



September 2026 Monthly Operations Analysis

October 28, 2026
TriMet Board Meeting



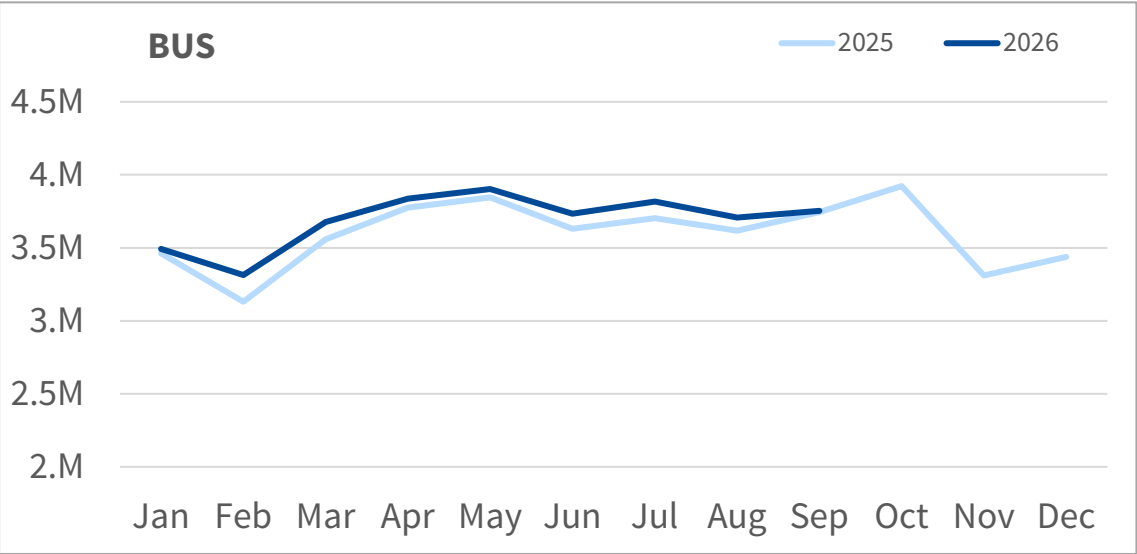
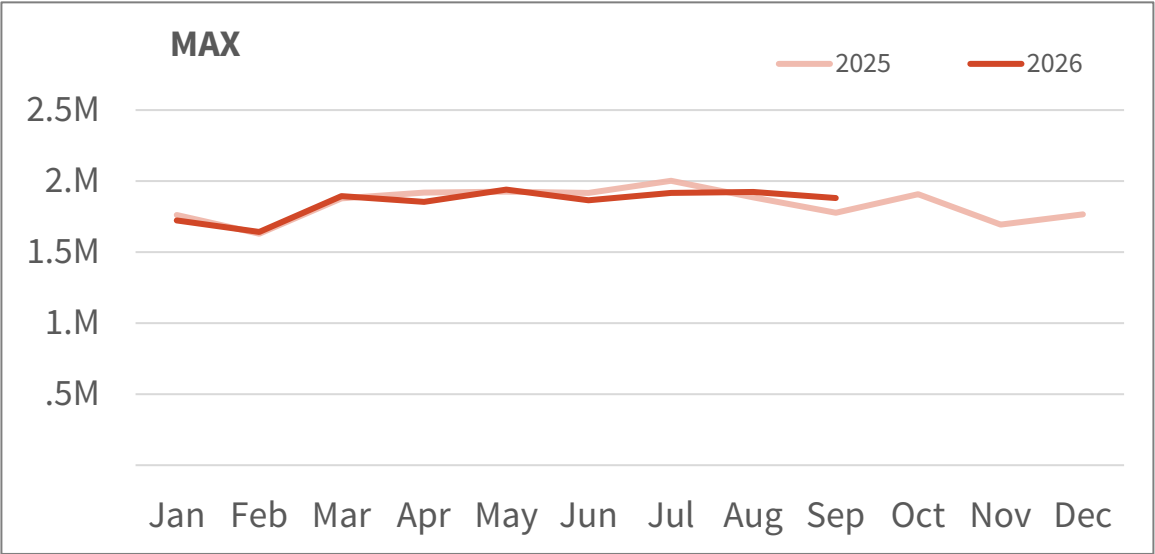
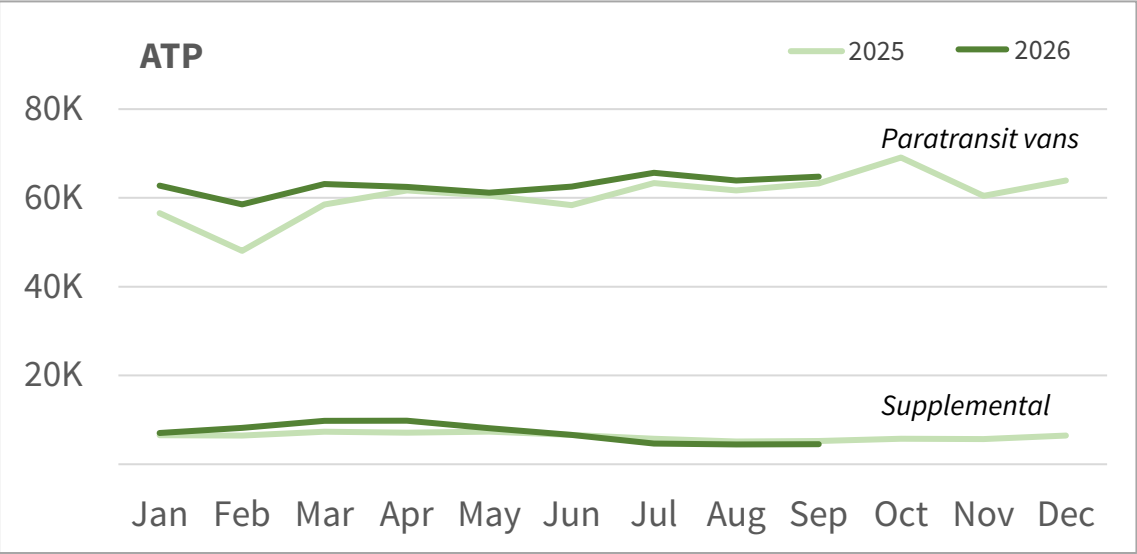
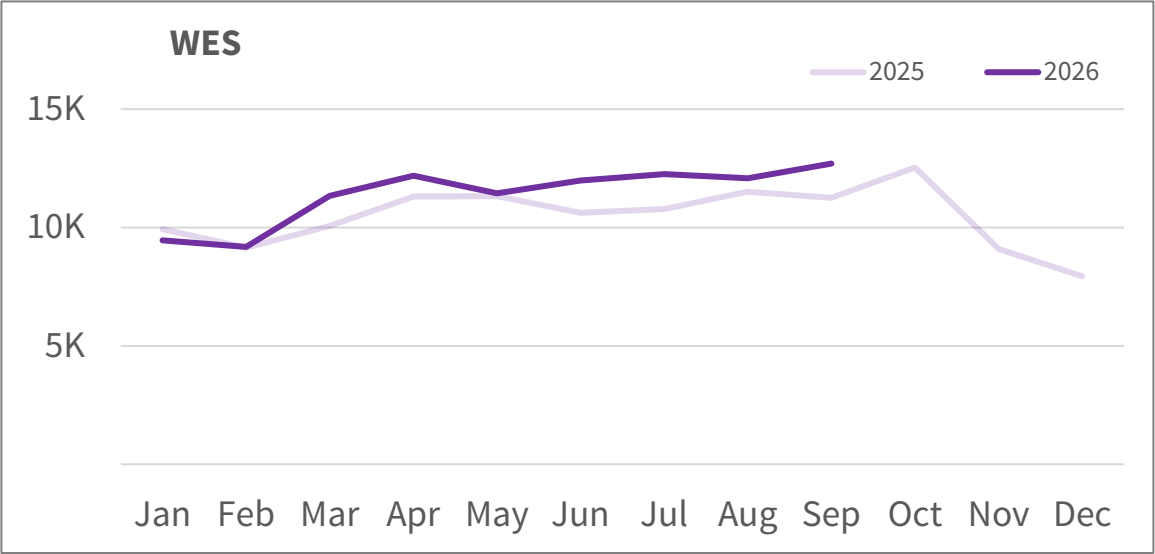
Ridership

	Weekly Average			Monthly Total			Year-to-Date Totals		
	Sep-25	Sep-26	YoY change	Sep-25	Sep-26	YoY change	YTD-2025	YTD-2026	% Δ
BUS	880,655	882,372	0.2%	3,745,706	3,753,635	0.2%	32,469,864	33,233,818	2.4%
MAX	417,487	441,522	5.8%	1,777,131	1,880,533	5.8%	16,694,494	16,640,037	-0.3%
ATP	16,155	16,340	1.1%	66,477	69,294	1.2%	589,493	628,094	6.5%
WES	2,680	3,024	12.8%	11,256	12,700	12.8%	95,923	102,626	7.0%
TOTAL	1,316,977	1,343,258	2.0%	5,600,570	5,716,162	2.1%	49,849,776	50,604,575	1.5%

September 2025:	21 Weekdays	4 Saturdays	5 Sundays/Holiday
September 2026:	21 Weekdays	4 Saturdays	5 Sundays/Holiday

	Weekday Average			Saturday Average			Sunday Average		
	Sep-25	Sep-26	YoY change	Sep-25	Sep-26	YoY change	Sep-25	Sep-26	YoY change
BUS	139,987	139,779	-0.1%	97,621	99,109	1.5%	83,099	84,368	1.5%
MAX	63,409	66,644	5.1%	56,668	60,501	6.8%	43,774	47,801	9.2%
ATP	2,784	2,818	1.2%	1,164	1,131	-2.8%	1,073	1,116	1.0%
WES	536	605	12.8%						
TOTAL	206,716	209,846	1.5%	155,453	160,741	3.4%	127,978	133,285	4.1%

