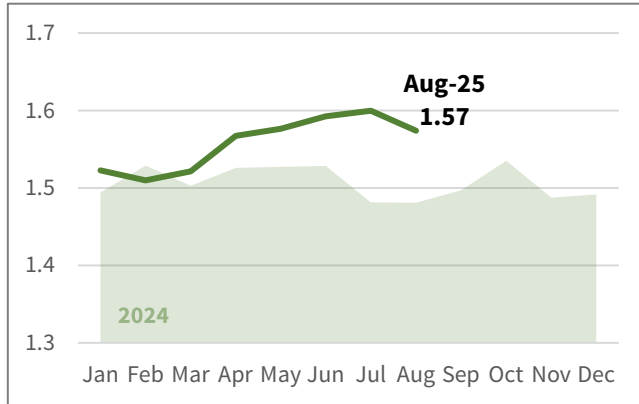


Above target or prior year is favorable

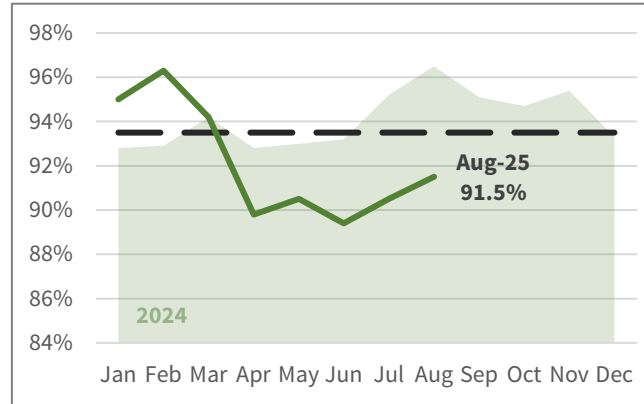


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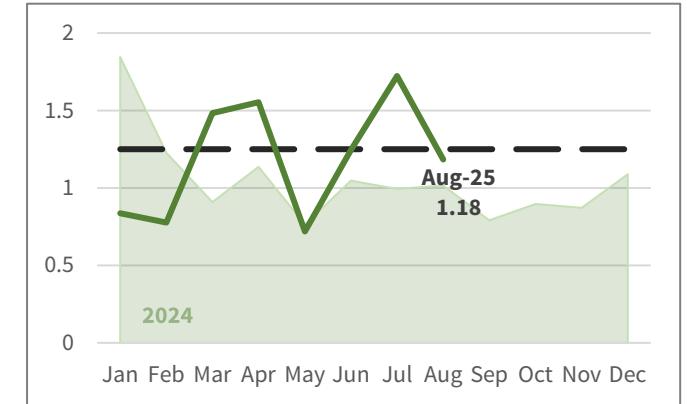
Boarding Rides per Revenue Hour



