



December 2025 Monthly Operations Analysis

January 28, 2025
TriMet Board Meeting



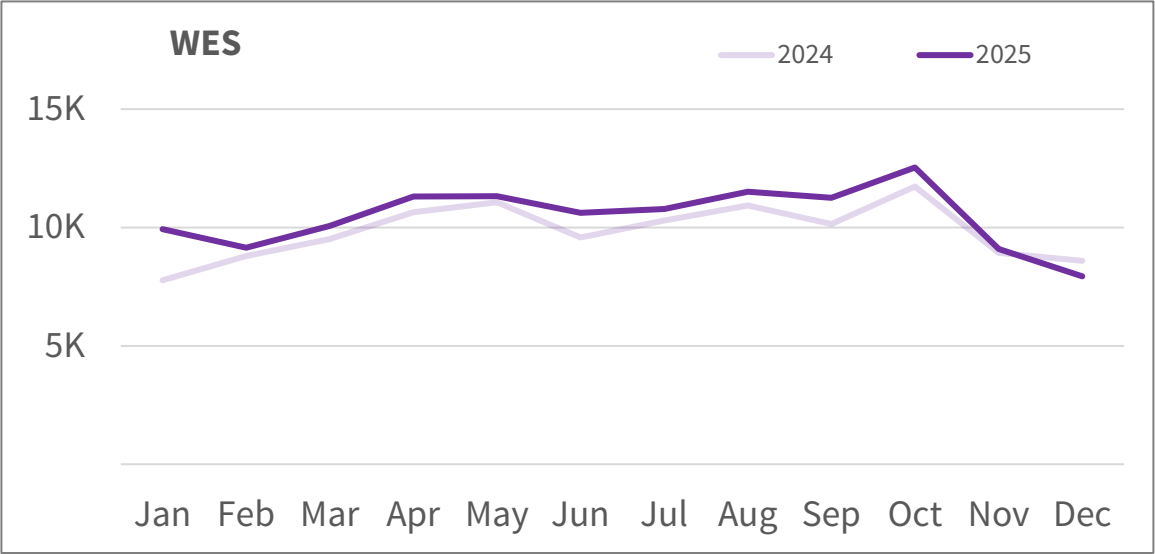
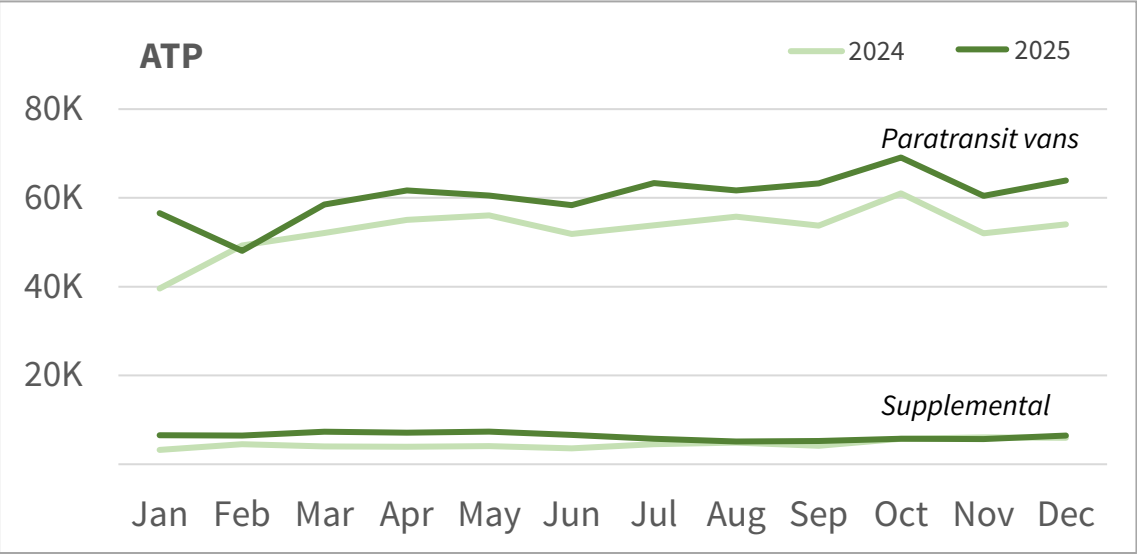
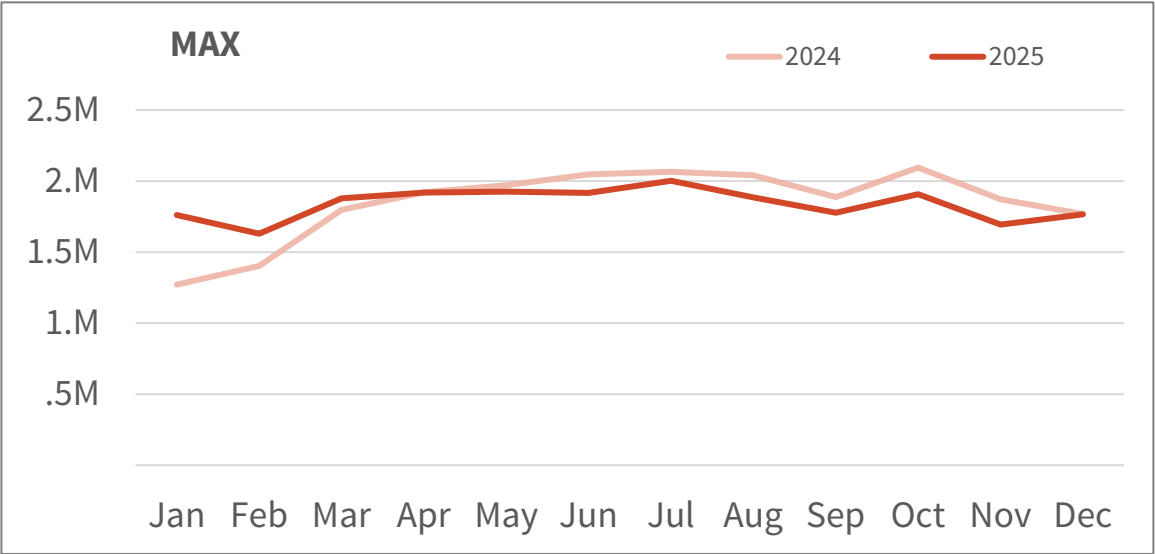
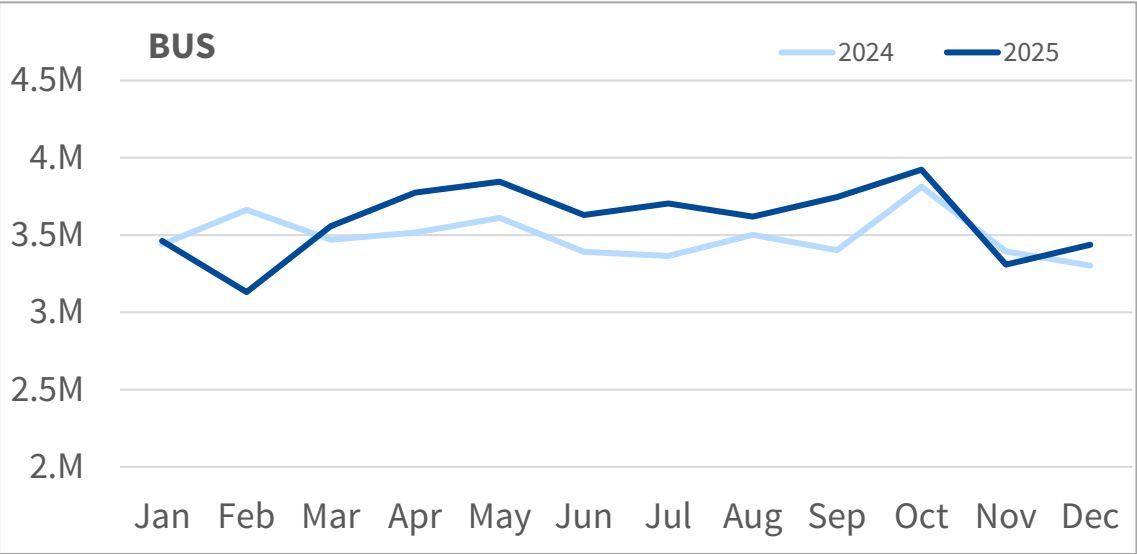
Ridership

	Week Average			Monthly Total			Year-to-date Total		
	Dec-24	Dec-25	YoY change	Dec-24	Dec-25	YoY change	YTD 2024	YTD 2025	% Δ
BUS	758,415	779,106	2.7%	3,302,755	3,438,059	4.1%	41,867,447	43,140,523	3.0%
MAX	403,746	400,235	-0.9%	1,768,205	1,766,891	-0.1%	22,139,764	22,061,888	-0.4%
ATP	13,937	15,935	14.3%	60,030	70,342	17.2%	689,142	800,738	16.2%
WES	2,045	2,205	7.8%	8,589	7,938	-7.6%	117,991	125,486	6.4%
TOTAL	1,178,143	1,197,481	1.6%	5,139,579	5,283,230	2.8%	64,814,344	66,128,635	2.0%

Dec 2024:	21 Weekdays	4 Saturdays	6 Sundays/Holiday
Dec 2025:	22 Weekdays	4 Saturdays	5 Sundays/Holiday

	Weekday Average			Saturday Average			Sunday Average		
	Dec-24	Dec-25	YoY change	Dec-24	Dec-25	YoY change	Dec-24	Dec-25	YoY change
BUS	120,357	122,836	2.1%	82,259	88,963	8.1%	74,369	75,963	2.1%
MAX	61,400	60,425	-1.6%	50,838	53,009	4.3%	46,568	45,268	-2.8%
ATP	2,394	2,742	14.6%	1,025	1,109	8.2%	944	1,116	18.2%
WES	409	441	7.8%						
TOTAL	184,560	186,444	1.0%	134,122	143,081	6.7%	122,881	122,347	-0.4%