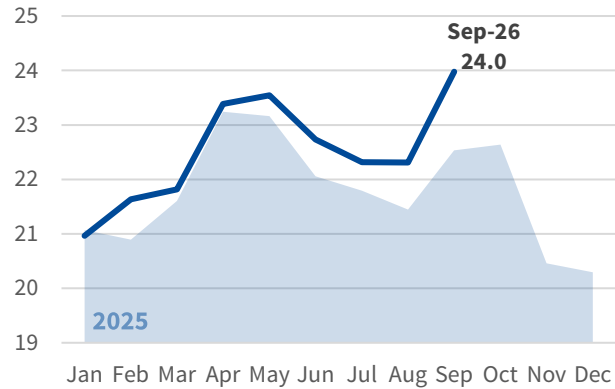
Ridership



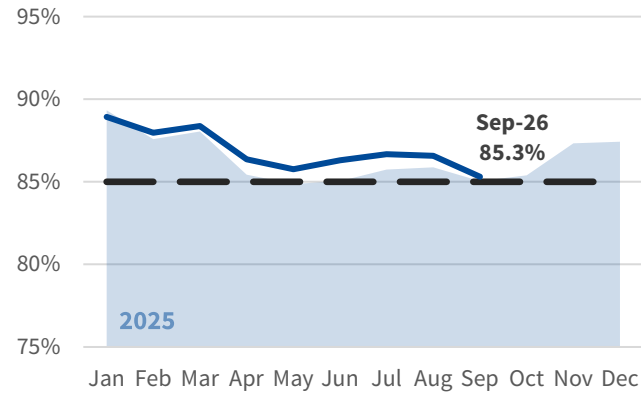


Above target or prior year is favorable

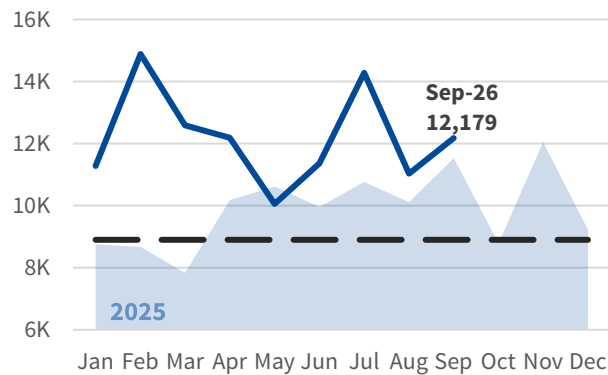
Boarding Rides per Revenue Hour



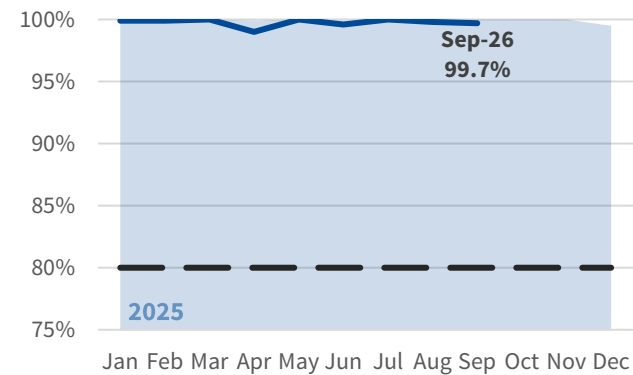
On-Time Performance



Mean Distance Between Failure



Preventative Maintenance Compliance

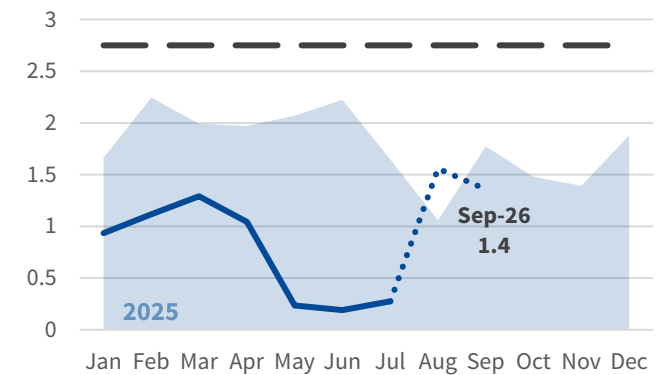


Below target is favorable

Complaints per 100K Boardings

METHODOLOGY UPDATE
UNDERWAY

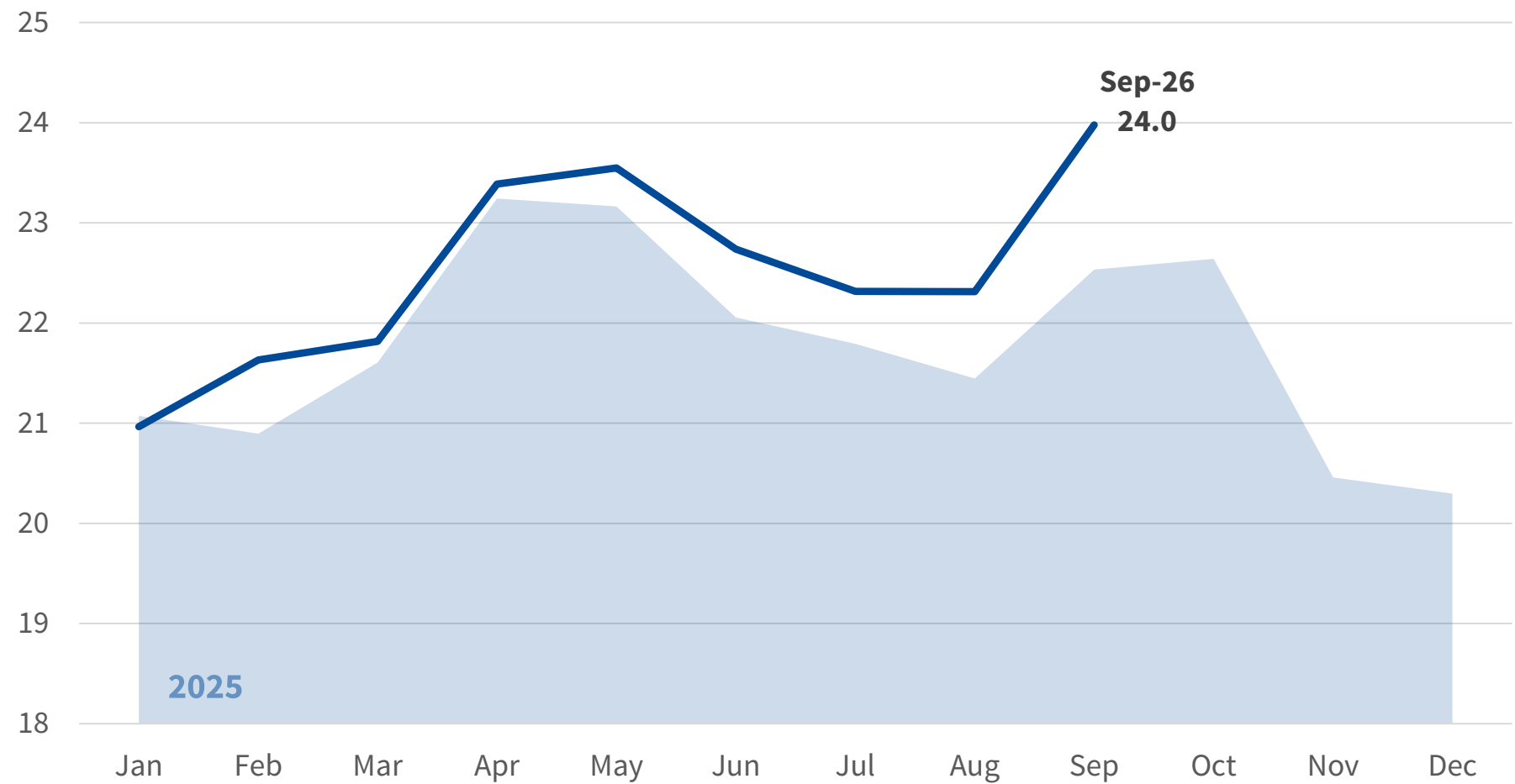
Preventable Collisions* per 100K Miles



