

**Date:** September 16, 2026

**To:** General Manager  
Board of Directors

**From:** Timothy Kea, Program Manager, Financial Systems  
Budget & Forecast Department

**Subject:** August 2026 Monthly Performance Report

---

Monthly system-wide ridership was 5.7 million, a 2.3% increase from last August. Passenger revenue increased by 10.9%, and system costs per boarding decreased by -2.5%, from \$9.43 to \$9.19, compared to August 2025. Monthly Streetcar ridership decreased by -13.9% compared to last year.

1. Weekly system ridership increased by 2.1% in August compared to the previous year. Weekly ridership increased by 2.3% on bus, 1.8% on MAX, 4.9% on WES, and 2.2% on LIFT/Cab/TNC compared to last August.
2. Weekday fixed route ridership was 197,048 in August, an increase of 0.7% compared to the prior year. Ridership increased by 1.1% on bus, 4.9% on WES, but decreased by -0.1% on MAX compared to last August. Weekend fixed route ridership increased by 6.8% on bus and 7.9% on MAX compared to the same time last year.
3. The five MAX lines averaged 64,765 weekday ridership, 61,794 Saturday ridership, and 50,979 Sunday ridership in August. Weekday ridership on the five MAX lines averaged 25,766 on the Blue Line, 17,473 on the Red Line, 7,984 on the Yellow Line, 8,486 on the Green Line, and 5,056 on the Orange Line. Total MAX ridership decreased -0.1% during the weekday peak and -0.2% during weekday off-peak periods, resulting in a -0.1% decrease in weekday MAX ridership compared to last August.

MAX weekend ridership increased by 8.0% on Saturday and 7.8% on Sunday compared to the same time last year.

Total MAX weekly ridership in August increased by 1.8% compared to last year.

4. Bus ridership averaged 131,708 on weekdays, 100,977 on Saturdays, and 87,370 on Sundays in August. Bus ridership increased 1.8% during weekday peak periods, and 0.5% during weekday off-peak periods, resulting in a 1.1% increase in weekday bus ridership compared to last year.

Bus weekend ridership increased by 7.3% on Saturday and 6.3% on Sunday compared to last year.

Total weekly bus ridership in August increased by 2.3% year over year.

Bus weekly ridership increased 2.7% on frequent routes and 1.2% on non-frequent routes compared to last August.

5. WES averaged 575 daily ridership in August, a 4.9% increase compared to the prior year. In August, WES operated with 3 late trains, 0 trains out of service, 0 missed pullouts, and 1 vehicle mechanical failure, resulting in 99.3% of trips made on time. WES runs every 45 minutes on weekdays during the morning and afternoon rush hours. It is considered On-Time if it arrives at the destination platform (Beaverton TC to Wilsonville) within 4 minutes of the published arrival time.
6. Weekly LIFT/Cab/TNC ridership increased by 2.2% in August. Weekday ridership increased by 1.4% and weekend ridership increased by 7.4% compared to the prior year.
7. August passenger revenues were \$5.8 million, an increase of 10.9% compared to last year.
8. Fixed Route Operating costs/boarding ride measure the direct cost of providing each ride. Operating costs include labor, energy, and expendable supplies used to provide transit service and maintain vehicles and plant facilities. The average fixed route operating costs per boarding decreased from \$8.53 to \$8.26, or -3.2%, compared to August 2025.
9. Weekday Streetcar ridership averaged 1,631 on A-Loop, 1,864 on B-Loop, and 5,391 on the North South (NS) line, a decrease of -4.5% on A-Loop, -2.8% on B-Loop, and -22.7% on NS, compared to August 2025.

In August, Streetcar's On-Time Performance for the A-Loop, B-Loop, and NS line was 77.0%, 70.0%, and 78.0%, respectively. The City of Portland owns the Streetcar, and TriMet operates it.

## SYSTEM RIDERSHIP SUMMARY

| Measure                      | Aug 26         | Aug 25         | % Change    | FY27-TD        | FY26-TD        | % Change    |
|------------------------------|----------------|----------------|-------------|----------------|----------------|-------------|
| <b>Avg Weekday Boardings</b> |                |                |             |                |                |             |
| <b><u>Fixed Route</u></b>    |                |                |             |                |                |             |
| Bus-Other Service            | 36,497         | 36,806         | -0.8%       | 37,300         | 36,700         | 1.6%        |
| Bus-Frequent Service*        | <u>95,211</u>  | <u>93,522</u>  | 1.8%        | <u>95,503</u>  | <u>94,480</u>  | 1.1%        |
| Subtotal All Bus             | 131,708        | 130,328        | 1.1%        | 132,802        | 131,180        | 1.2%        |
| MAX                          | 64,765         | 64,857         | -0.1%       | 64,945         | 66,540         | -2.4%       |
| Commuter Rail                | <u>575</u>     | <u>548</u>     | 4.9%        | <u>554</u>     | <u>520</u>     | 6.5%        |
| Fixed Route Total            | 197,048        | 195,733        | 0.7%        | 198,301        | 198,240        | 0.0%        |
| <b><u>Paratransit</u></b>    |                |                |             |                |                |             |
| LIFT, Cabs & TNC**           | 2,705          | 2,668          | 1.4%        | 2,691          | 2,684          | 0.3%        |
| <b>System Total</b>          | <b>199,753</b> | <b>198,401</b> | <b>0.7%</b> | <b>200,991</b> | <b>200,924</b> | <b>0.0%</b> |

