TRI(G)MET

| Audited* | TRIMET SERVICE AND RIDERSHIP INFORMATION |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Updated: 9/26/2016 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Key Indicator | FY2000 | FY2001 | FY2002 | FY2003 | FY2004 | FY2005 | FY2006 | FY2007 | FY2008 | FY2009 | FY2010 | FY2011 | FY2012 | FY2013 | FY2014 | FY2015 | FY2016 |
| Originating Rides |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 45,956,400 | 47,905,200 | 48,148,800 | 47,790,000 | 48,394,800 | 48,373,200 | 47,732,400 | 47,463,600 | 48,186,000 | 49,970,400 | 45,492,000 | 43,622,926 | 44,512,567 | 45,220,800 | 45,131,280 | 47,023,200 | 45,061,200 |
| MAX | 17,652,000 | 18,579,600 | 21,218,400 | 21,801,600 | 22,890,000 | 26,641,200 | 27,214,800 | 28,406,400 | 29,396,400 | 29,370,000 | 32,037,600 | 34,373,474 | 35,203,333 | 32,638,800 | 30,254,400 | 29,870,400 | 31,766,400 |
| WES (1) | NA | NA | NA | NA | NA | $\underline{\text { NA }}$ | NA | NA | NA | 97,180 | 239,519 | 289,980 | 326,910 | 345,510 | 393,880 | 366,830 | 351,520 |
| Fixed Route: | 63,608,400 | 66,484,800 | 69,367,200 | 69,591,600 | 71,284,800 | 75,014,400 | 74,947,200 | 75,870,000 | 77,582,400 | 79,437,580 | 77,769,119 | 78,286,380 | 80,042,810 | 78,205,110 | 75,779,560 | 77,260,430 | 77,179,120 |
| LIFT/Cab | 735,792 | 781,956 | 845,496 | 918,948 | 958,248 | 1,026,156 | 1,050,144 | 1,084,056 | 1,122,036 | 1,088,446 | 1,072,704 | 1,063,942 | 1,062,874 | 1,037,700 | 1,036,824 | 1,042,272 | 1,064,568 |
| Total System: | 64,344,192 | 67,266,756 | 70,212,696 | 70,510,548 | 72,243,048 | 76,040,556 | 75,997,344 | 76,954,056 | 78,704,436 | 80,526,026 | 78,841,823 | 79,350,322 | 81,105,684 | 79,242,810 | 76,816,384 | 78,302,702 | 78,243,688 |
| Boarding Rides |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bus | 60,072,000 | 62,667,600 | 63,208,800 | 62,743,200 | 63,640,800 | 63,906,000 | 63,129,600 | 62,882,400 | 63,880,800 | 66,153,600 | 60,640,800 | 58,431,700 | 59,626,800 | 59,768,310 | 60,034,200 | 62,488,800 | 60,002,000 |
| MAX | 21,165,600 | 22,279,200 | 25,424,400 | 26,120,400 | 27,430,800 | 31,920,000 | 32,606,400 | 34,035,600 | 35,217,600 | 35,188,800 | 38,390,400 | 41,200,160 | 42,193,180 | 39,036,500 | 38,228,800 | 37,746,000 | 40,019,560 |
| WES (1) | NA | NA | NA | NA | NA | NA | NA | NA | NA | 124,346 | 305,844 | 370,800 | 418,090 | 442,120 | 512,270 | 476,976 | 457,210 |
| Fixed Route: | 81,237,600 | 84,946,800 | 88,633,200 | 88,863,600 | 91,071,600 | 95,826,000 | 95,736,000 | 96,918,000 | 99,098,400 | 101,466,746 | 99,337,044 | 100,002,660 | 102,238,070 | 99,246,930 | 98,775,270 | 100,711,776 | 100,478,770 |
