



March 2026 Monthly Operations Analysis

April 22, 2026
TriMet Board Meeting



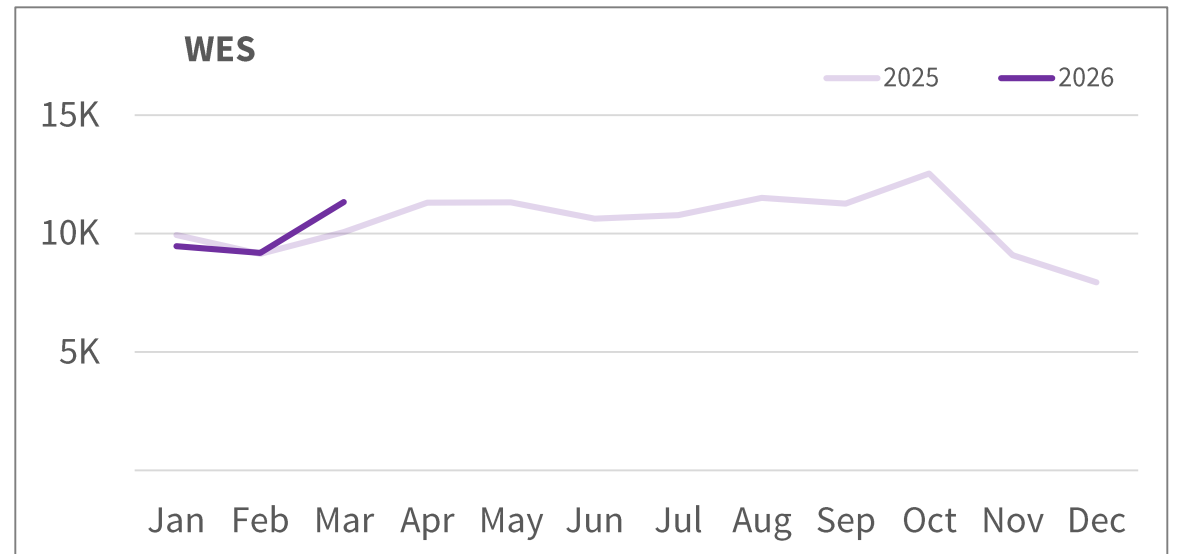
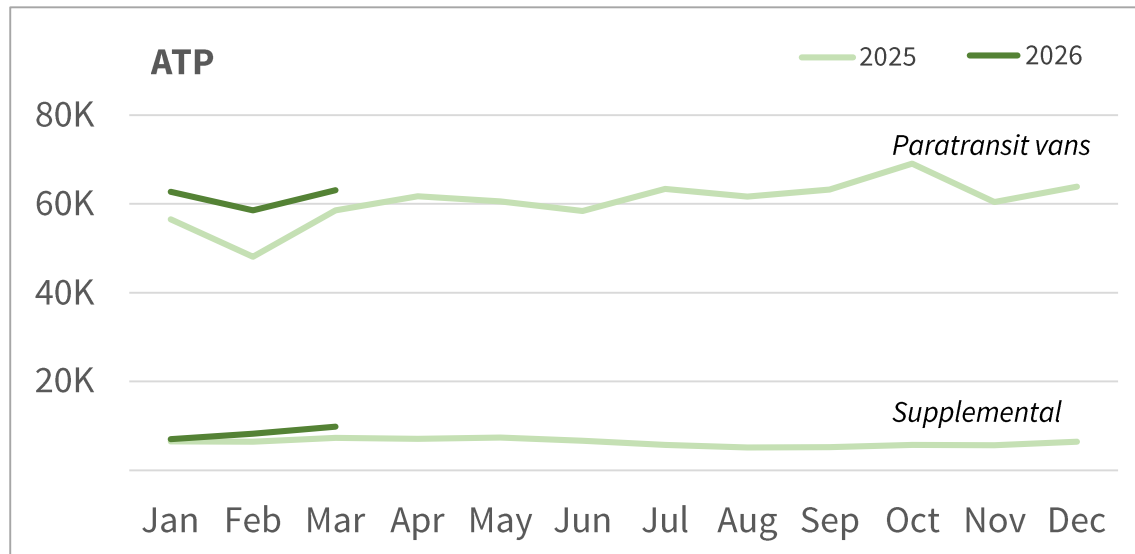
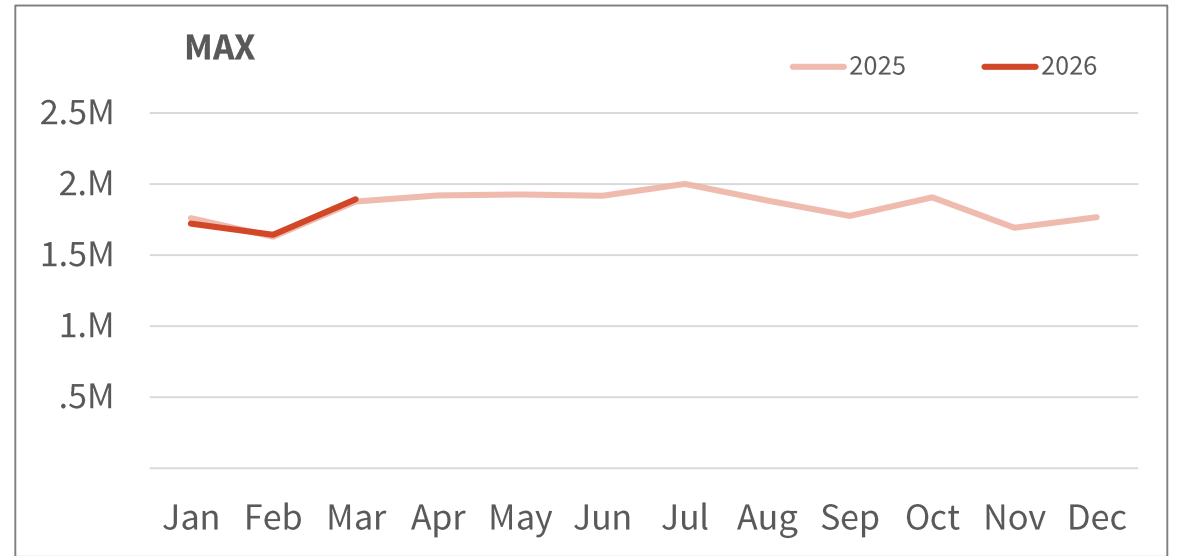
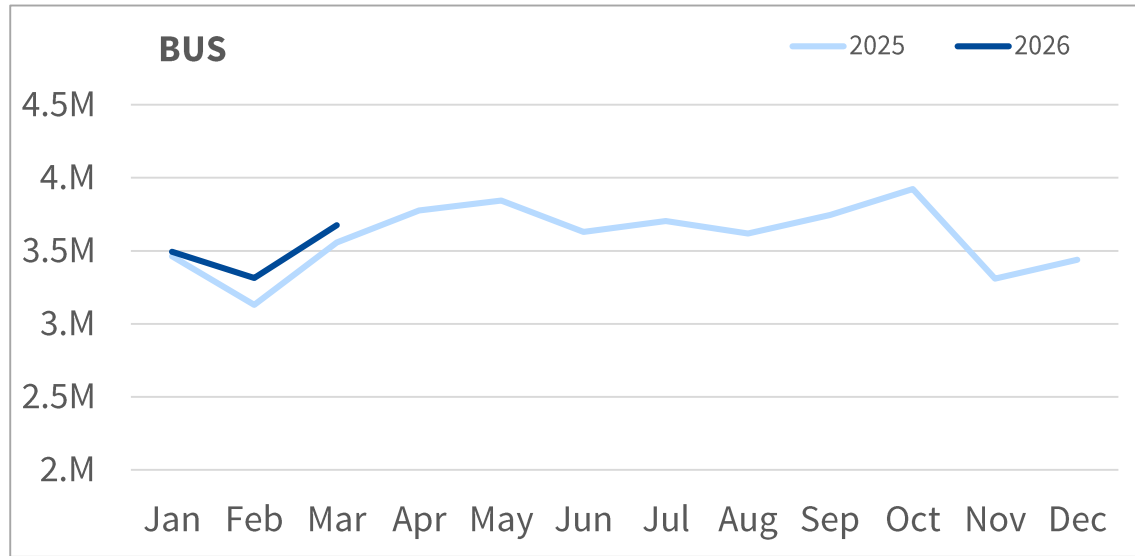
Ridership

	Weekly Average			Monthly Total			Year-to-Date Totals		
	Mar-25	Mar-26	YoY change	Mar-25	Mar-26	YoY change	YTD 25	YTD 26	% Δ
BUS	815,135	833,635	2.3%	3,557,937	3,676,322	3.3%	10,151,461	10,483,139	3.3%
MAX	427,525	429,366	0.4%	1,877,476	1,893,792	0.9%	5,267,842	5,258,819	-0.2%
ATP	15,279	16,442	7.6%	65,837	72,898	10.7%	65,837	72,898	10.7%
WES	2,395	2,575	7.5%	10,059	11,330	12.6%	29,132	29,970	2.9%
TOTAL	1,260,334	1,282,018	1.7%	5,508,202	5,654,041	2.6%	15,514,272	15,844,826	2.1%

Mar 2025:	21 Weekdays	5 Saturdays	5 Sundays/Holiday
Mar 2026:	22 Weekdays	4 Saturdays	5 Sundays/Holiday

	Weekday Average			Saturday Average			Sunday Average		
	Mar-25	Mar-26	YoY change	Mar-25	Mar-26	YoY change	Mar-25	Mar-26	YoY change
BUS	129,435	130,794	1.0%	90,842	99,471	9.5%	77,119	80,194	4.0%
MAX	65,038	64,500	-0.8%	54,830	59,538	8.6%	47,507	47,328	-0.4%
ATP	2,633	2,831	7.5%	1,080	1,121	3.8%	1,034	1,167	12.8%
WES	479	515	7.5%						
TOTAL	197,585	198,640	0.5%	146,752	160,130	9.1%	125,660	128,689	2.4%