**Last two months are projections and subject to change.*

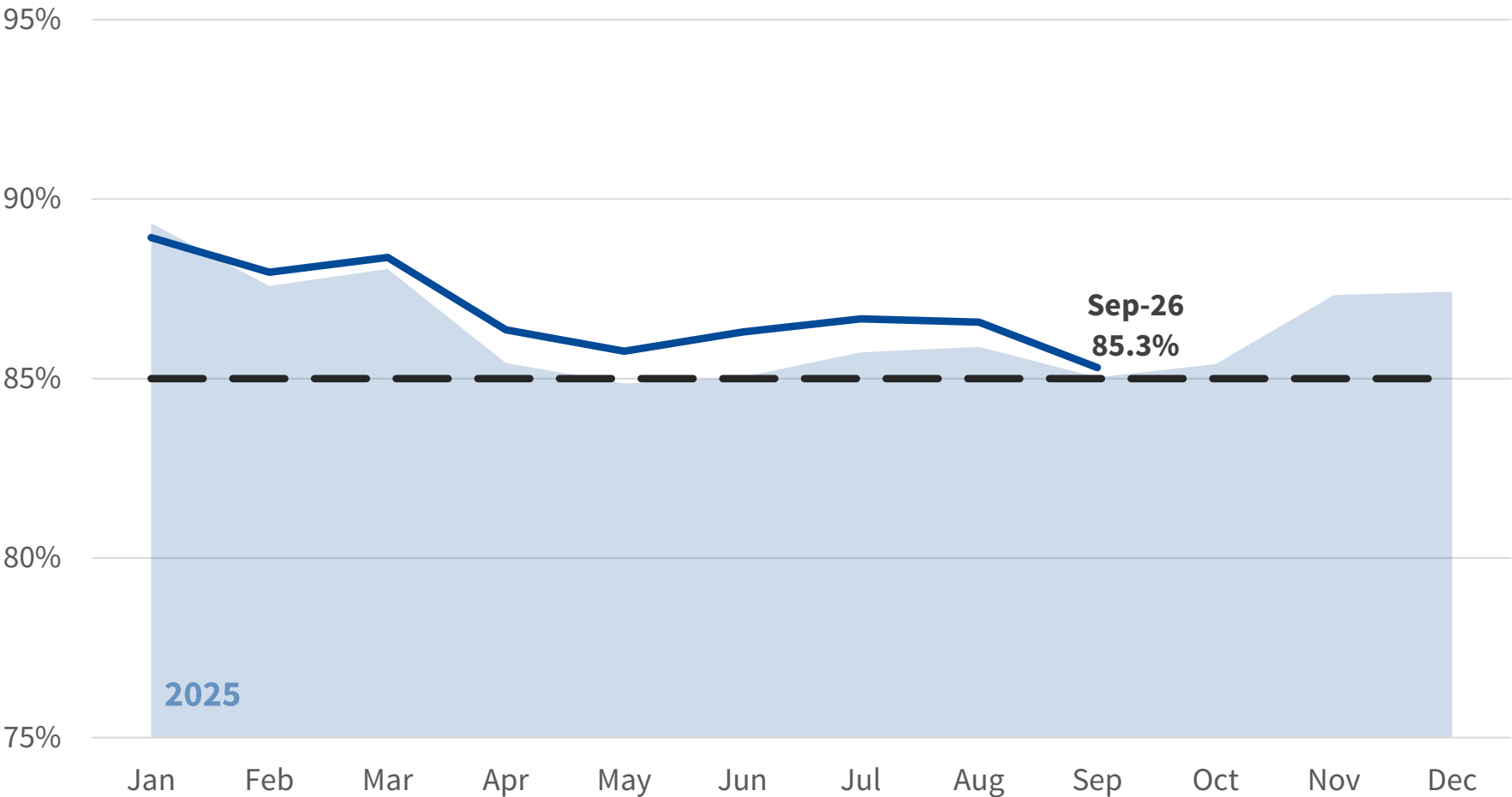
BUS

Boarding Rides per Revenue Hour



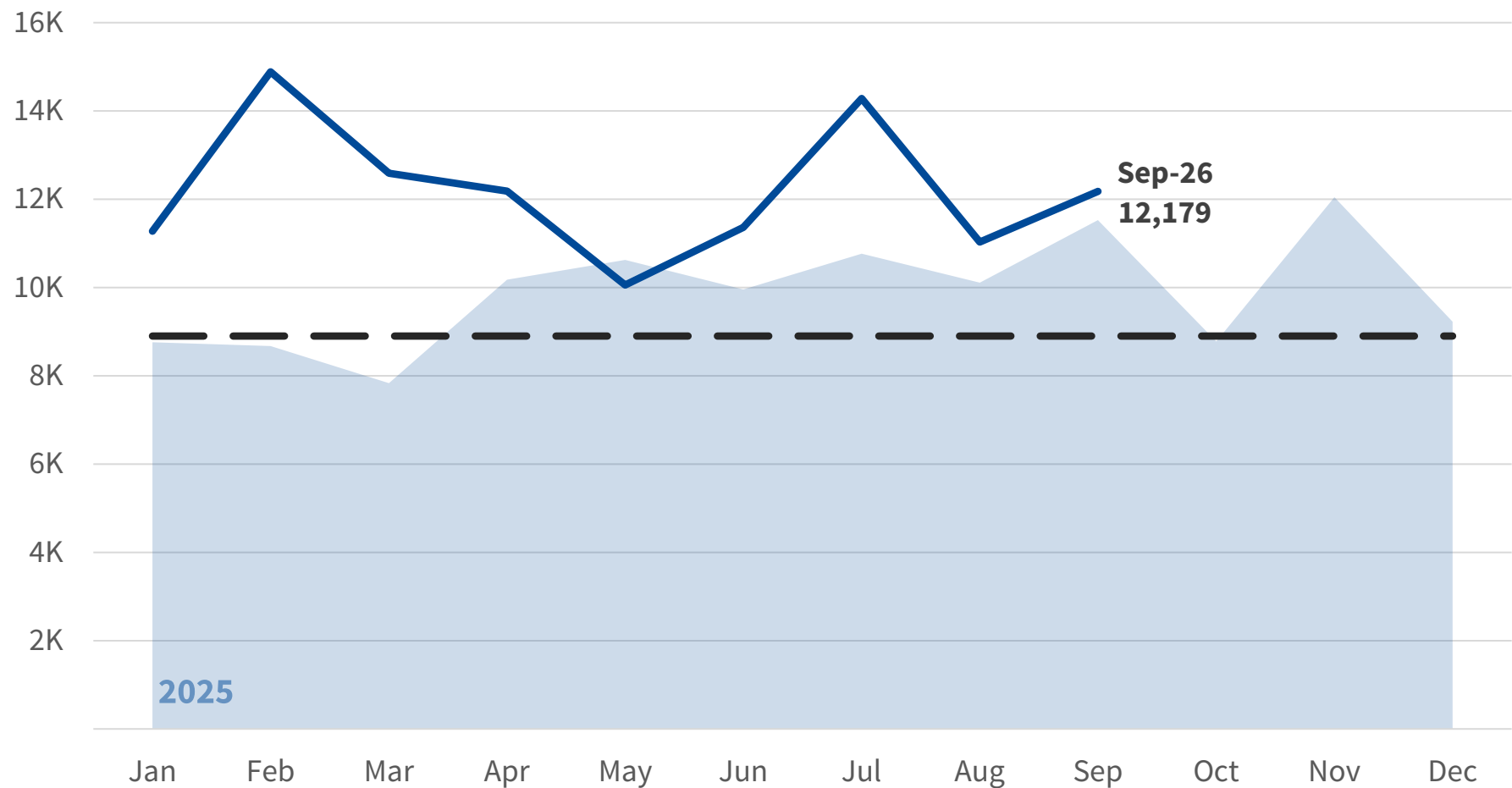
BUS

On-Time Performance



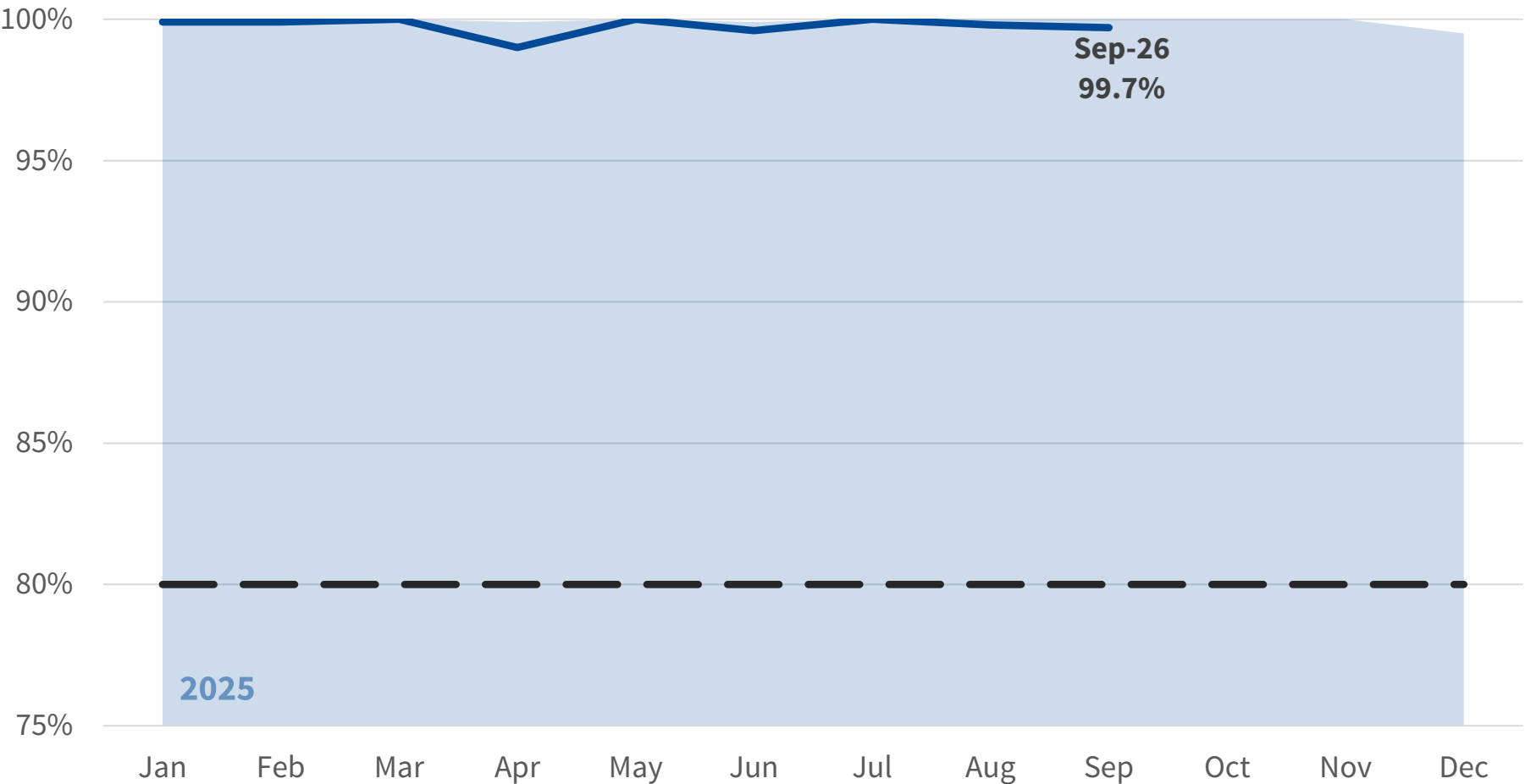
BUS

Mean Distance Between Failure



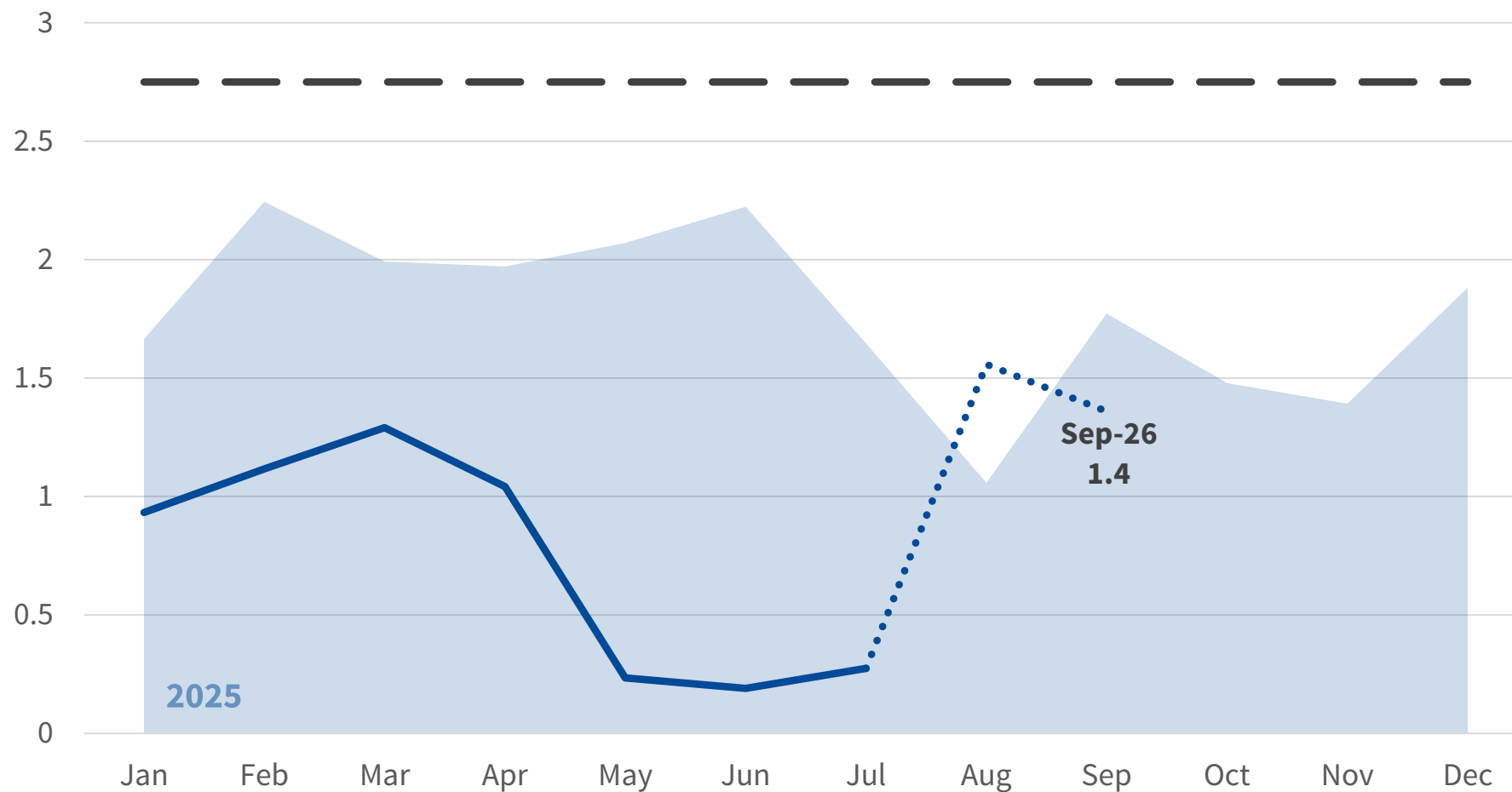
BUS

Preventative Maintenance Compliance



BUS

Preventable Collisions per 100K Miles

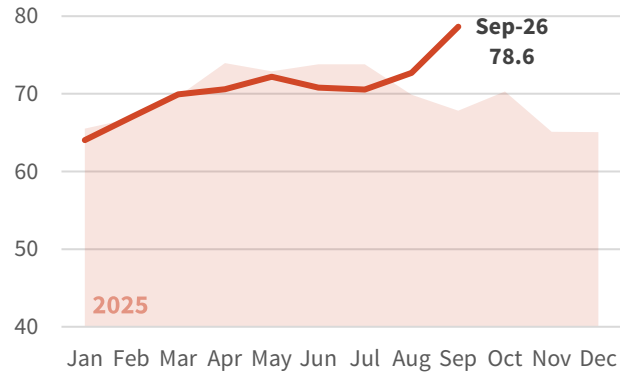


Last two reported months are projected and subject to change after collision review period.