### Avg Weekly Boardings

|                             |                  |                  |             |                  |                  |             |
|-----------------------------|------------------|------------------|-------------|------------------|------------------|-------------|
| <b><u>Fixed Route</u></b>   |                  |                  |             |                  |                  |             |
| Bus-Other Service           | 227,172          | 224,521          | 1.2%        | 231,379          | 224,121          | 3.2%        |
| Bus-Frequent Service*       | <u>619,715</u>   | <u>603,430</u>   | 2.7%        | <u>620,545</u>   | <u>609,329</u>   | 1.8%        |
| Subtotal All Bus            | 846,887          | 827,951          | 2.3%        | 851,924          | 833,450          | 2.2%        |
| MAX                         | 436,598          | 428,781          | 1.8%        | 434,508          | 441,137          | -1.5%       |
| Commuter Rail               | <u>2,875</u>     | <u>2,740</u>     | 4.9%        | <u>2,770</u>     | <u>2,595</u>     | 6.7%        |
| Fixed Route Total           | 1,286,360        | 1,259,472        | 2.1%        | 1,289,201        | 1,277,181        | 0.9%        |
| Frequent Bus % of Total Bus | 73.2%            | 72.9%            | 0.3%        | 72.8%            | 73.1%            | -0.3%       |
| <b><u>Paratransit</u></b>   |                  |                  |             |                  |                  |             |
| LIFT, Cabs & TNC            | 15,837           | 15,493           | 2.2%        | 15,707           | 15,571           | 0.9%        |
| <b>System Total</b>         | <b>1,302,197</b> | <b>1,274,965</b> | <b>2.1%</b> | <b>1,304,908</b> | <b>1,292,752</b> | <b>0.9%</b> |

### Operations Cost / Boarding Ride \*\*\*

|                           |               |               |               |               |               |              |
|---------------------------|---------------|---------------|---------------|---------------|---------------|--------------|
| <b><u>Fixed Route</u></b> |               |               |               |               |               |              |
| Bus-Other Service         | \$10.45       | \$10.61       | -1.51%        | \$10.33       | \$10.45       | -1.15%       |
| Bus-Frequent Service*     | \$6.50        | \$6.46        | 0.62%         | \$6.39        | \$6.29        | 1.59%        |
| Subtotal All Bus          | \$7.55        | \$7.58        | -0.40%        | \$7.46        | \$7.40        | 0.81%        |
| MAX                       | \$9.20        | \$9.97        | -7.72%        | \$8.86        | \$8.92        | -0.67%       |
| Commuter Rail             | \$76.80       | \$72.19       | 6.39%         | \$87.33       | \$79.06       | 10.46%       |
| Fixed Route Total         | \$8.26        | \$8.53        | -3.17%        | \$8.10        | \$8.07        | 0.37%        |
| <b><u>Paratransit</u></b> |               |               |               |               |               |              |
| LIFT, Cabs & TNC          | \$85.69       | \$83.89       | 2.15%         | \$83.89       | \$80.75       | 3.89%        |
| <b>System Total</b>       | <b>\$9.19</b> | <b>\$9.43</b> | <b>-2.55%</b> | <b>\$9.01</b> | <b>\$8.93</b> | <b>0.90%</b> |

\* Frequent Bus lines are those operating at headways of 15 minutes or less.

All other bus lines, plus special services are included under "Other Bus Services".

\*\* Transportation Network Company (TNC eff. FY2024)

\*\*\* Operations Cost: Expenses for labor, energy and expendable supplies required to provide transit service and maintain vehicles and plant facilities. Does not include General and Administrative, interest or depreciation.