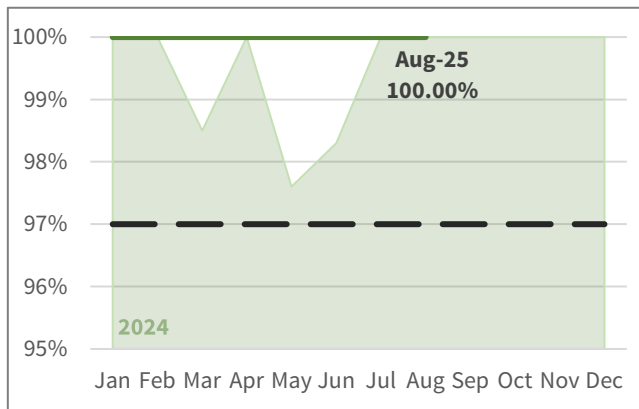
On-Time Performance



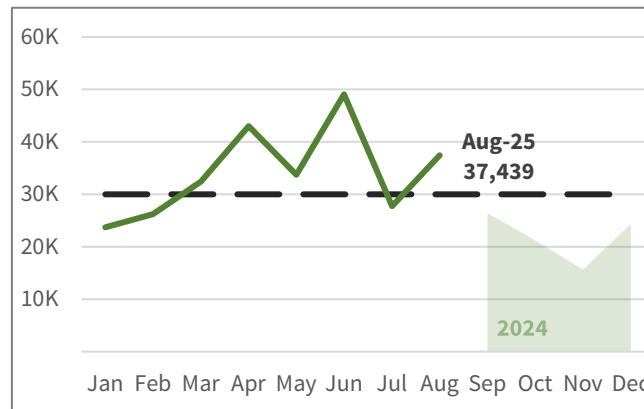
Complaints per 1K Boardings



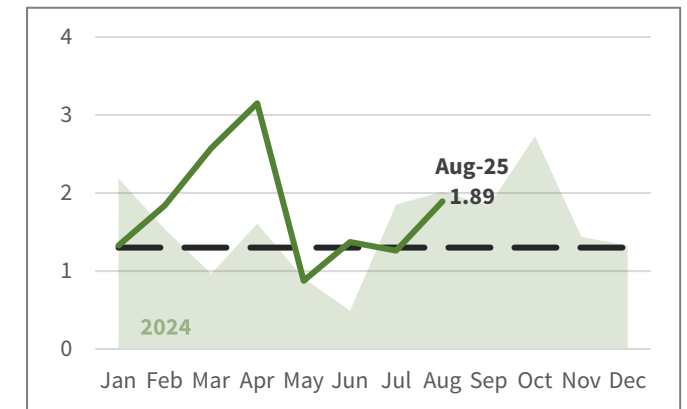
Preventative Maintenance Compliance



Mean Distance Between Failure