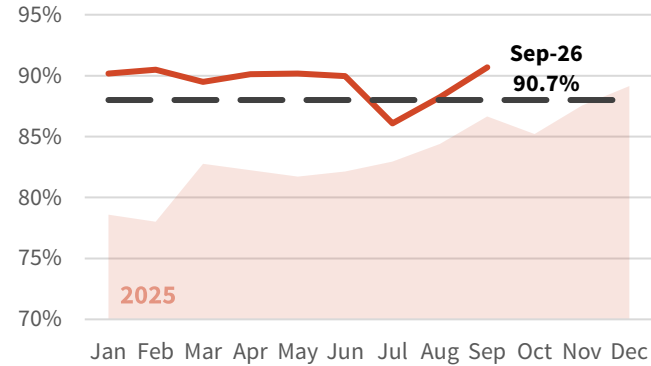


Above target or prior year is favorable

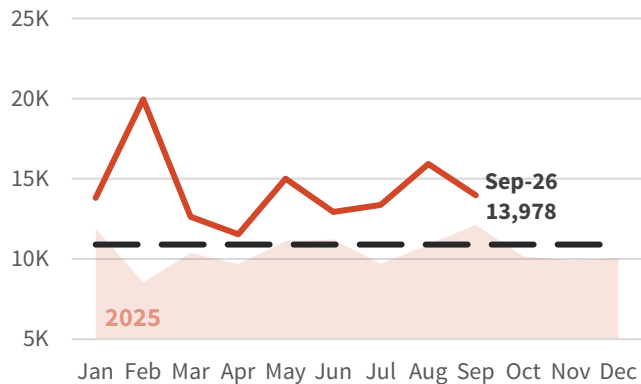
Ridership per Revenue Hour



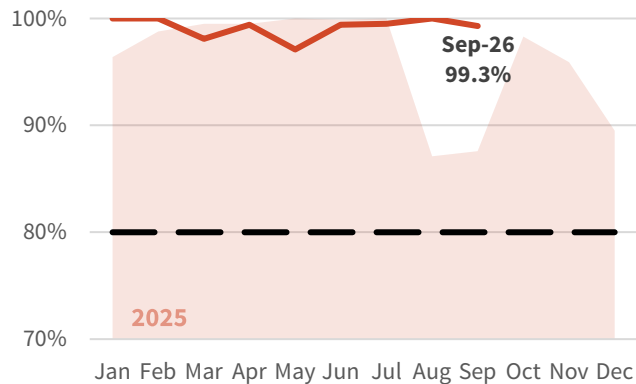
On-Time Performance



Mean Distance Between Failure



Preventative Maintenance Compliance

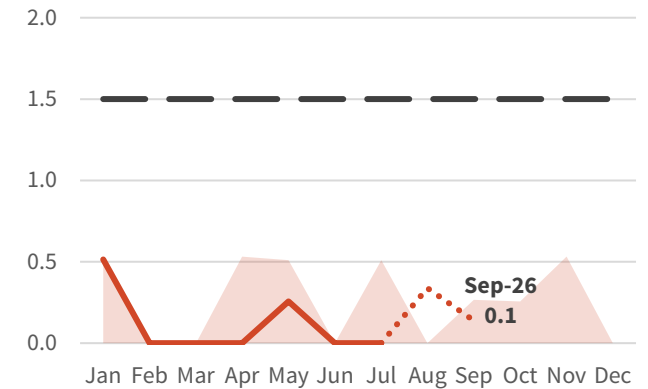


Below target is favorable

Complaints per 100K Boardings

METHODOLOGY UPDATE
UNDERWAY

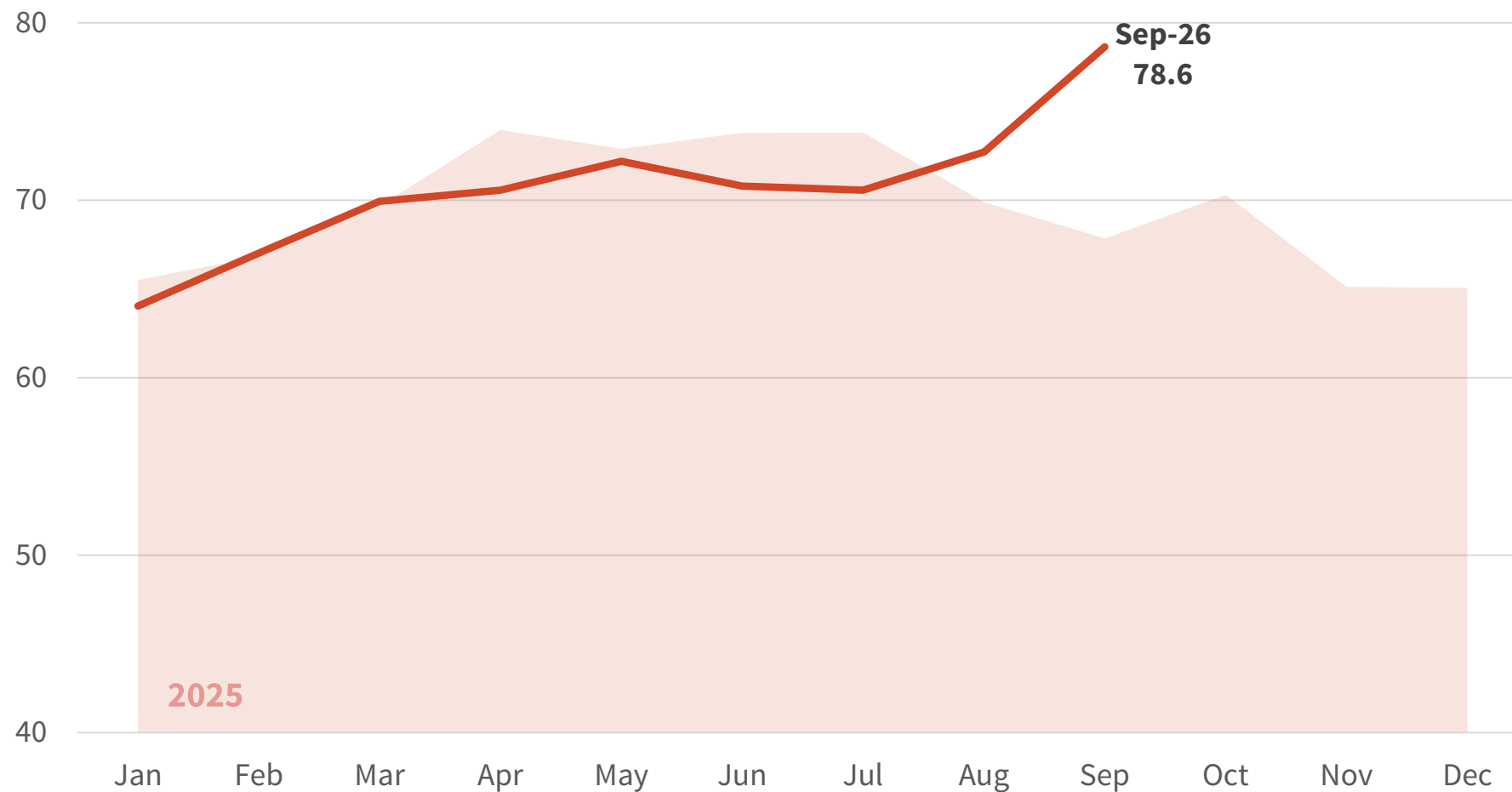
Preventable Collisions per 100K Miles



**Last two months are projections and subject to change.*

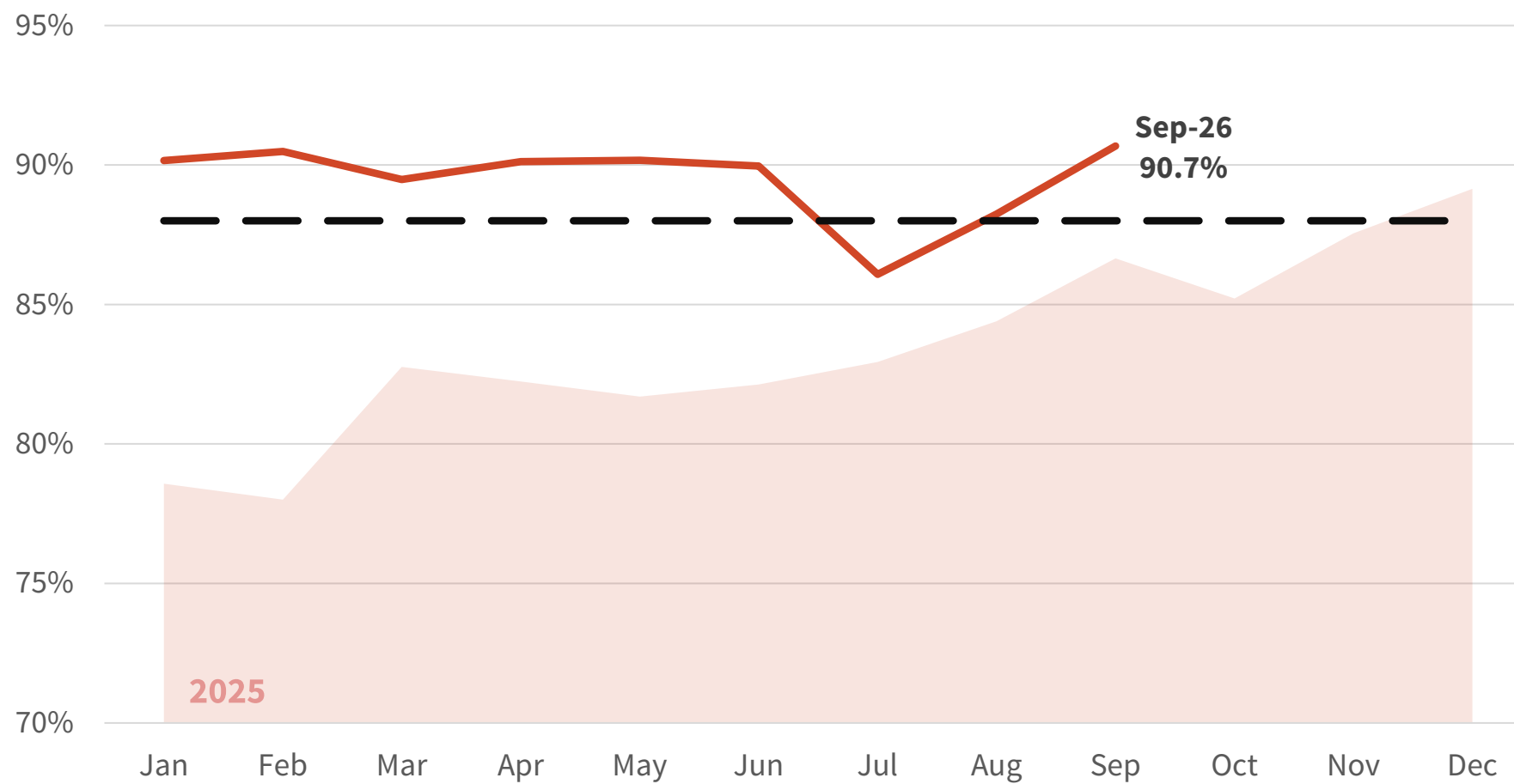
MAX

Boarding Rides per Revenue Hour



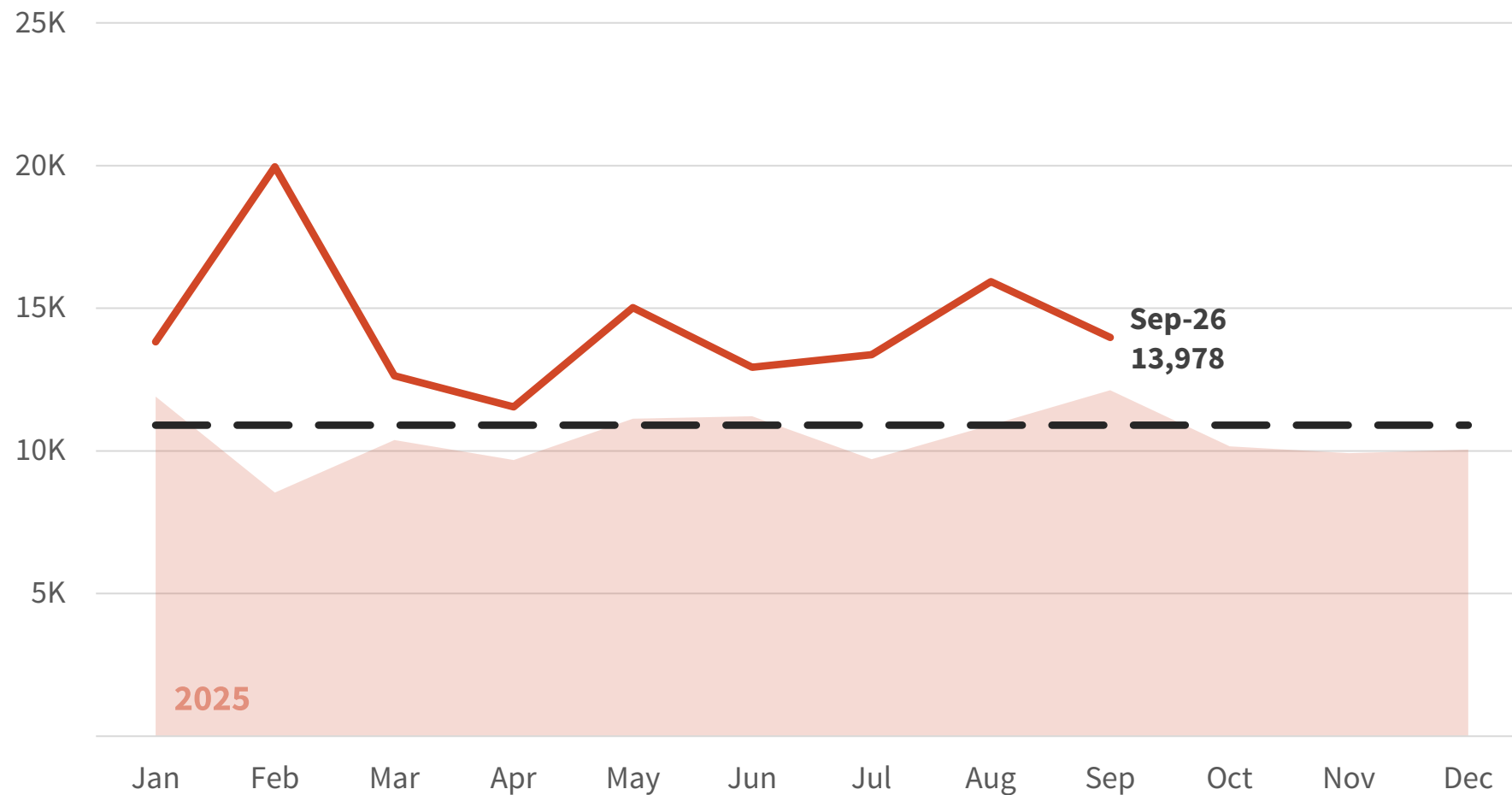
MAX

On-Time Performance



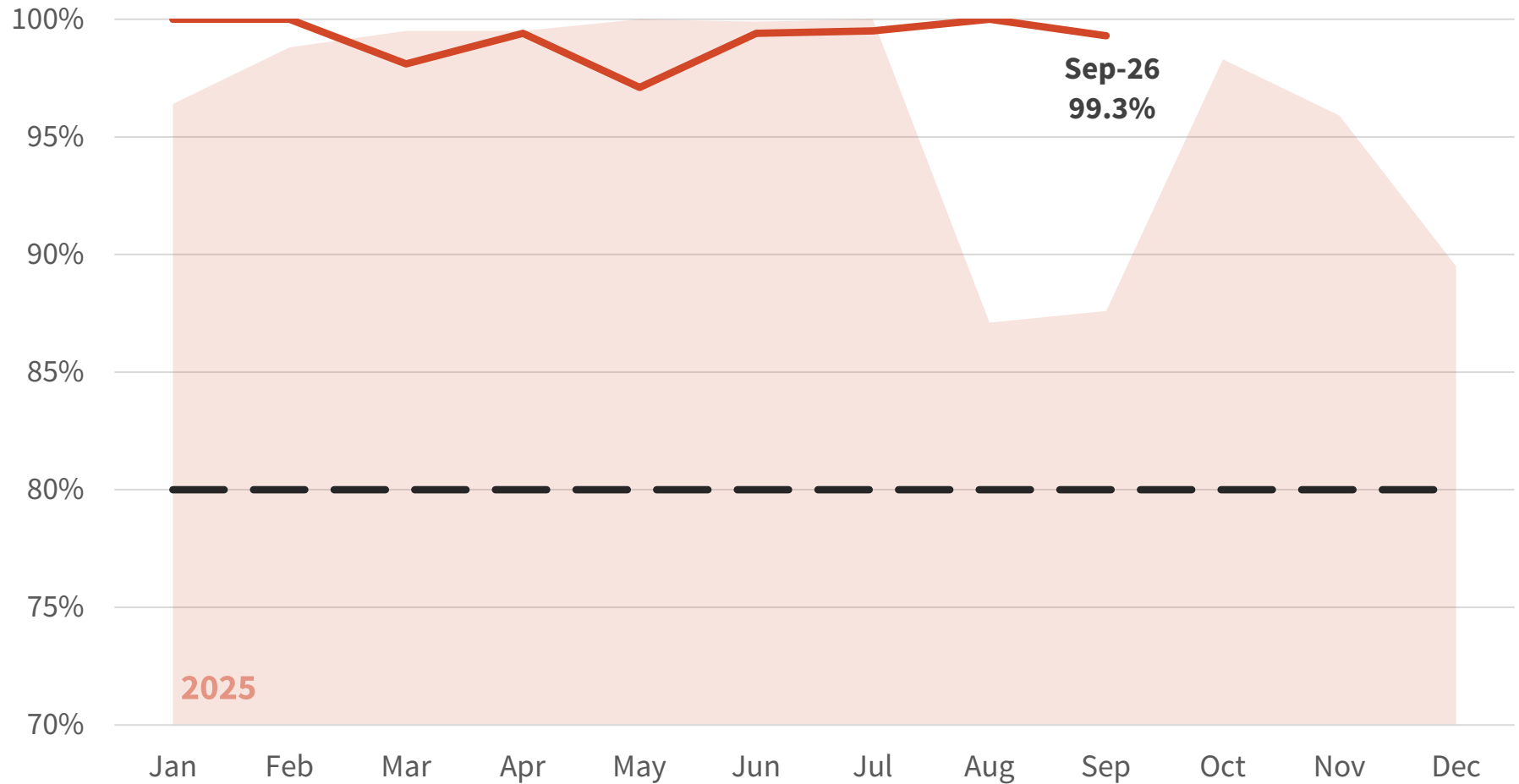
MAX

Mean Distance Between Failure



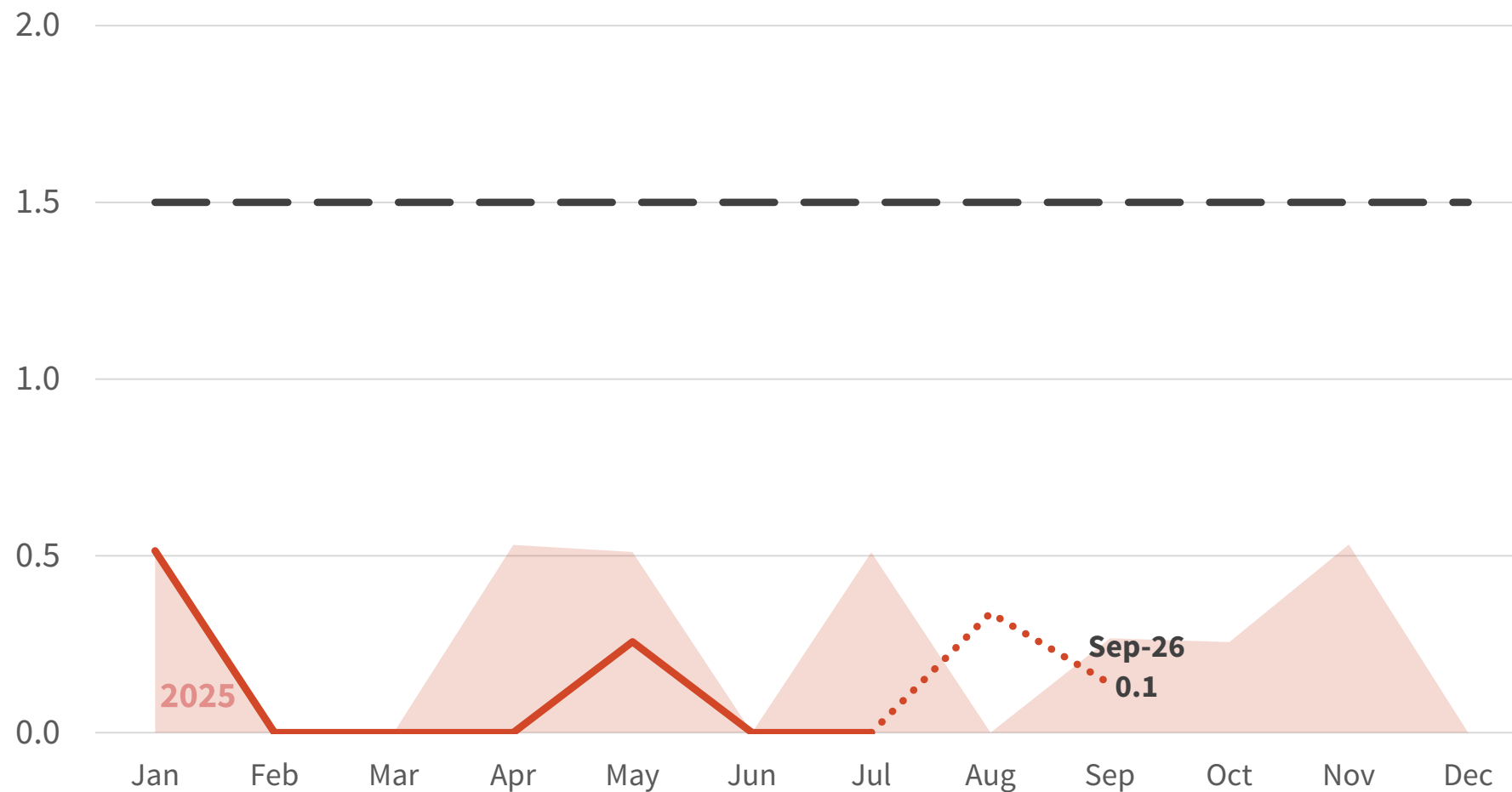
MAX

Preventative Maintenance Compliance



MAX

Preventable Collisions per 100K Miles

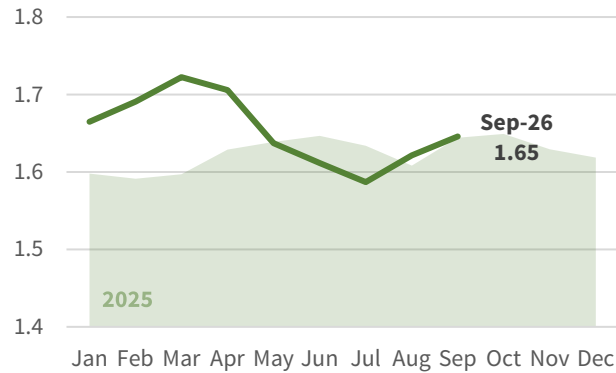


Last two reported months are projected and subject to change after collision review period.