## KEY INDICATOR PERFORMANCE REPORT (FIXED ROUTE)

|                                                             | Aug 26   | Aug 25   | % Change | FY27-TD  | FY26-TD  | % Change |
|-------------------------------------------------------------|----------|----------|----------|----------|----------|----------|
| <b><u>Ridership (Bus, MAX, WES)</u></b>                     |          |          |          |          |          |          |
| Avg. Weekday Boarding Rides                                 | 197,048  | 195,700  | 0.69%    | 198,300  | 198,240  | 0.03%    |
| Avg. Weekday Originating Rides                              | 167,328  | 170,063  | -1.61%   | 168,230  | 171,570  | -1.95%   |
| Monthly Boarding Rides/Rev. Hour                            | 37.71    | 36.03    | 4.66%    | 37.39    | 36.57    | 2.25%    |
| <b><u>Revenue &amp; Cost Efficiency (Bus, MAX, WES)</u></b> |          |          |          |          |          |          |
| Passenger Revenue/System Cost                               | 10.06%   | 8.52%    | 1.55%    | 9.98%    | 8.84%    | 1.13%    |
| System Cost/Boarding Ride                                   | \$10.02  | \$10.83  | -7.48%   | \$10.00  | \$10.30  | -2.91%   |
| System Cost/Vehicle Hour<br>(Adj. CPI to Prior Year)        | \$265.72 | \$288.05 | -7.75%   | \$263.41 | \$277.96 | -5.23%   |
| <b><u>Labor Productivity (Bus, MAX, WES)</u></b>            |          |          |          |          |          |          |
| Bus & Rail Operator<br>Attendance                           | 86.60%   | 87.16%   | -0.56%   | 86.56%   | 86.93%   | -0.37%   |
| Bus & Rail Maintenance<br>Attendance                        | 92.11%   | 92.47%   | -0.35%   | 92.20%   | 92.87%   | -0.67%   |
| WES Maintenance & Admin<br>Attendance                       | 90.93%   | 81.26%   | 9.67%    | 90.44%   | 81.34%   | 9.10%    |
| Weekly Boarding Rides<br>Per Full Time Employee             | 399.5    | 350.2    | 14.09%   | 397.9    | 354.7    | 12.20%   |
| <b><u>Service Supplied (Bus, MAX, WES)</u></b>              |          |          |          |          |          |          |
| Bus Miles Between Mechanical<br>Failures - Lost Service     | 11,028   | 10,111   | 9.07%    | 12,654   | 10,438   | 21.23%   |
| Bus Collisions/100,000 Miles                                | 2.60     | 2.90     | -10.34%  | 3.00     | 3.00     | 0.00%    |
| Bus % Maintained Pullouts                                   | 100.00%  | 99.99%   | 0.01%    | 100.00%  | 99.99%   | 0.01%    |
| Bus On-Time Performance(1)                                  | 86.30%   | 85.10%   | 1.20%    | 86.35%   | 85.05%   | 1.30%    |
| MAX Car Miles/Svc Delay Defects(2)                          | 15,699   | 10,659   | 47.29%   | 14,447   | 10,006   | 44.38%   |
| MAX Collisions/100,000 Miles                                | 2.10     | 2.30     | -8.70%   | 2.20     | 2.45     | -10.20%  |
| MAX % Maintained Pullouts                                   | 99.01%   | 99.94%   | -0.93%   | 99.22%   | 99.97%   | -0.75%   |
| MAX On-Time Performance(1)                                  | 89.60%   | 84.80%   | 4.80%    | 88.30%   | 84.25%   | 4.05%    |
| WES Miles/Relevant Failure                                  | 6,174    | 6,174    | 0.00%    | 6,468    | 6,321    | 2.33%    |
| WES Collisions                                              | 0.00     | 0.00     | N/A      | 0.00     | 0.00     | N/A      |
| WES % Maintained Trips                                      | 100.00%  | 100.00%  | 0.00%    | 100.00%  | 100.00%  | 0.00%    |
| WES On-Time Performance(1)                                  | 99.30%   | 98.10%   | 1.20%    | 99.30%   | 98.80%   | 0.50%    |

(1) By departures at route timepoints

(2) Eff. Jan 2017, MAX car miles divided by in-service delays(>5 mins w/mech incident) and mainline failures(out of service). **ii**