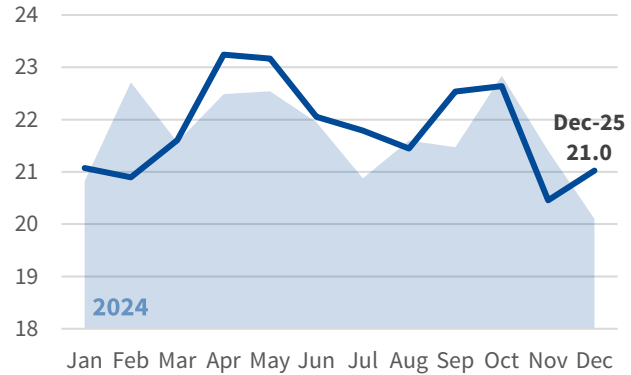
Ridership



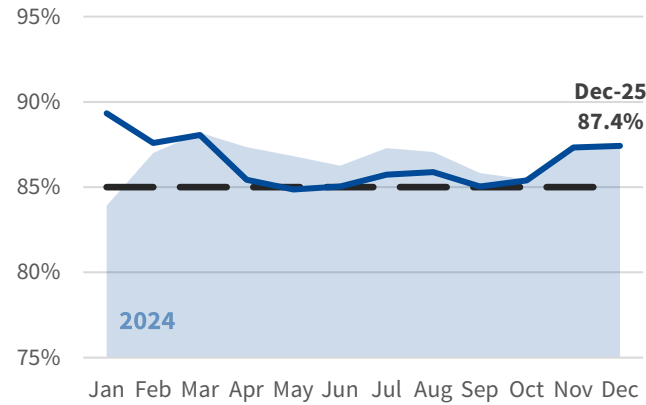


Above target or prior year is favorable

Boarding Rides per Revenue Hour

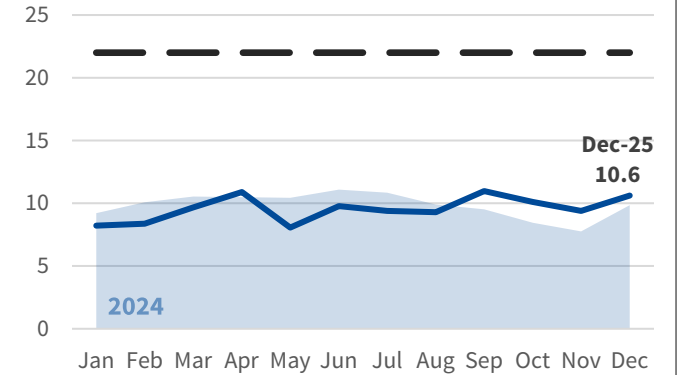


On-Time Performance

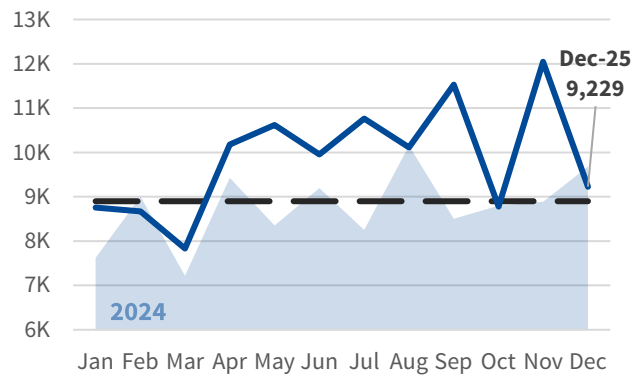


Below target is favorable

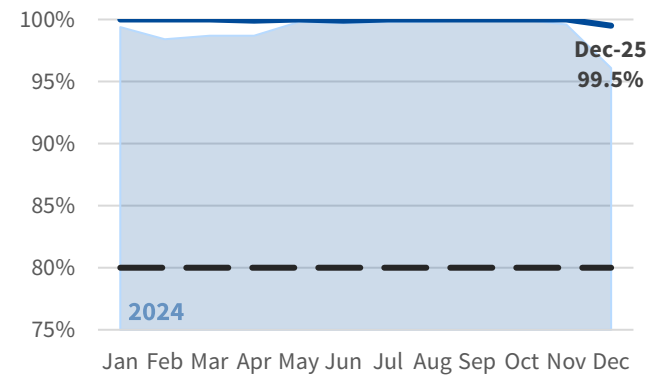
Complaints per 100K Boardings



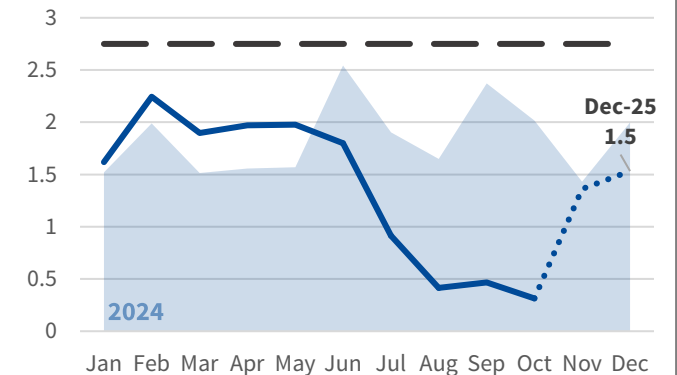
Mean Distance Between Failure



Preventative Maintenance Compliance

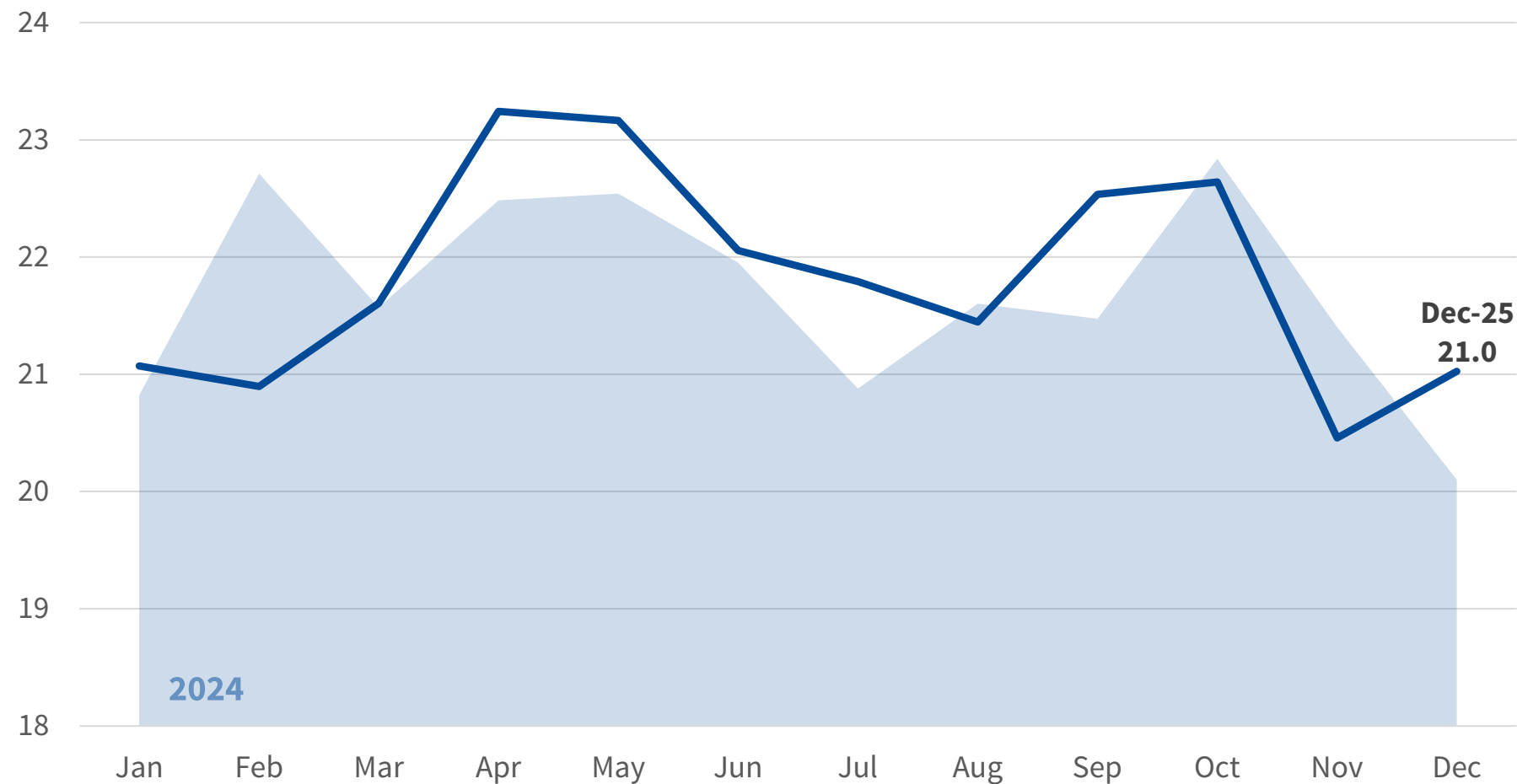


Preventable Collisions per 100K Miles