| LIFT/Cab | 735,792 | 781,956 | 845,496 | 918,948 | 958,248 | 1,026,156 | 1,050,144 | 1,084,056 | 1,122,036 | 1,088,446 | 1,072,704 | 1,063,942 | 1,062,874 | 1,037,700 | 1,036,824 | 1,042,272 | 1,064,562 |
| Total System: | 81,973,392 | 85,728,756 | 89,478,696 | 89,782,548 | 92,029,848 | 96,852,156 | 96,786,144 | 98,002,056 | 100,220,436 | 102,555,192 | 100,409,748 | 101,066,602 | 103,300,944 | 100,284,630 | 99,812,094 | 101,754,048 | 101,543,332 |
| Avg. Wkd. Originating Rides |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bus | 153,600 | 159,900 | 160,100 | 157,900 | 159,000 | 159,000 | 157,600 | 156,000 | 157,400 | 163,400 | 148,600 | 142,900 | 145,500 | 147,900 | 147,100 | 153,200 | 146,000 |
| MAX | 53,800 | 57,700 | 64,500 | 65,800 | 69,300 | 80,200 | 82,500 | 86,100 | 88,800 | 88,900 | 96,800 | 104,800 | 107,400 | 100,000 | 94,000 | 92,700 | 98,100 |
| WES | NA | NA | NA | NA | NA | NA | NA | NA | NA | 918 | 938 | 1,133 | 1,282 | 1,359 | 1,544 | 1,438 | 1,368 |
| Fixed Route: | 207,400 | 217,600 | 224,600 | 223,700 | 228,300 | 239,200 | 240,100 | 242,100 | 246,200 | 253,218 | 246,338 | 248,833 | 254,182 | 249,259 | 242,644 | 247,338 | 245,468 |
| LIFT/Cab | 2,559 | 2,731 | 2,931 | 3,146 | 3,248 | 3,476 | 3,570 | 3,677 | 3,786 | 3,685 | 3,643 | 3,612 | 3,606 | 3,556 | 3,566 | 3,587 | 3,655 |
| Total System: | 209,959 | 220,331 | 227,531 | 226,846 | 231,548 | 242,676 | 243,670 | 245,777 | 249,986 | 256,903 | 249,981 | 252,445 | 257,788 | 252,815 | 246,210 | 250,925 | 249,123 |
| Avg. Wkd. Boarding Rides |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bus | 200,200 | 208,700 | 209,400 | 206,600 | 208,400 | 209,200 | 207,400 | 205,700 | 207,600 | 215,300 | 196,900 | 190,300 | 193,800 | 194,000 | 194,800 | 202,800 | 193,592 |
| MAX | 65,100 | 69,800 | 78,000 | 79,600 | 83,800 | 97,000 | 99,800 | 104,200 | 107,400 | 107,600 | 117,100 | 126,700 | 130,000 | 121,000 | 118,400 | 116,800 | 123,700 |
| WES | NA | NA | NA | NA | NA | NA | NA | NA | NA | 1,175 | 1,200 | 1,449 | 1,639 | 1,739 | 2,008 | 1,869 | 1,779 |
| Fixed Route: | 265,300 | 278,500 | 287,400 | 286,200 | 292,200 | 306,200 | 307,200 | 309,900 | 315,000 | 324,075 | 315,200 | 318,449 | 325,439 | 316,739 | 315,208 | 321,469 | 319,071 |
| LIFT/Cab | 2,559 | 2,731 | 2,931 | 3,146 | 3,248 | 3,476 | 3,570 | 3,677 | 3,786 | 3,685 | 3,643 | 3,612 | 3,606 | 3,556 | 3,566 | 3,587 | 3,655 |
| Total System: | 267,859 | 281,231 | 290,331 | 289,346 | 295,448 | 309,676 | 310,770 | 313,577 | 318,786 | 327,760 | 318,843 | 322,061 | 329,045 | 320,295 | 318,774 | 325,056 | 322,726 |