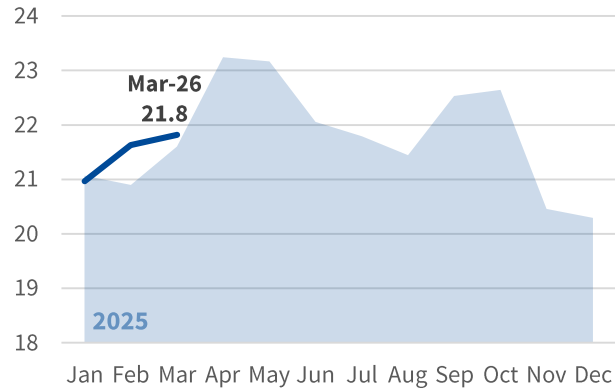
Ridership



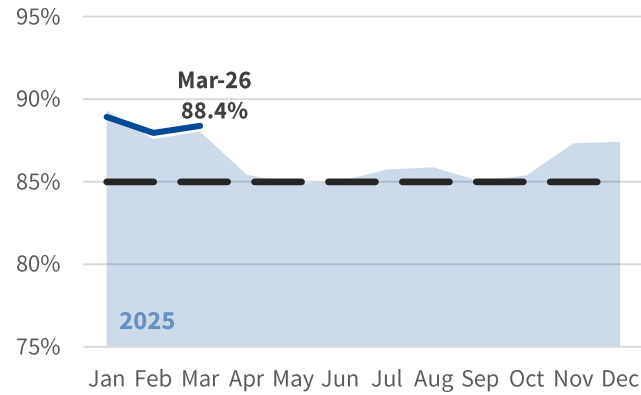


Above target or prior year is favorable

Boarding Rides per Revenue Hour

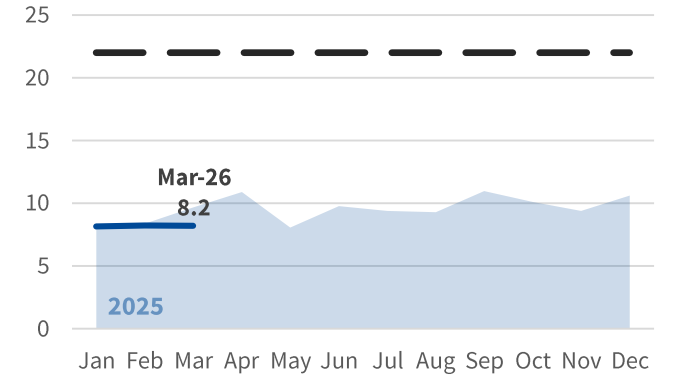


On-Time Performance

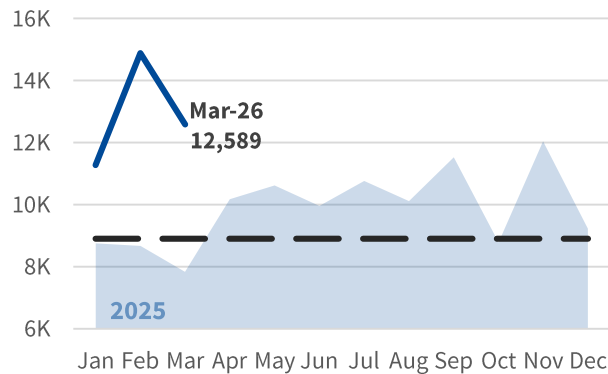


Below target is favorable

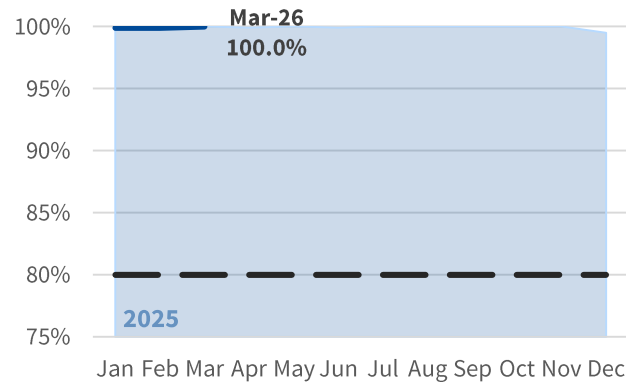
Complaints per 100K Boardings



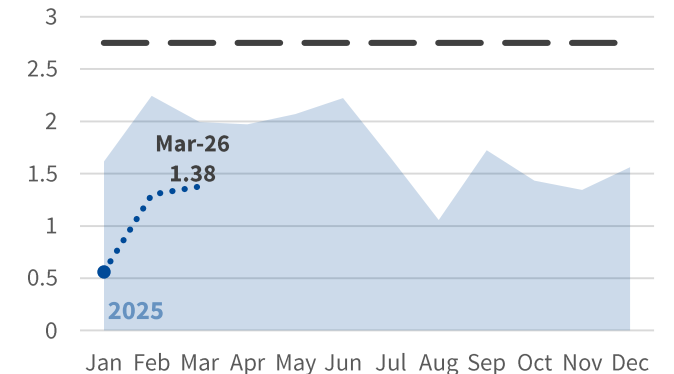
Mean Distance Between Failure



Preventative Maintenance Compliance



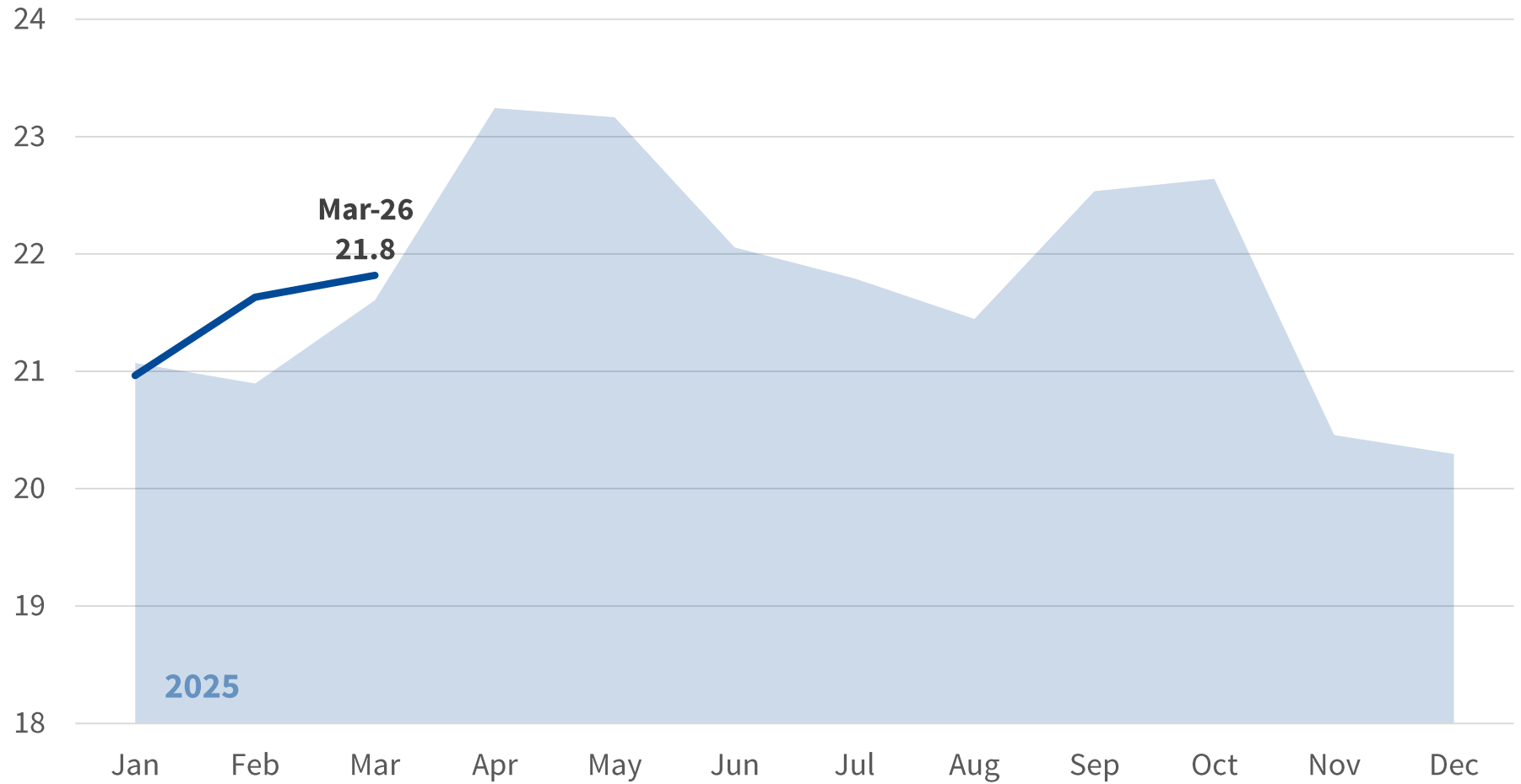
Preventable Collisions* per 100K Miles



*Last two months are projections and subject to change.