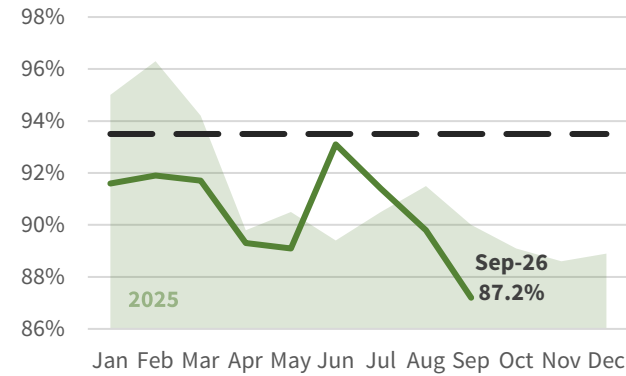


Above target or prior year is favorable

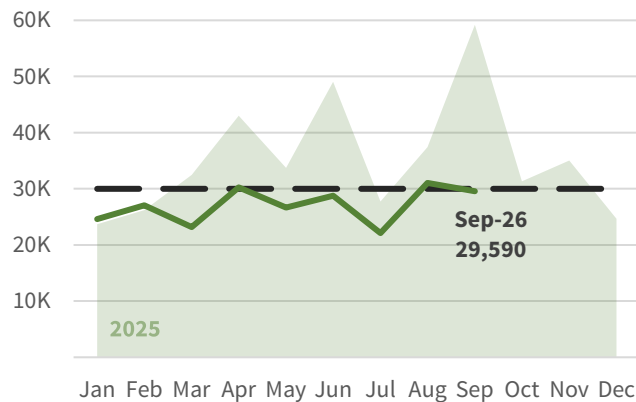
Boarding Rides per Revenue Hour



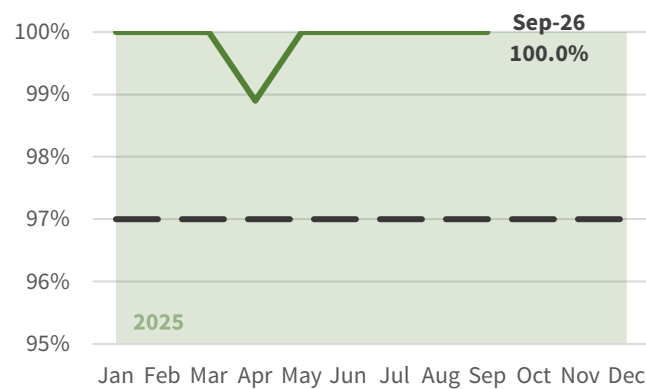
On-Time Performance



Mean Distance Between Failure



Preventative Maintenance Compliance

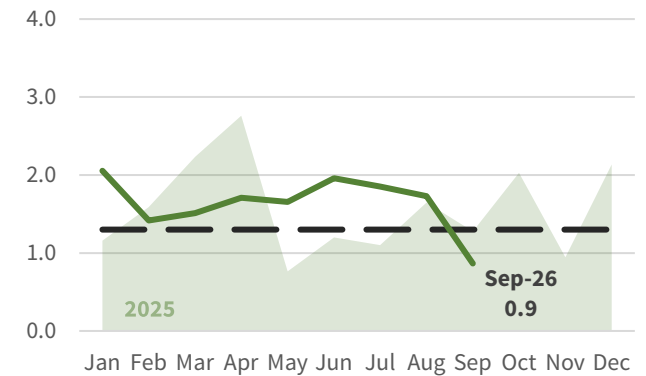


Below target is favorable

Complaints per 1K Boardings

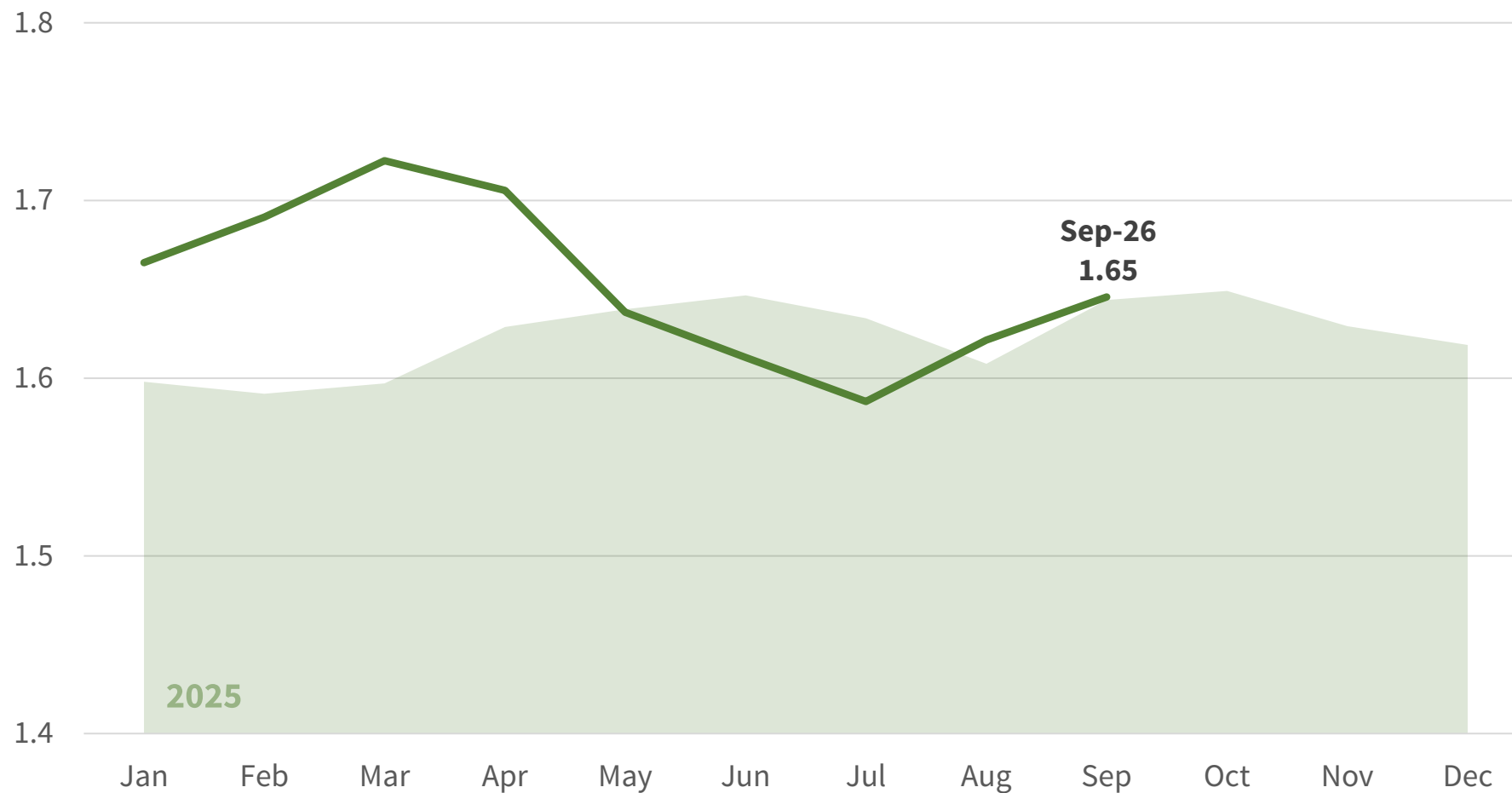
METHODOLOGY UPDATE
UNDERWAY

Preventable Collision per 100K Miles



ATP

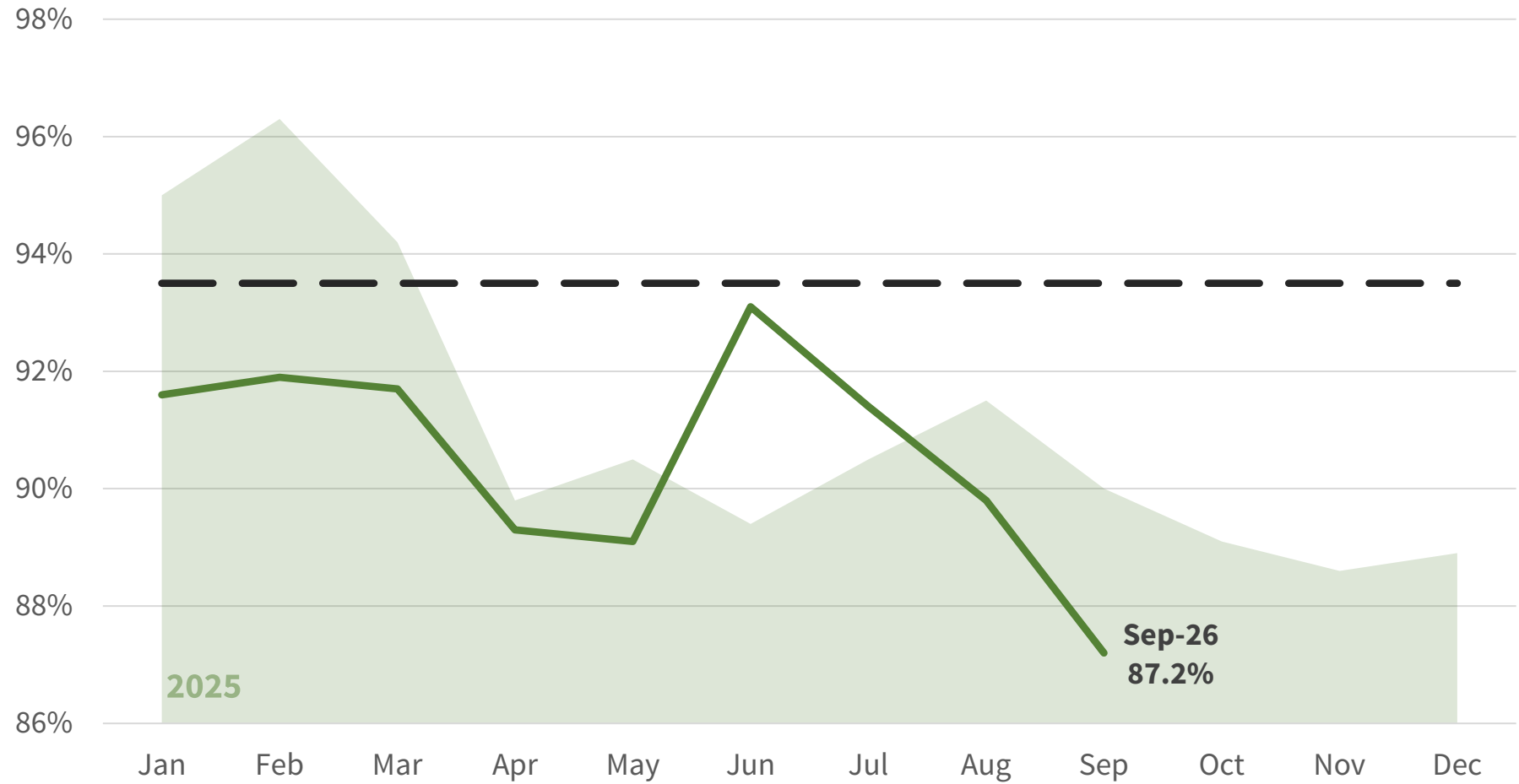
Boarding Rides per Revenue Hour



Paratransit only, Supplemental service excluded

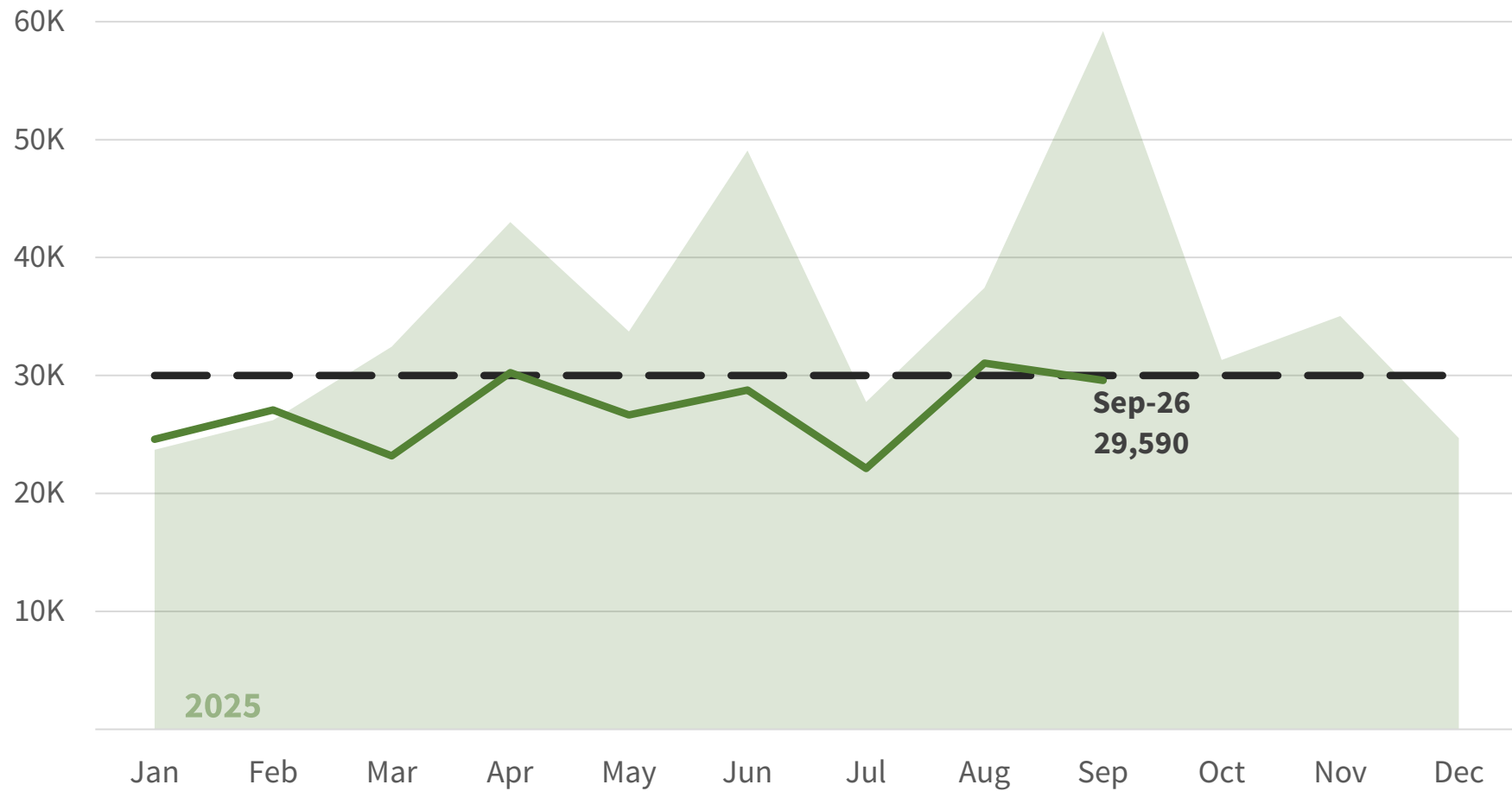
ATP

On-Time Performance



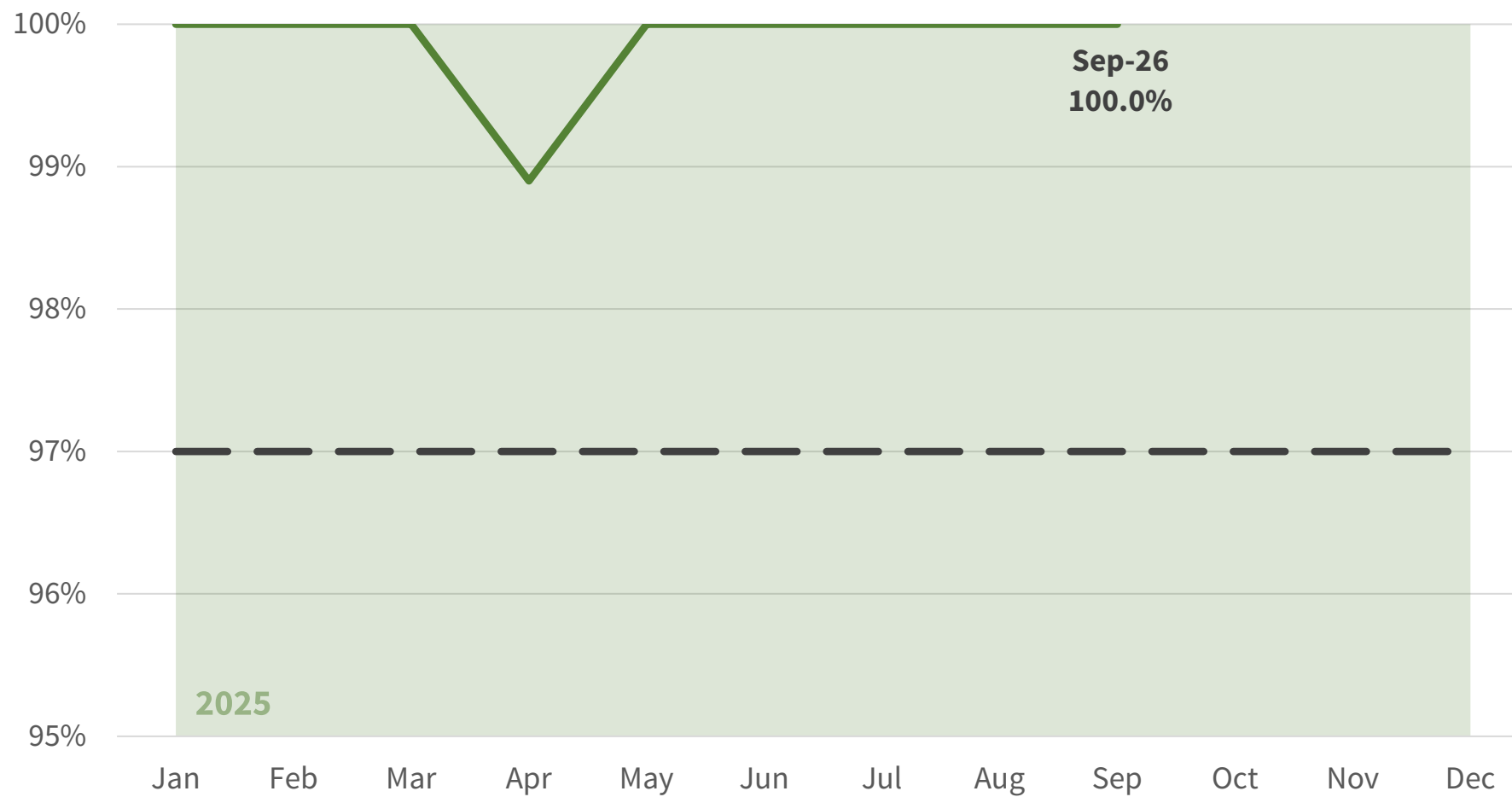
ATP

Mean Distance Between Failure



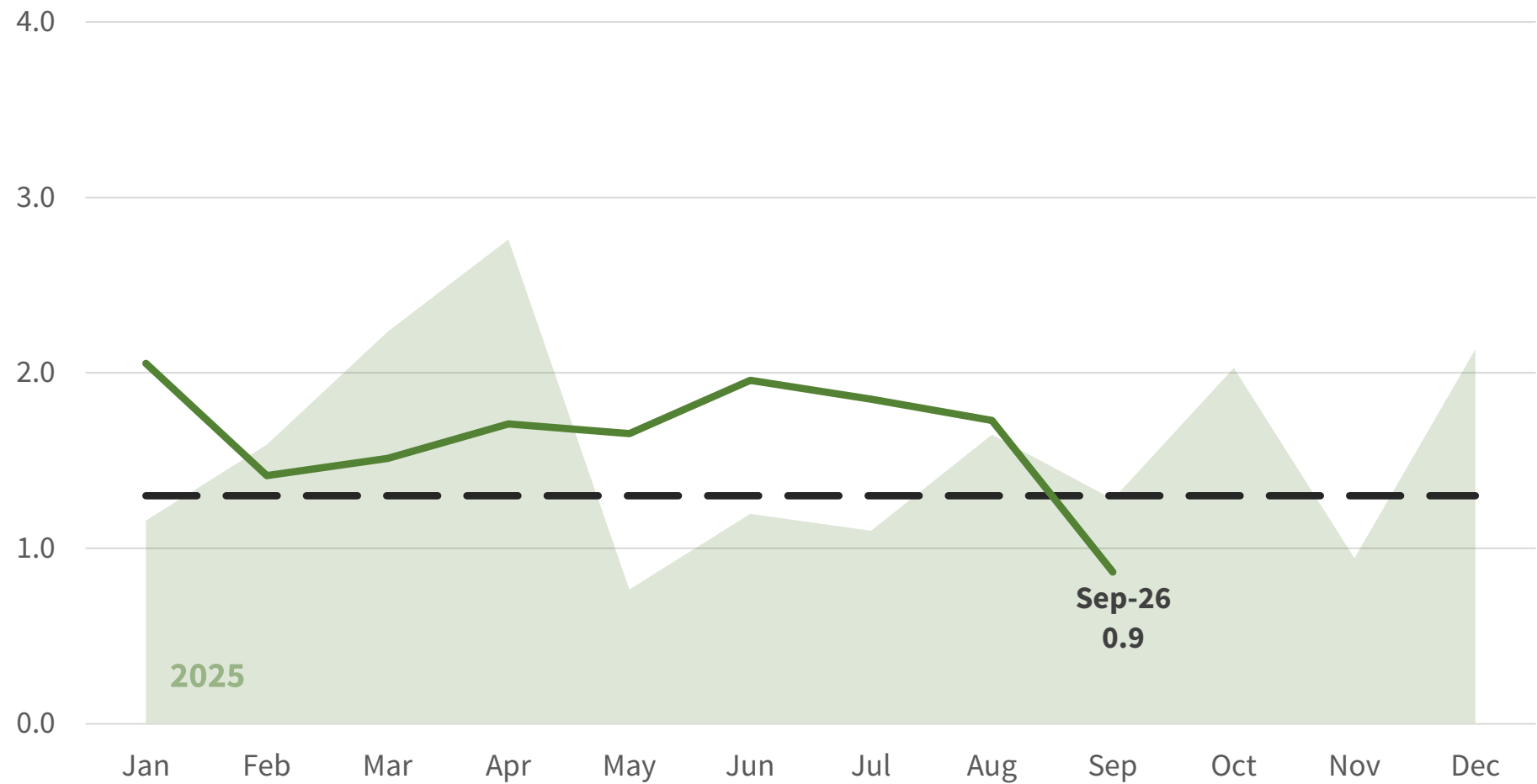
ATP

Preventative Maintenance Compliance



ATP

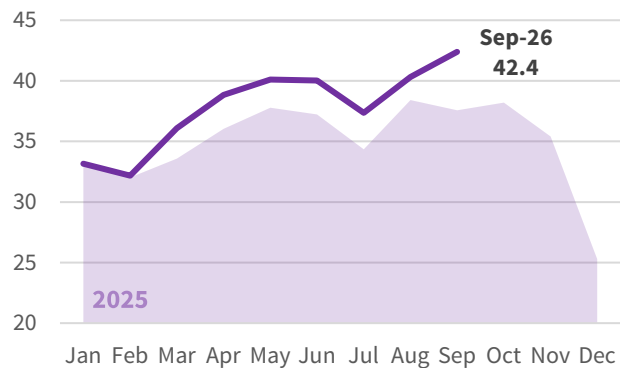
Preventable Collisions per 100K Miles



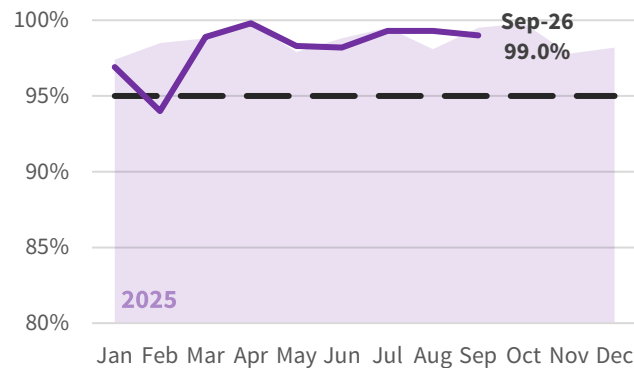


Above target or prior year is favorable

Boarding Rides per Revenue Hour



On-Time Performance

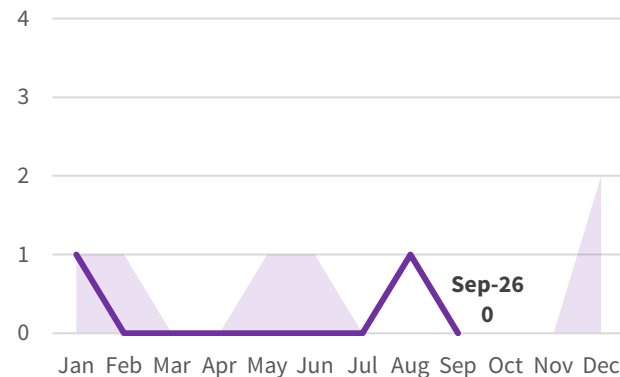


Preventative Maintenance Compliance



Below target or prior year is favorable

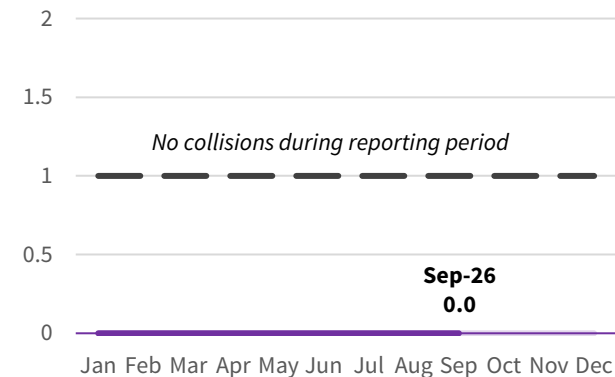
Mechanical Failures



Complaints per 1K Boardings

METHODOLOGY UPDATE
UNDERWAY

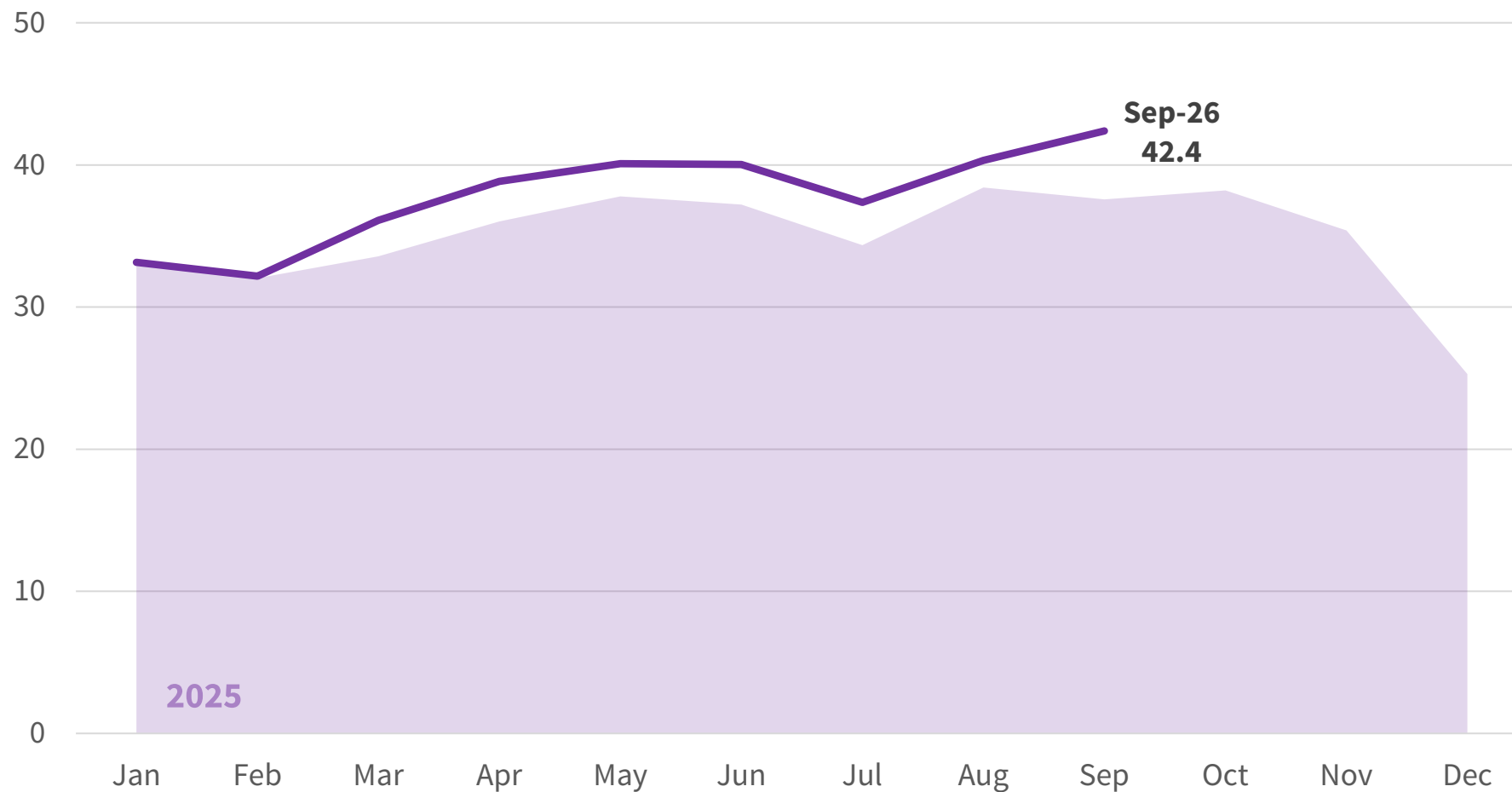
Preventable Collisions per 100K miles



WES

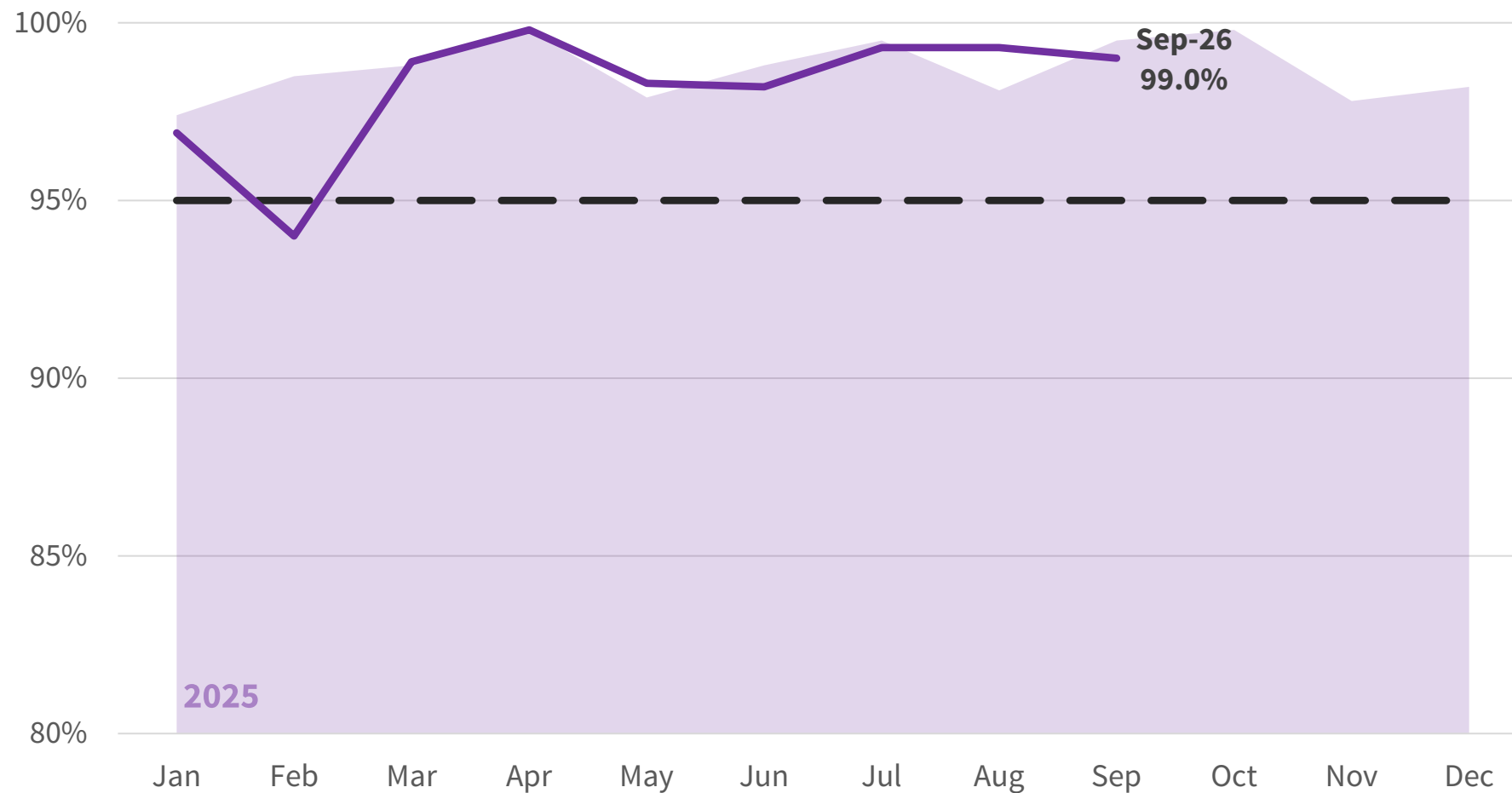
WES

Boarding Rides per Revenue Hour