| Vehicle Hours |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bus | 2,009,148 | 2,032,944 | 2,048,484 | 2,049,156 | 2,047,932 | 2,033,544 | 1,953,420 | 1,967,016 | 1,984,560 | 2,010,600 | 1,919,724 | 1,768,620 | 1,758,936 | 1,753,944 | 1,806,744 | 1,898,292 | 1,988,100 |
| MAX (train) | 143,100 | 144,672 | 183,648 | 192,516 | 201,240 | 245,256 | 238,704 | 239,400 | 246,504 | 255,180 | 270,732 | 264,276 | 268,512 | 266,676 | 271,476 | 271,800 | 310,920 |
| WES | NA | NA | NA | NA | NA | NA | NA | NA | NA | 2,269 | 5,478 | 5.496 | 5,460 | 5,436 | 5,460 | 5,457 | 5,498 |
| Fixed Route: | 2,152,248 | 2,177,616 | 2,232,132 | 2,241,672 | 2,249,172 | 2,278,800 | 2,192,124 | 2,206,416 | 2,231,064 | 2,268,049 | 2,195,934 | 2,038,392 | 2,032,908 | 2,026,056 | 2,083,680 | 2,175,549 | 2,304,518 |
| LIFT/Cab (2) | 397,216 | 422,812 | 456,389 | 485,659 | 513,625 | 554,507 | 578,184 | 601,674 | 623,150 | 619,204 | 593,030 | 582,804 | 577,709 | 567,202 | 572,866 | 580,777 | 612,565 |
| Total System: | 2,549,464 | 2,600,428 | 2,688,521 | 2,727,331 | 2,762,797 | 2,833,307 | 2,770,308 | 2,808,090 | 2,854,214 | 2,887,253 | 2,788,964 | 2,621,196 | 2,610,617 | 2,593,258 | 2,656,546 | 2,756,326 | 2,917,083 |

TRI(G)MET

| Audited* | TRIMET SERVICE AND RIDERSHIP INFORMATION |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Updated: 9/26/2016 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Key Indicator | FY2000 | FY2001 | FY2002 | FY2003 | FY2004 | FY2005 | FY2006 | FY2007 | FY2008 | FY2009 | FY2010 | FY2011 | FY2012 | FY2013 | FY2014 | FY2015 | FY2016 |
| Revenue Hours |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bus | 1,443,948 | 1,467,660 | 1,497,564 | 1,515,648 | 1,527,228 | 1,516,296 | 1,458,564 | 1,481,460 | 1,511,880 | 1,534,068 | 1,461,396 | 1,336,572 | 1,342,296 | 1,348,524 | 1,387,056 | 1,455,432 | 1,516,836 |
| MAX (train) | 121,476 | 123,192 | 152,724 | 161,508 | 171,264 | 204,324 | 194,616 | 193,488 | 200,844 | 208,152 | 217,200 | 211,452 | 215,376 | 214,092 | 217,464 | 217,764 | 244,248 |
| WES | NA | NA | NA | NA | NA | NA | NA | NA | NA | 1,484 | 3,584 | 3,598 | 3,570 | 3,556 | 3,570 | 3,630 | 3,699 |
| Fixed Route: | 1,565,424 | 1,590,852 | 1,650,288 | 1,677,156 | 1,698,492 | 1,720,620 | 1,653,180 | 1,674,948 | 1,712,724 | 1,743,704 | 1,682,180 | 1,551,622 | 1,561,242 | 1,566,172 | 1,608,090 | 1,676,826 | 1,764,783 |
| LIFT/Cab (2) | 341,606 | 363,619 | 392,495 | 417,667 | 441,718 | 487,966 | 508,802 | 529,473 | 548,372 | 544,899 | 520,688 | 513,087 | 510,185 | 503,169 | 512,876 | 511,092 | 538,516 |
| Total System: | 1,907,030 | 1,954,471 | 2,042,783 | 2,094,823 | 2,140,210 | 2,208,586 | 2,161,982 | 2,204,421 | 2,261,096 | 2,288,603 | 2,202,868 | 2,064,709 | 2,071,427 | 2,069,341 | 2,120,966 | 2,187,918 | 2,303,299 |