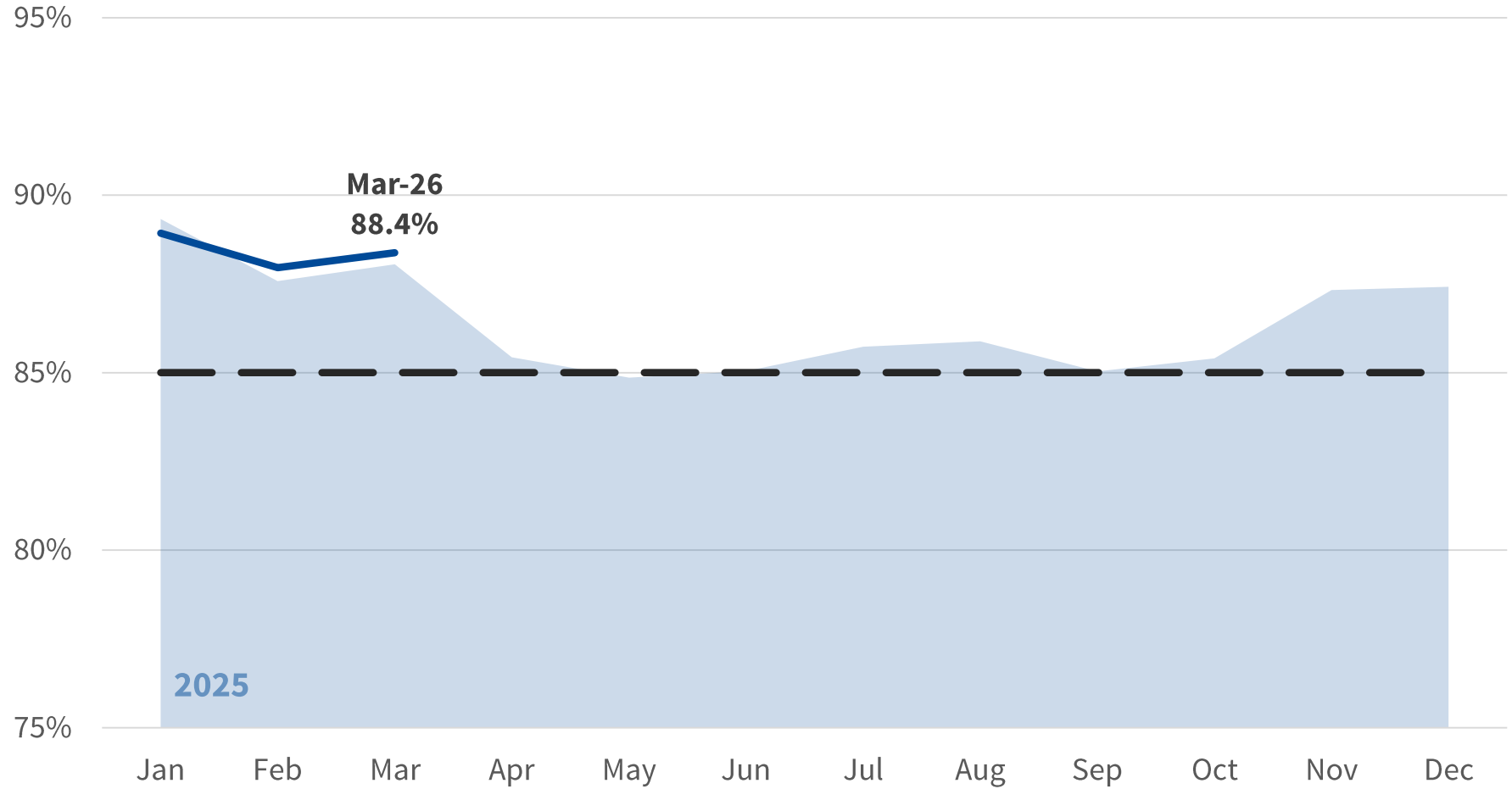
BUS

Boarding Rides per Revenue Hour



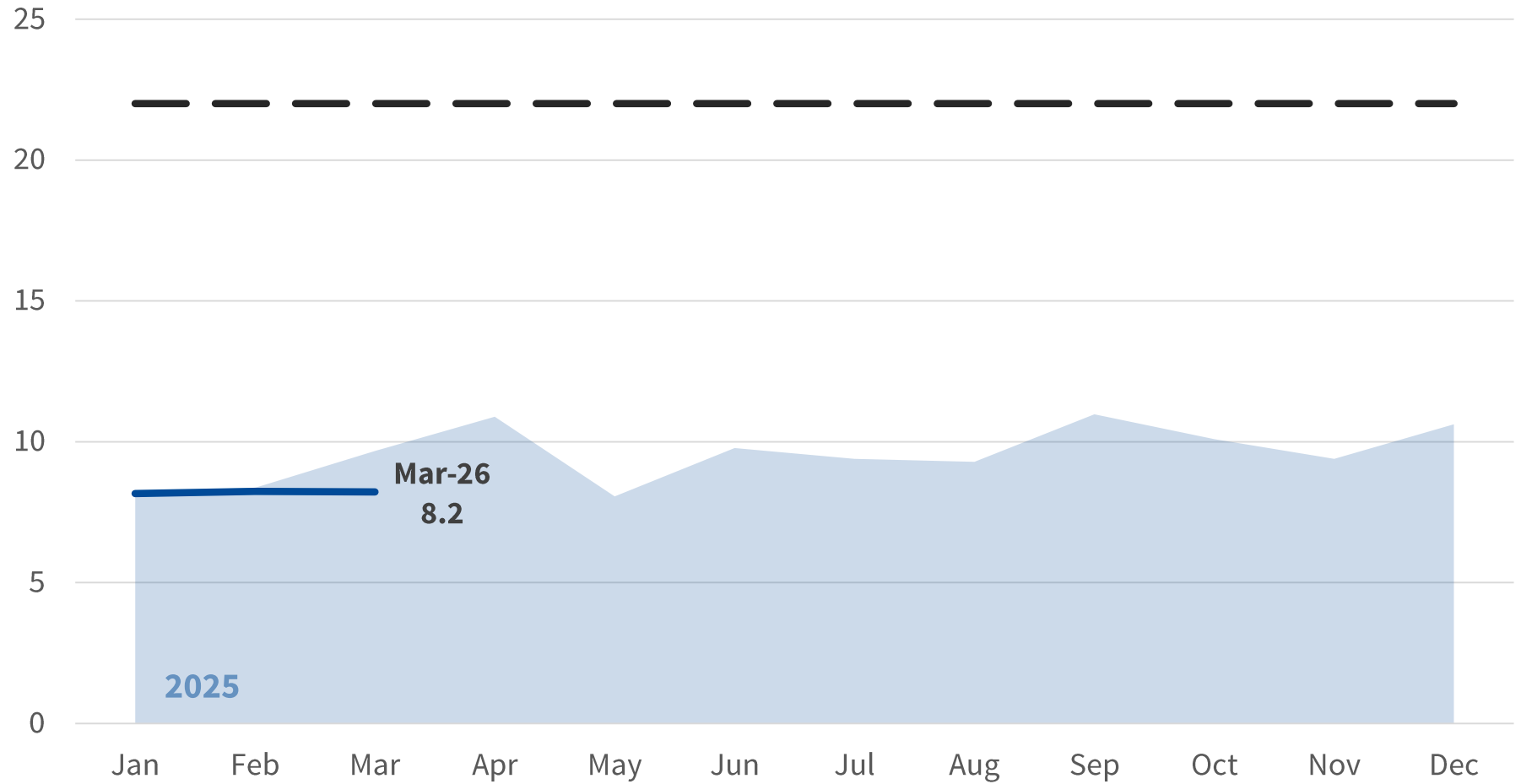
BUS

On-Time Performance



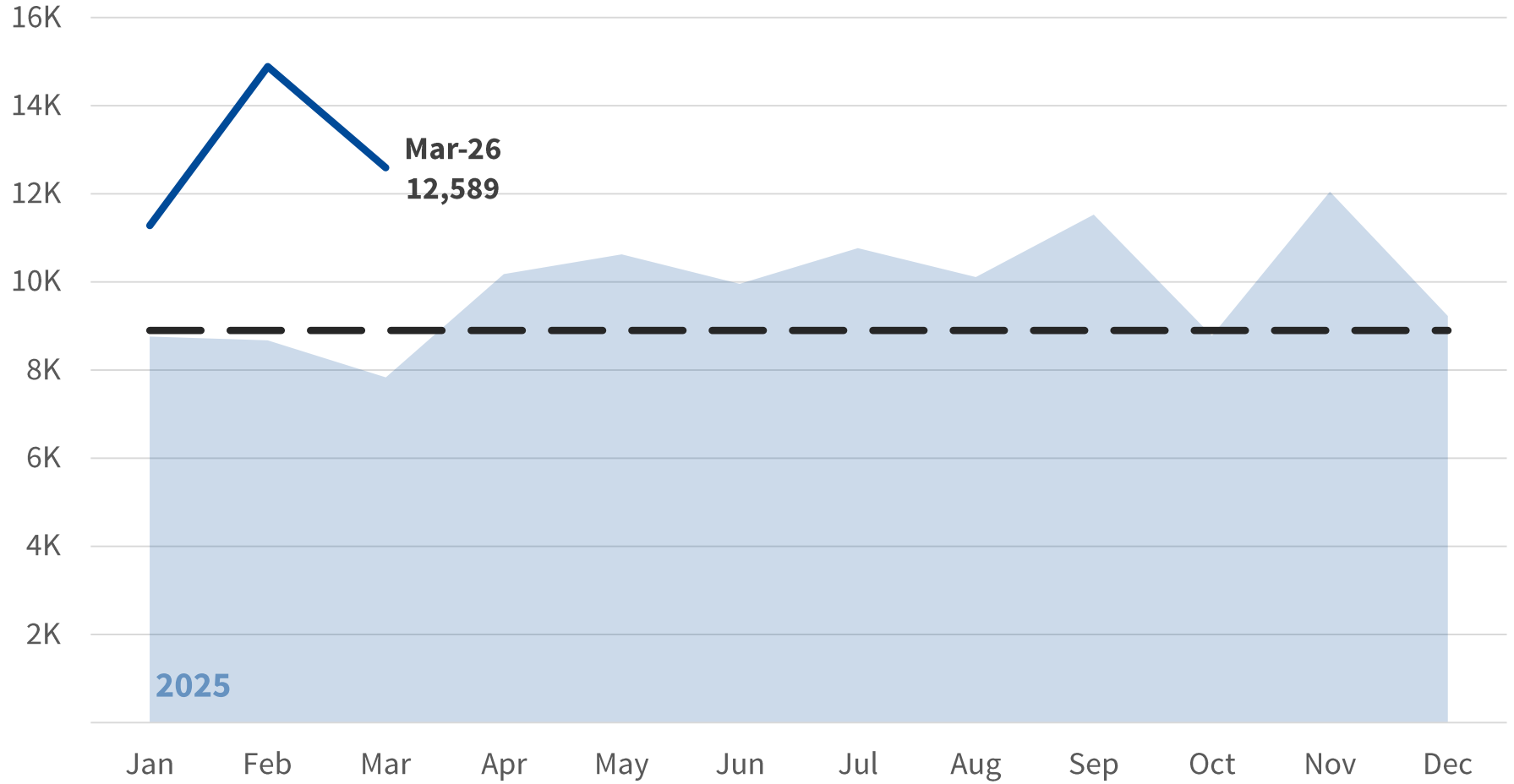
BUS

Complaints per 100K Boardings



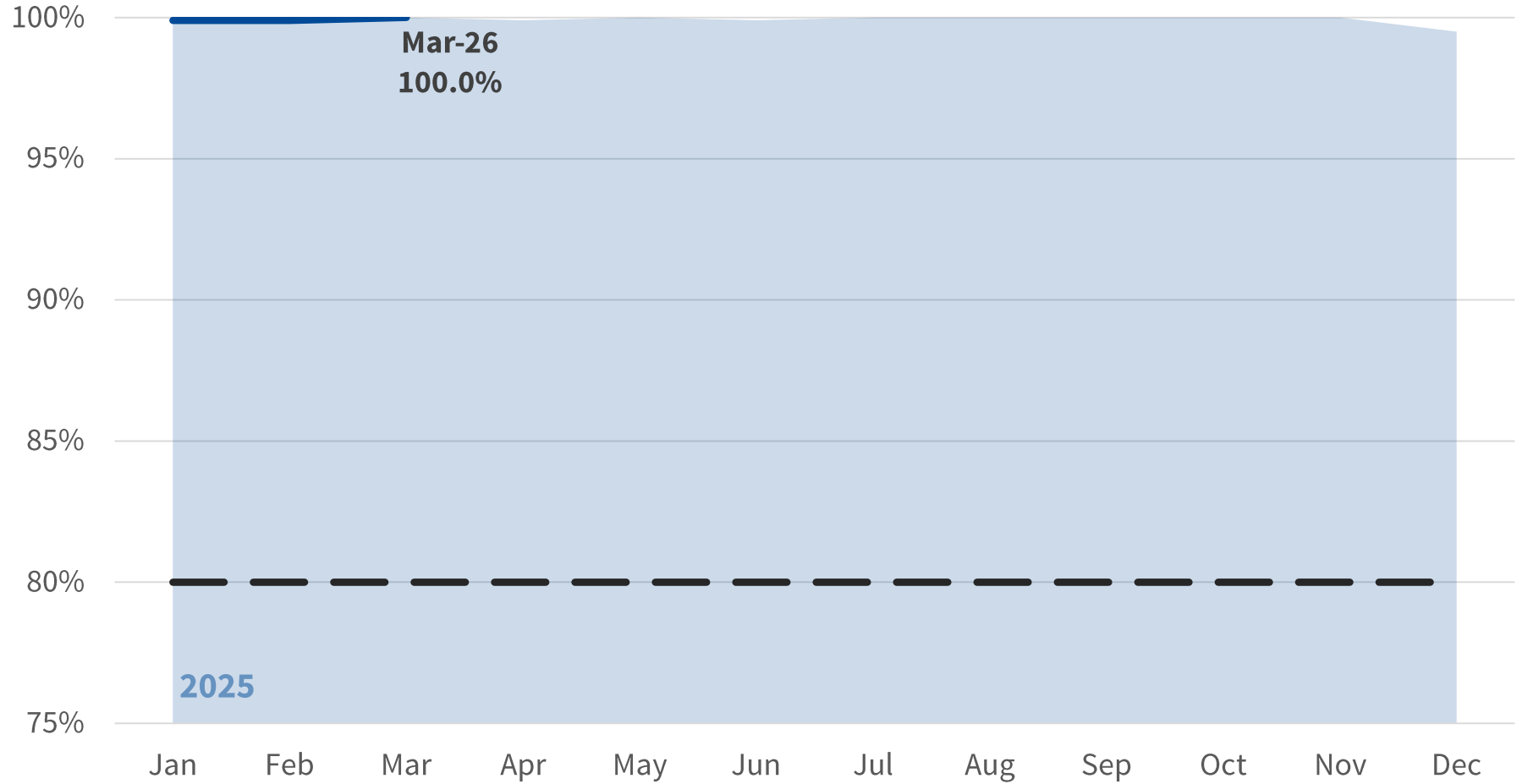
BUS

Mean Distance Between Failure



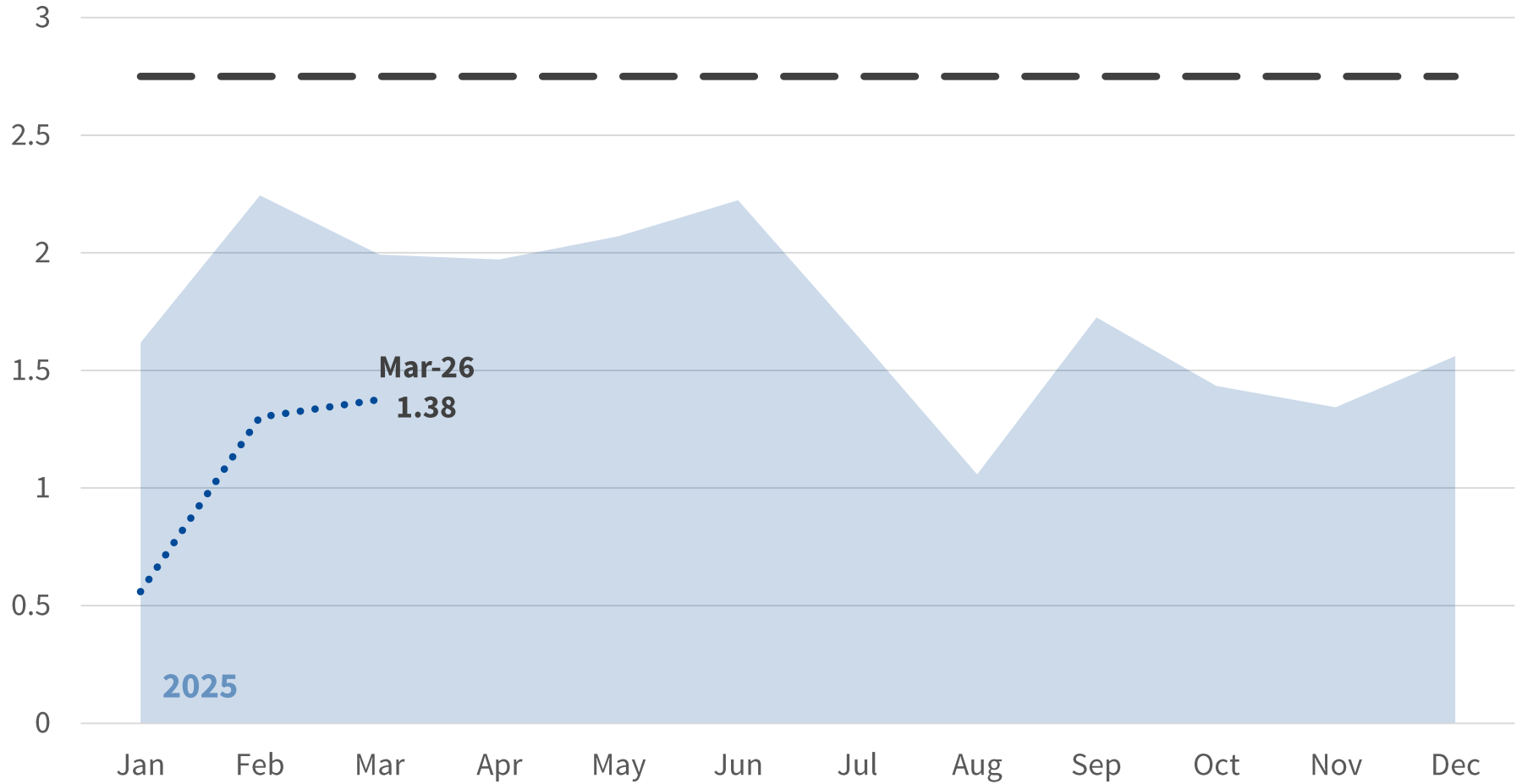
BUS

Preventative Maintenance Compliance



BUS

Preventable Collisions per 100K Miles

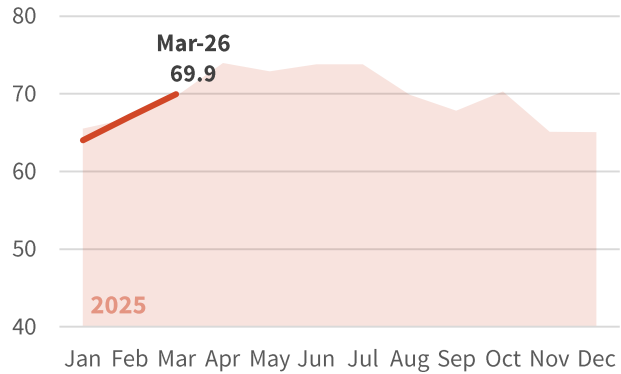


Last two reported months are projected and subject to change after collision review period.