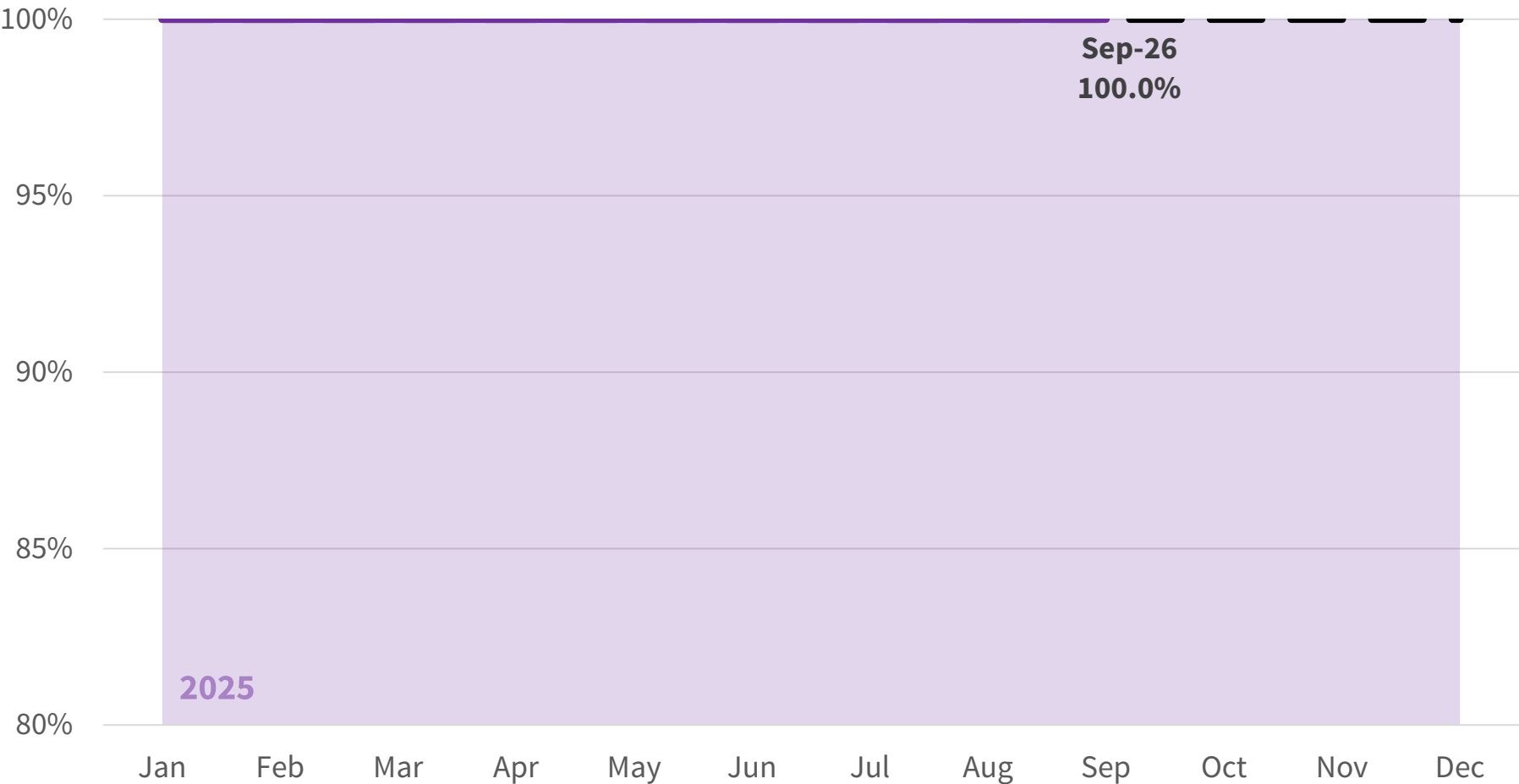


WES

On-Time Performance

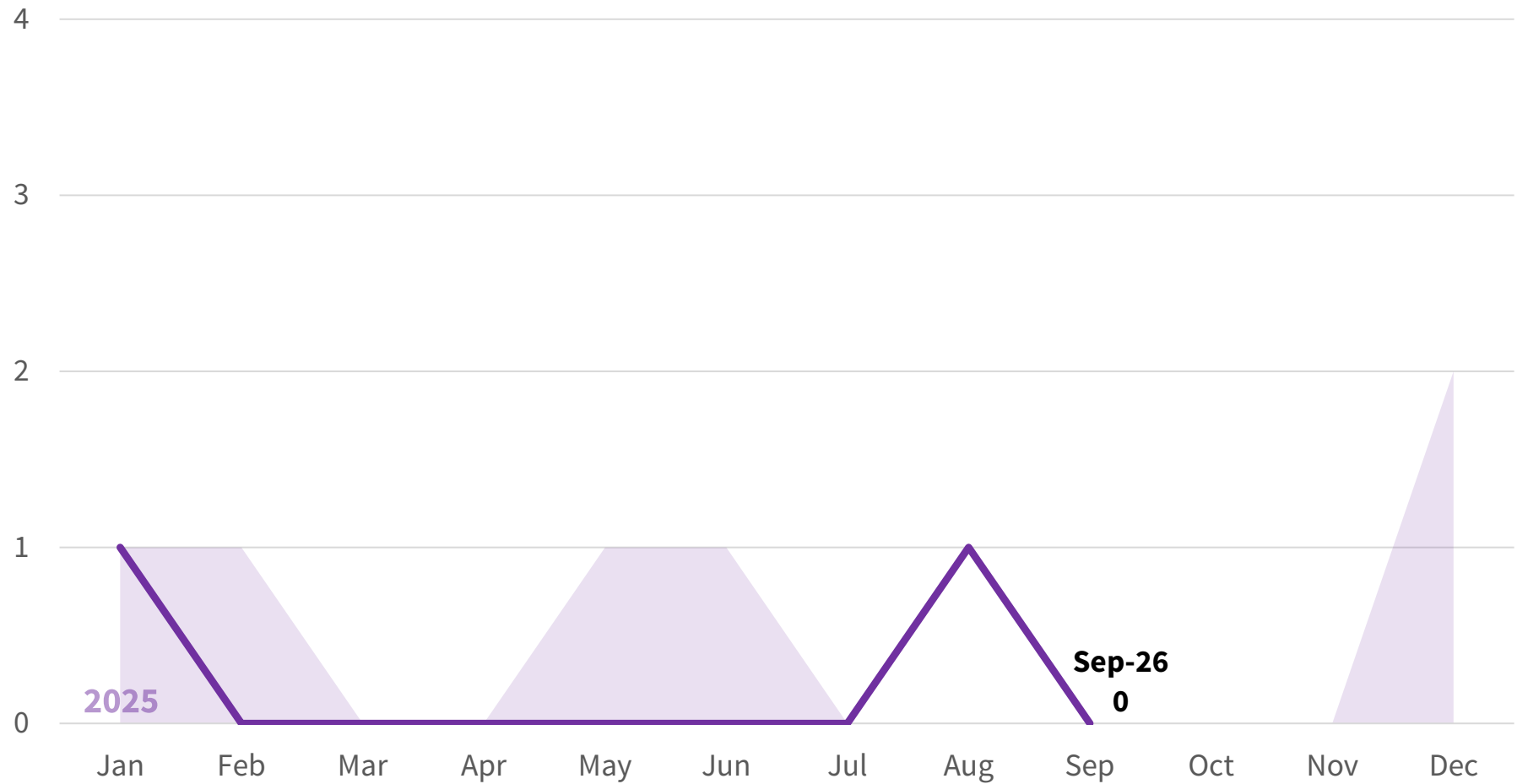


Preventative Maintenance Compliance

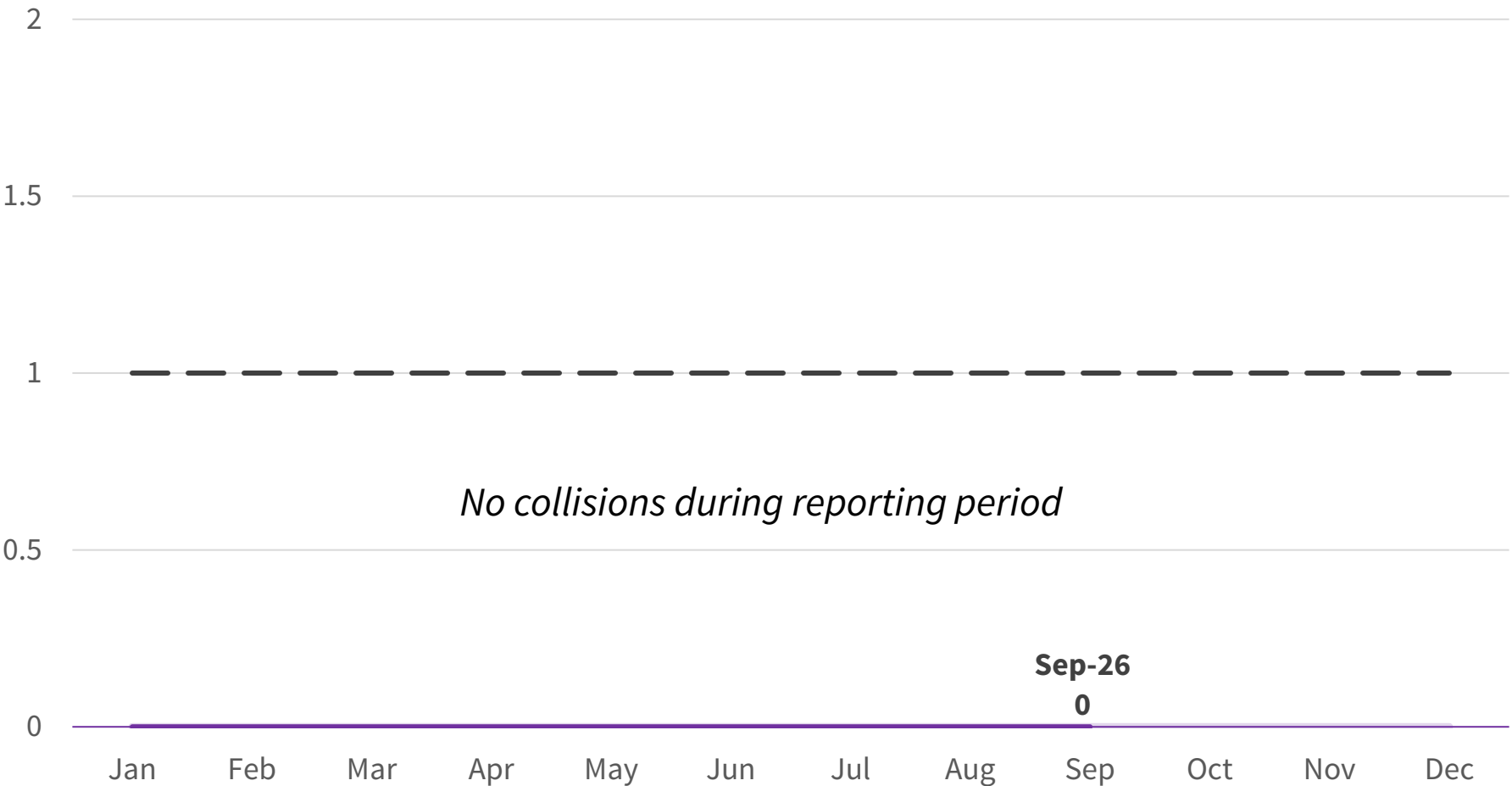


WES

Mechanical Failures



Preventable Collisions per 100K Miles



Monthly
performance:
12-month lookback

Ridership ¹
Ridership per
Revenue Hour ²
Trips Operated³
Percent Scheduled
Trips Completed⁴
On-Time
Performance ⁵
Percent Pullout
on Time⁶
Complaints ⁷
Preventable
Collisions ⁸
Preventative
Maintenance
Compliance ⁹
Mean Distance
Between Failure¹⁰

Ridership ¹
Ridership per
Revenue Hour ²
Trips Operated³
Percent Scheduled
Trips Completed⁴
On-Time
Performance ⁵
Percent Pullout
on Time⁶
Complaints ⁷
Preventable
Collisions ⁸
Preventative
Maintenance
Compliance ⁹
Mean Distance
Between Failure¹⁰

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.

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. For WES, number of failures is reported.

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



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
Oct25	3,922,868	22.6	148,945	99.5%	85.4%	98.5%		1.5	100.0%	8,779	Oct25	1,907,962	70.3	24,748	99.7%	85.2%	96.8%		0.0	98.3%	10,156
Nov25	3,309,732	20.5	138,198	99.5%	87.3%	98.5%		1.4	100.0%	12,046	Nov25	1,692,739	65.1	22,969	99.9%	87.6%	97.8%		0.5	95.9%	9,919
Dec25	3,438,059	20.3	144,420	99.5%	87.4%	98.4%	METHOD UPDATE	1.9	99.5%	9,229	Dec25	1,766,891	67.4	23,895	99.6%	89.1%	96.6%	METHOD UPDATE	0.0	89.5%	10,041