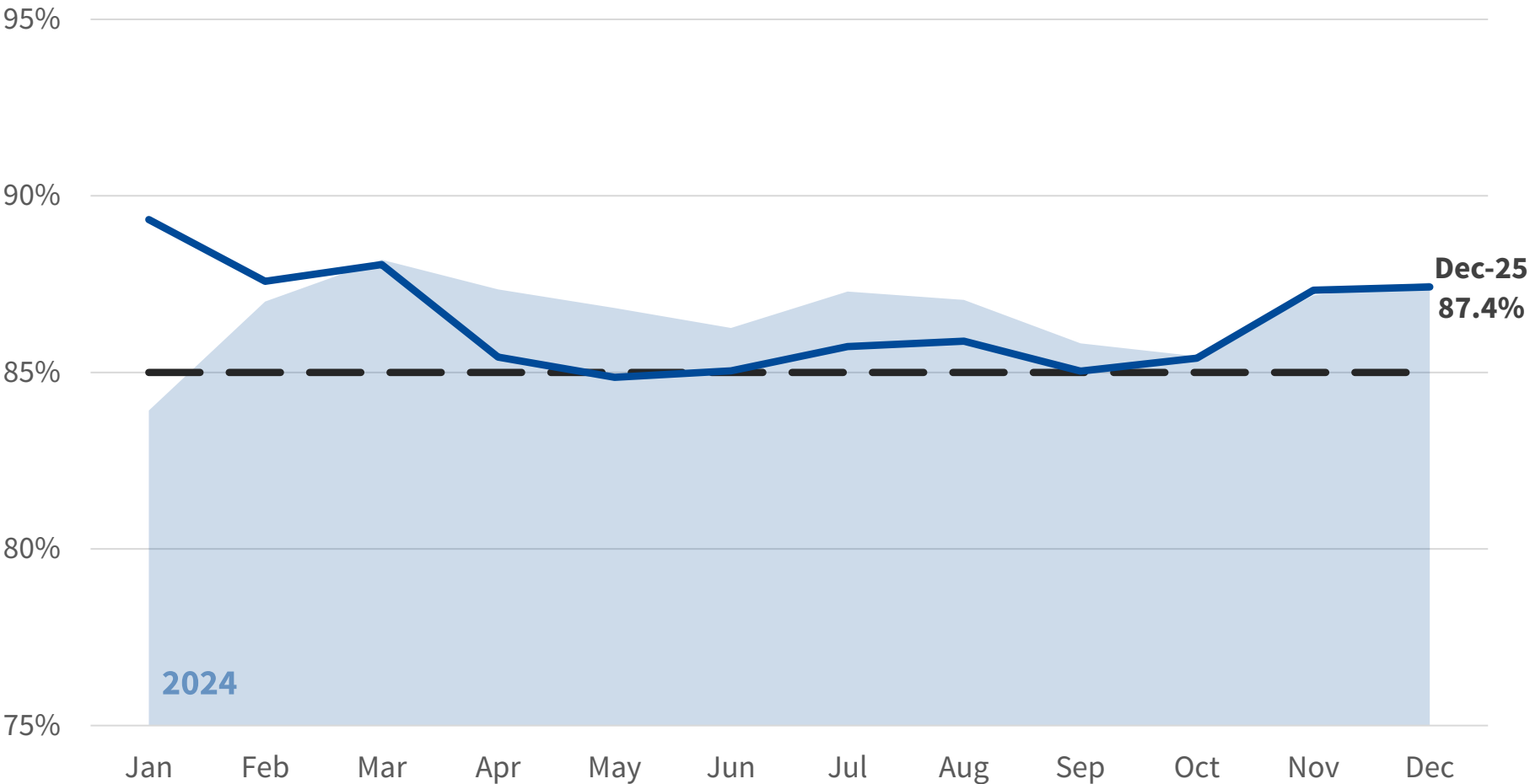
BUS

Boarding Rides per Revenue Hour



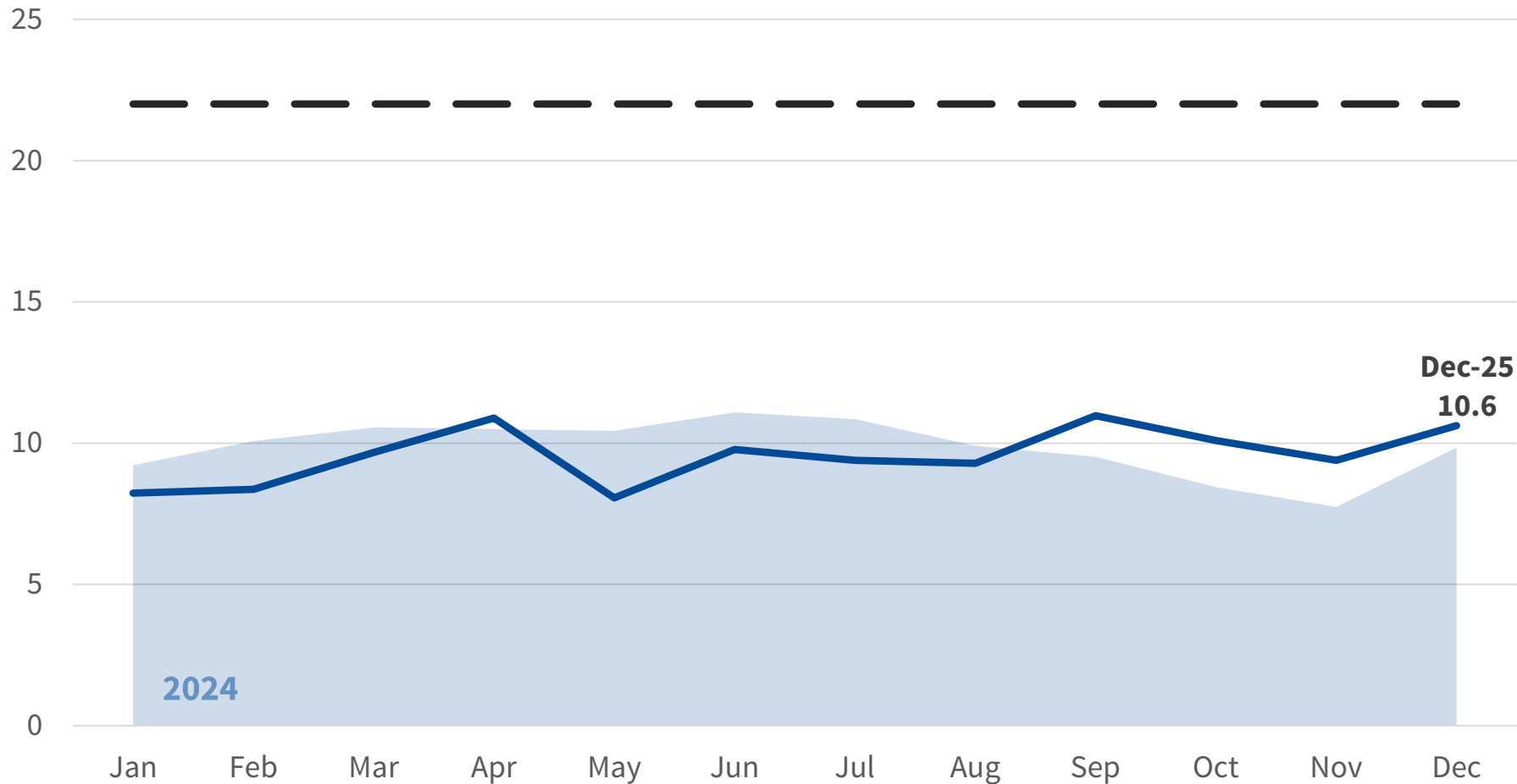
BUS

On-Time Performance



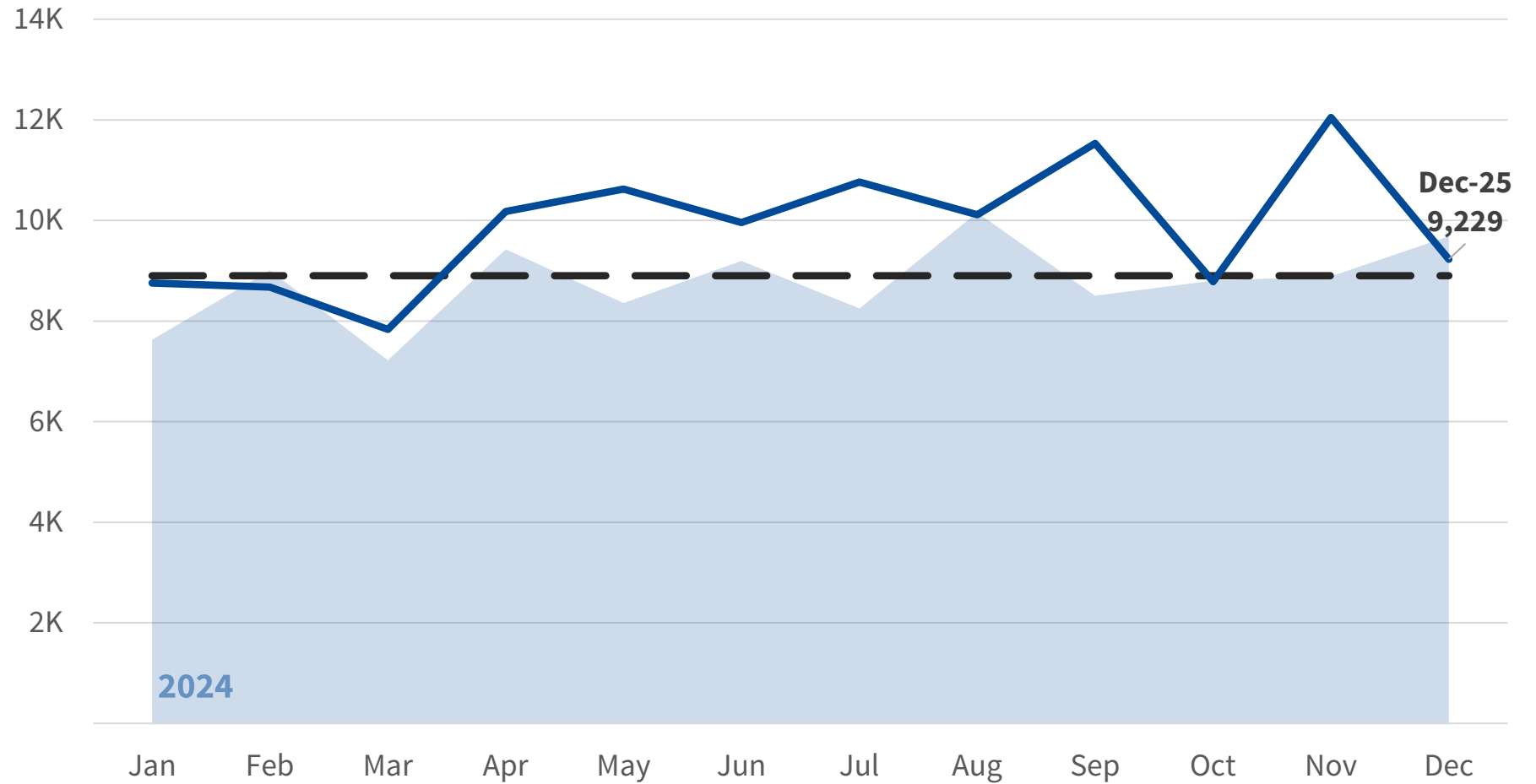
BUS

Complaints per 100K Boardings



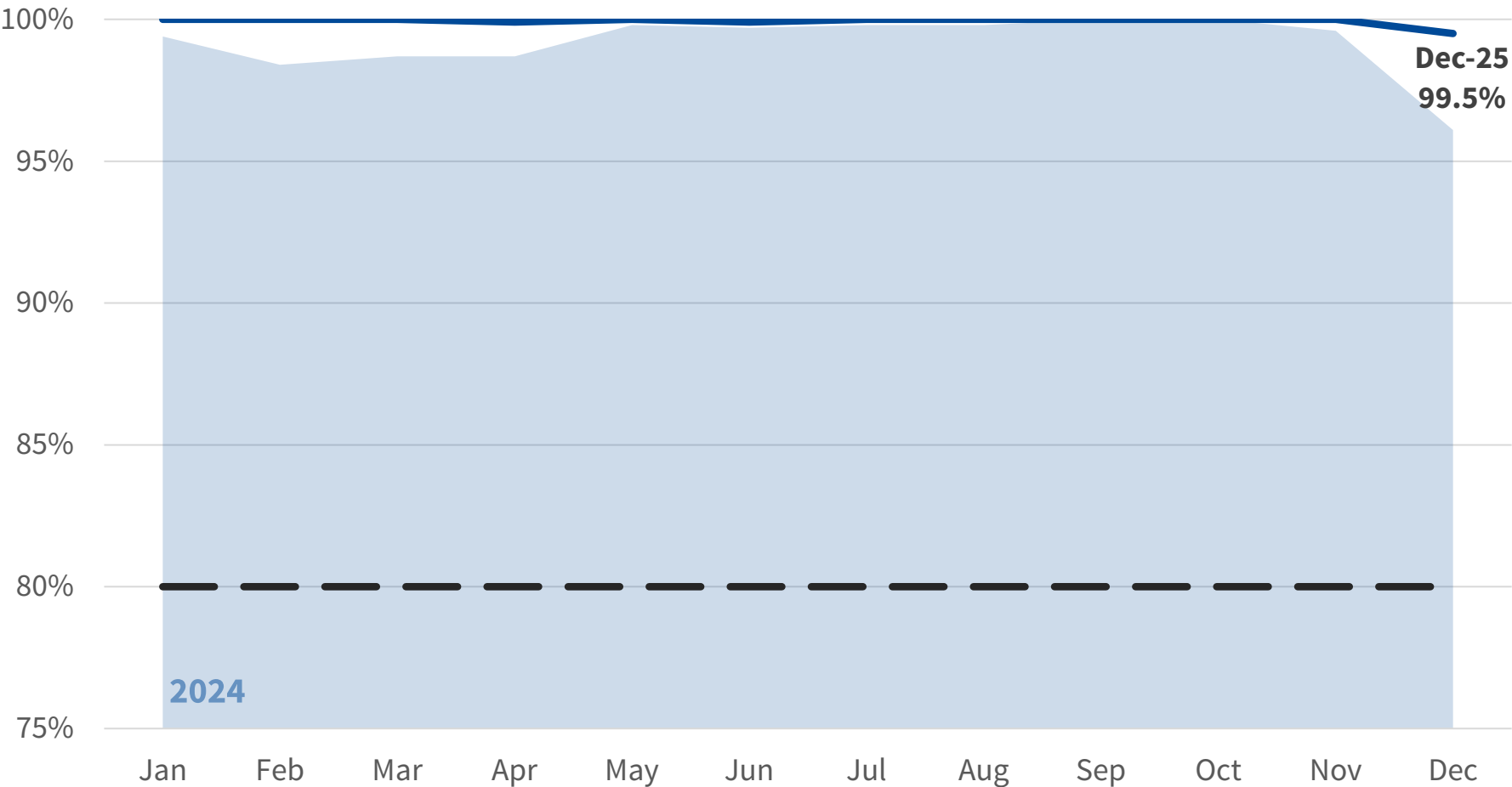
BUS

Mean Distance Between Failure



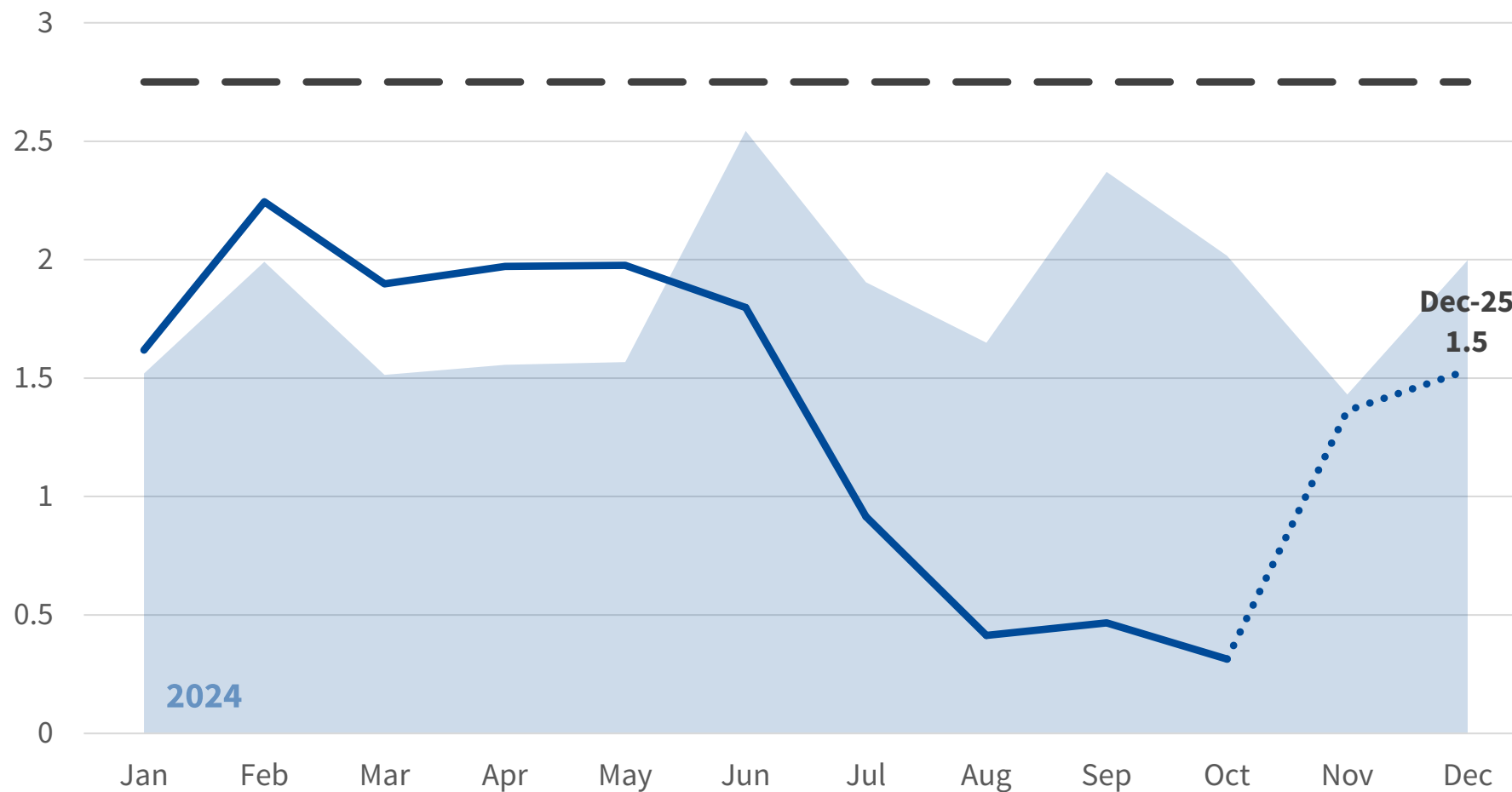
BUS

Preventative Maintenance Compliance



BUS

Preventable Collisions per 100K Miles

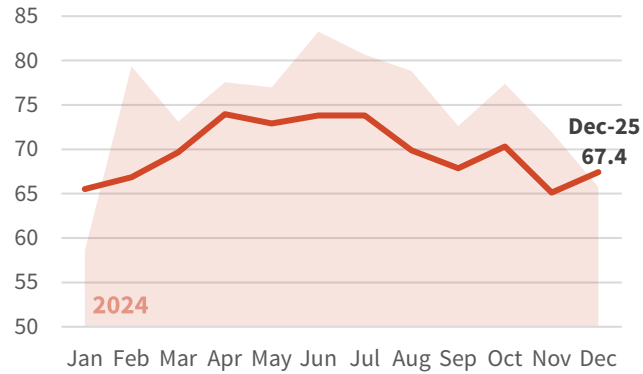


Last two reported months are projected and subject to change after collision review period.