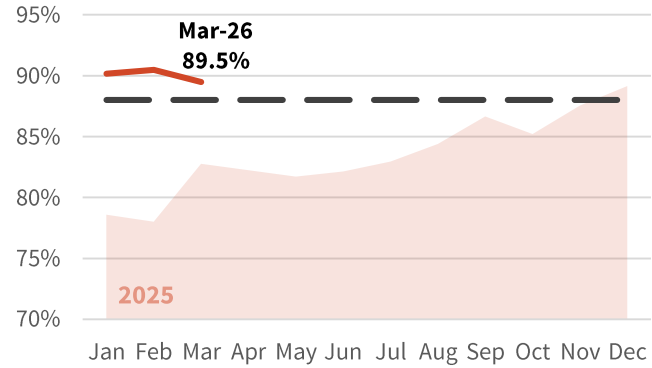


Above target or prior year is favorable

Ridership per Revenue Hour

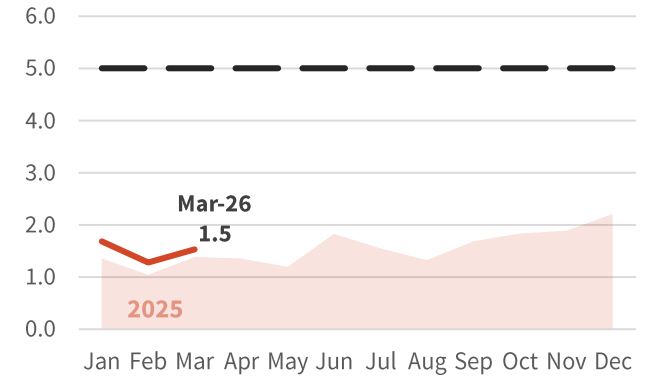


On-Time Performance

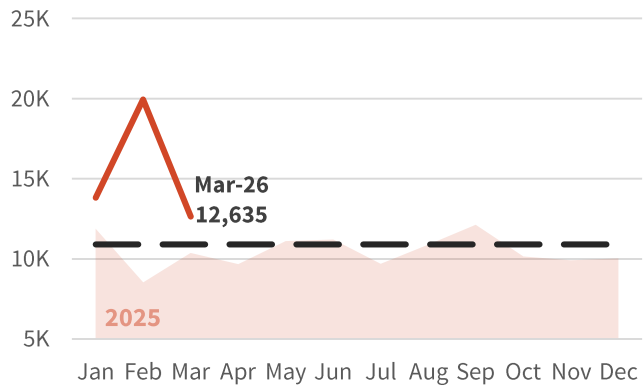


Below target is favorable

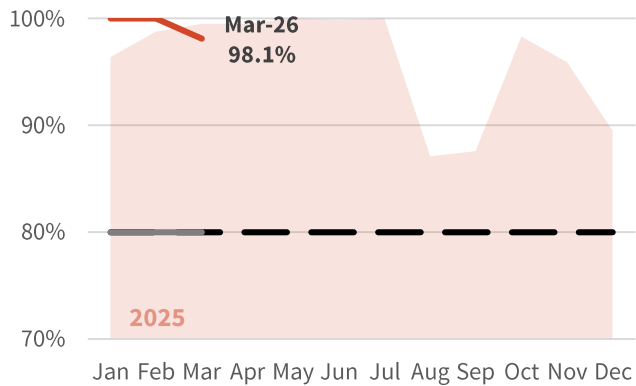
Complaints per 100K Boardings



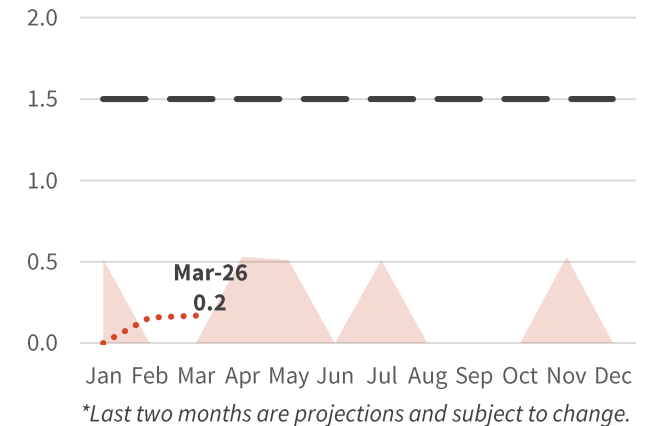
Mean Distance Between Failure



Preventative Maintenance Compliance



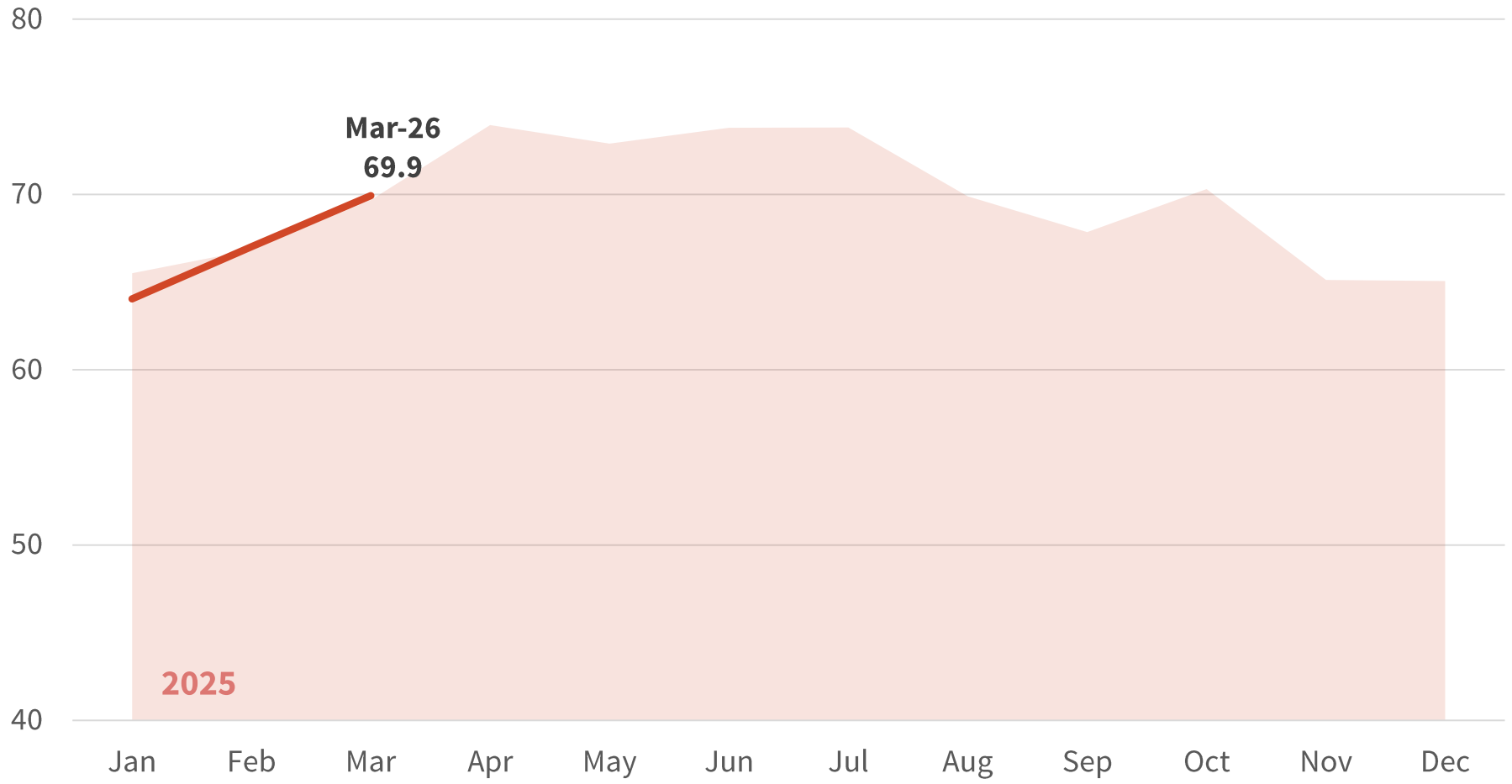
Preventable Collisions per 100K Miles



MAX

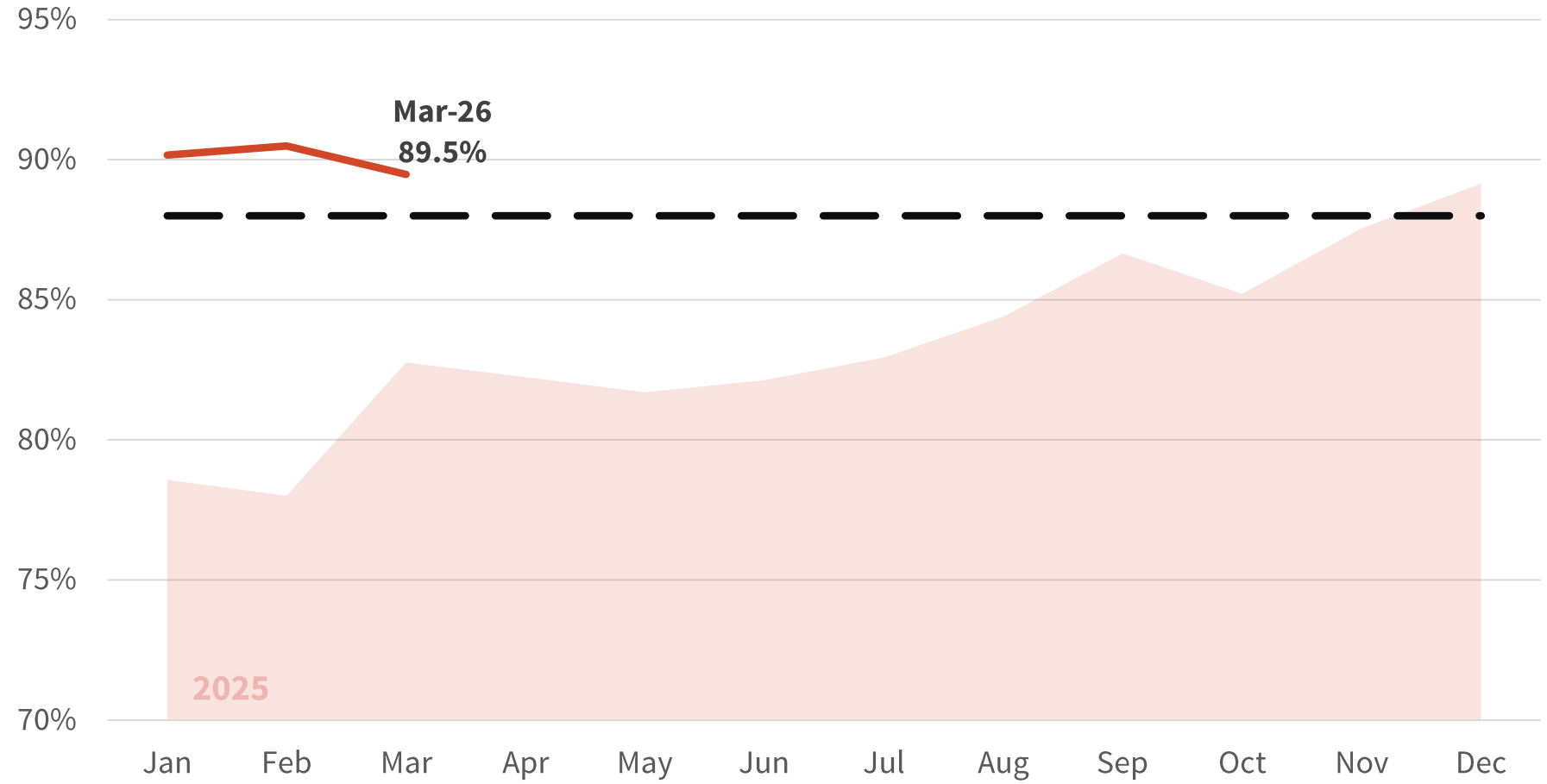
MAX

Boarding Rides per Revenue Hour



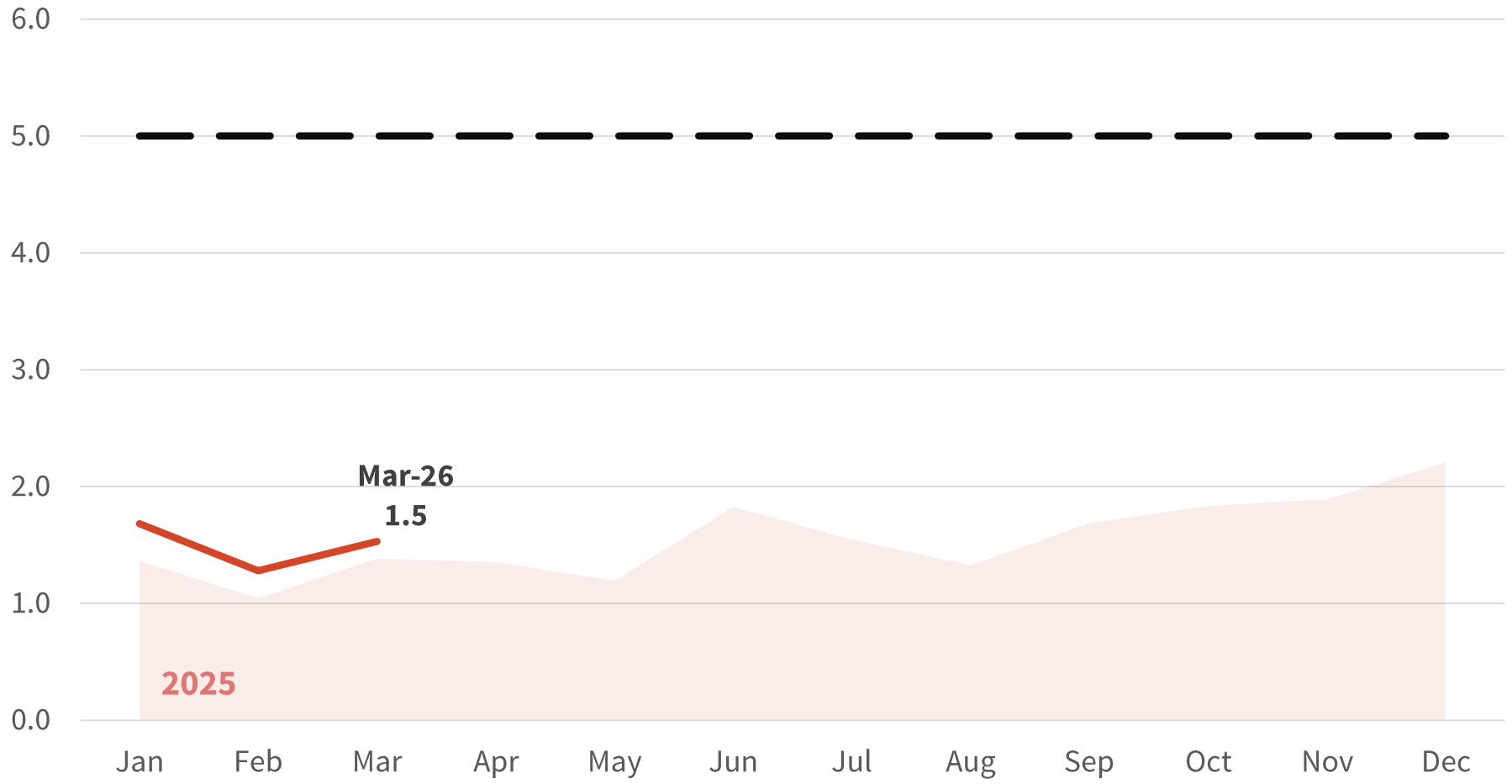
MAX

On-Time Performance



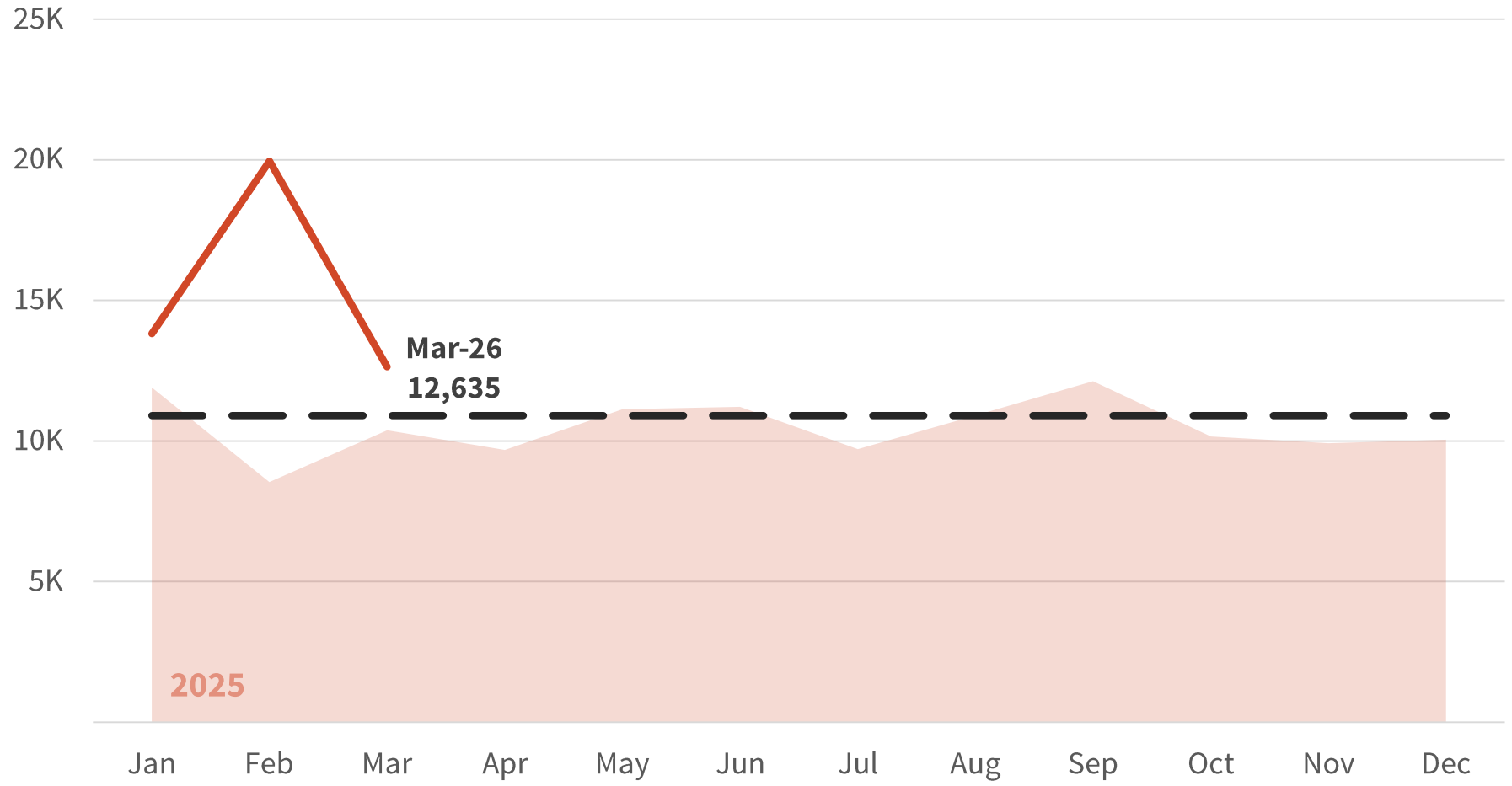
MAX

Complaints per 100K Boardings

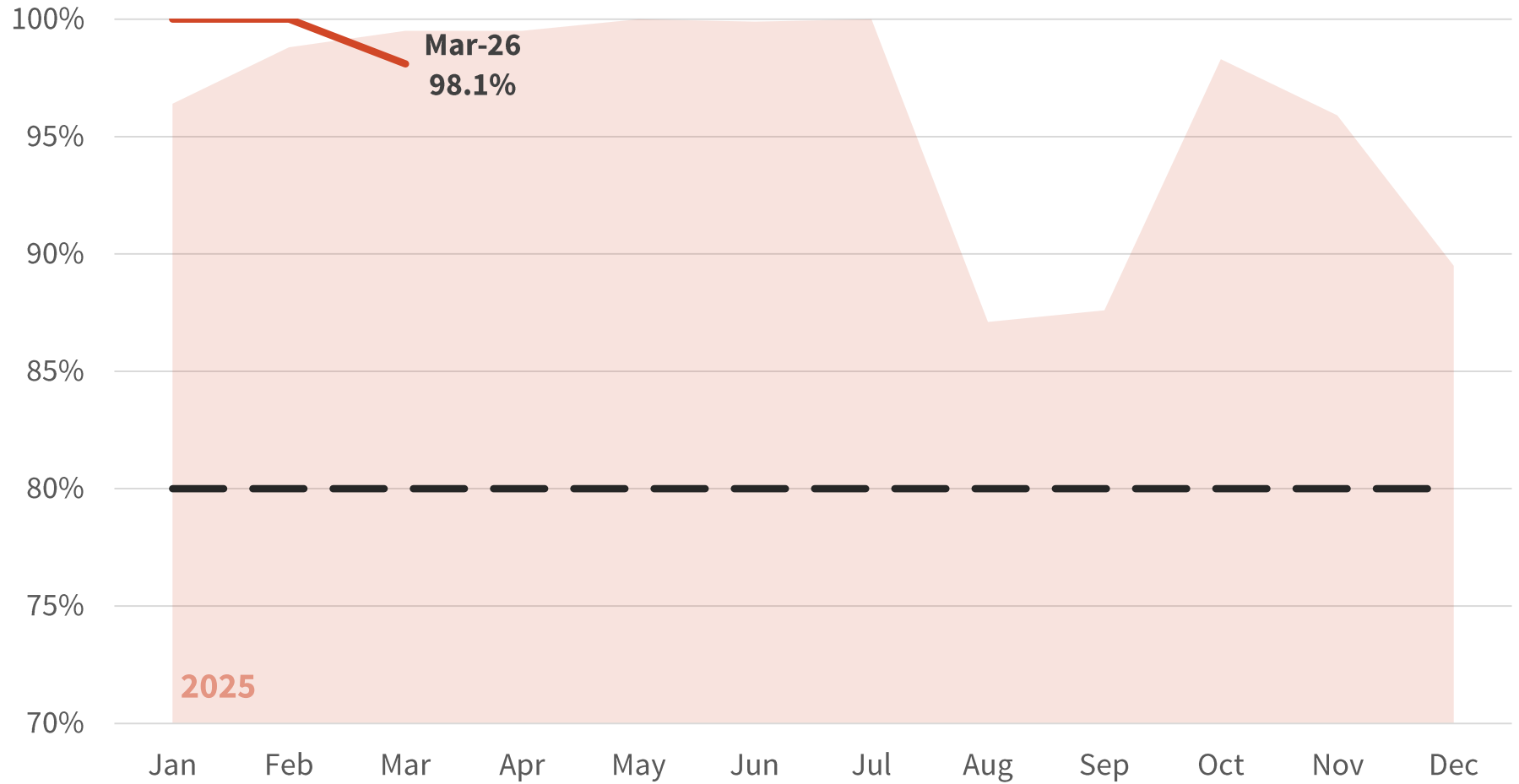


MAX

Mean Distance Between Failure



Preventative Maintenance Compliance

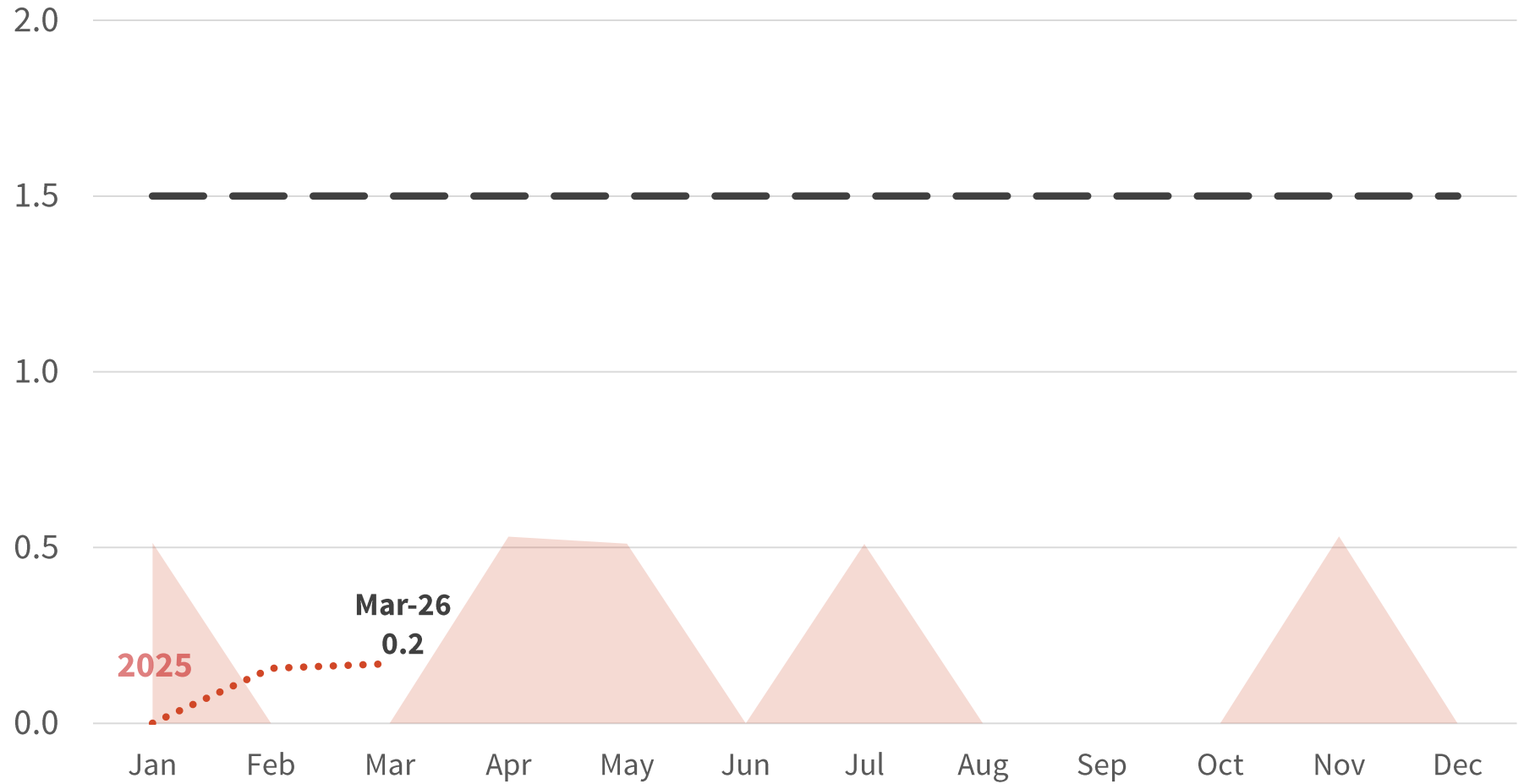


MAX

2025

MAX

Preventable Collisions per 100K Miles

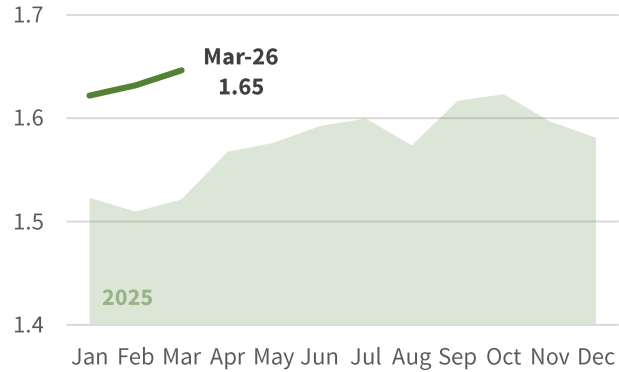


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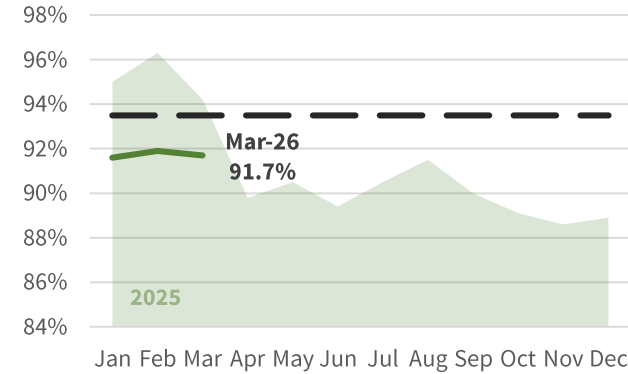