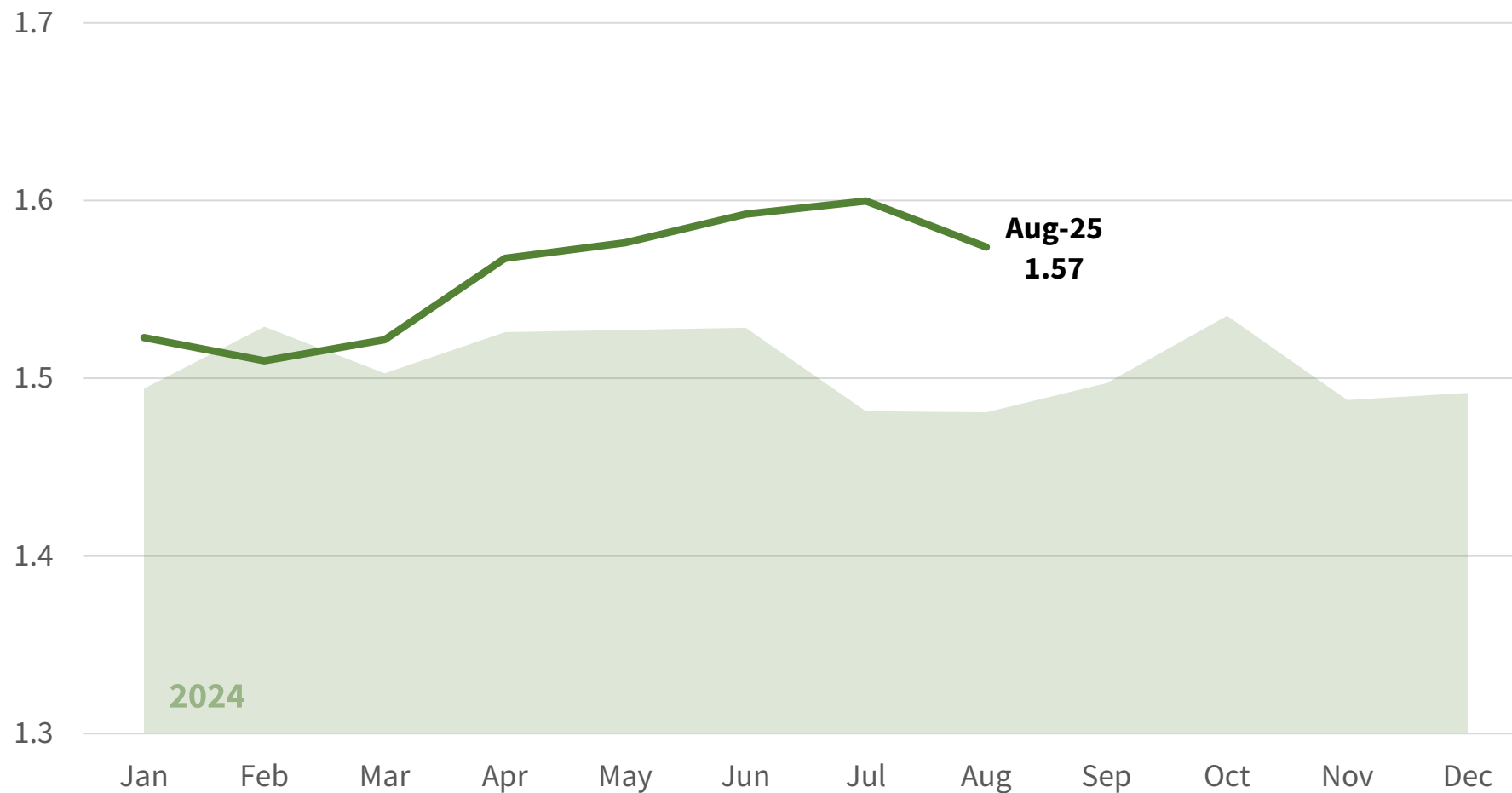


Preventable Collision per 100K Miles



ATP

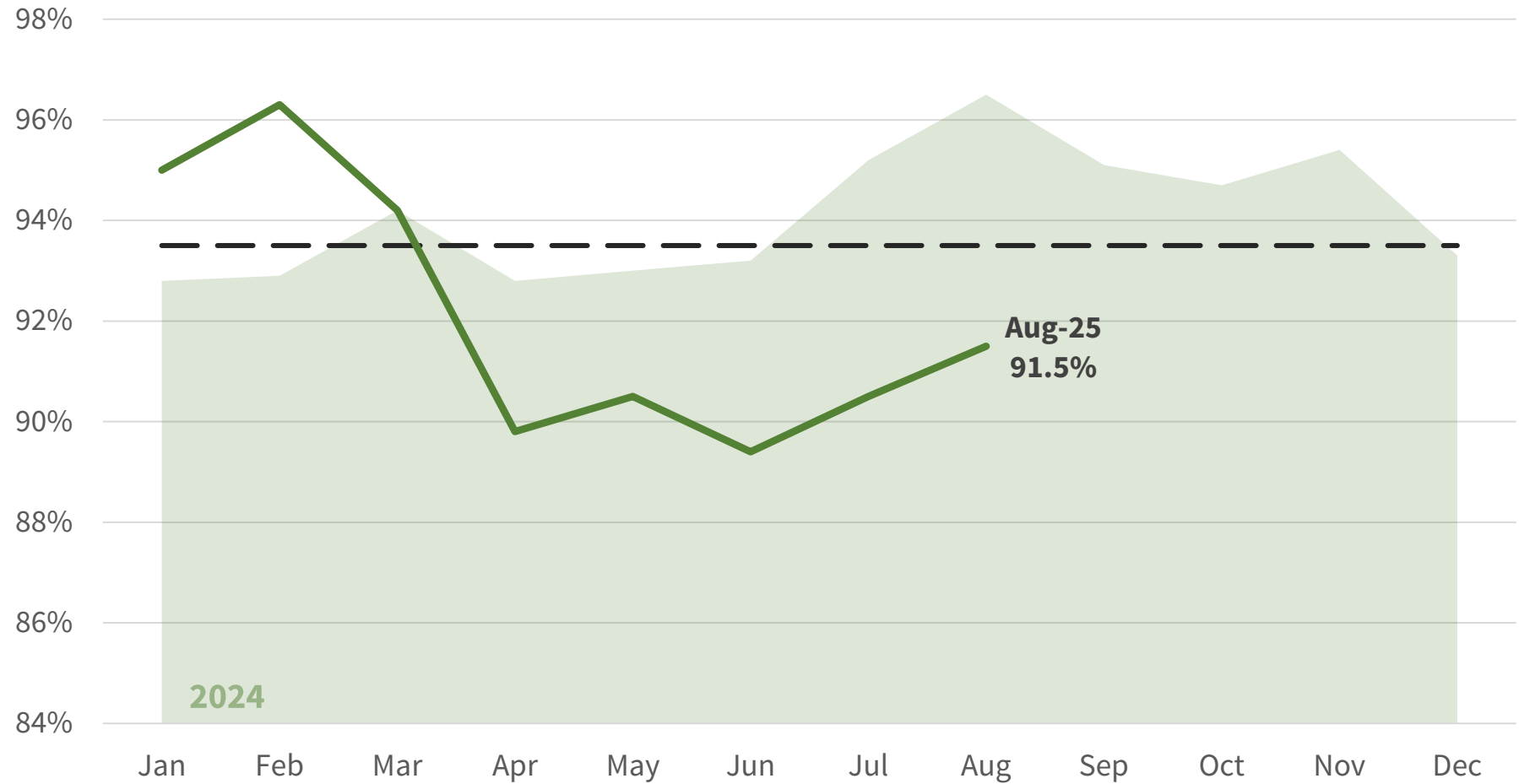
Boarding Rides per Revenue Hour



Paratransit only, Supplemental service excluded

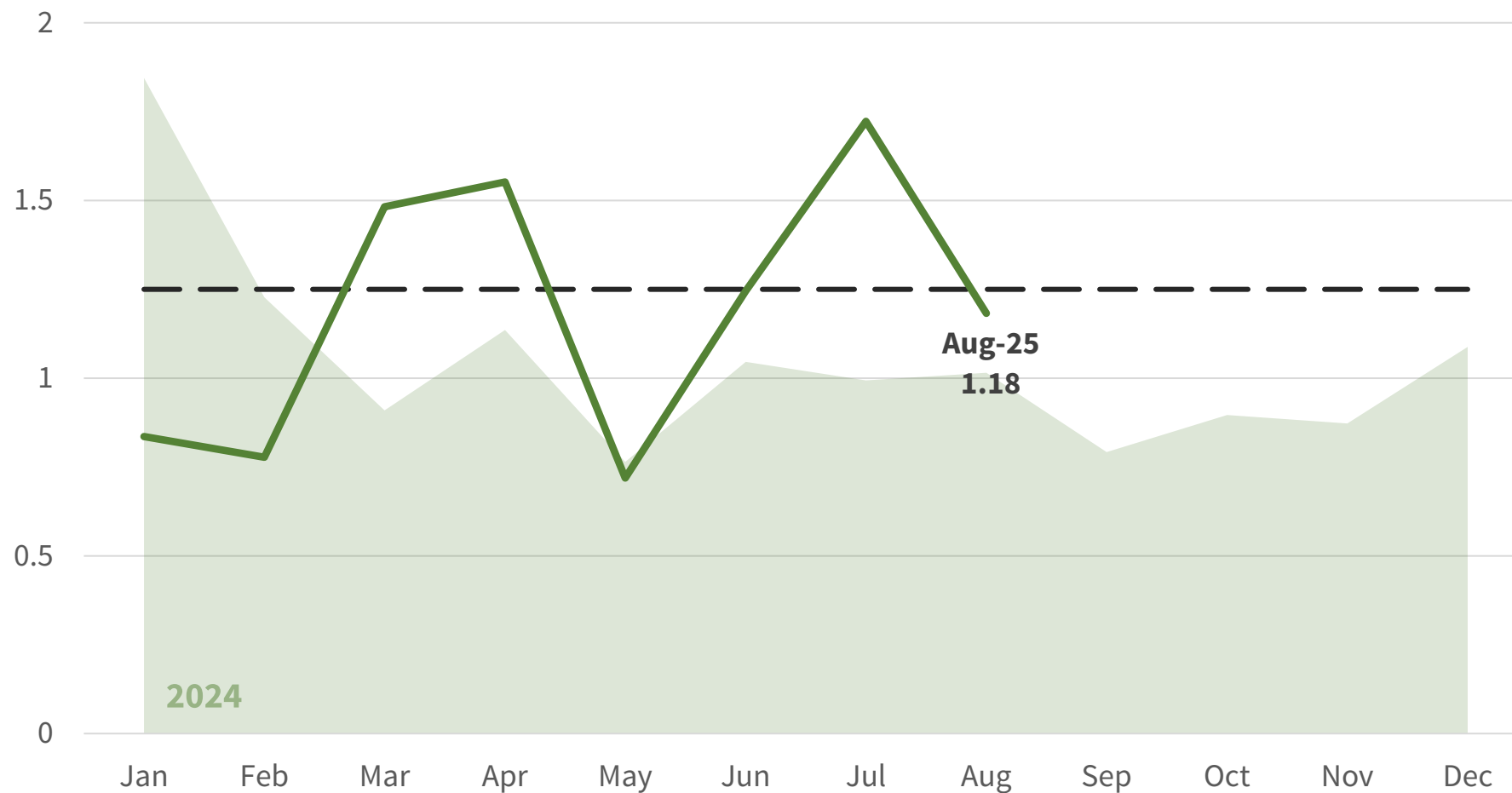
ATP

On-Time Performance