| Vehicle Miles |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bus | 26,671,308 | 26,741,844 | 27,306,636 | 27,571,152 | 27,487,428 | 27,408,948 | 26,336,856 | 25,794,420 | 26,227,524 | 26,289,732 | 24,888,468 | 22,916,076 | 22,690,824 | 22,533,840 | 23,019,672 | 23,660,820 | 24,261,720 |
| MAX (train) | 2,558,112 | 2,590,668 | 3,171,780 | 3,271,824 | 3,497,868 | 4,035,924 | 3,825,588 | 3,780,504 | 3,923,892 | 4,134,048 | 4,268,826 | 4,135,253 | 4,027,740 | 3,987,828 | 4,048,140 | 4,054,716 | 4,509,984 |
| WES | NA | NA | NA | NA | NA | NA | NA | NA | NA | 48,466 | 118,296 | 119,836 | 119,891 | 118,968 | 119,940 | 119,304 | 120,120 |
| Fixed Route: | 29,229,420 | 29,332,512 | 30,478,416 | 30,842,976 | 30,985,296 | 31,444,872 | 30,162,444 | 29,574,924 | 30,151,416 | 30,472,246 | 29,275,590 | 27,171,165 | 26,838,455 | 26,640,636 | 27,187,752 | 27,834,840 | 28,891,824 |
| LIFT/Cab (2) | 6,000,576 | 6,443,876 | 6,922,414 | 7,584,362 | 8,102,113 | 8,620,348 | 8,958,732 | 9,374,732 | 9,640,731 | 9,460,424 | 9,055,404 | 8,829,804 | 8,772,120 | 8,597,700 | 8,684,424 | 8,600,784 | 8,886,288 |
| Total System: | 35,229,996 | 35,776,388 | 37,400,830 | 38,427,338 | 39,087,409 | 40,065,220 | 39,121,176 | 38,949,656 | 39,792,147 | 39,932,670 | 38,330,994 | 36,000,969 | 35,610,575 | 35,238,336 | 35,872,176 | 36,435,624 | 37,778,112 |
| Revenue Miles |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bus | 22,950,661 | 23,011,357 | 23,497,360 | 23,890,403 | 24,114,721 | 24,023,943 | 23,047,383 | 22,250,267 | 22,574,030 | 22,556,590 | 21,454,122 | 19,729,387 | 19,534,717 | 19,570,328 | 19,652,014 | 20,135,711 | 20,705,117 |
| MAX (Train) | 2,531,763 | 2,563,984 | 3,139,111 | 3,251,866 | 3,434,207 | 3,960,856 | 3,782,741 | 3,741,943 | 3,874,843 | 4,084,439 | 4,209,062 | 4,077,359 | 3,971,352 | 3,931,998 | 3,991,466 | 3,993,895 | 4,419,784 |
| WES | NA | NA | NA | NA | NA | NA | NA | NA | NA | 48,466 | 118,296 | 119,836 | 119,891 | 118,968 | 119,940 | 119,304 | 120,120 |
| Fixed Route: | 25,482,424 | 25,575,341 | 26,636,471 | 27,142,269 | 27,548,927 | 27,984,799 | 26,830,124 | 25,992,210 | 26,448,873 | 26,689,495 | 25,781,480 | 23,926,582 | 23,625,960 | 23,621,294 | 3,763,420 | 24,248,910 | 5,245,021 |
| LIFT/Cab (2) | 5,160,495 | 5,541,733 | 5,953,276 | 6,522,551 | 6,967,817 | 7,413,499 | 7,704,509 | 8,062,270 | 8,291,029 | 8,135,965 | 7,656,746 | 7,544,440 | 7,543,791 | 7,432,990 | 7,497,365 | 7,381,717 | 7,616,962 |