Above target or prior year is favorable

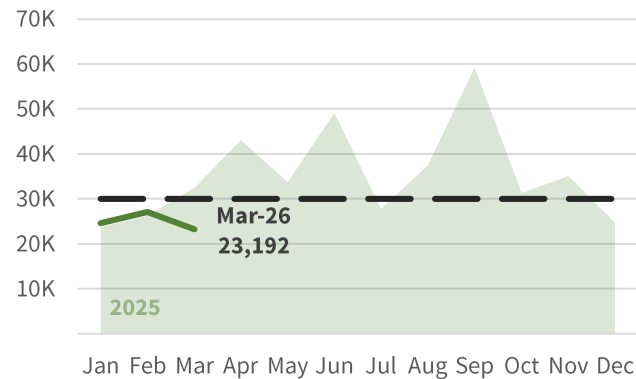
Boarding Rides per Revenue Hour



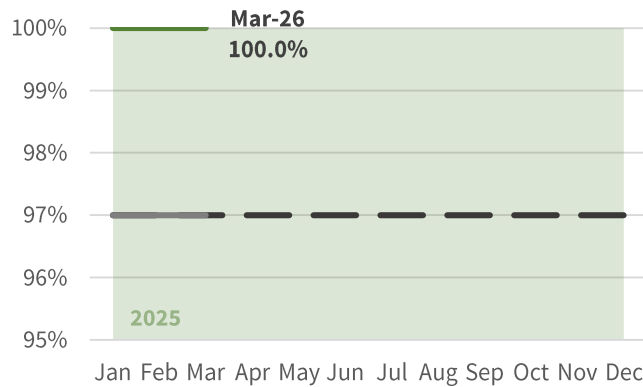
On-Time Performance



Mean Distance Between Failure

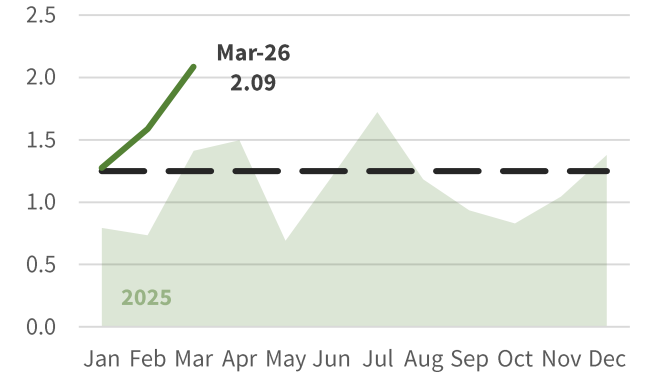


Preventative Maintenance Compliance

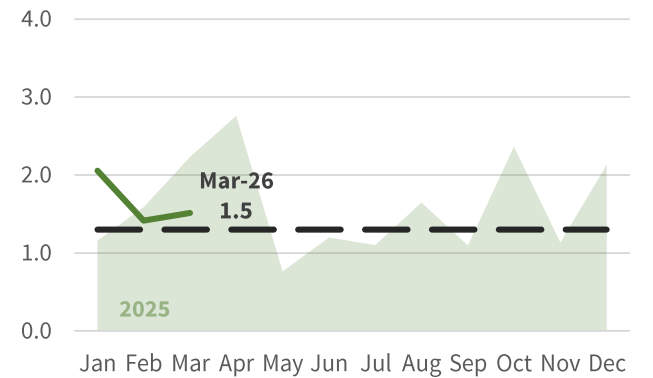


Below target is favorable

Complaints per 1K Boardings

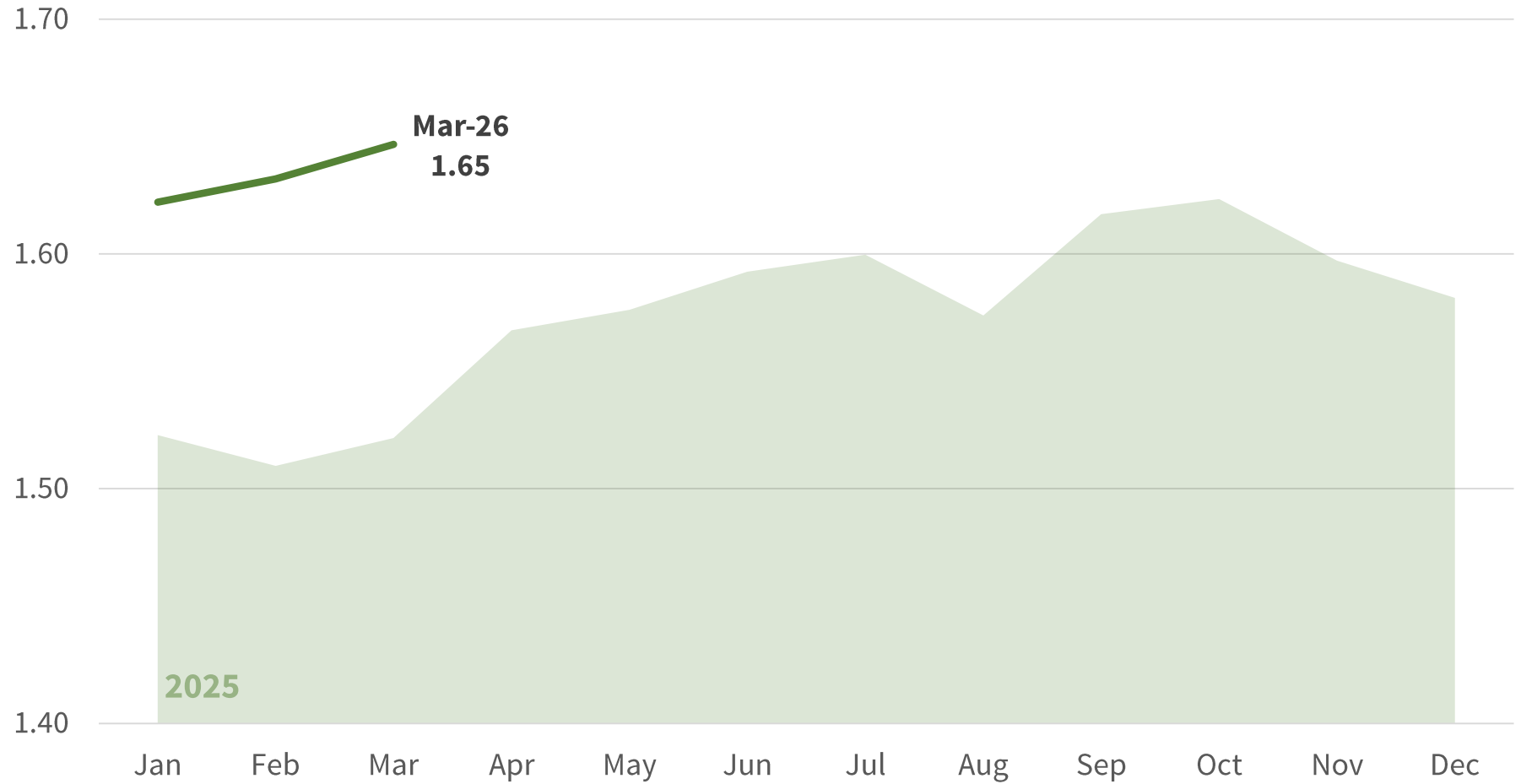


Preventable Collision per 100K Miles



ATP

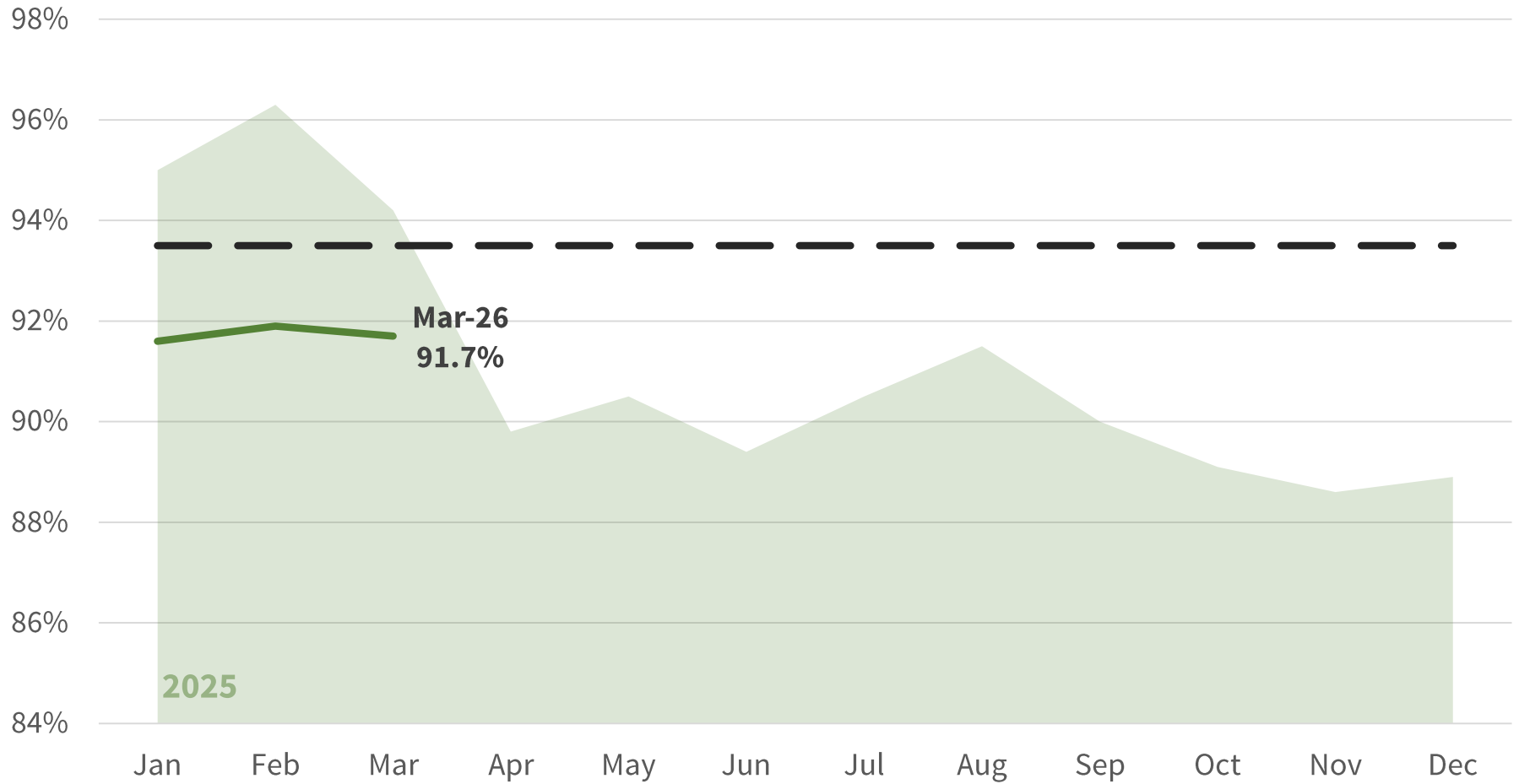
Boarding Rides per Revenue Hour



Paratransit only, Supplemental service excluded