| STREETCAR PERFORMANCE REPORT (1) |               |               |               | 12 Month Average |               |               |
|----------------------------------|---------------|---------------|---------------|------------------|---------------|---------------|
| Streetcar Operation              | Aug 26        | Jul 26        | Aug 25        | This Year        | Prev. Year    | % Change      |
| <b>Average Weekday Ridership</b> |               |               |               |                  |               |               |
| A-Loop Boardings                 | 1,631         | 1,743         | 1,707         | 1,563            | 1,695         | -7.8%         |
| B-Loop Boardings                 | 1,864         | 1,937         | 1,917         | 1,696            | 1,758         | -3.5%         |
| North South Line Boardings       | 5,391         | 5,815         | 6,976         | 5,046            | 5,120         | -1.4%         |
| <b>Average Weekend Ridership</b> |               |               |               |                  |               |               |
| A-Loop Boardings                 | 3,188         | 3,488         | 3,386         | 2,945            | 3,040         | -3.1%         |
| B-Loop Boardings                 | 3,493         | 3,466         | 3,701         | 2,916            | 2,963         | -1.6%         |
| North South Line Boardings       | 8,275         | 11,546        | 9,088         | 7,144            | 6,665         | 7.2%          |
| <b>Average Weekly Ridership</b>  |               |               |               |                  |               |               |
| A-Loop Boardings                 | 11,343        | 12,203        | 11,921        | 10,760           | 11,515        | -6.6%         |
| B-Loop Boardings                 | 12,813        | 13,151        | 13,286        | 11,398           | 11,754        | -3.0%         |
| North South Line Boardings       | 35,230        | 40,621        | 43,968        | 32,375           | 32,265        | 0.3%          |
| <b>Monthly Ridership</b>         |               |               |               |                  |               |               |
| A-Loop Boardings                 | 50,191        | 54,041        | 52,777        | 46,758           | 50,006        | -6.5%         |
| B-Loop Boardings                 | 56,609        | 58,415        | 58,762        | 49,446           | 50,901        | -2.9%         |
| North South Line Boardings       | 154,586       | 179,929       | 191,936       | 140,196          | 139,221       | 0.7%          |
| A-Loop Boardings/Rev Hour        | 39.5          | 41.8          | 37.5          | 34.9             | 36.0          | -3.1%         |
| B-Loop Boardings/Rev Hour        | 46.1          | 46.2          | 39.4          | 36.4             | 36.3          | 0.1%          |
| North South Boardings/Rev Hour   | 43.2          | 49.4          | 53.0          | 38.9             | 50.4          | -22.8%        |
| System Boardings/Rev Hour        | 43.0          | 47.2          | 46.5          | 37.2             | 43.0          | -13.4%        |
| <b>Service</b>                   |               |               |               |                  |               |               |
| Vehicle Revenue Hours            | 6,080         | 6,198         | 6,521         | 6,350            | 5,589         | 13.6%         |
| Vehicle Revenue Miles            | 30,974        | 31,696        | 31,560        | 31,391           | 30,642        | 2.4%          |
| <b>Service Quality</b>           |               |               |               |                  |               |               |
| A-Loop On-Time Performance       | 77.00%        | 68.00%        | 80.00%        | 75.42%           | 77.75%        | -2.33%        |
| B-Loop On-Time Performance       | 70.00%        | 66.00%        | 74.00%        | 72.17%           | 71.17%        | 1.00%         |
| North South On-Time Performance  | 78.00%        | 75.00%        | 82.00%        | 79.33%           | 78.92%        | 0.42%         |
| <b>Operator Attendance</b>       | <b>81.61%</b> | <b>85.98%</b> | <b>83.26%</b> | <b>84.94%</b>    | <b>82.82%</b> | <b>2.12%</b>  |
| Excused Absence                  | 0.03%         | 0.31%         | 0.19%         | 0.23%            | 0.22%         | 0.01%         |
| Family Leave                     | 13.00%        | 9.01%         | 5.61%         | 8.71%            | 7.45%         | 1.25%         |
| Unexcused Absence                | 0.02%         | 0.00%         | 0.64%         | 0.29%            | 0.25%         | 0.04%         |
| Sick Leave                       | 3.18%         | 4.31%         | 10.19%        | 4.47%            | 7.06%         | -2.60%        |
| Industrial Injury                | 2.16%         | 0.00%         | 0.00%         | 1.12%            | 1.97%         | -0.85%        |
| Contractual Absence              | 0.00%         | 0.39%         | 0.10%         | 0.24%            | 0.23%         | 0.02%         |
| <b>Maintenance Attendance</b>    | <b>95.14%</b> | <b>92.83%</b> | <b>92.77%</b> | <b>92.50%</b>    | <b>94.04%</b> | <b>-1.54%</b> |
| Excused Absence                  | 0.08%         | 0.59%         | 0.23%         | 0.23%            | 0.09%         | 0.15%         |
| Family Leave                     | 1.29%         | 1.16%         | 3.07%         | 2.70%            | 2.54%         | 0.16%         |
| Unexcused Absence                | 0.04%         | 0.01%         | 0.00%         | 0.04%            | 0.01%         | 0.02%         |
| Sick Leave                       | 3.36%         | 3.28%         | 3.47%         | 2.43%            | 2.95%         | -0.52%        |
| Industrial Injury                | 0.08%         | 2.14%         | 0.08%         | 1.70%            | 0.02%         | 1.68%         |
| Contractual Absence              | 0.00%         | 0.00%         | 0.38%         | 0.39%            | 0.34%         | 0.02%         |
| <b>Overall Attendance</b>        | <b>85.00%</b> | <b>87.69%</b> | <b>85.65%</b> | <b>86.82%</b>    | <b>85.69%</b> | <b>1.13%</b>  |