| Total System: | 30,642,919 | 31,117,074 | 32,589,747 | 33,664,820 | 34,516,744 | 35,398,298 | 34,534,634 | 34,054,479 | 34,739,902 | 34,825,460 | 33,438,226 | 31,471,022 | 31,169,751 | 31,054,284 | 31,260,785 | 31,630,627 | 32,861,983 |
| Passenger Miles |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bus | 227,672,880 | 237,510,204 | 239,561,352 | 223,993,224 | 232,925,328 | 230,061,600 | 236,736,000 | 221,346,048 | 224,860,416 | 246,091,392 | 224,977,368 | 220,287,509 | 234,333,324 | 234,889,458 | 281,560,398 | 292,447,584 | 277,209,240 |
| MAX (Train) | 119,585,640 | 125,877,480 | 144,919,080 | 142,094,976 | 158,275,716 | 172,368,000 | 169,533,280 | 175,964,052 | 182,074,992 | 189,315,744 | 203,085,216 | 215,476,837 | 223,623,854 | 215,481,480 | 215,992,720 | 207,225,540 | 215,305,233 |
| wes | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 1,073,106 | 2,553,797 | 3,103,596 | 3,428,338 | 3,625,384 | 4,308,191 | 3,992,289 | 3,881,713 |
| Fixed Route: | 347,258,520 | 363,387,684 | 384,480,432 | 366,088,200 | 391,201,044 | 402,429,600 | 406,289,280 | 397,310,100 | 406,935,408 | 436,480,242 | 430,616,381 | 438,867,942 | 461,385,516 | 453,996,322 | 501,861,309 | 503,665,413 | 496,396,186 |
| LIFT/Cab | 6,430,822 | 6,834,295 | 7,389,635 | 8,023,542 | 8,497,502 | 9,068,552 | 9,289,328 | 9,684,352 | 10,433,411 | 10,413,815 | 10,368,243 | 10,490,922 | 10,629,805 | 10,273,039 | 10,169,280 | 10,000,738 | 10,033,282 |
| Total System: | 353,689,342 | 370,221,979 | 391,870,067 | 374,111,742 | 399,698,546 | 411,498,152 | 415,578,608 | 406,994,452 | 417,368,819 | 446,894,057 | $440,984,624$ | $449,358,864$ | 472,015,321 | 464,269,361 | 512,030,589 | 513,666,151 | 506,429,468 |
| Passenger Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bus | 31,909,054 | 35,562,919 | 35,101,063 | 33,958,045 | 35,156,470 | 35,490,842 | 41,393,274 | 45,427,259 | 47,604,138 | 54,185,975 | 54,613,514 | 53,721,173 | 56,332,404 | 63,818,586 | 65,961,701 | 68,757,922 | 67,141,497 |
| MAX | 13,998,317 | 15,601,613 | 17,527,140 | 18,135,251 | 19,822,219 | 23,249,374 | 26,149,540 | 29,337,860 | 32,039,924 | 34,433,166 | 37,489,174 | 41,422,054 | 43,808,088 | 46,506,649 | 46,710,306 | 46,184,636 | 49,322,859 |
| wes | NA | NA | NA | NA | NA | NA | NA | NA | NA | 107,831 | 311,656 | 386,003 | 447,356 | 467,851 | 557,359 | 524,081 | 476,805 |
| Fixed Route: | 45,907,371 | 51,164,532 | 52,628,203 | 52,093,296 | 54,978,689 | 58,740,216 | 67,542,814 | 74,765,119 | 79,644,062 | 88,726,972 | 92,414,344 | 95,529,230 | 100,587,848 | 110,793,086 | 113,229,366 | 115,466,639 | 116,941,161 |
| LIFT/Cab | 447,156 | 541,761 | 564,327 | 653,846 | 686,825 | 747,073 | 971,326 | 1,090,835 | 1,171,184 | 1,289,801 | 1,314,673 | 1,360,396 | 1,652,790 | 1,707,337 | 1,365,613 | 1,220,757 | 1,127,992 |