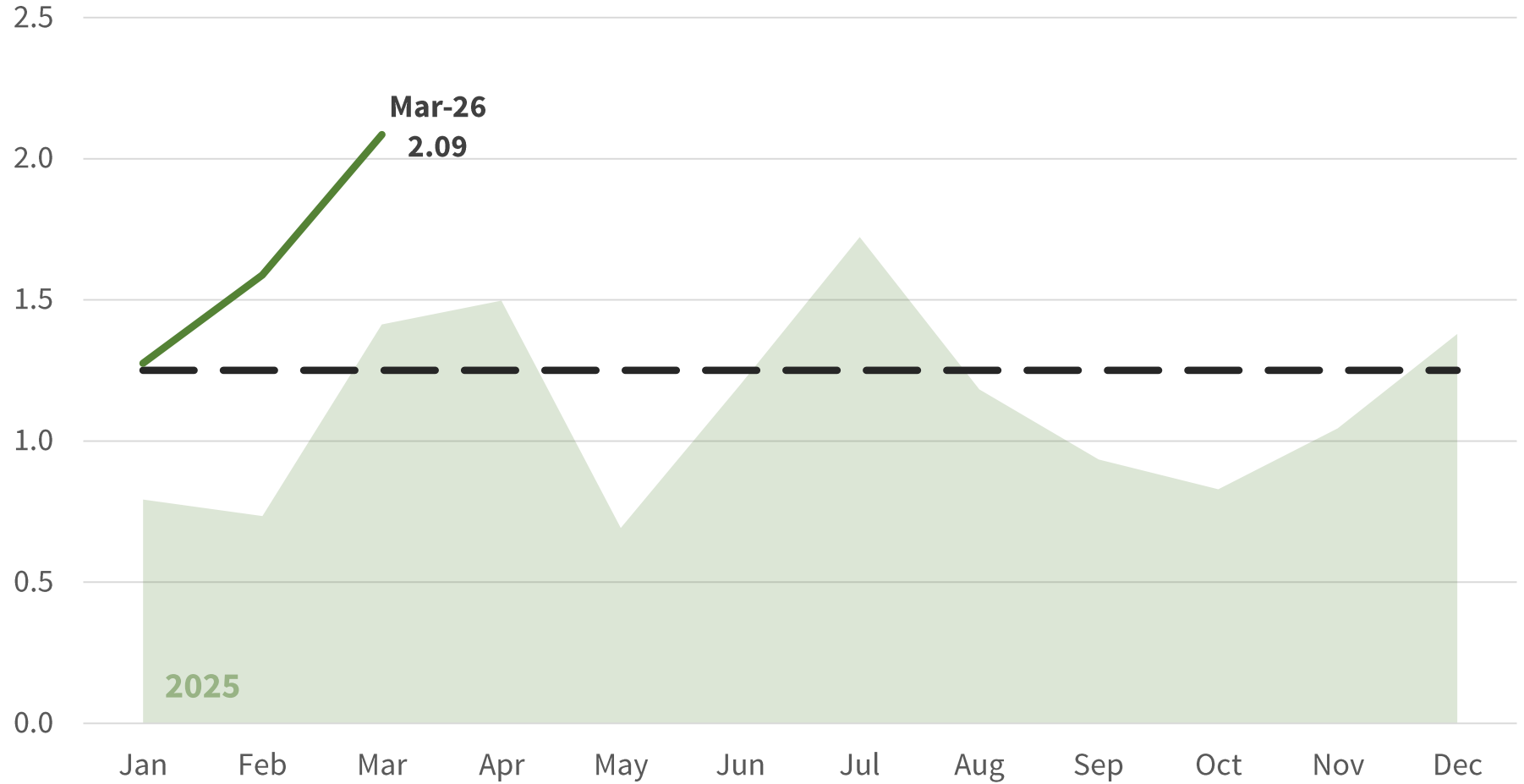
ATP

On-Time Performance



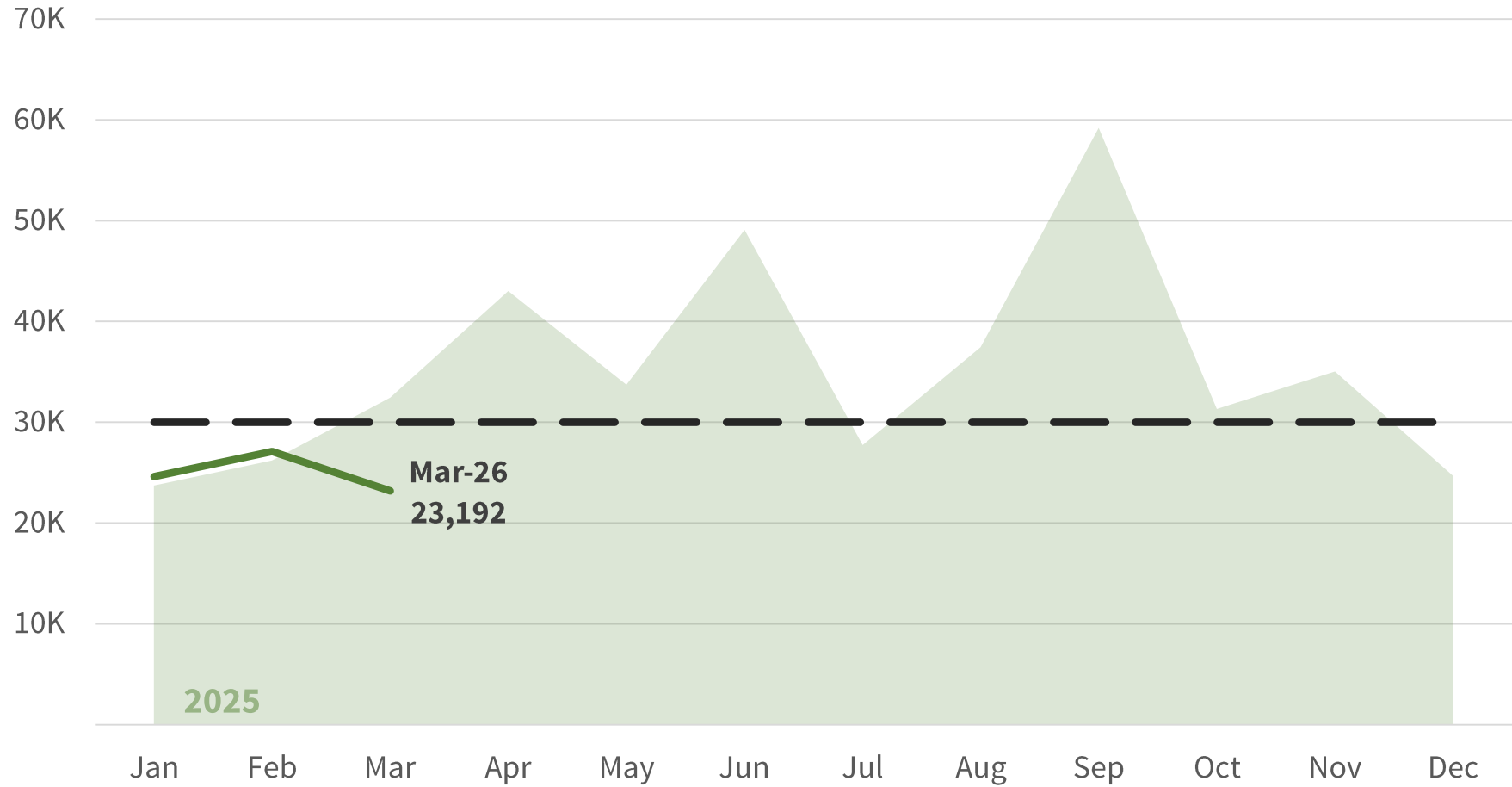
ATP

Complaints per 1K Boardings



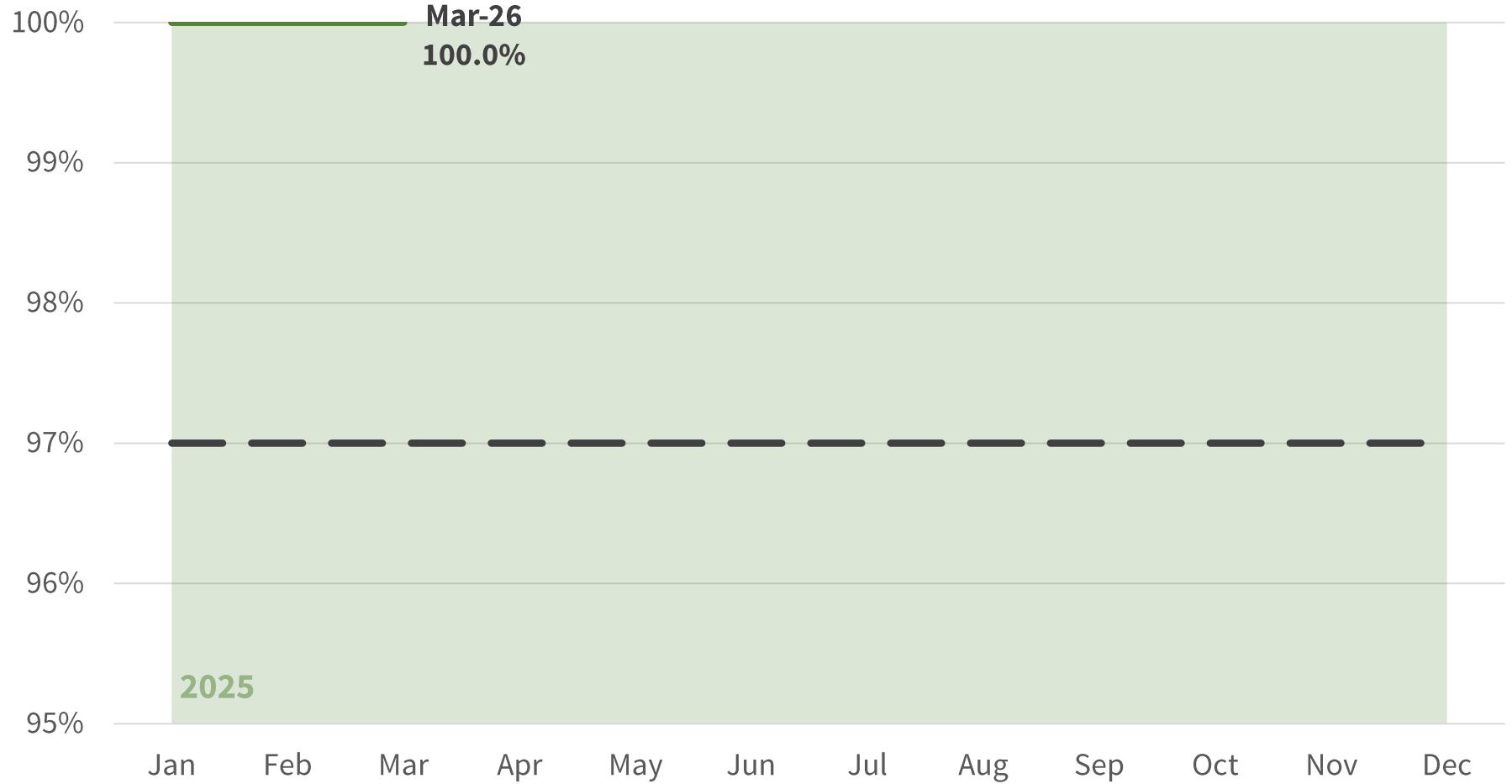
ATP

Mean Distance Between Failure



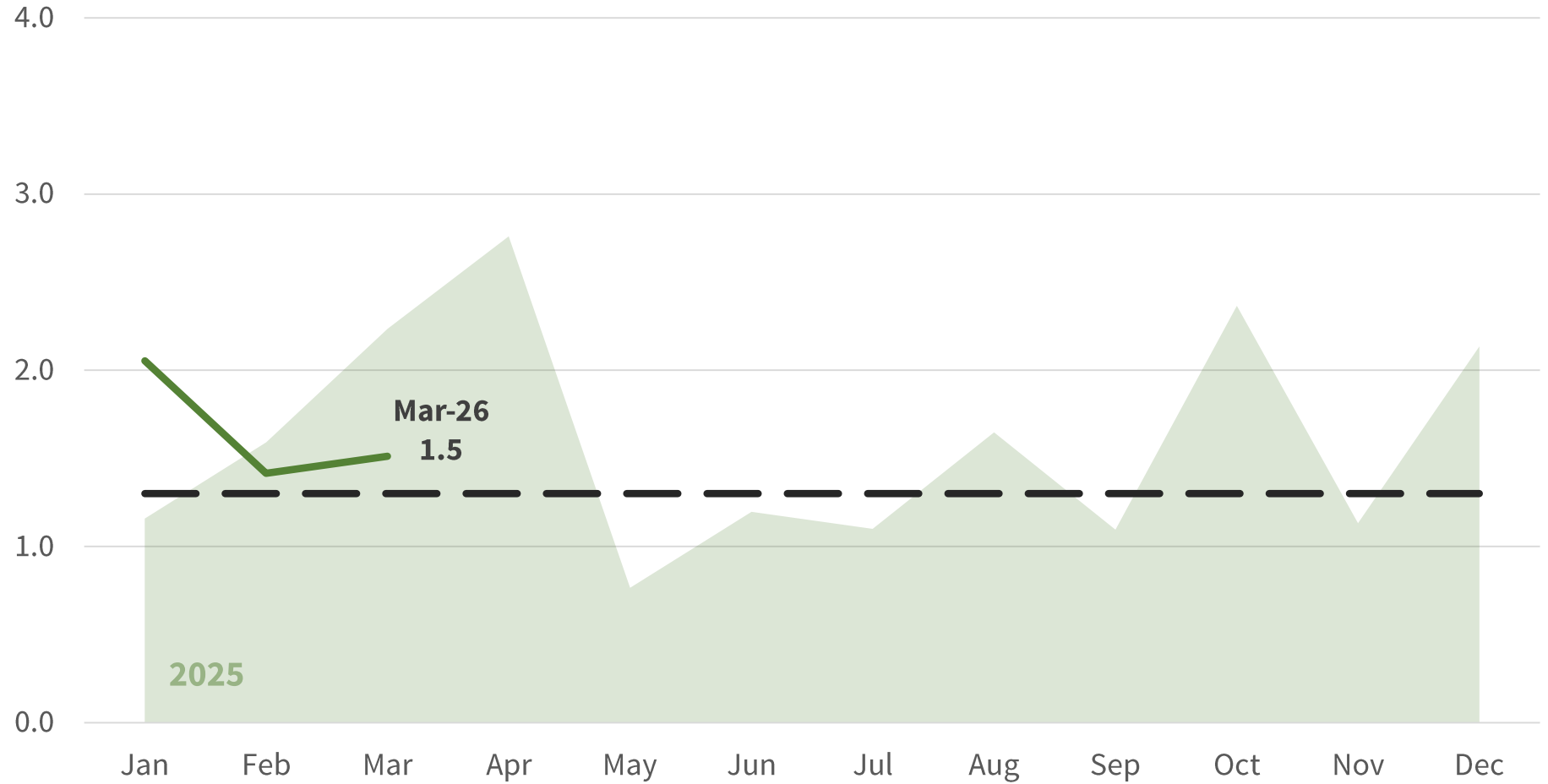
ATP

Preventative Maintenance Compliance



ATP

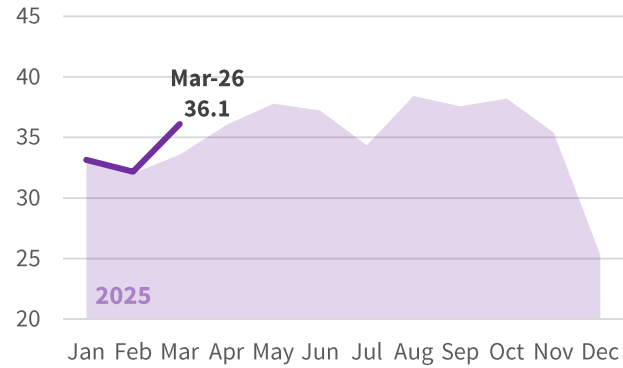
Preventable Collisions per 100K Miles



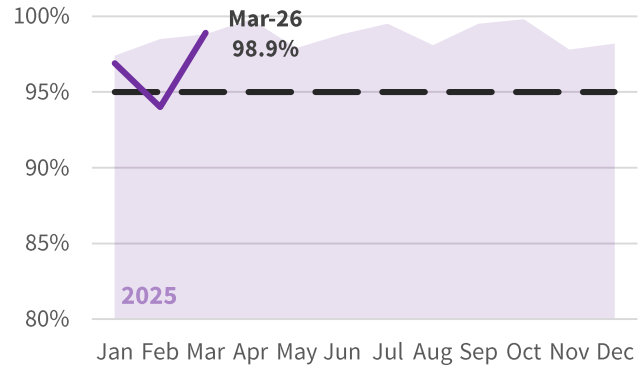


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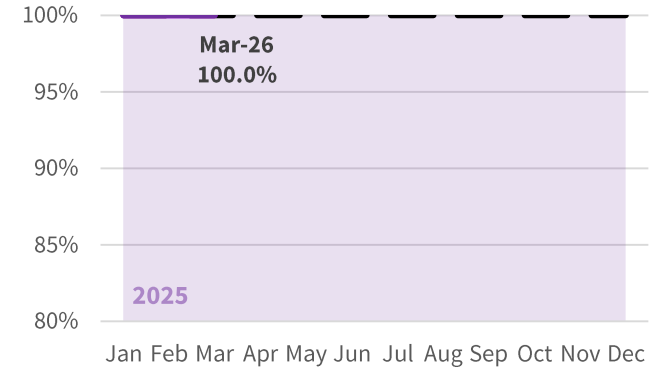
Boarding Rides per Revenue Hour