Jan26	3,493,021	20.5	141,963	99.5%	88.9%	98.3%		0.9	99.9%	11,276	Jan26	1,723,011	62.5	23,733	99.7%	90.2%	96.9%		0.0	100.0%	13,821
Feb26	3,313,796	21.6	130,516	99.4%	88.0%	98.3%		1.1	99.9%	14,886	Feb26	1,642,016	67.0	21,635	99.9%	90.5%	98.1%		0.0	100.0%	19,956
Mar26	3,676,322	21.8	143,807	99.5%	88.4%	98.2%		1.3	100.0%	12,589	Mar26	1,893,792	69.9	23,702	99.7%	89.5%	97.2%		0.0	98.1%	12,635
Apr26	3,836,358	23.4	140,047	99.5%	86.4%	98.4%		1.3	99.0%	12,185	Apr26	1,854,612	70.6	23,016	99.8%	90.1%	97.7%		0.0	99.4%	11,541
May26	3,902,721	23.5	141,863	99.4%	85.8%	98.3%		1.3	100.0%	10,056	May26	1,940,164	72.2	23,585	99.9%	90.2%	98.4%		0.3	97.1%	15,013
Jun26	3,733,206	22.7	139,865	99.5%	86.3%	98.4%		1.3	99.6%	11,361	Jun26	1,865,640	70.8	23,016	99.5%	90.0%	97.2%		0.0	99.4%	12,927
Jul26	3,817,156	22.3	147,224	99.4%	86.7%	98.4%		1.5	100.0%	14,279	Jul26	1,916,339	70.6	26,772	99.7%	86.1%	96.9%		0.0	99.5%	13,373
Aug26	3,707,603	22.3	142,680	99.5%	86.6%	98.2%		1.6*	99.8%	11,028	Aug26	1,923,930	72.7	27,375	99.7%	88.2%	96.2%		0.3*	100.0%	15,929
Sep26	3,753,635	24.0	131,430	99.5%	85.3%	98.5%		1.4*	99.7%	12,179	Sep26	1,880,533	78.6	22,602	99.9%	90.7%	97.0%	0.1*	99.3%	13,978	
Avg	3,658,706	22.2	140,413	99.5%	86.9%	98.4%		1.4*	99.8%	11,658	Avg	1,833,952	69.7	23,921	99.8%	88.9%	97.2%	0.1*	98.0%	13,274	
ATP											WES										
Target	-	-	-	-	≥ 93.5 %	≥ 93.5 %	≤1.25 per 1K ons	≤1.3 per 100K mi	≤97%	30,900 mi	Target	-	-	-	-	≥ 95.0%	-	≤2.5 per 1K ons	≤1 per 100K mi	= 100%	▼ # of failures