| Total System: | 46,354,527 | 51,706,293 | 53,192,530 | 52,747,142 | 55,665,514 | 59,487,289 | 68,514,140 | 75,855,954 | 80,815,246 | 90,016,773 | 93,729,017 | 96,889,626 | 102,240,638 | 112,500,423 | 114,594,979 | 116,687,396 | 118,069,153 |

TRI(G)MET

| Audited* | TRIMET SERVICE AND RIDERSHIP INFORMATION |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Updated: 9/26/2016 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Key Indicator | FY2000 | FY2001 | FY2002 | FY2003 | FY2004 | FY2005 | FY2006 | FY2007 | FY2008 | FY2009 | FY2010 | FY2011 | FY2012 | FY2013 | FY2014 | FY2015 | FY2016 |
| System Costs (3) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bus | 143,750,046 | 150,494,319 | 157,068,162 | 164,530,603 | 170,852,128 | 185,857,043 | 194,320,975 | 199,505,434 | 210,826,869 | 224,140,243 | 225,137,997 | 217,572,947 | 227,216,860 | 240,388,856 | 241,853,086 | 239,296,772 | 252,865,665 |
| max | 43,701,932 | 46,593,114 | 52,739,553 | 54,461,652 | 57,092,039 | 67,906,611 | 69,183,374 | 70,675,605 | 77,234,609 | 83,917,249 | 91,599,854 | 91,693,744 | 99,063,196 | 100,814,475 | 107,545,626 | 110,177,107 | 129,329,805 |
| WES (4) | NA | NA | NA | NA | NA | NA | NA | NA | 126,768 | 3,233,165 | 6,304,424 | 6,231,193 | 6,484,411 | 7,066,086 | 6,795,549 | 6,892,545 | 7,460,713 |
| Fixed Route: | 187,451,979 | 197,087,433 | 209,807,715 | 218,992,255 | 227,944,167 | 253,763,654 | 263,504,349 | 270,181,039 | 288,188,246 | 311,290,657 | 323,042,275 | 315,497,884 | 332,764,467 | 348,269,417 | 356,194,261 | 356,366,424 | 389,656,183 |
| LIFT/Cab | 17,092,034 | 16,641,980 | 18,555,283 | 20,047,731 | 23,929,894 | 26,653,597 | 29,110,531 | 31,348,316 | 34,276,025 | 34,690,876 | 34,117,045 | 33,511,024 | 34,429,834 | 35,149,971 | 36,381,205 | 37,079,468 | 39,240,973 |
| Total System: | 204,544,013 | 213,729,413 | $\underline{228,362,997}$ | 239,039,986 | 251,874,061 | 280,417,251 | 292,614,879 | 301,529,355 | 322,464,270 | 345,981,533 | 357,159,320 | 349,008,908 | 367,194,301 | 383,419,388 | 392,575,466 | 393,445,892 | 428,897,156 |
| Operations Costs (5) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bus | 122,146,301 | 127,733,126 | 130,350,581 | 138,148,215 | 143,505,476 | 157,918,472 | 165,013,289 | 169,844,730 | 179,104,137 | 177,339,898 | 176,991,223 | 166,969,191 | 172,847,124 | 183,025,548 | 175,428,950 | 177,053,810 | 184,485,493 |
| Rail | 36,863,011 | 39,212,214 | 43,111,665 | 44,754,445 | 46,471,709 | 55,662,744 | 55,939,344 | 56,577,570 | 61,864,027 | 63,323,872 | 66,576,944 | 66,427,800 | 72,295,612 | 72,863,912 | 76,231,407 | 80,950,341 | 94,267,750 |