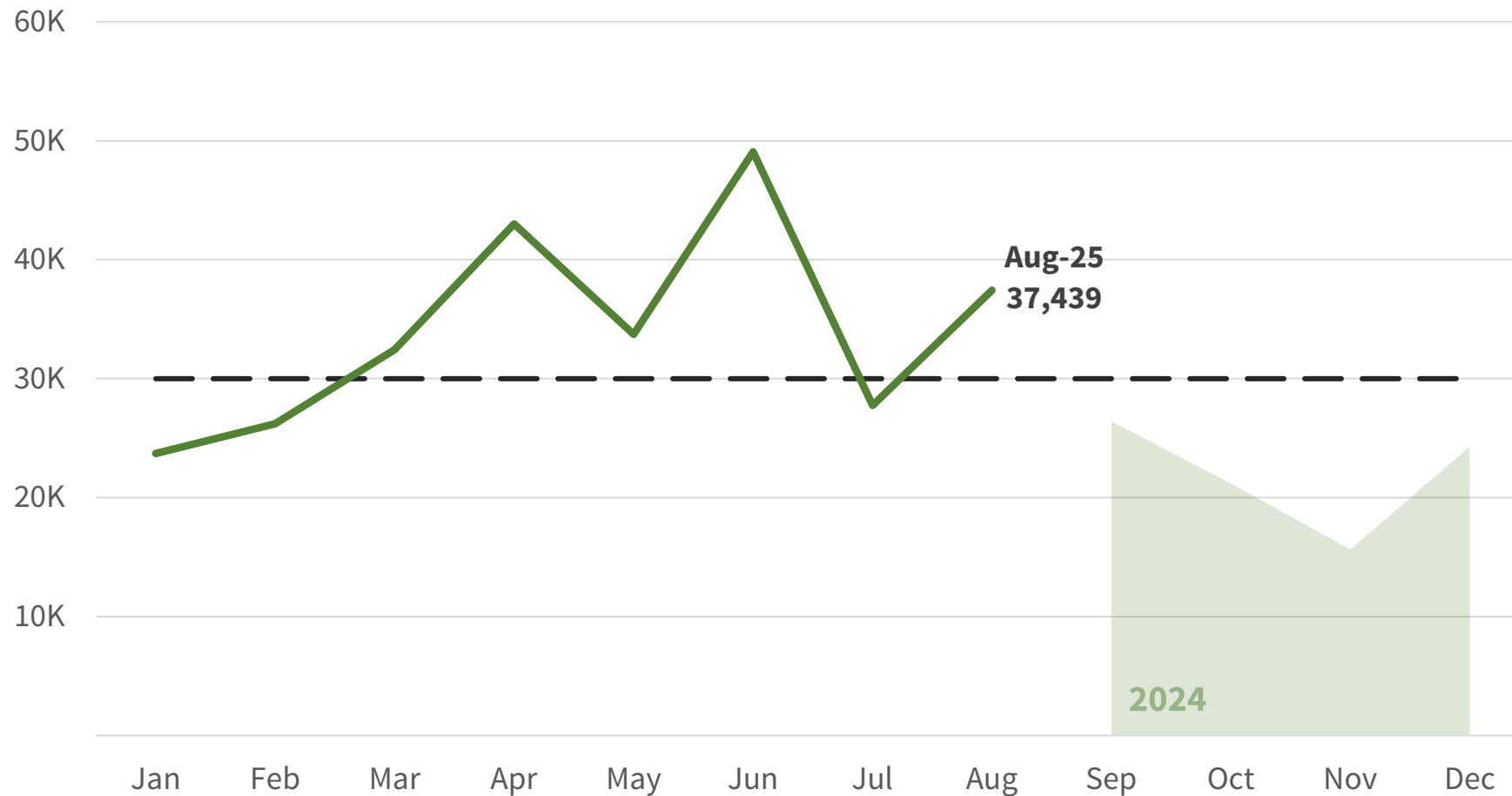
ATP

Complaints per 1K Boardings



ATP

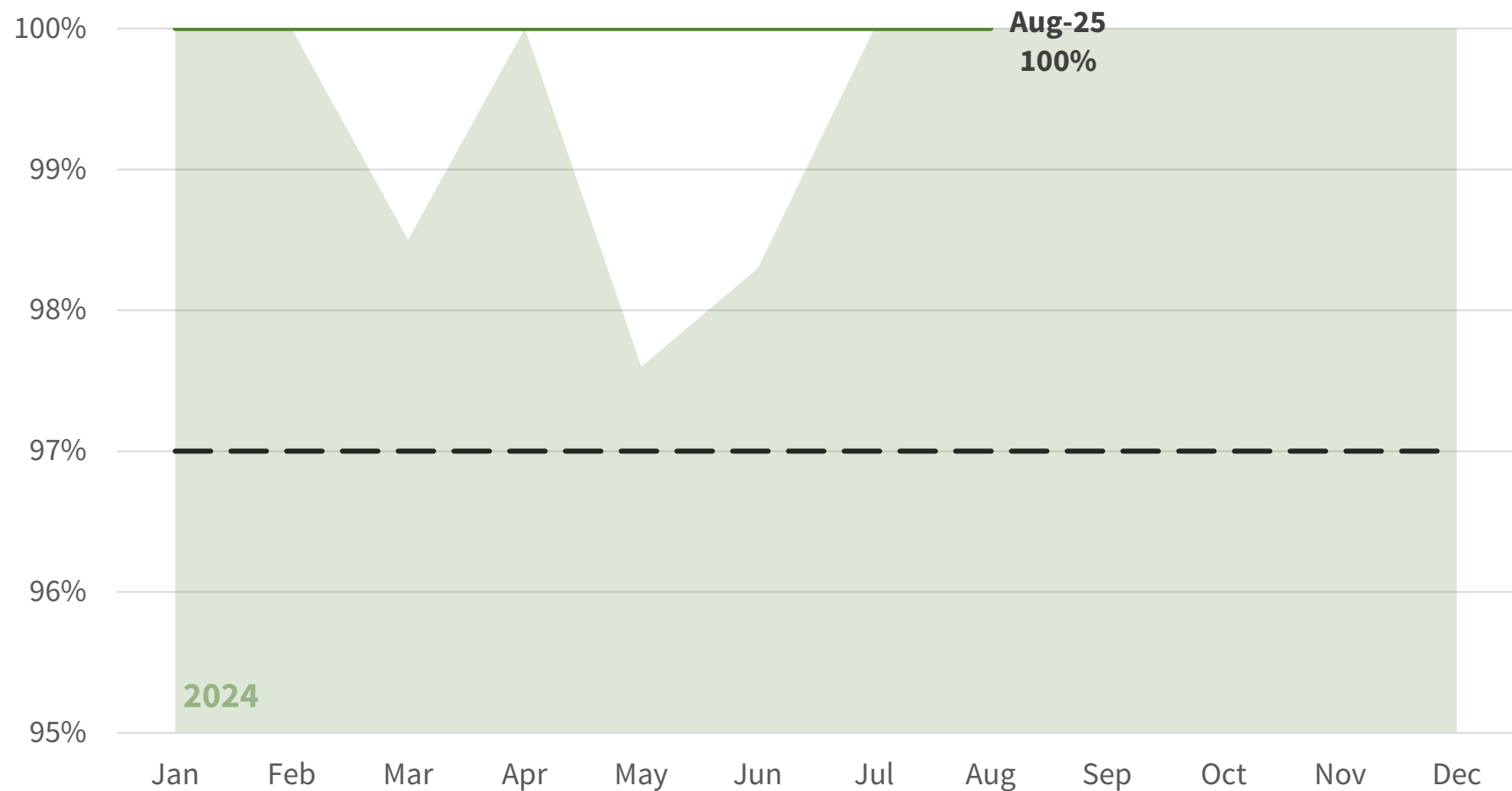
Mean Distance Between Failure



Methodology changed in Sep-2024; for consistency, only data from the new methodology is shown.