Oct25	74,822	1.65	69,932	100.0%	89.1%	97.9%		2.4	100.0%	31,324	Oct25	12,535	38.2	460	100.0%	99.8%	99.8%		0.0	100.0%	0
Nov25	66,077	1.63	61,569	100.0%	88.6%	98.3%		1.1	100.0%	35,039	Nov25	9,090	35.4	360	100.0%	97.8%	97.8%		0.0	100.0%	0
Dec25	70,342	1.62	65,503	100.0%	88.9%	98.3%	METHOD UPDATE	2.1	100.0%	24,679	Dec25	7,938	26.5	440	100.0%	98.2%	98.2%	METHOD UPDATE	0.0	100.0%	2
Jan26	69,771	1.66	64,680	100.0%	91.6%	98.9%		2.1	100.0%	24,601	Jan26	9,460	33.2	398	99.5%	96.9%	96.9%		0.0	100.0%	1
Feb26	66,912	1.69	61,871	100.0%	91.9%	98.6%		1.4	100.0%	27,085	Feb26	9,180	32.2	392	98.0%	94.0%	94.0%		0.0	100.0%	0
Mar26	72,898	1.72	72,598	100.0%	91.7%	98.7%		1.5	100.0%	23,192	Mar26	11,330	36.1	440	100.0%	98.9%	98.9%		0.0	100.0%	0
Apr26	72,253	1.71	66,982	100.0%	89.3%	98.3%		1.7	98.9%	30,248	Apr26	12,188	38.8	440	100.0%	99.8%	99.8%		0.0	100.0%	0
May26	69,285	1.64	64,298	100.0%	89.1%	98.9%		1.7	100.0%	26,666	May26	11,440	40.1	400	100.0%	98.3%	98.3%		0.0	100.0%	0
Jun26	69,179	1.61	64,177	100.0%	93.1%	98.2%		2.0	100.0%	28,761	Jun26	11,990	40.0	420	100.0%	98.2%	98.2%		0.0	100.0%	0
Jul26	70,286	1.59	65,164	100.0%	91.4%	98.6%		1.9	100.0%	22,119	Jul26	12,259	37.4	460	100.0%	99.3%	99.3%		0.0	100.0%	0
Aug26	68,369	1.62	63,267	100.0%	89.8%	98.1%		1.7	100.0%	31,048	Aug26	12,079	40.3	420	100.0%	99.3%	99.3%		0.0	100.0%	1
Sep26	69,294	1.65	64,378	100.0%	87.2%	96.5%		0.9	100.0%	29,590	Sep26	12,700	42.4	420	100.0%	99.0%	99.0%		0.0	100.0%	0
Avg	69,945	1.65	65,368	100.0%	90.1%	98.3%		1.7	99.9%	27,863	Avg	11,016	36.6	420	99.8%	98.3%	98.3%		0.0	100.0%	0