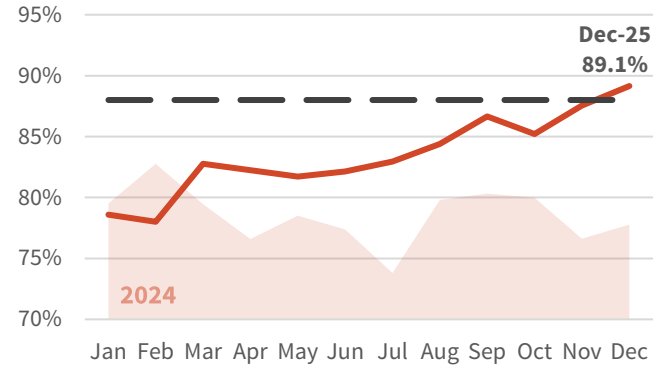


Above target or prior year is favorable

Ridership per Revenue Hour

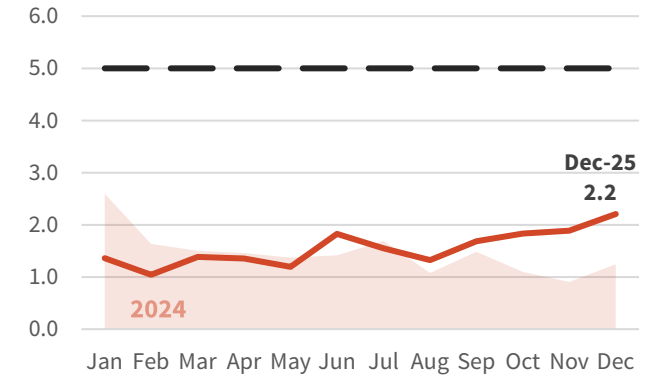


On-Time Performance

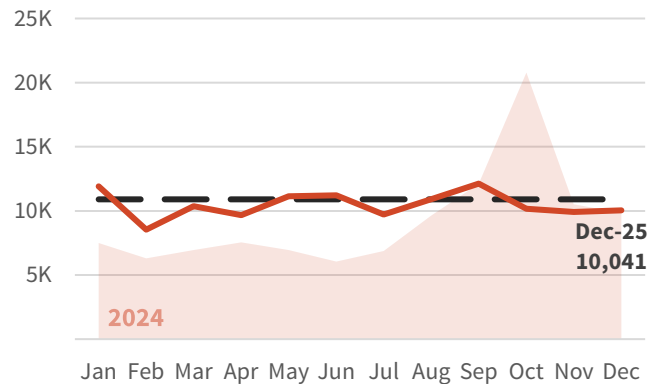


Below target is favorable

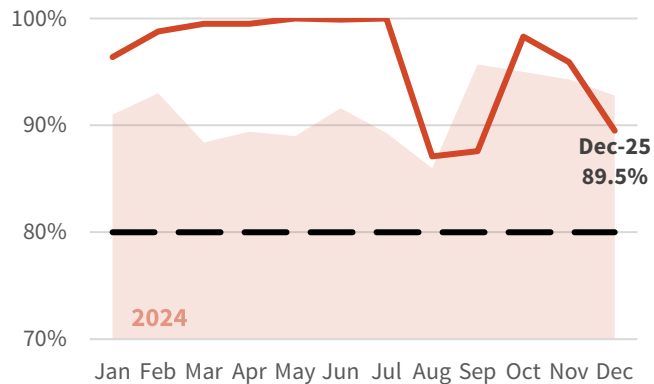
Complaints per 100K Boardings



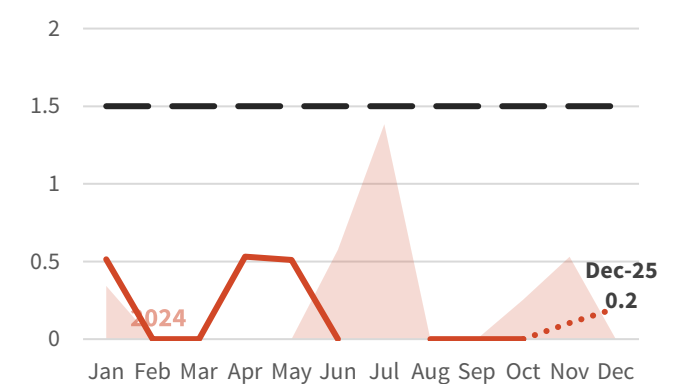
Mean Distance Between Failure



Preventative Maintenance Compliance

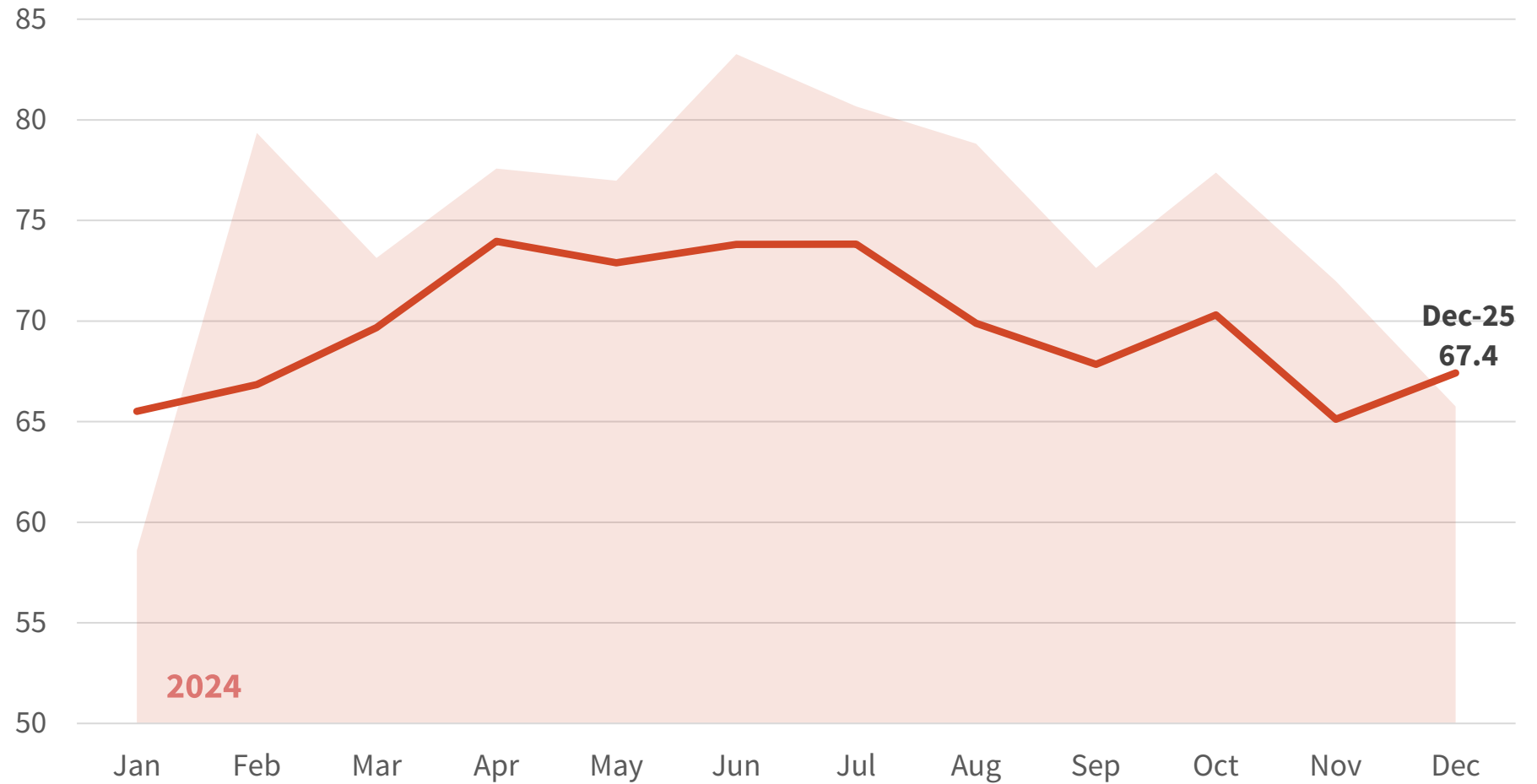


Preventable Collisions per 100K Miles



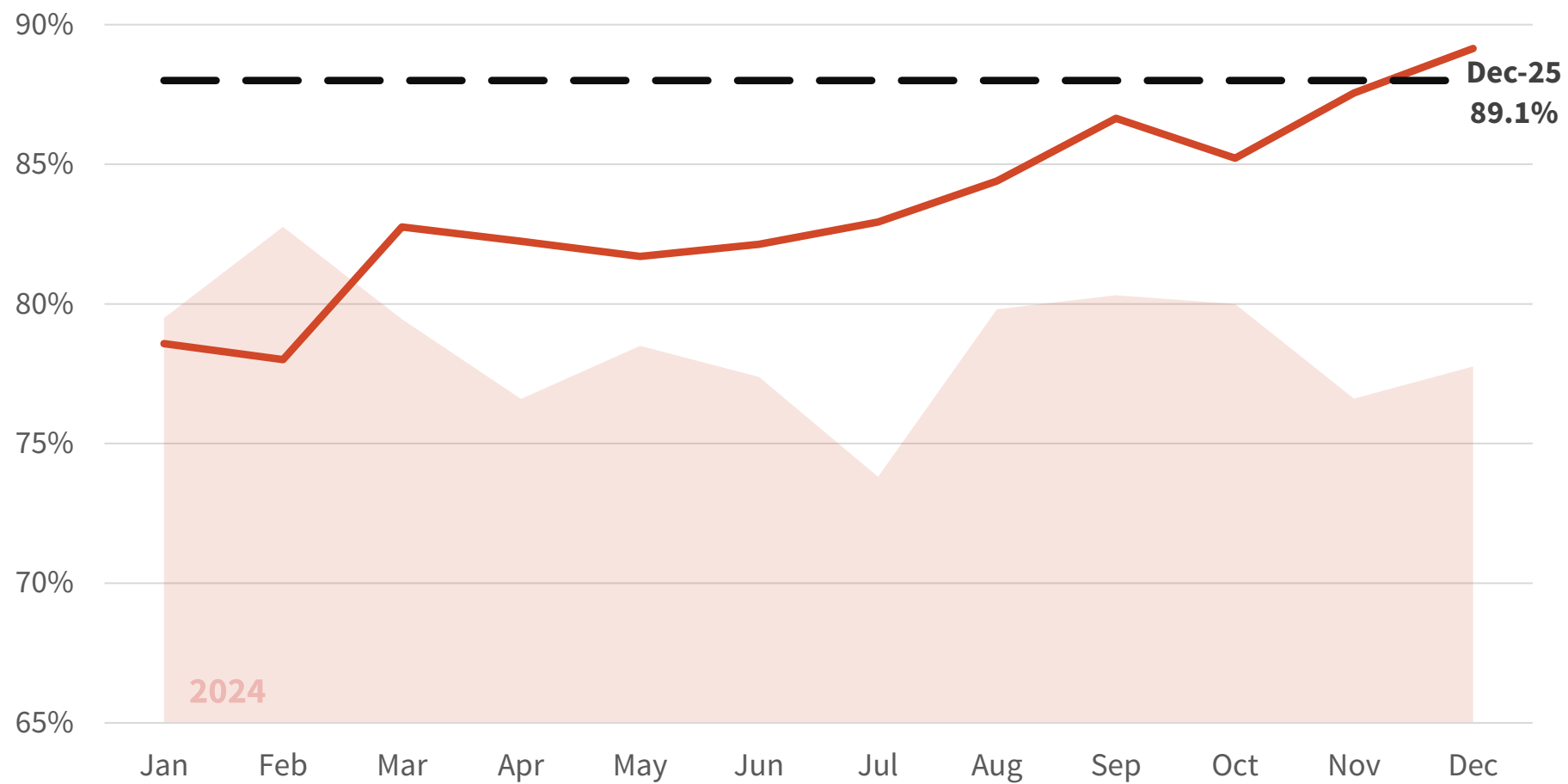
MAX

Boarding Rides per Revenue Hour