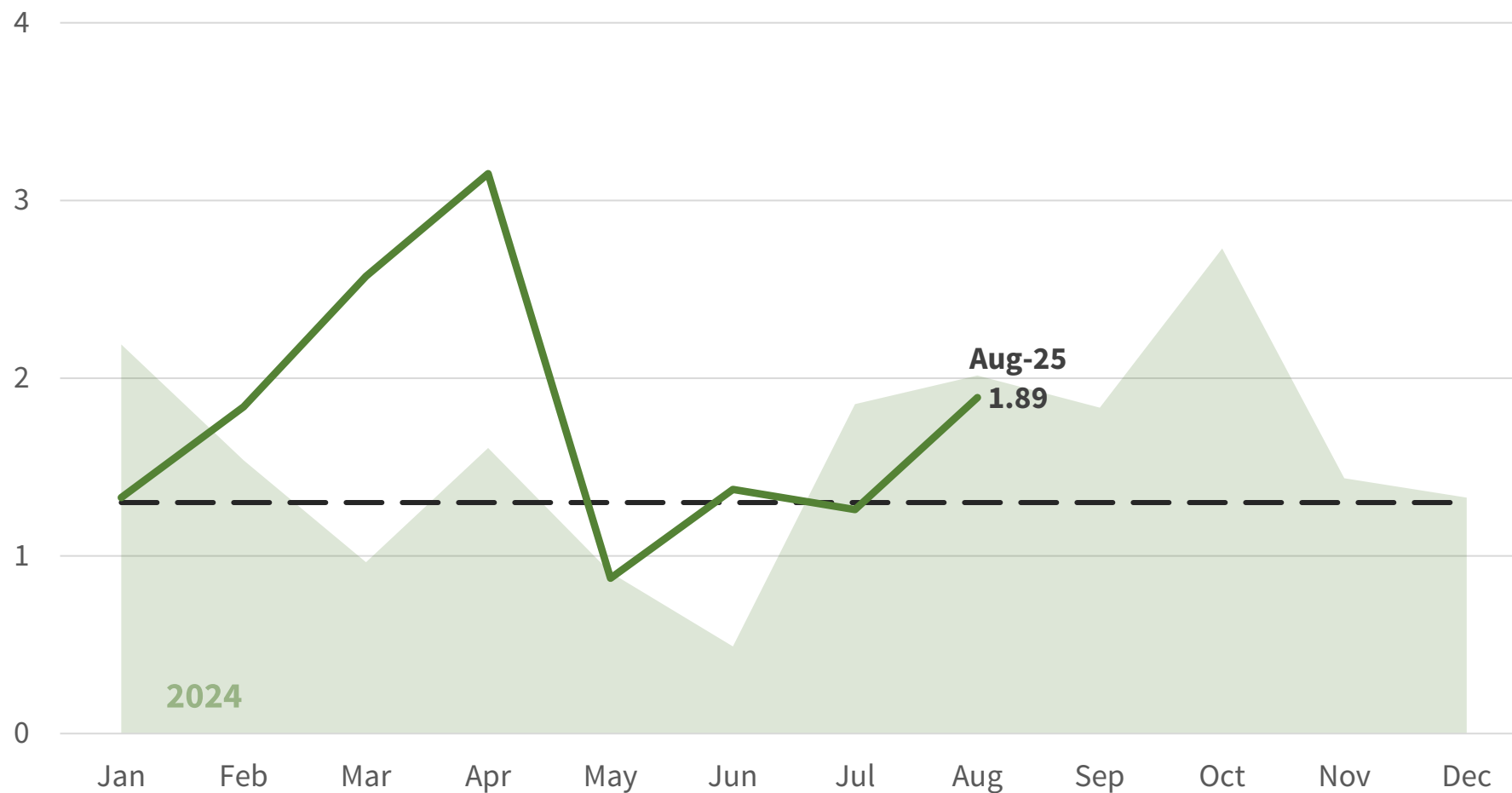
ATP

Preventative Maintenance Compliance



ATP

Preventable Collisions per 100K Miles



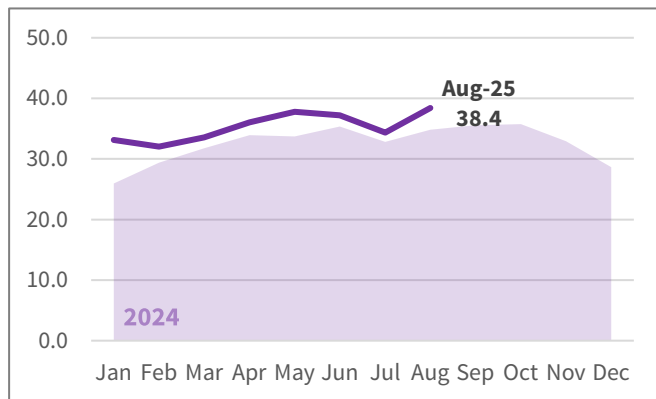


Above target or prior year is favorable

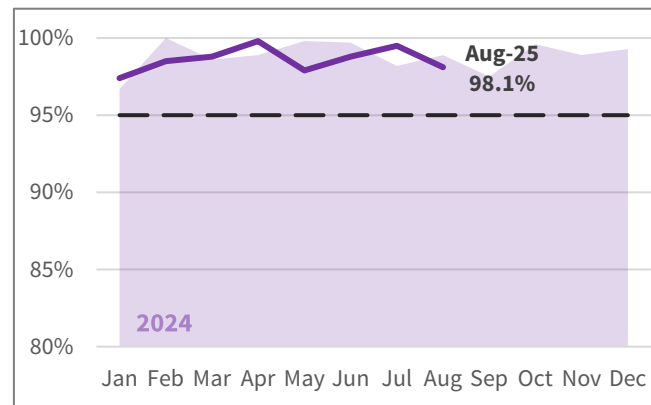


Below target is favorable

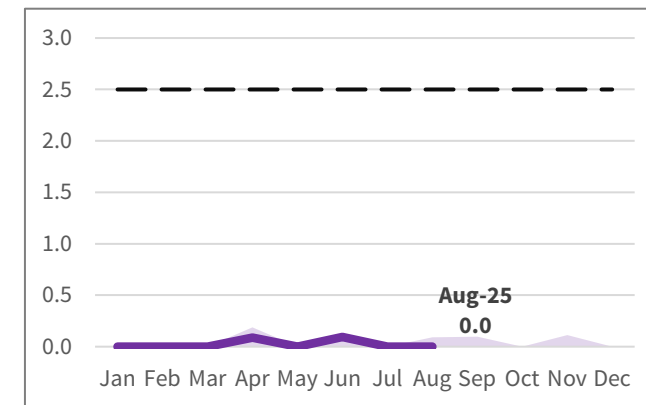
Boarding Rides per Revenue Hour



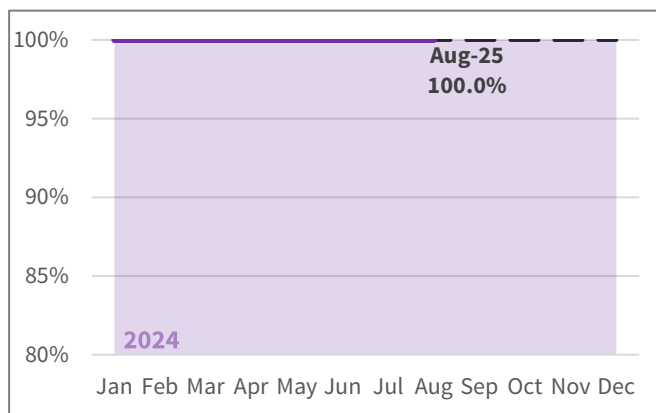
On-Time Performance



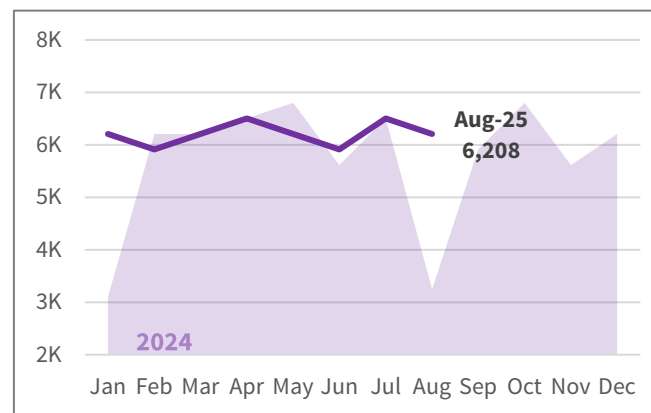
Complaints per 1K Boardings



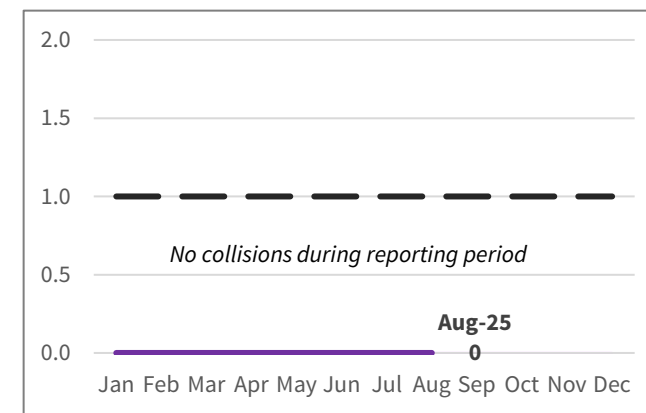