On-Time Performance

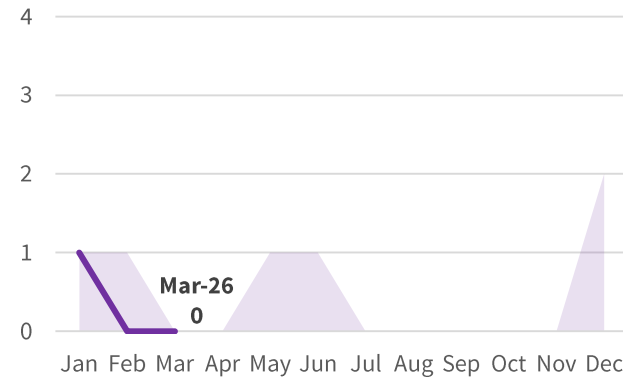


Preventative Maintenance Compliance

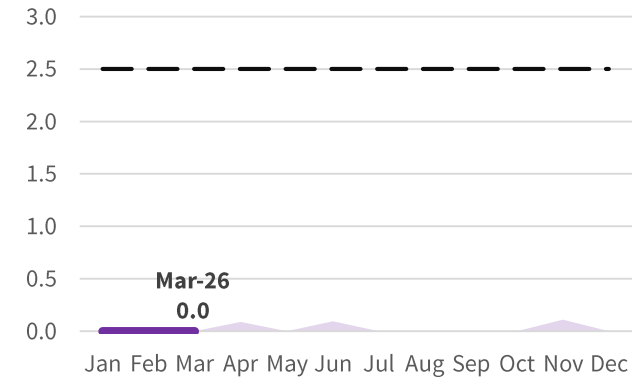


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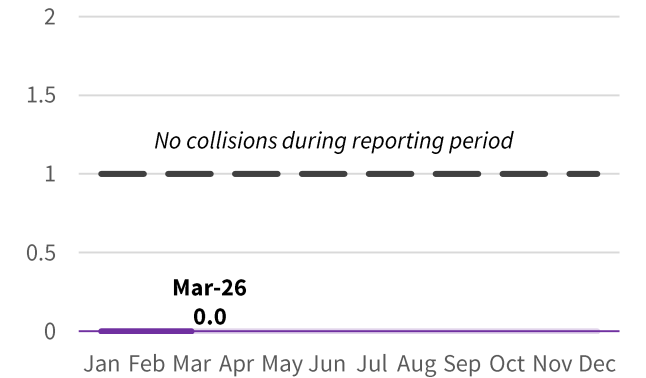
Mechanical Failures