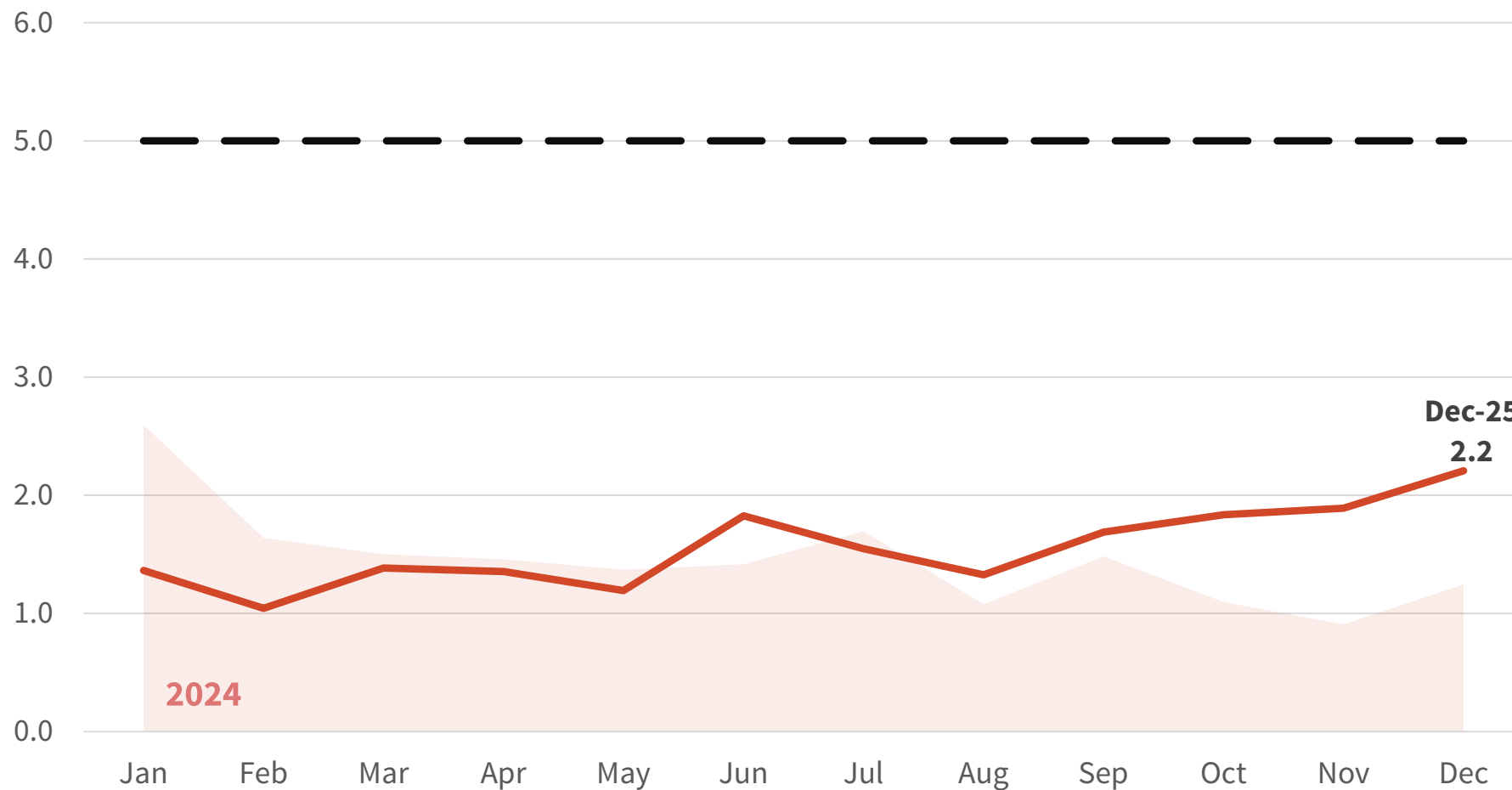
MAX

On-Time Performance



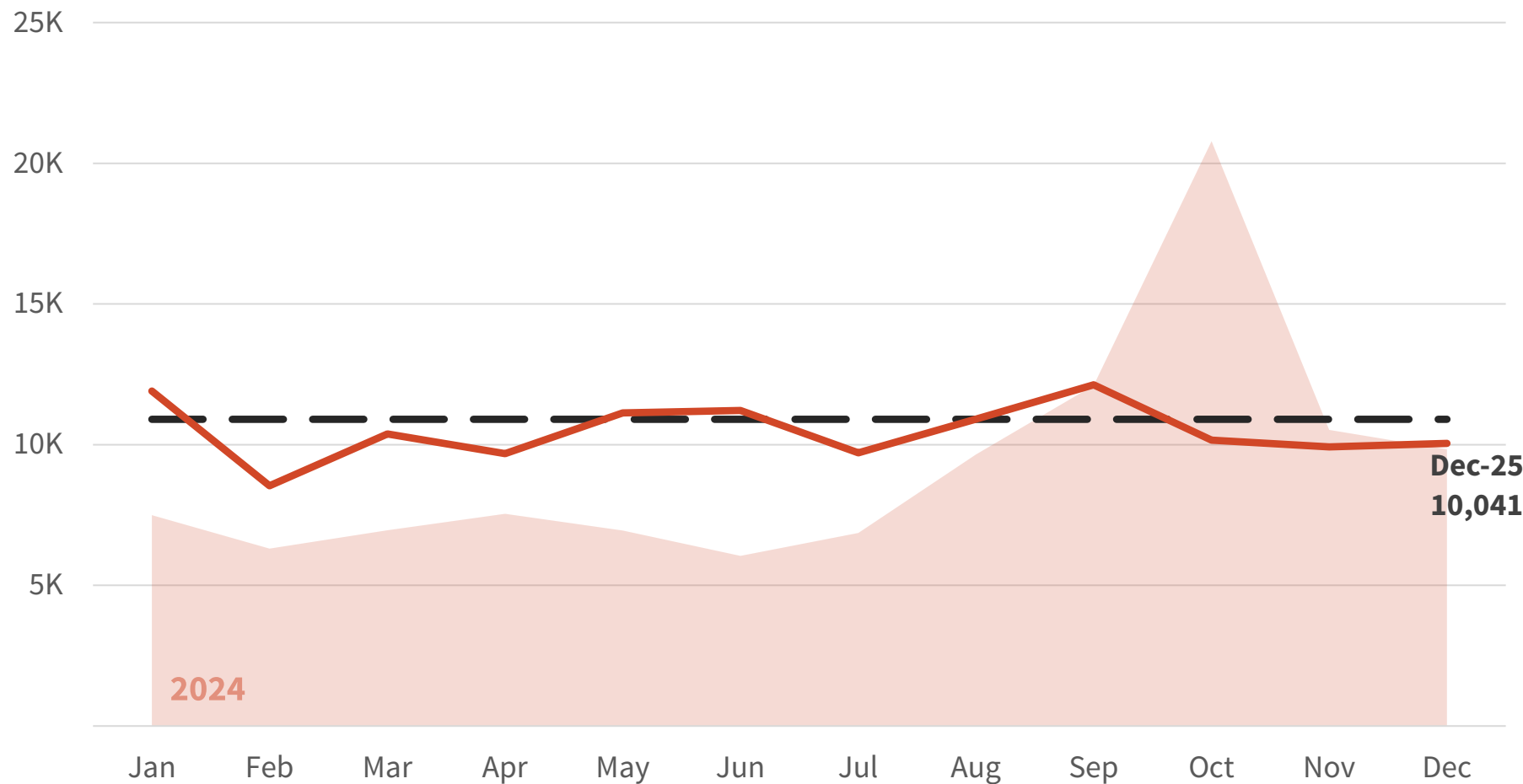
MAX

Complaints per 100K Boardings



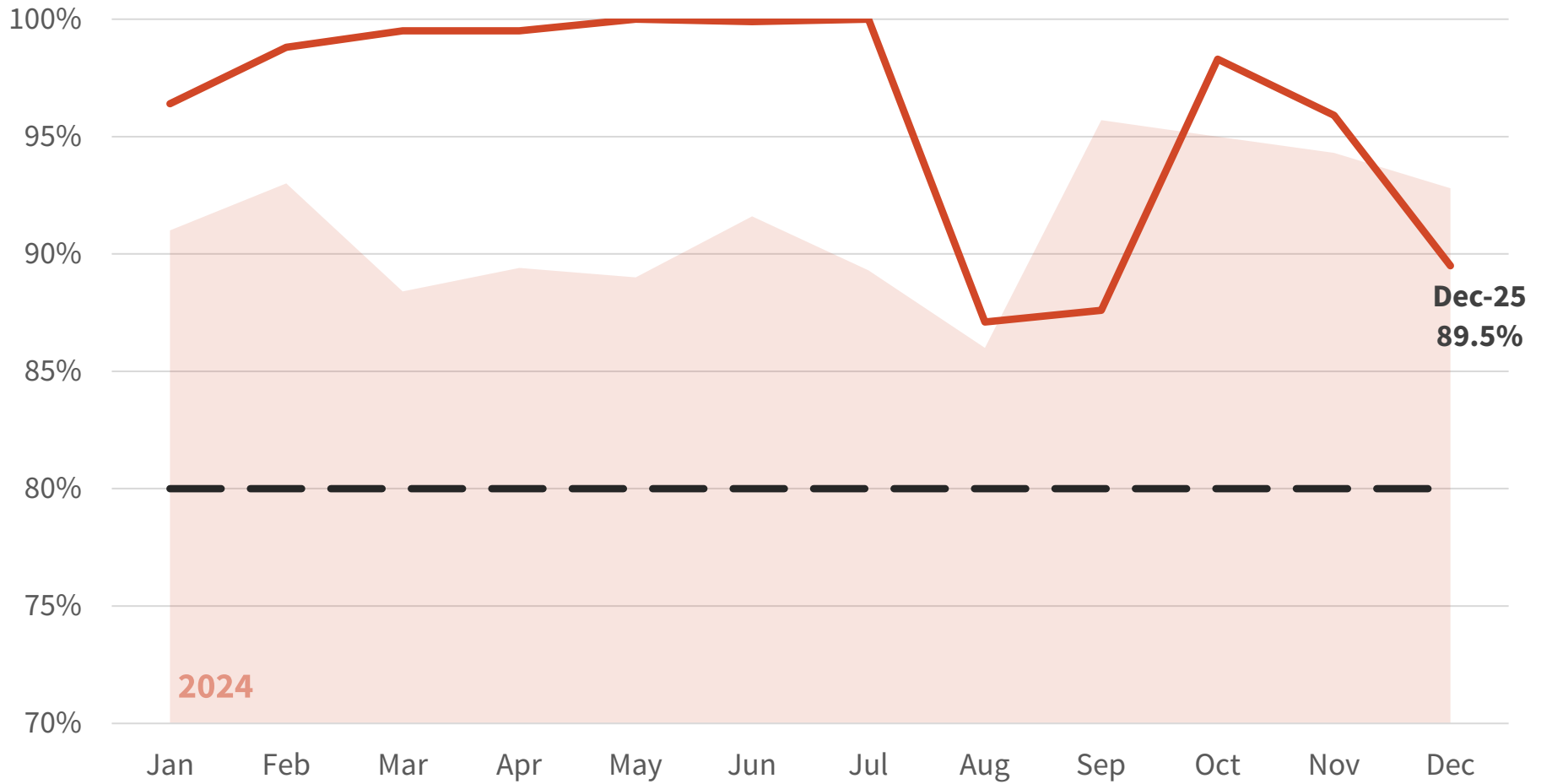
MAX

Mean Distance Between Failure



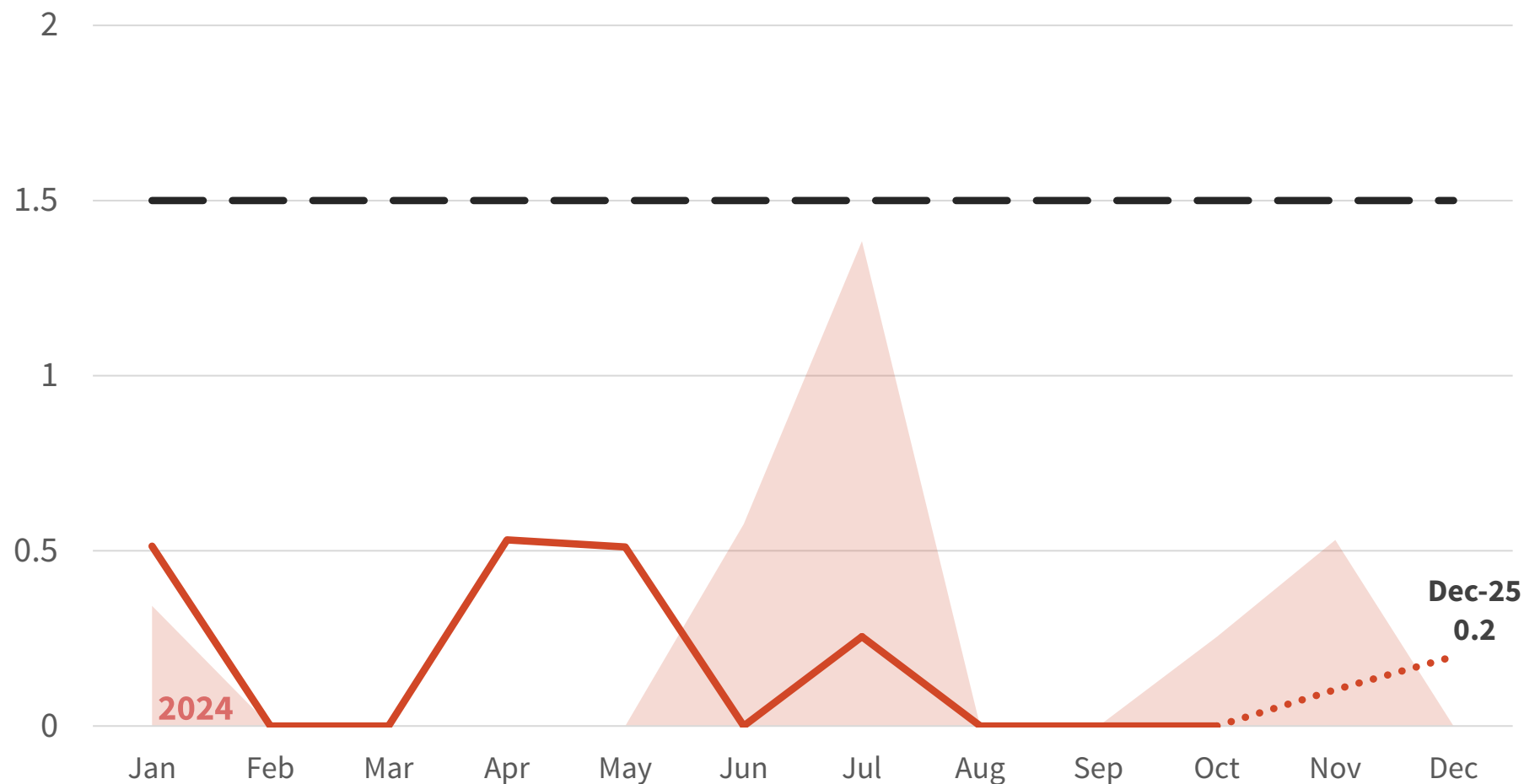
MAX

Preventative Maintenance Compliance



MAX

Preventable Collisions per 100K Miles



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

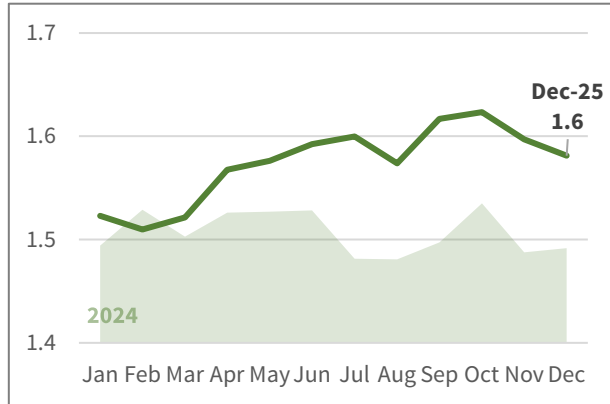


Above target or prior year is favorable

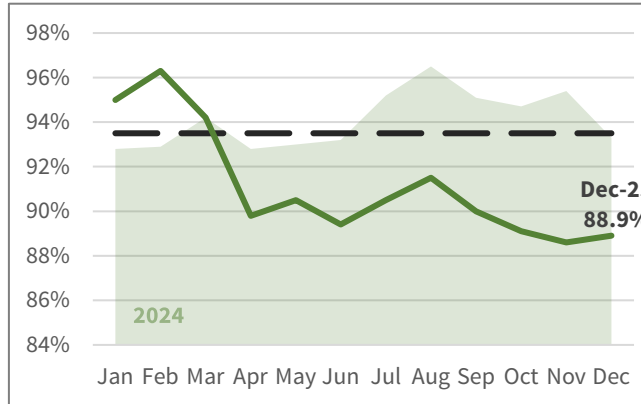


Below target is favorable