Preventative Maintenance Compliance



Mean Distance Between Failure



Preventable Collisions per 100K miles



No collisions during reporting period

Aug-25

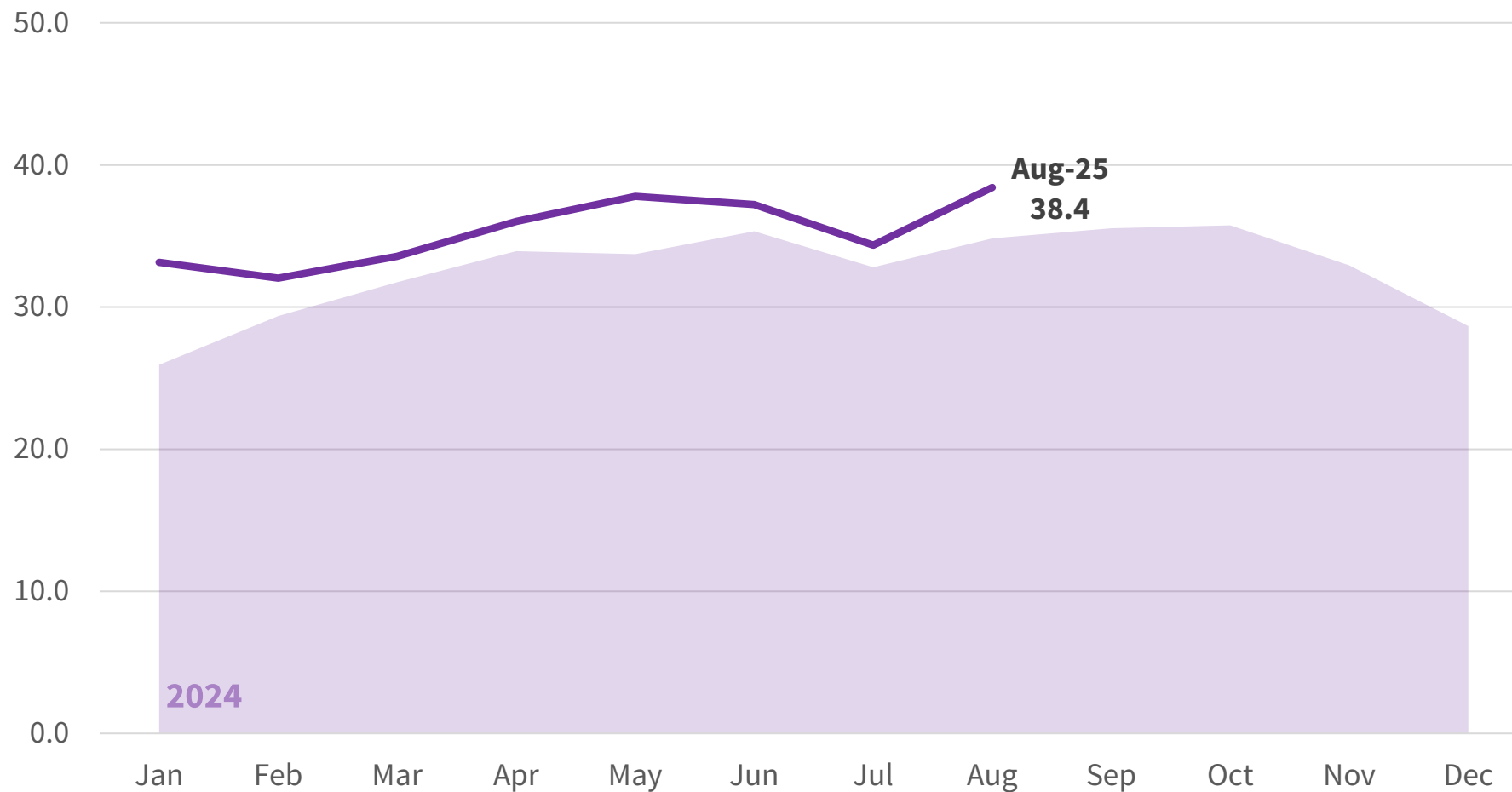
0

Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec

WES

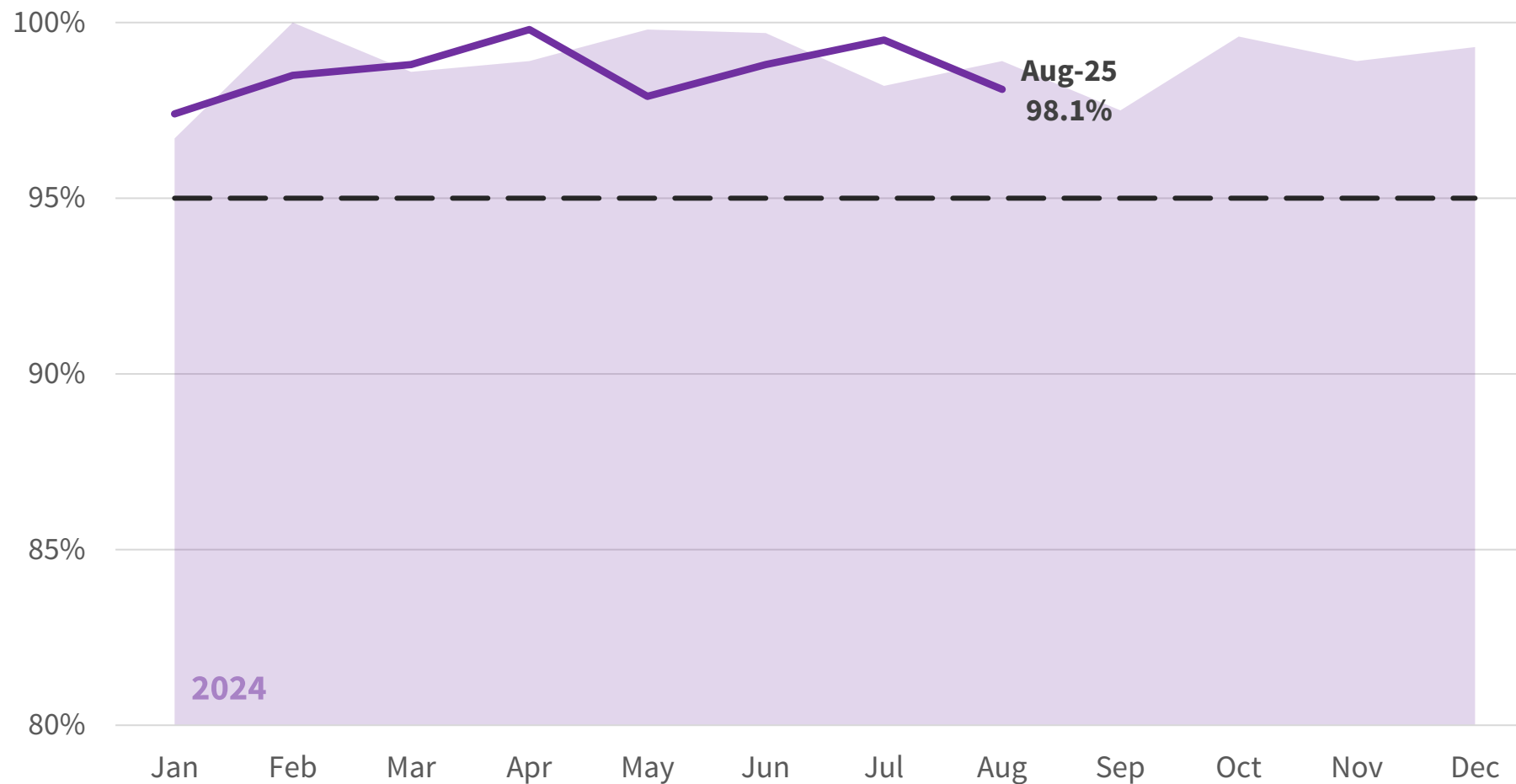
WES

Boarding Rides per Revenue Hour



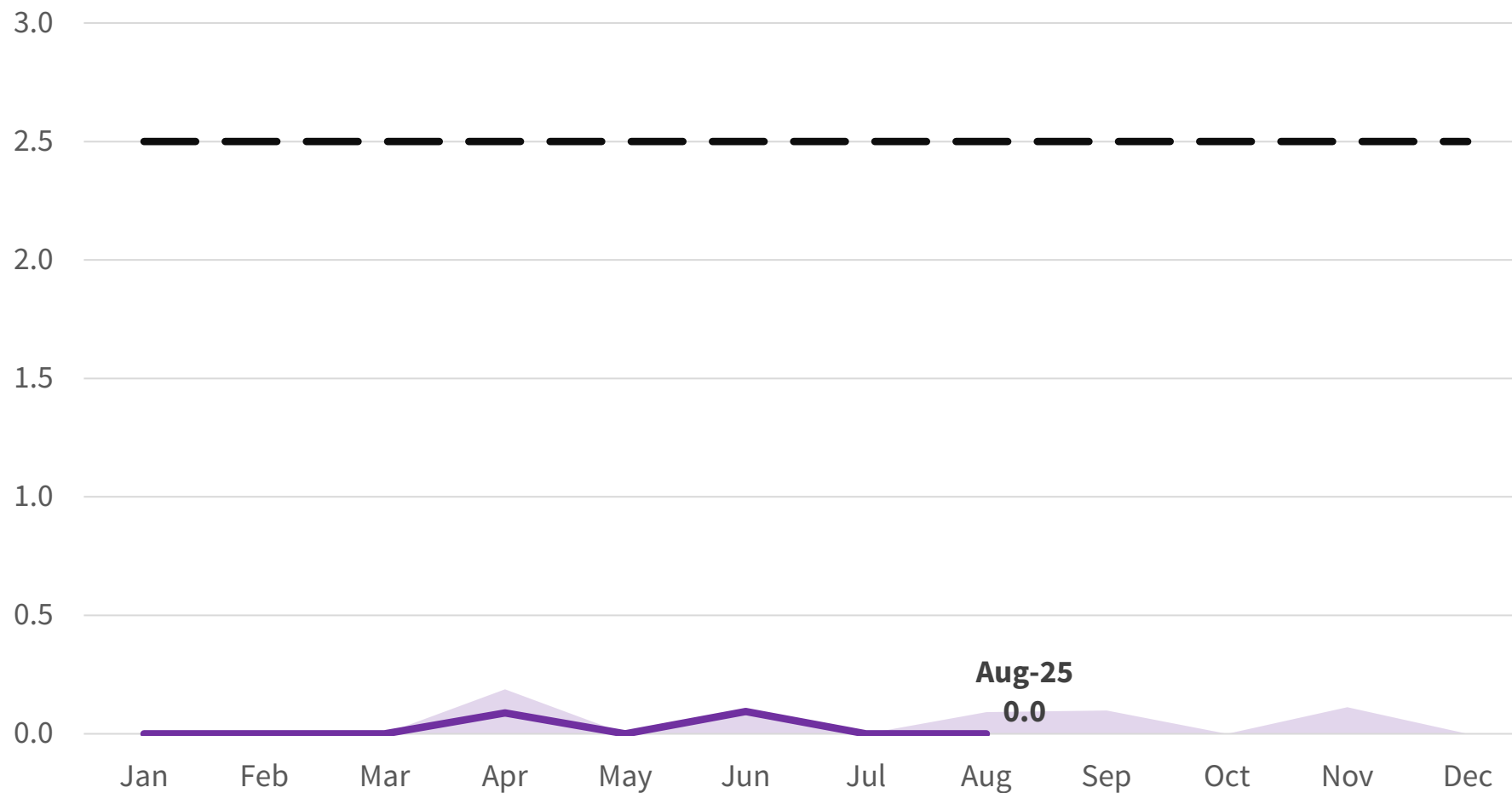
WES

On-Time Performance



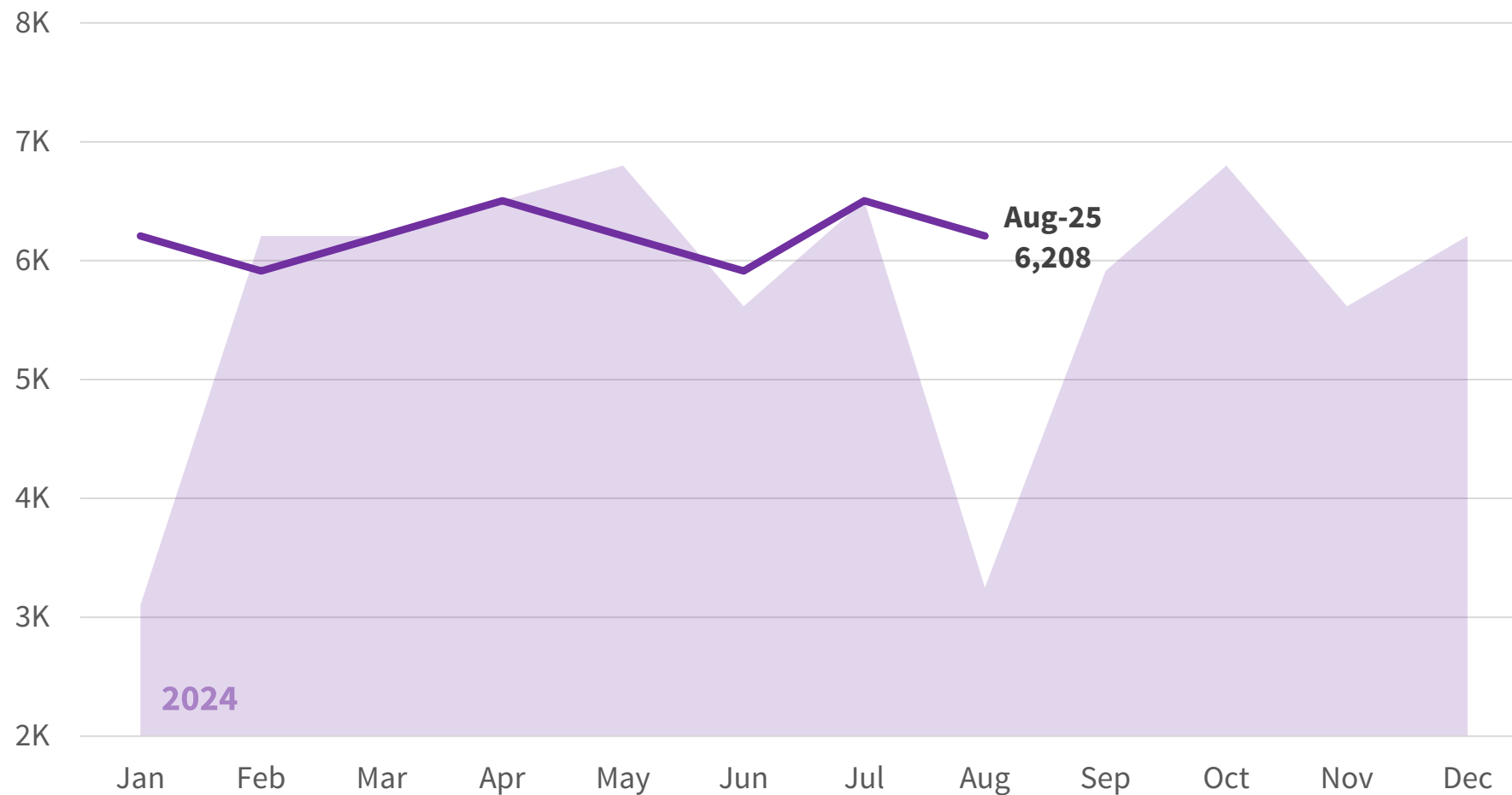
WES

Complaints per 100K Boardings



WES

Mean Distance Between Failure