Complaints per 1K Boardings

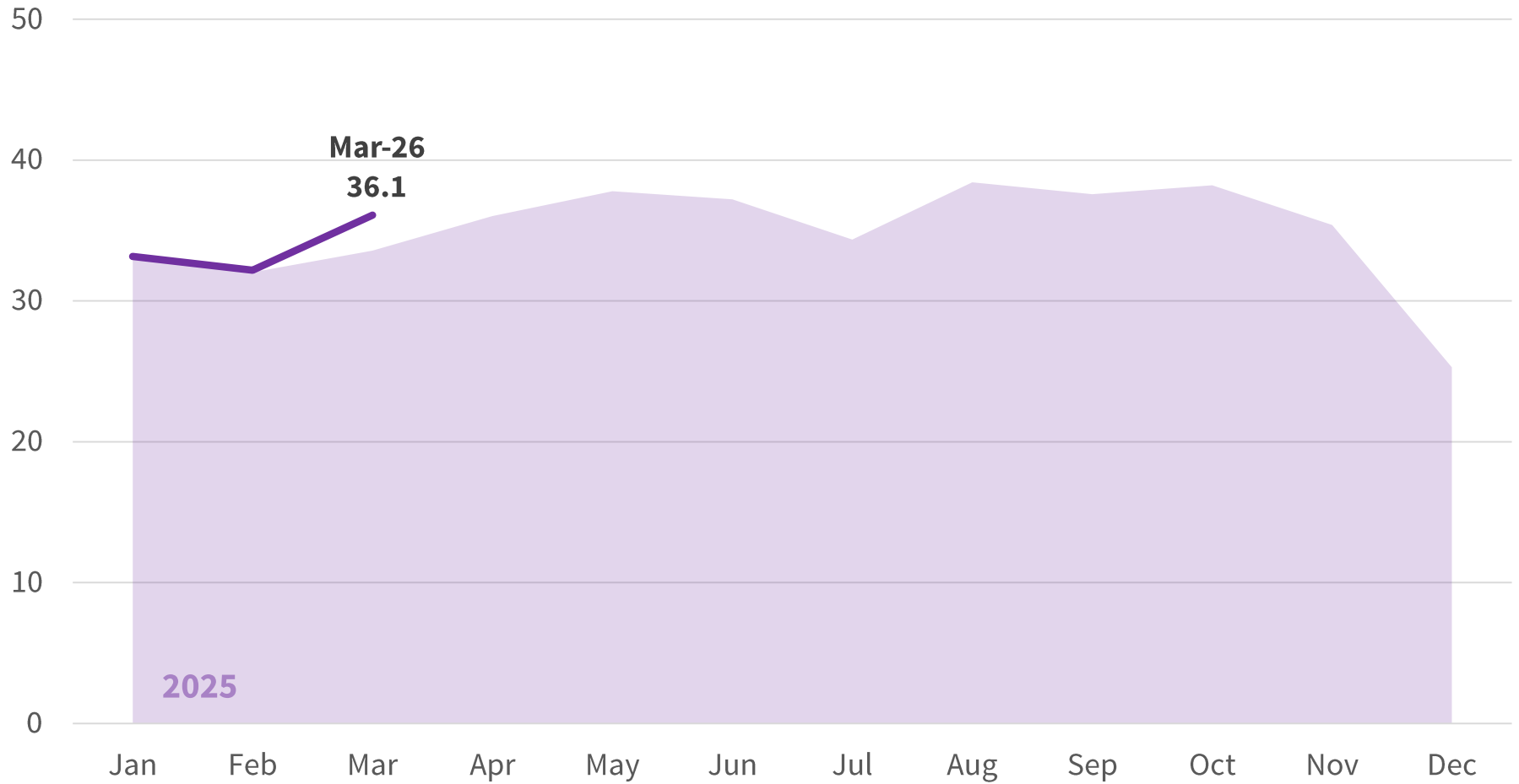


Preventable Collisions per 100K miles



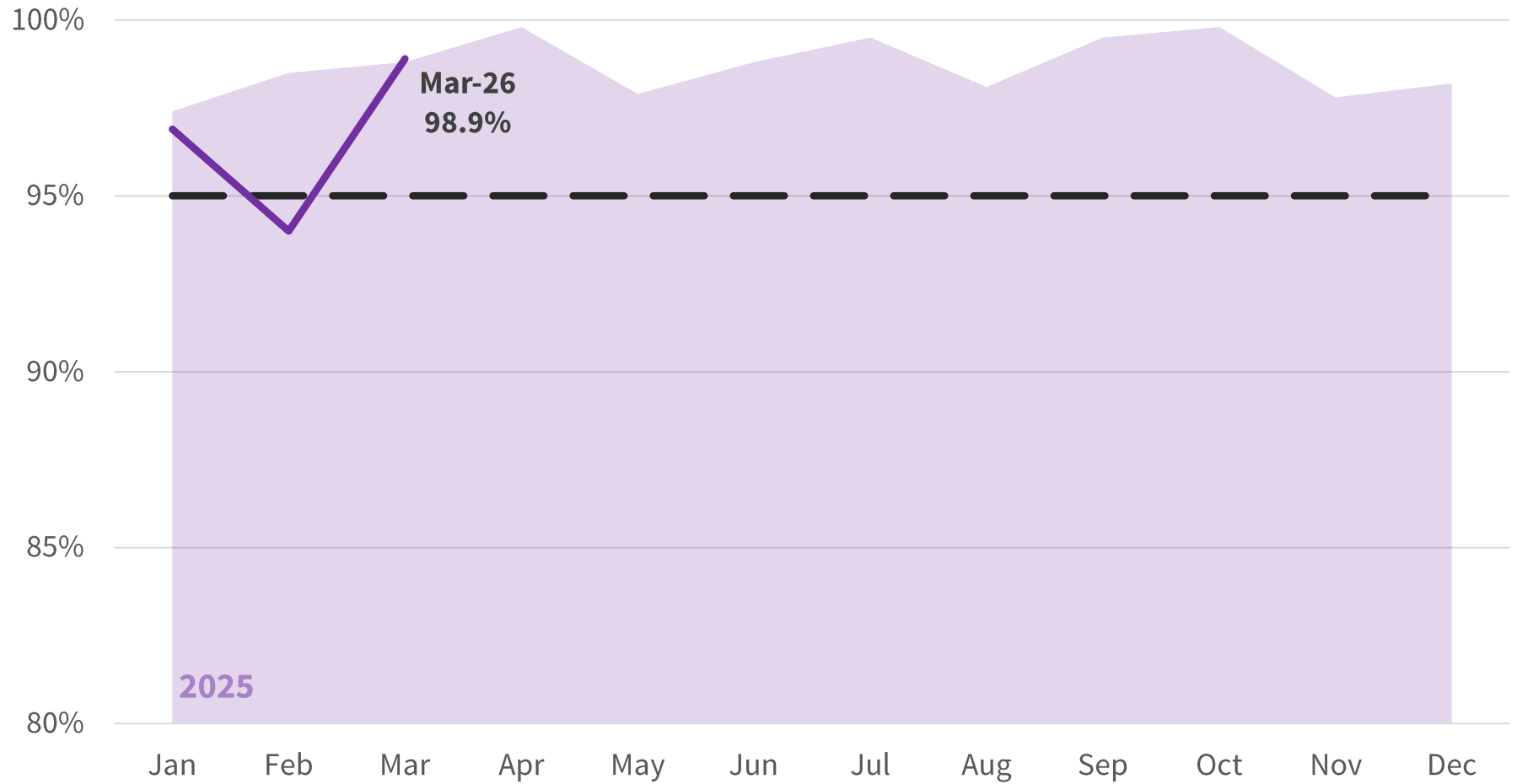
WES

Boarding Rides per Revenue Hour



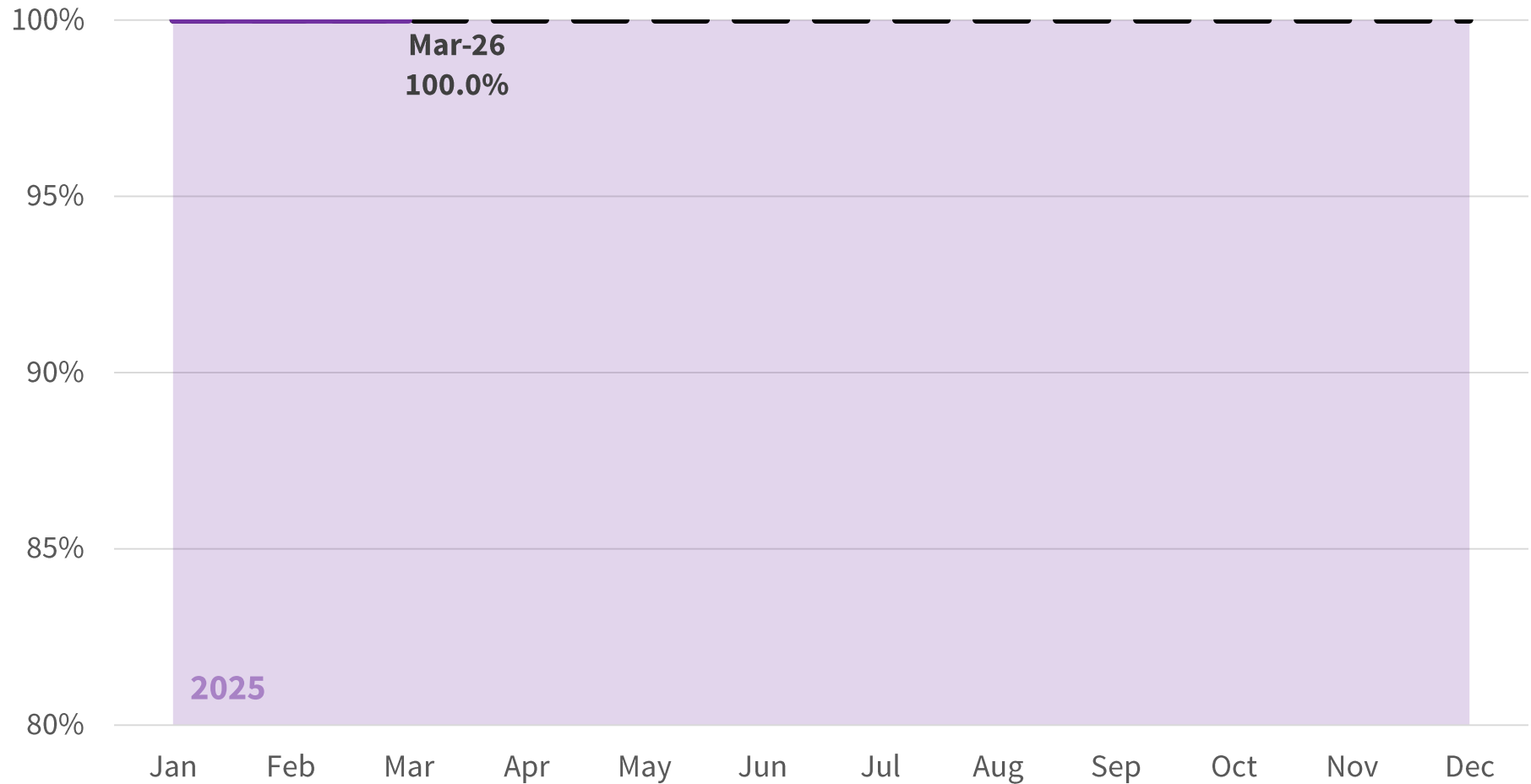
WES

On-Time Performance



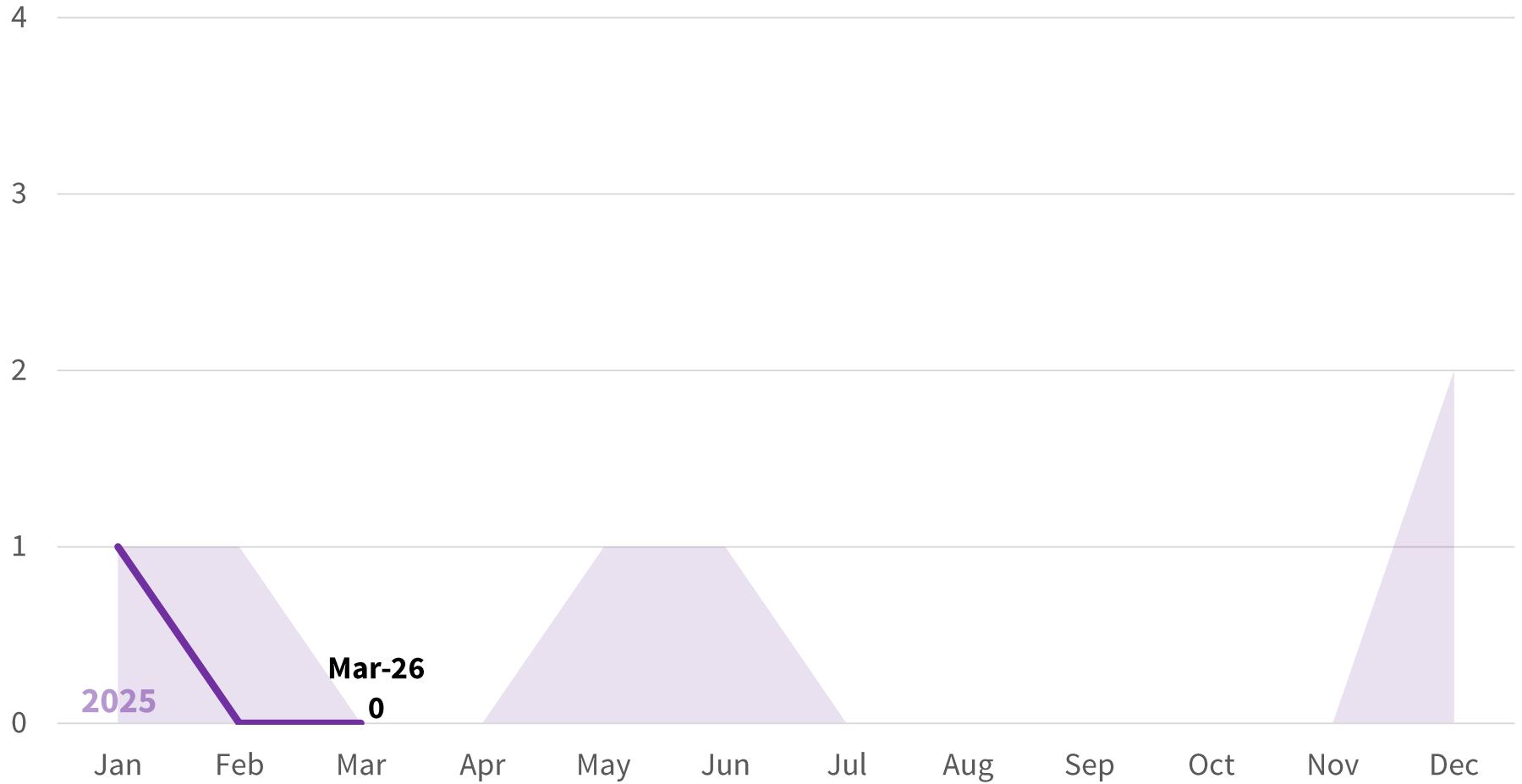
WES

Preventative Maintenance Compliance



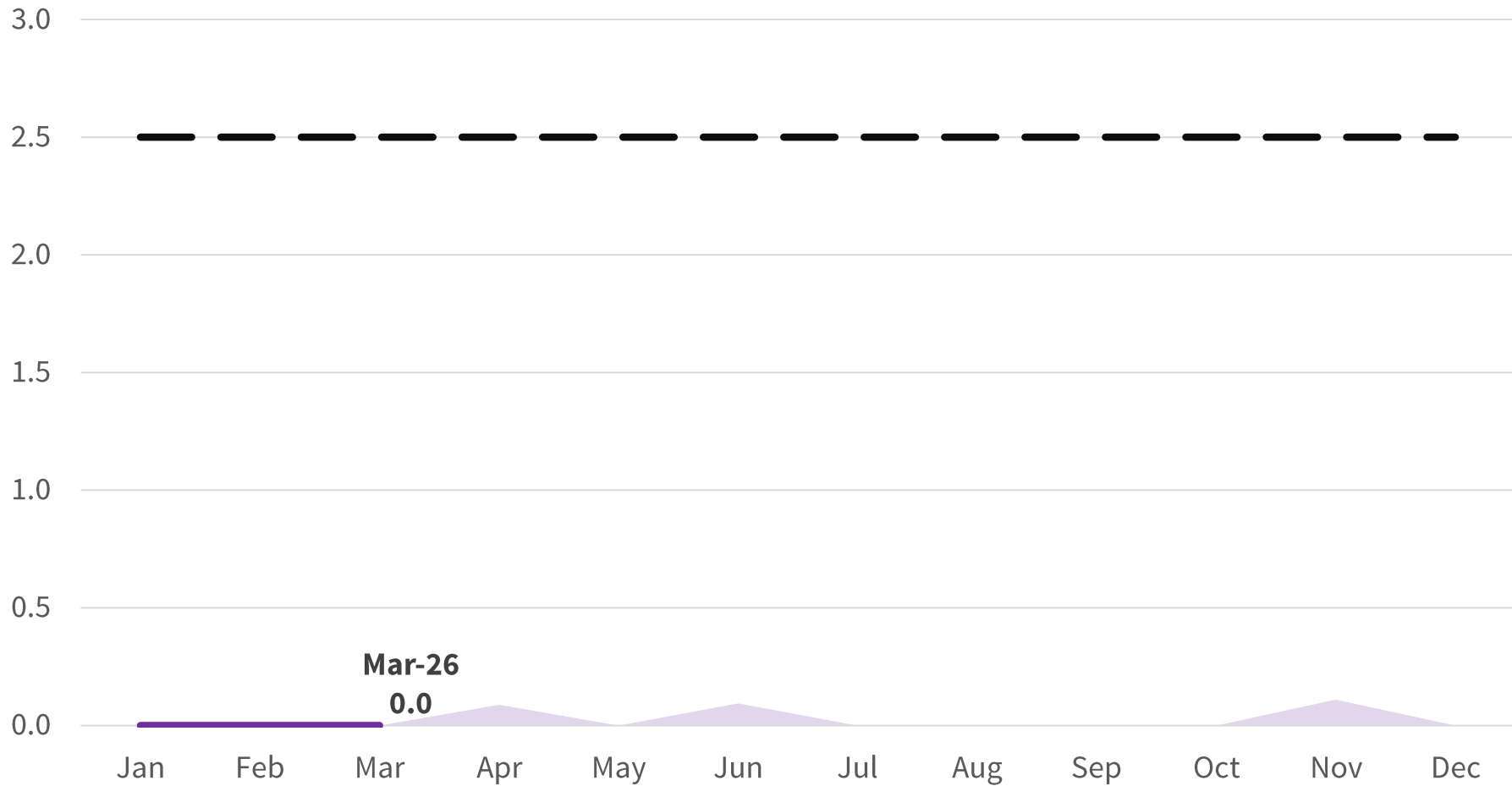
WES

Mechanical Failures



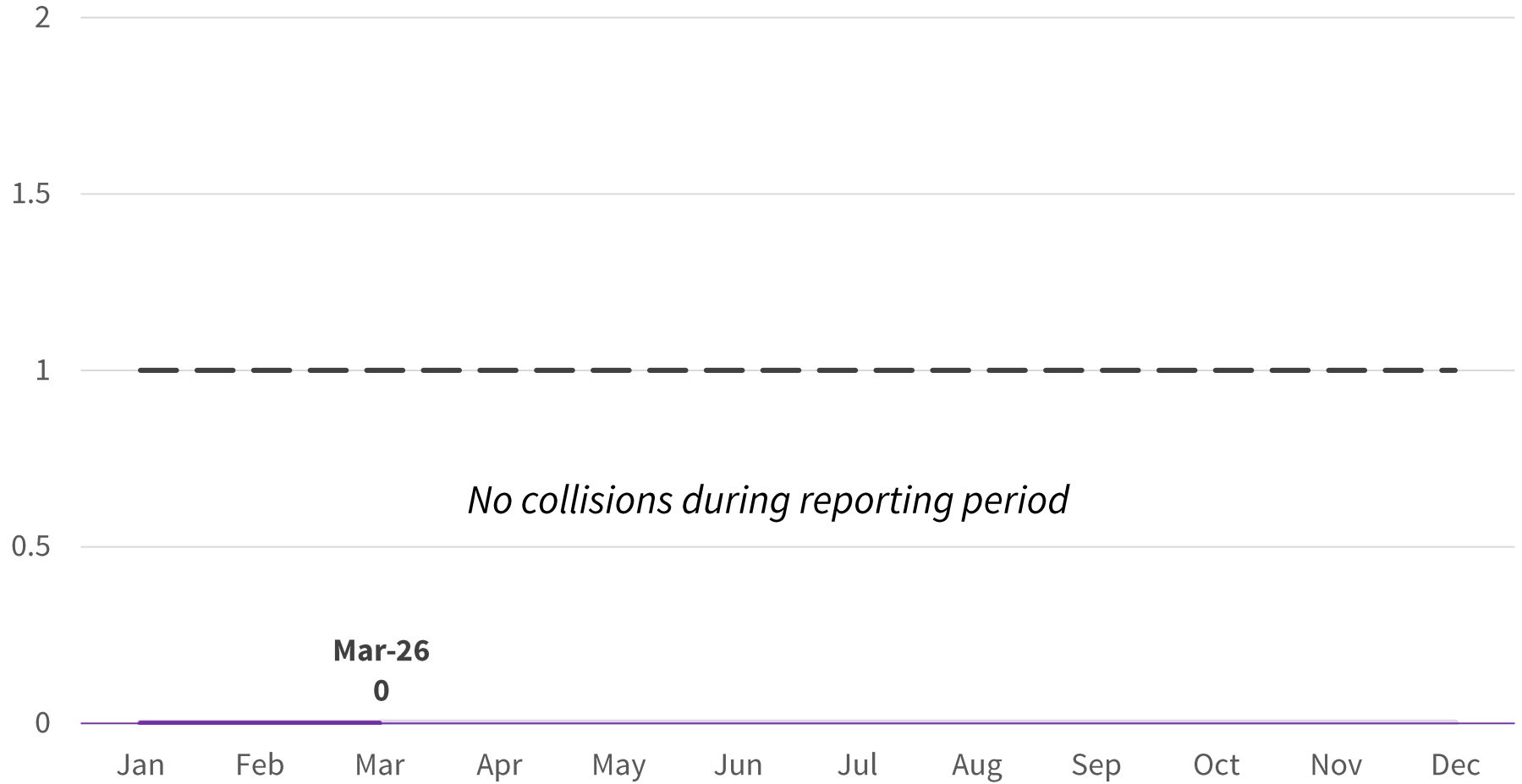
WES

Complaints per 100K Boardings



WES

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
Apr25	3,775,680	23.2	139,356	99.5%	85.4%	98.0%	10.9	2.0	99.9%	10,180	Apr25	1,919,602	74.0	21,918	94.7%	82.2%	97.1%	1.4	0.5	99.5%	9,678
May25	3,844,671	23.8	143,035	99.5%	84.9%	98.0%	8.1	2.0	100.0%	10,622	May25	1,926,398	75.4	23,791	99.9%	81.7%	95.3%	1.2	0.5	100.0%	11,127
Jun25	3,629,833	22.1	142,627	100.0%	85.0%	98.0%	9.8	1.8	99.9%	9,958	Jun25	1,916,867	73.8	24,172	99.8%	82.1%	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	0.9	100.0%	10,764	Jul25	2,002,179	73.8	23,994	99.9%	82.9%	96.2%	1.5	0.5	100.0%	9,705
Aug25	3,618,443	21.4	144,934	99.5%	85.9%	98.0%	9.3	0.4	100.0%	10,111	Aug25	1,884,477	69.9	23,797	99.6%	84.4%	93.3%	1.3	0.0	87.1%	10,906
Sep25	3,745,706	22.5	143,199	99.5%	85.0%	98.2%	11.0	0.5	100.0%	11,529	Sep25	1,777,131	67.8	25,230	99.2%	86.6%	95.9%	1.7	0.0	87.6%	12,126
Oct25	3,922,868	22.6	148,945	99.5%	85.4%	98.5%	10.1	0.4	100.0%	8,779	Oct25	1,907,962	70.3	24,748	99.7%	85.2%	96.8%	1.8	0.0	98.3%	10,156
Nov25	3,309,732	20.5	138,198	99.7%	87.3%	98.5%	9.4	0.3	100.0%	12,046	Nov25	1,692,739	65.1	22,969	99.9%	87.6%	97.8%	1.9	0.5	95.9%	9,919
Dec25	3,438,059	20.3	144,420	99.5%	87.4%	98.4%	10.6	0.2	99.5%	9,229	Dec25	1,766,891	67.4	23,895	99.6%	89.1%	96.6%	2.2	0.0	89.5%	10,041
Jan26	3,493,021	20.5	141,963	99.5%	88.9%	98.3%	8.2	0.6	99.9%	11,276	Jan26	1,723,011	62.5	23,733	99.7%	90.2%	96.9%	1.7	0.0	100.0%	13,821
Feb26	3,313,796	21.6	130,516	99.4%	88.0%	98.0%	8.2	1.3*	99.9%	14,886	Feb26	1,642,016	67.0	21,635	99.9%	90.5%	98.1%	1.3	0.2*	100.0%	19,956
Mar26	3,676,322	21.8	143,807	99.5%	88.4%	98.2%	8.2	1.4*	100.0%	12,589	Mar26	1,893,792	69.9	23,702	99.7%	89.5%	97.2%	1.5	0.2*	98.1%	12,635
Avg	3,622,683	21.8	141,866	99.5%	86.5%	98.2%	9.4	1.0	99.9%	10,997	Avg	1,837,739	69.5	23,632	99.3%	86.0%	96.5%	1.6	0.2	96.3%	11,774
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%	▼ # of failures
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%	0
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%	1
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%	1
Jul25	69,078	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%	0
Aug25	66,800	1.57	60,878	100.0%	91.5%	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%	0
Sep25	68,477	1.62	62,804	100.0%	90.0%	95.5%	0.9	1.3	100.0%	53,164	Sep25	11,256	37.6	420	100.0%	99.5%	99.5%	0.0	0.0	100.0%	0
Oct25	74,822	1.62	69,932	100.0%	89.1%	97.9%	0.8	2.4	100.0%	31,324	Oct25	12,535	38.2	460	100.0%	99.8%	99.8%	0.0	0.0	100.0%	0
Nov25	66,077	1.60	61,569	100.0%	88.6%	98.3%	1.0	1.1	100.0%	35,039	Nov25	9,090	35.4	360	100.0%	97.8%	97.8%	0.1	0.0	100.0%	0
Dec25	70,342	1.58	65,503	100.0%	88.9%	98.3%	1.4	2.1	100.0%	24,679	Dec25	7,938	26.5	440	100.0%	98.2%	98.2%	0.0	0.0	100.0%	2
Jan26	69,771	1.62	64,680	100.0%	91.6%	98.9%	1.3	2.1	100.0%	24,601	Jan26	9,460	33.2	398	99.5%	96.9%	96.9%	0.0	0.0	100.0%	1
Feb26	66,912	1.63	61,871	100.0%	91.9%	98.6%	1.6	1.4	100.0%	27,085	Feb26	9,180	32.2	392	98.0%	94.0%	94.0%	0.0	0.0	100.0%	0
Mar26	72,898	1.65	72,598	100.0%	91.7%	98.7%	2.1	1.5	100.0%	23,192	Mar26	11,330	36.1	440	100.0%	98.9%	98.9%	0.0	0.0	100.0%	0
Avg	68,897	1.60	64,080	100.0%	90.3%	98.2%	1.3	1.6	100.0%	34,678	Avg	10,527	35.1	420	98.9%	98.3%	98.3%	0.0	0.0	100.0%	0