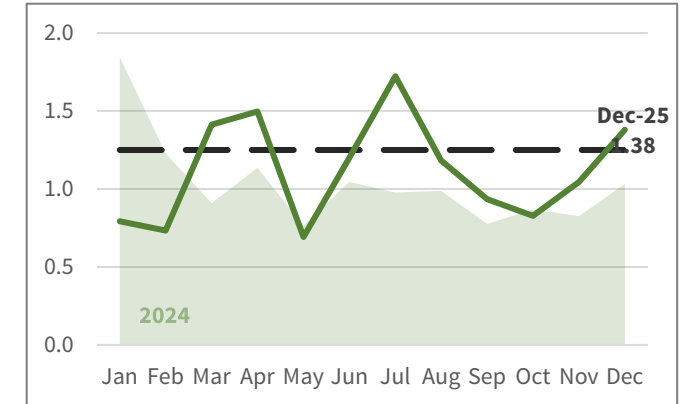
Boarding Rides per Revenue Hour



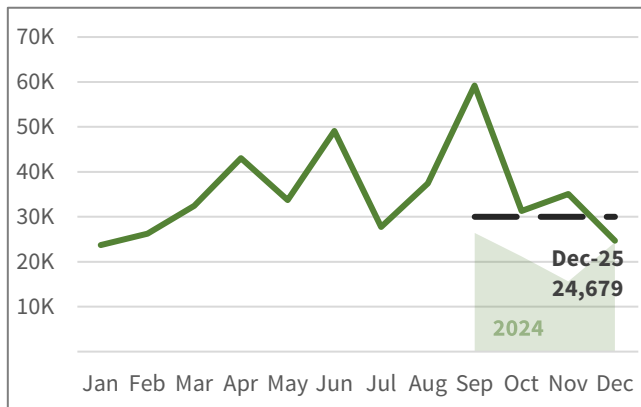
On-Time Performance



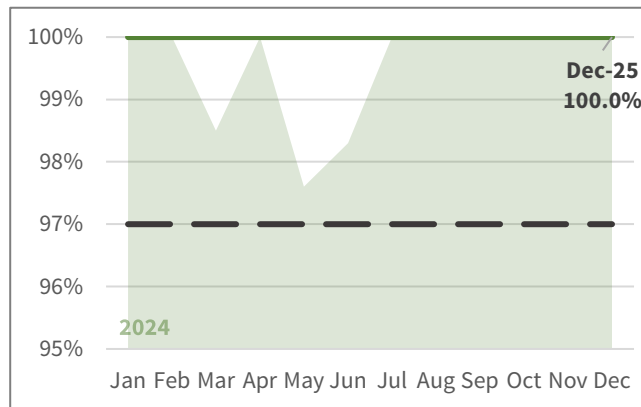
Complaints per 1K Boardings



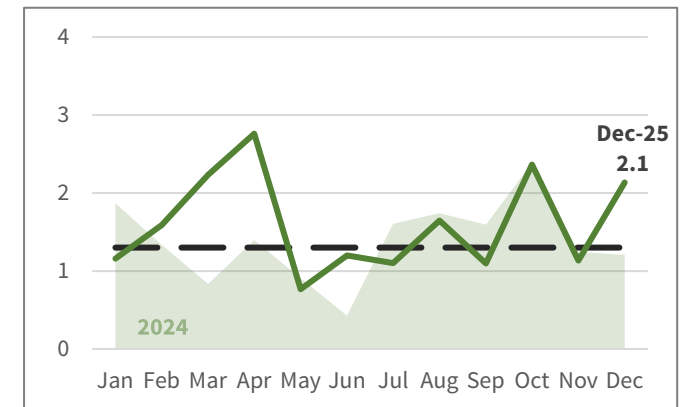
Mean Distance Between Failure



Preventative Maintenance Compliance

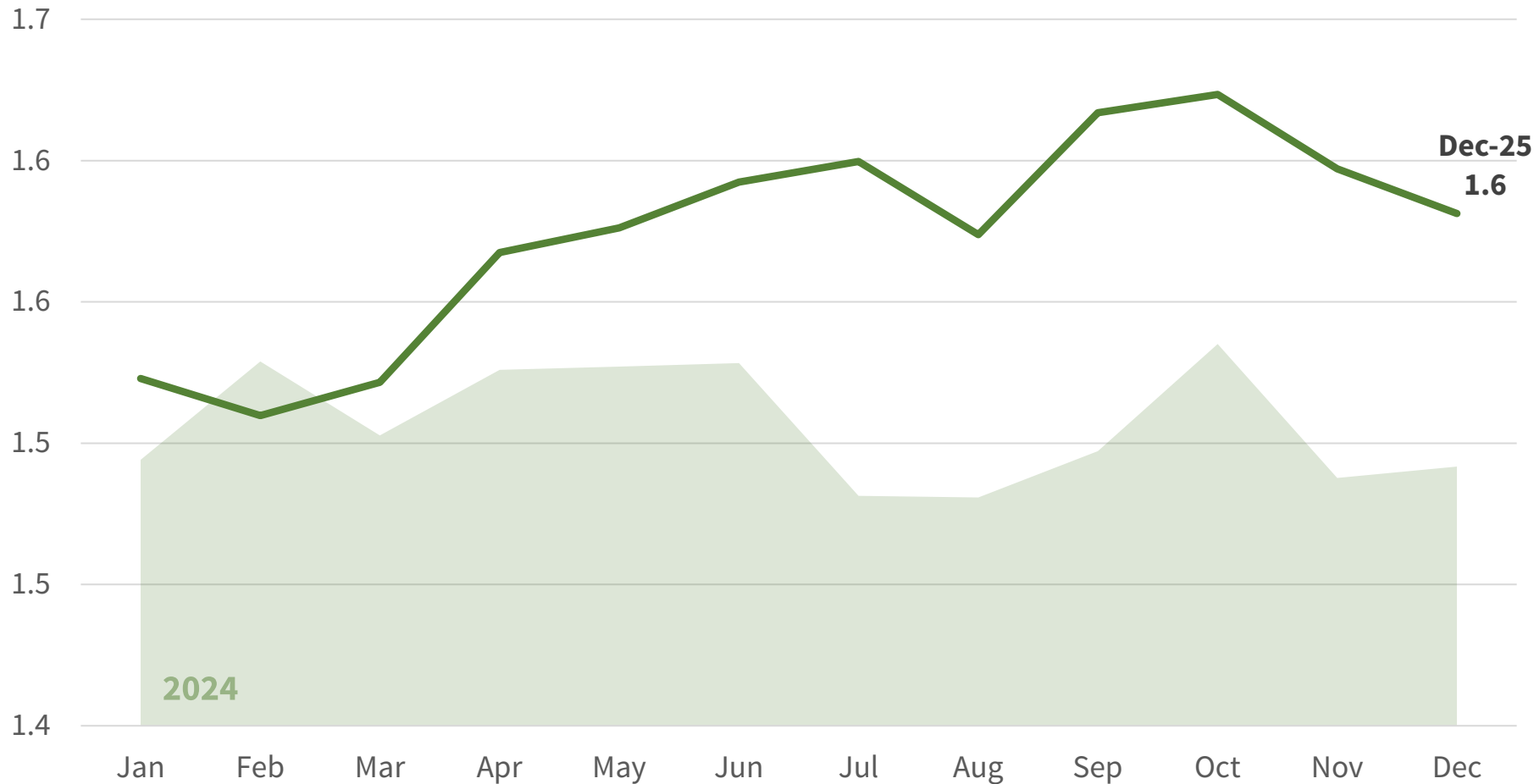


Preventable Collision per 100K Miles



ATP

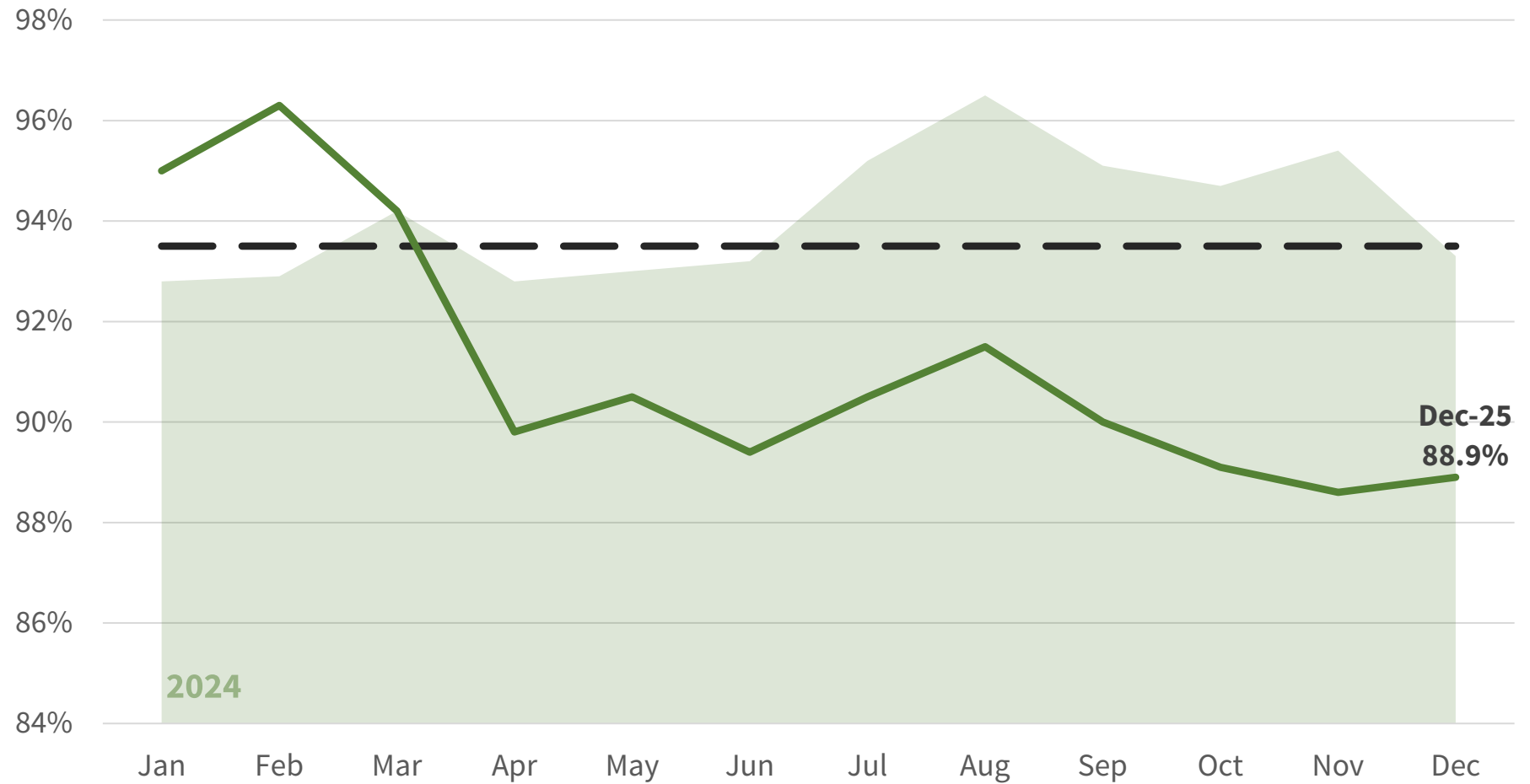
Boarding Rides per Revenue Hour



Paratransit only, Supplemental service excluded

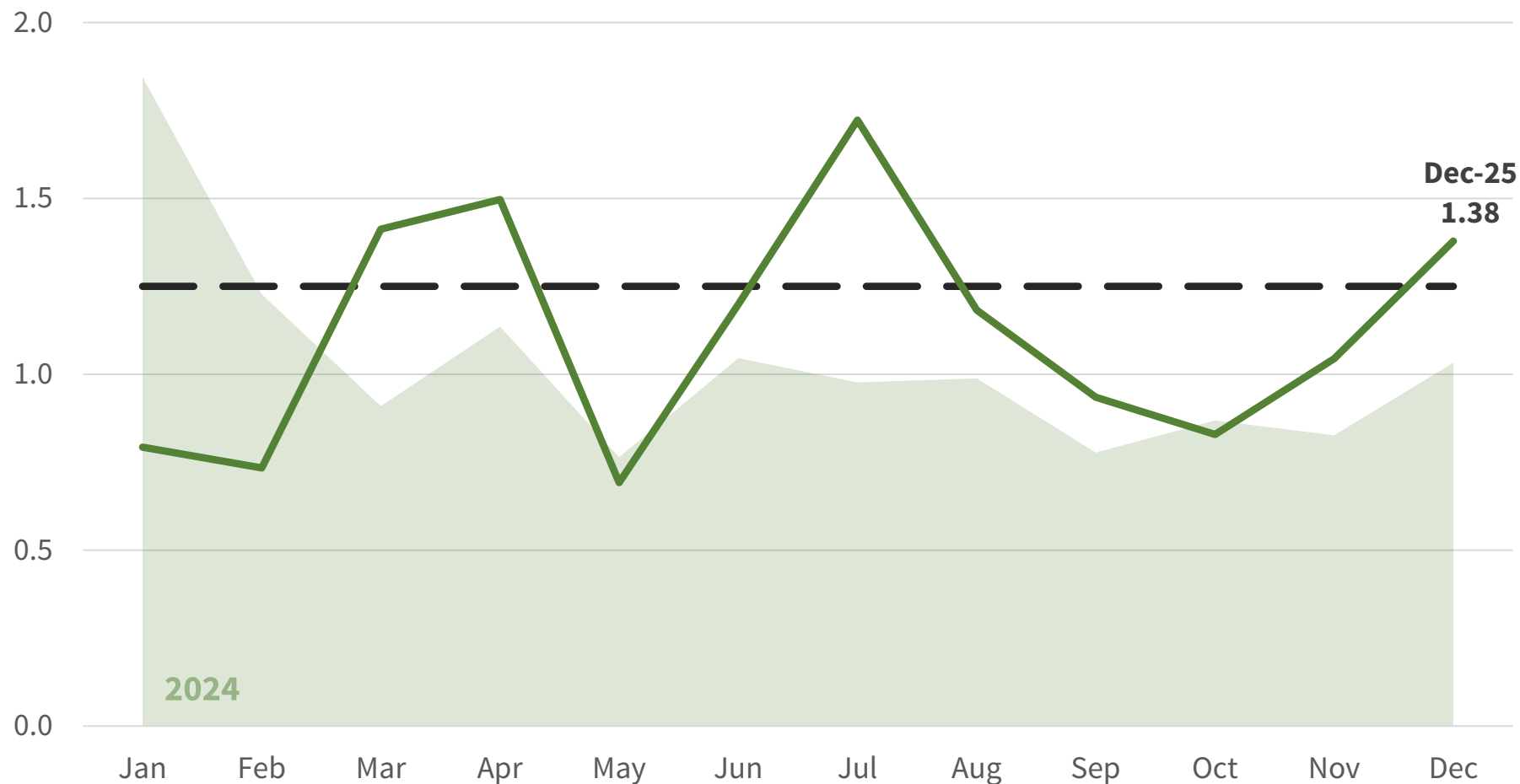