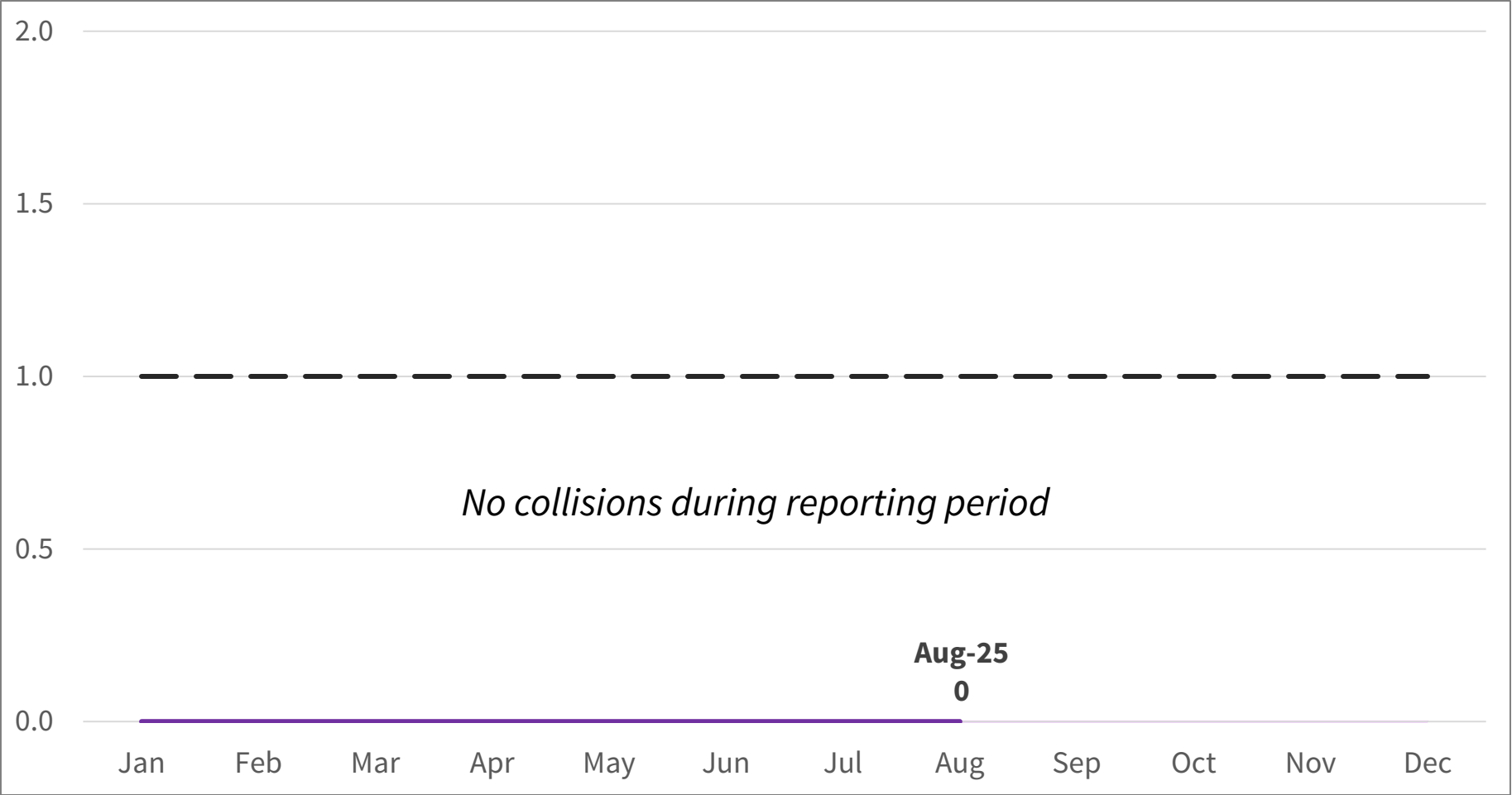
WES

Preventative Maintenance Compliance



WES

Preventable Collisions per 100K Miles



Monthly performance: 12-month lookback

¹ Ridership = Unlinked Passenger Trips (Boardings). For ATP, care attendants are counted as passengers

² Revenue hours are the number of hours that a transit vehicle is available to provide service and does not include deadhead time.

³ For Bus, MAX, WES, a trip is when a vehicle travels from one terminus to another and back. For ATP, it is the number of customers receiving a trip.