ATP

On-Time Performance



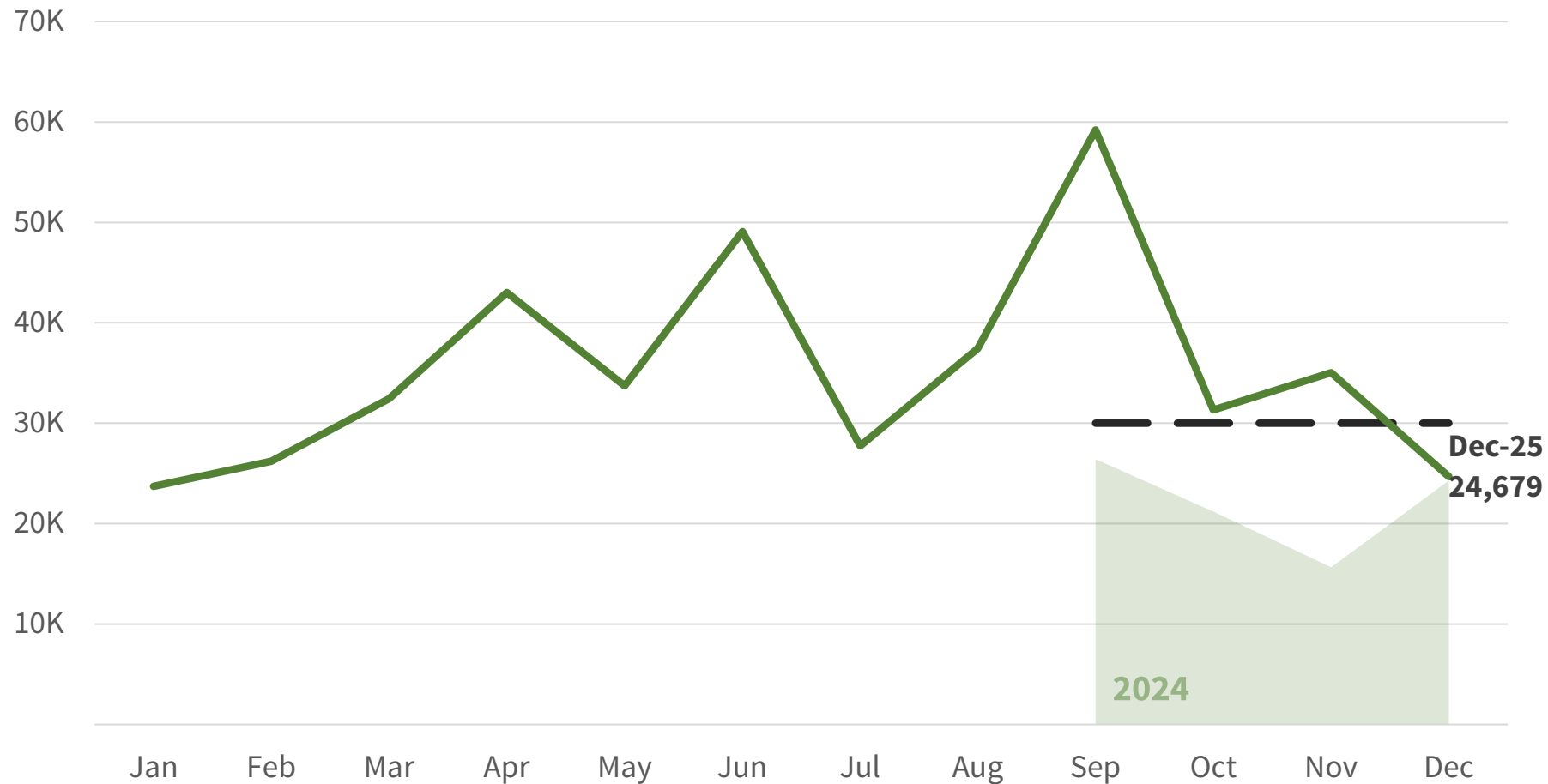
ATP

Complaints per 1K Boardings



ATP

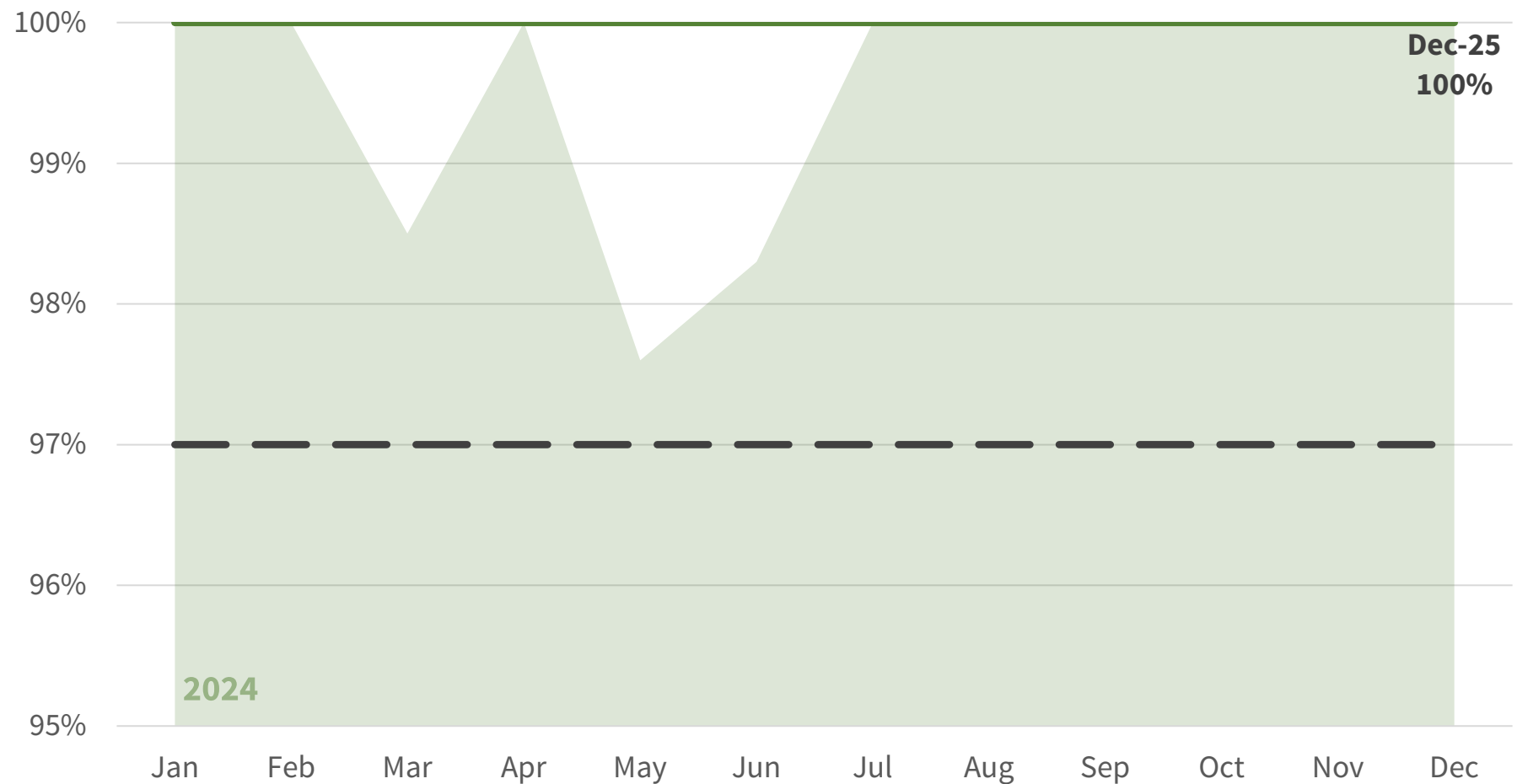
Mean Distance Between Failure



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

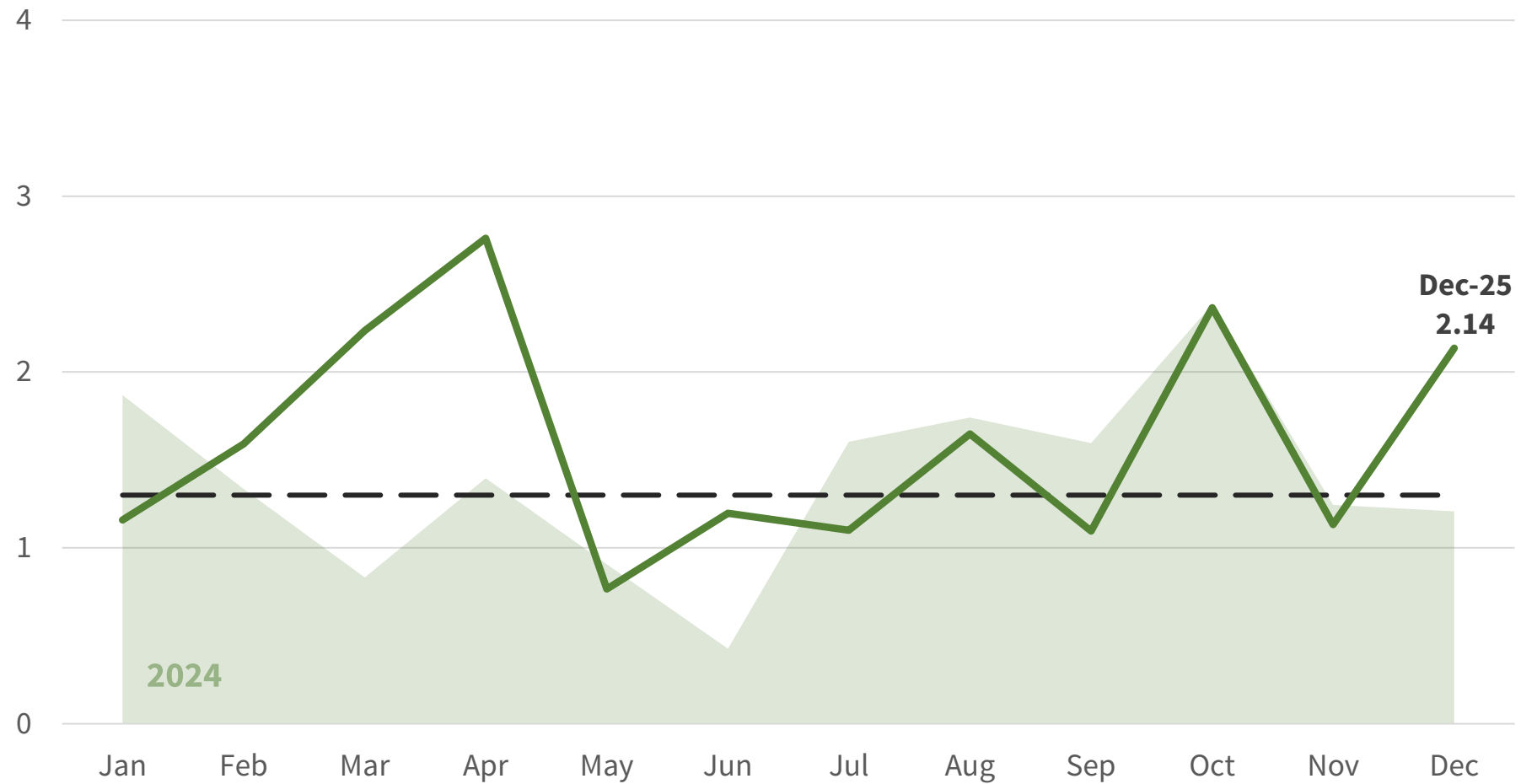
ATP

Preventative Maintenance Compliance



ATP

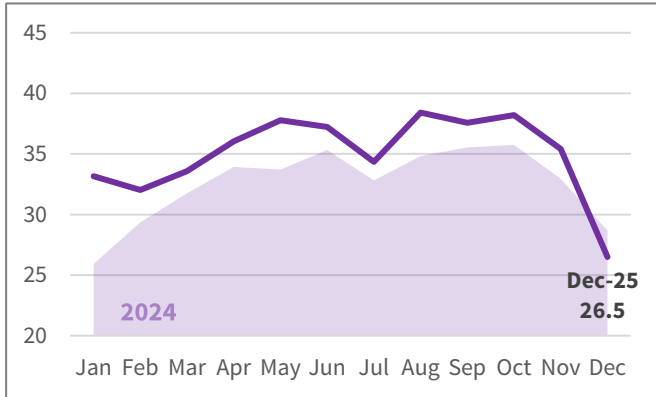
Preventable Collisions per 100K Miles



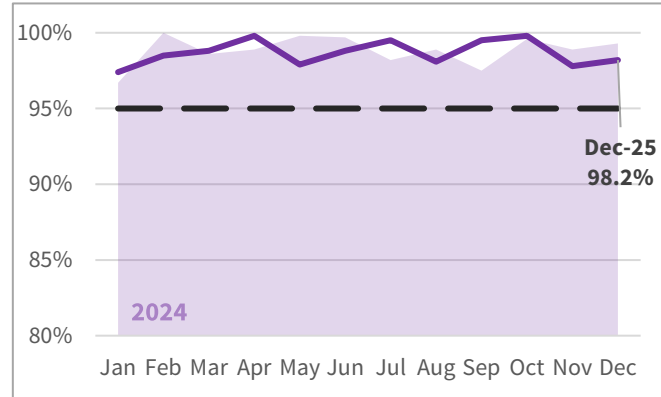


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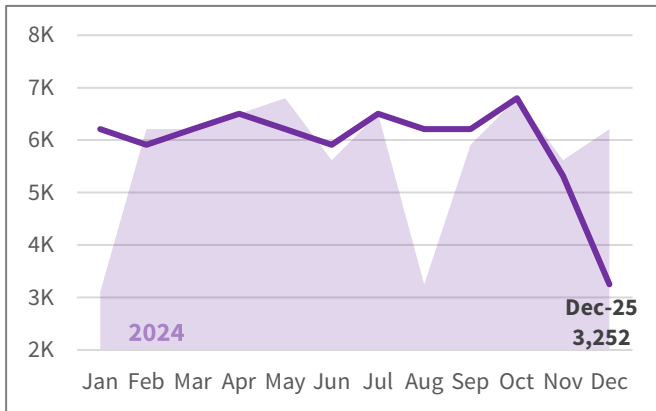
Boarding Rides per Revenue Hour