⁴ Trips Operated to Completion ÷ Scheduled Trips

⁵ For Bus, MAX, WES, vehicles are “on-time” if they depart a timepoint between 1 min early and 5 minutes late; not all stops are timepoints. For ATP, “on-time” is arrival within a scheduled 30 min window.

⁶ For Bus, MAX, WES, pullout is when a vehicle is scheduled to leave its garage/rail yard. For ATP, pullout on-time is the % on-time at first stop.

⁷ Complaints are compiled from phone, mail, website, & social media.

⁸ A collision where the operator failed to do everything reasonable to prevent the collision from occurring.

* Projection; to be finalized after the full accident review period.

⁹ Percent of scheduled repair work completed on-time.

¹⁰ Mean Distance Between Failure is the average distance a vehicle traveled between major and other mechanical failures. If no failures occurred, monthly mileage is reported.



BUS											MAX										
Target	-	-	-	-	≥ 85%	≥ 95.0%	≤18 per 100K ons	≤2.75 per 100K mi	≥ 80%	8,900 mi	Target	-	-	-	-	≥ 88%	≥ 96.0%	≤4 per 100K ons	≤1.5 per 100K mi	≥ 80%	10,900 mi
Sep24	3,402,900	21.5	135,664	99.5%	85.8%	97.6%	9.5	1.6	100.0%	8,504	Sep24	1,886,921	73.5	22,979	99.5%	80.3%	96.1%	1.5	0.0	95.7%	12,109
Oct24	3,812,674	22.9	143,080	99.5%	85.5%	97.7%	8.4	1.2	100.0%	8,804	Oct24	2,095,277	77.9	24,023	99.9%	80.0%	97.0%	1.0	0.3	95.0%	20,784
Nov24	3,394,550	21.4	136,525	99.5%	87.2%	97.5%	7.4	0.8	99.6%	8,887	Nov24	1,871,408	72.9	23,548	99.2%	76.6%	96.4%	1.5	0.0	94.3%	10,525
Dec24	3,302,755	20.1	140,477	99.5%	88.0%	97.5%	9.8	1.1	96.1%	9,682	Dec24	1,768,205	66.6	23,873	99.9%	77.8%	95.3%	0.9	0.0	92.8%	9,837
Jan25	3,462,597	21.8	140,545	99.6%	89.3%	97.7%	8.2	0.8	100.0%	8,757	Jan25	1,760,737	65.1	23,828	99.7%	78.5%	97.7%	1.4	0.0	96.4%	11,903
Feb25	3,130,927	20.9	127,435	99.0%	87.6%	97.1%	8.4	1.3	100.0%	8,673	Feb25	1,629,629	66.8	21,574	99.6%	77.2%	95.6%	1.0	0.0	98.8%	8,538
Mar25	3,557,937	21.6	140,828	99.5%	88.1%	98.4%	9.7	1.1	100.0%	7,833	Mar25	1,877,476	69.7	23,862	99.9%	81.3%	97.7%	1.4	0.0	99.5%	10,377
Apr25	3,775,680	23.2	139,356	99.5%	85.4%	98.0%	10.9	1.4	99.9%	10,180	Apr25	1,919,602	74.0	21,918	94.7%	80.2%	97.1%	1.4	0.3	99.5%	9,678
May25	3,844,671	23.8	143,035	99.5%	84.9%	98.0%	8.1	1.2	100.0%	10,622	May25	1,926,398	75.4	23,791	99.9%	79.0%	95.3%	1.2	0.0	100.0%	11,127
Jun25	3,629,833	22.1	142,627	100.0%	85.0%	98.0%	9.8	1.5*	99.9%	9,958	Jun25	1,916,867	73.8	24,172	99.8%	78.6%	97.3%	1.8	0.0	99.9%	11,216
Jul25	3,704,070	21.8	146,605	99.6%	85.7%	98.2%	9.4	2.0*	100.0%	10,764	Jul25	2,002,179	73.8	23,994	99.9%	79.5%	96.2%	1.5	0.1*	100.0%	9,705
Aug25	3,618,443	21.4	144,934	99.5%	85.9%	98.0%	9.3	1.7*	100.0%	10,111	Aug25	1,884,477	69.9	23,797	99.6%	80.0%	93.3%	1.3	0.0*	87.1%	10,906
Avg	3,553,086	21.8	140,495	99.5%	86.5%	97.8%	9.1	1.3	99.6%	9,398	Avg	1,877,477	71.4	23,489	99.3%	79.0%	96.3%	1.3	0.1	96.6%	11,327
ATP											WES										
Target	-	-	-	-	≥ 93.5 %	≥ 93.5 %	≤1.25 per 1K ons	≤2 per 100K mi	≤97%	30,900 mi	Target	-	-	-	-	≥ 95.0%	-	≤2.5 per 1K ons	≤1 per 100K mi	= 100%	-
Sep24	56,832	1.50	53,630	100.0%	95.1%	98.6%	0.8	1.6	100.0%	27,861	Sep24	10,140	35.6	400	100.0%	98.8%	97.5%	0.1	0.0	100.0%	5,912
Oct24	64,689	1.54	62,059	100.0%	94.7%	98.8%	0.9	2.4	100.0%	21,804	Oct24	11,730	35.8	460	100.0%	99.6%	99.6%	0.0	0.0	100.0%	6,800
Nov24	55,032	1.49	53,857	100.0%	95.4%	99.1%	0.9	1.3	100.0%	16,076	Nov24	8,930	33.0	380	100.0%	98.9%	98.9%	0.1	0.0	100.0%	5,617
Dec24	56,976	1.49	55,509	100.0%	93.3%	98.7%	1.1	1.2	100.0%	24,834	Dec24	8,589	28.6	420	100.0%	99.3%	99.3%	0.0	0.0	100.0%	6,208
Jan25	59,808	1.52	58,761	100.0%	95.0%	98.8%	0.8	1.2	100.0%	24,669	Jan25	9,933	34.8	400	100.0%	97.4%	97.4%	0.0	0.0	100.0%	6,208
Feb25	51,468	1.51	50,627	100.0%	96.3%	98.9%	0.8	1.6	100.0%	27,499	Feb25	9,140	32.0	400	100.0%	98.8%	98.8%	0.0	0.0	100.0%	5,913
Mar25	62,730	1.52	60,814	100.0%	94.2%	98.5%	1.5	2.6	100.0%	33,535	Mar25	10,059	33.6	420	100.0%	99.8%	99.8%	0.0	0.0	100.0%	6,208
Apr25	63,320	1.57	63,575	100.0%	89.8%	97.8%	1.6	3.2	100.0%	45,277	Apr25	11,308	36.0	440	100.0%	99.8%	99.8%	0.1	0.0	100.0%	6,504
May25	65,380	1.58	62,756	100.0%	90.5%	98.4%	0.7	0.9	100.0%	34,803	May25	11,319	37.8	420	100.0%	97.9%	97.9%	0.0	0.0	100.0%	6,208
Jun25	62,649	1.59	59,855	100.0%	89.4%	98.1%	1.2	1.4	100.0%	50,100	Jun25	10,620	37.2	400	100.0%	98.8%	98.8%	0.1	0.0	100.0%	5,913
Jul25	68,299	1.60	62,934	100.0%	90.5%	98.8%	1.7	1.3	100.0%	27,749	Jul25	10,780	34.3	440	100.0%	99.5%	99.5%	0.0	0.0	100.0%	6,504
Aug25	65,915	1.57	60,878	100.0%	94.5%	98.7%	1.2	1.9	100.0%	37,439	Aug25	11,508	38.4	420	100.0%	98.1%	98.1%	0.0	0.0	100.0%	6,208
Avg	61,344	1.54	59,238	100.0%	94.3%	98.6%	1.1	1.7	100.0%	30,971	Avg	10,211	34.7	417	100.0%	98.8%	98.8%	0.0	0.0	100.0%	6,184