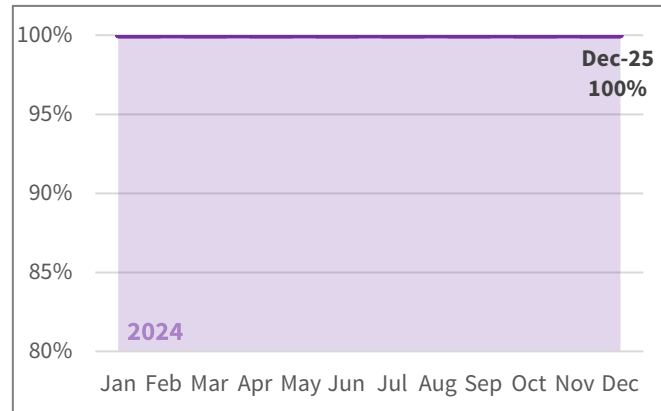
On-Time Performance



Mean Distance Between Failure

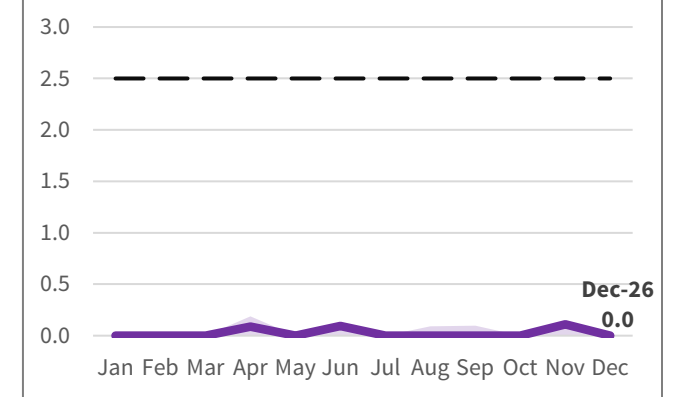


Preventative Maintenance Compliance

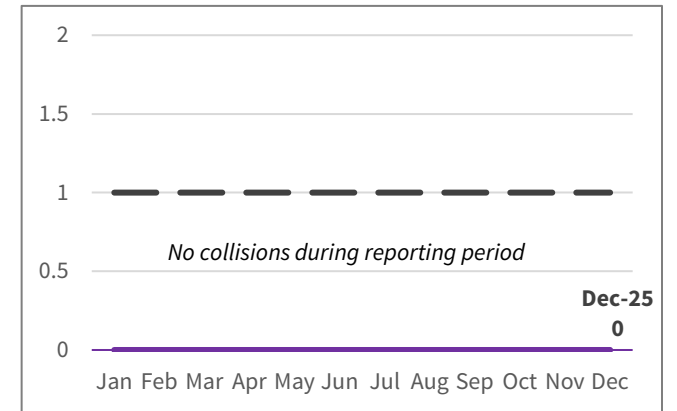


Below target is favorable

Complaints per 1K Boardings

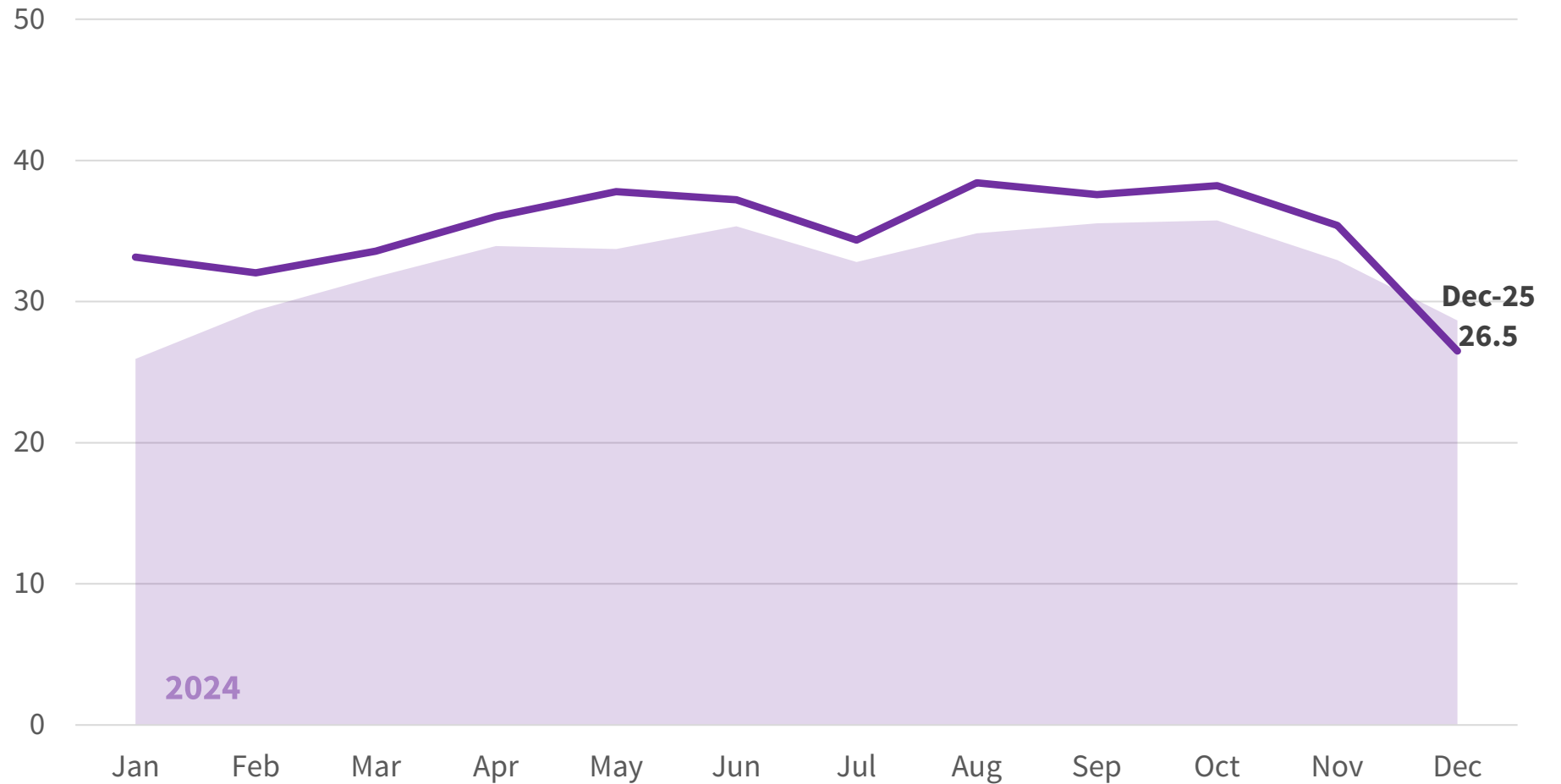


Preventable Collisions per 100K miles



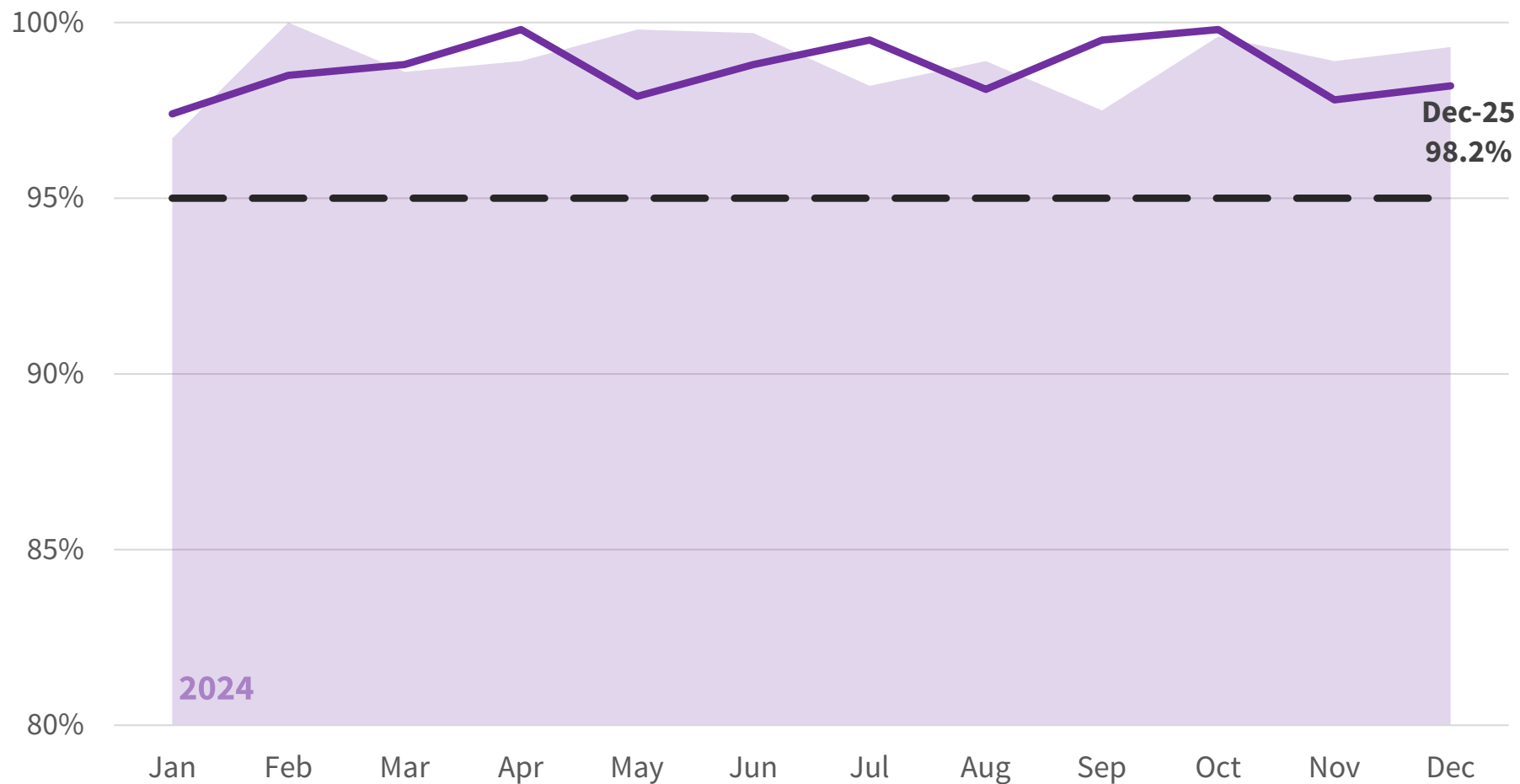
WES

Boarding Rides per Revenue Hour



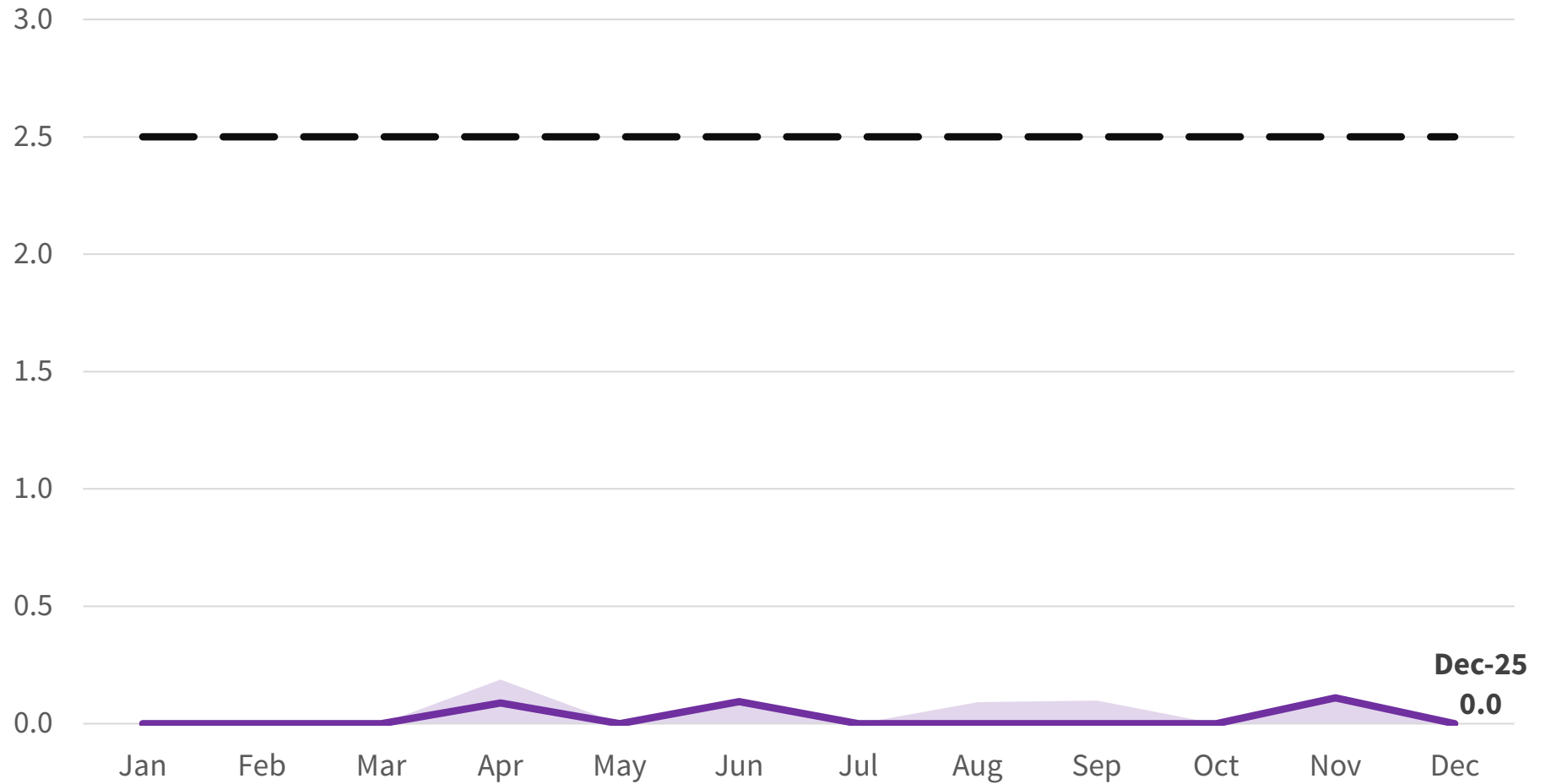
WES

On-Time Performance



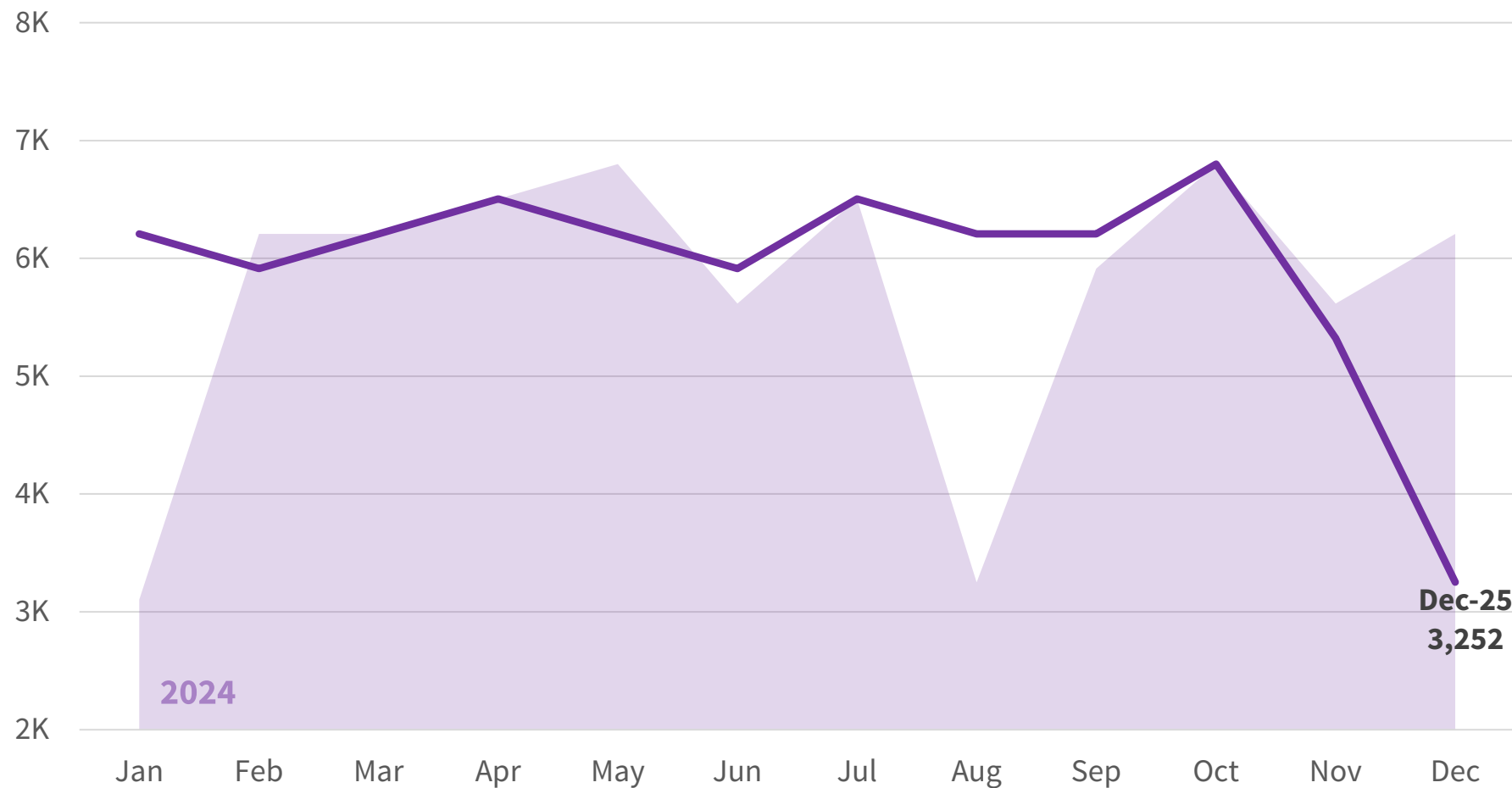
WES

Complaints per 100K Boardings



WES

Mean Distance Between Failure



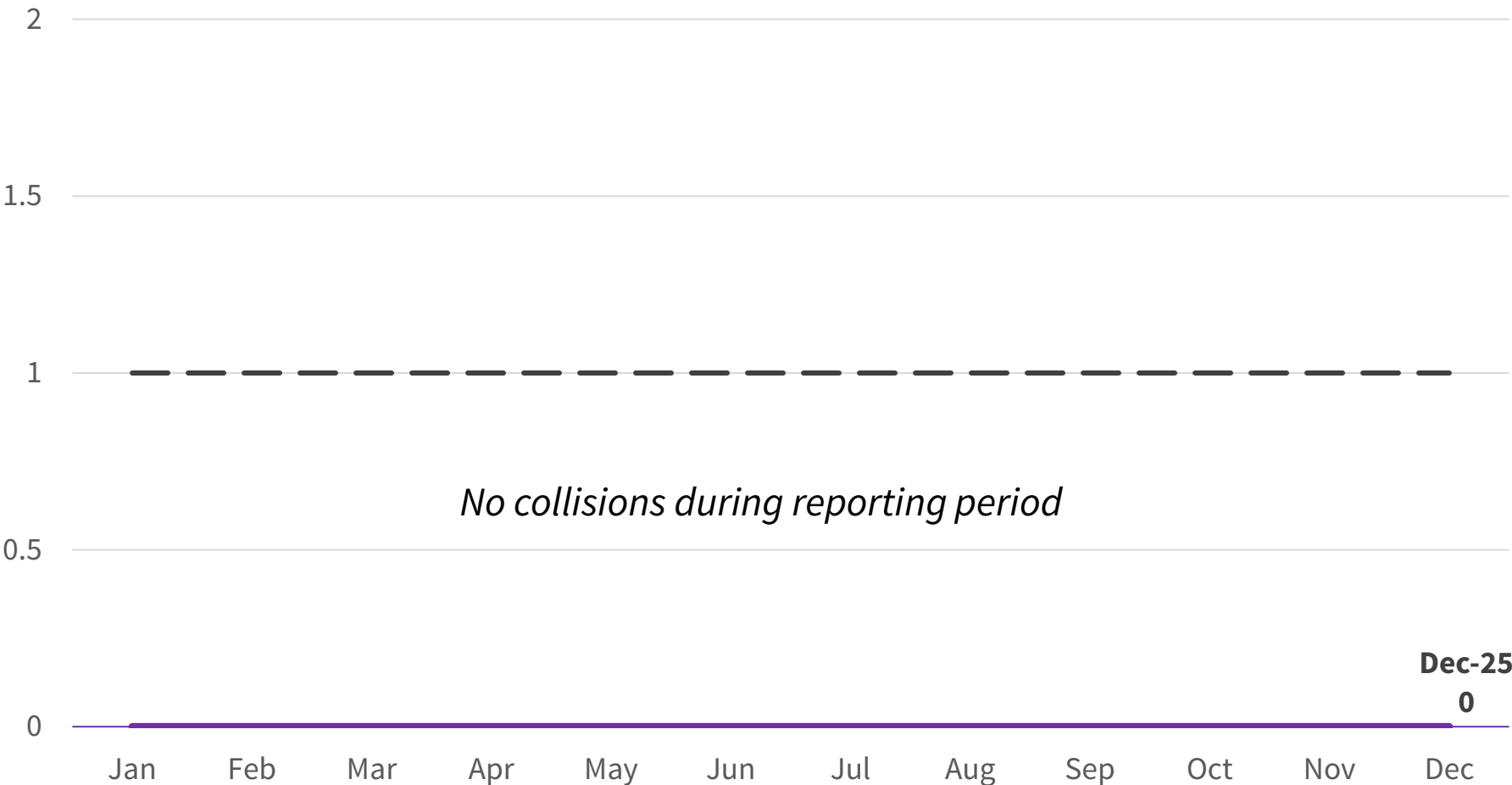
WES

Preventative Maintenance Compliance



WES

Preventable Collisions per 100K Miles



Monthly
performance:
12-month lookahead

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. If no failures occurred, monthly mileage 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
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%	78.6%	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%	78.0%	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%	82.8%	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%	82.2%	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%	81.7%	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%	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	2.0	100.0%	10,764	Jul25	2,002,179	73.8	23,994	99.9%	82.9%	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	0.3	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	1.7	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	0.3	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	1.4*	100.0%	12,046	Nov25	1,692,739	65.1	22,969	99.9%	87.6%	97.8%	1.9	0.1*	95.9%	9,919
Dec25	3,438,059	21.0	144,420	99.5%	87.4%	98.4%	10.6	1.5*	99.5%	9,229	Dec25	1,766,891	67.4	23,895	99.6%	89.1%	96.6%	2.2	0.2*	89.5%	10,041
Avg	3,595,044	21.8	141,346	99.5%	86.4%	98.0%	9.6	1.2	99.9%	9,873	Avg	1,838,491	69.8	23,648	99.3%	83.4%	96.4%	1.6	0.1	96.0%	10,474
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%	-
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	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%	6,504
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%	6,208
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%	6,208
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%	6,800
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%	5,322
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%	3,252
Avg	66,728	1.57	61,667	100.0%	91.2%	98.2%	1.1	1.6	100.0%	35,303	Avg	10,457	35.0	420	100.0%	98.7%	98.7%	0.0	0.0	100.0%	5,937