| WES (4) | NA | NA | NA | NA | NA | NA | NA | NA | NA | 3,005,862 | 5,985,510 | 5,874,938 | 6,078,098 | 6,633,212 | 6,277,091 | 6,438,285 | 6,976,749 |
| Fixed Route: | 159,009,312 | 166,945,340 | 173,462,246 | 182,902,660 | 189,977,185 | 213,581,216 | 220,952,633 | 226,422,300 | 240,968,164 | 243,669,632 | 249,553,677 | 239,271,929 | 251,220,834 | 262,522,672 | 257,937,448 | 264,442,436 | 285,729,992 |
| LIFT/Cab | 15,573,346 | 14,979,168 | 16,481,644 | 17,797,497 | 21,395,262 | 24,050,336 | 26,236,840 | 28,257,625 | 30,890,457 | 31,020,152 | 30,700,651 | 30,887,658 | 31,744,160 | 32,094,099 | 33,173,764 | 33,861,160 | 35,271,576 |
| Total System: | 174,582,658 | 181,924,508 | 189,943,890 | 200,700,157 | 211,372,447 | 237,631,552 | 247,189,473 | 254,679,925 | 271,858,621 | 274,689,784 | 280,254,328 | 270,159,587 | 282,964,994 | 294,616,771 | 291,111,212 | 298,303,596 | 321,001,568 |
| Boarding Rides/Vehicle Hour |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bus | 29.9 | 30.8 | 30.9 | 30.6 | 31.1 | 31.4 | 32.3 | 32.0 | 32.2 | 32.9 | 31.6 | 33.0 | 33.9 | 34.1 | 33.2 | 32.9 | 30.2 |
| Rail | 147.9 | 154.0 | 138.4 | 135.7 | 136.3 | 130.1 | 136.6 | 142.2 | 142.9 | 137.9 | 141.8 | 155.9 | 157.1 | 146.4 | 140.8 | 138.9 | 128.7 |
| WES | NA | NA | NA | NA | NA | NA | NA | NA | NA | 54.8 | 55.8 | 67.5 | 76.6 | 81.3 | 93.8 | 87.4 | 83.2 |
| Fixed Route: | 37.7 | 39.0 | 39.7 | 39.6 | 40.5 | 42.1 | 43.7 | 43.9 | 44.4 | 44.7 | 45.2 | 49.1 | 50.3 | 49.0 | 47.4 | 46.3 | 43.6 |
| LIFT/Cab | 1.9 | 1.8 | 1.9 | 1.9 | 1.9 | 1.9 | 1.8 | 1.8 | 1.8 | 1.8 | 1.8 | 1.8 | 1.8 | 1.8 | 1.8 | 1.8 | 1.7 |
| Total System: | 32.2 | 33.0 | 33.3 | 32.9 | 33.3 | 34.2 | 34.9 | 34.9 | 35.1 | 35.5 | 36.0 | 38.6 | 39.6 | 38.7 | 37.6 | 36.9 | 34.8 |
| System Costs/Vehicle Hour |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bus | \$71.55 | \$74.03 | \$76.68 | \$80.29 | \$83.43 | \$91.40 | \$99.48 | \$101.43 | \$106.23 | \$111.48 | \$117.28 | \$123.02 | \$129.18 | \$137.06 | \$133.86 | \$126.06 | \$127.19 |
| Rail | \$305.39 | \$322.06 | \$287.18 | \$282.89 | \$283.70 | \$276.88 | \$289.83 | \$295.22 | \$313.32 | \$328.86 | \$338.34 | \$346.96 | \$368.93 | \$378.04 | \$396.15 | \$405.36 | \$415.96 |
| WES | NA | NA | NA | NA | NA | NA | NA | NA | NA | \$1,061.12 | \$1,150.86 | \$1,133.77 | \$1,187.62 | \$1,299.87 | \$1,244.61 | \$1,263.06 | \$1,356.99 |
| Fixed Route: | \$87.10 | \$90.51 | \$93.99 | \$97.69 | \$101.35 | \$111.36 | \$120.21 | \$122.45 | \$129.17 | \$137.25 | \$147.11 | \$154.78 | \$163.69 | \$171.90 | \$170.94 | \$163.81 | \$169.08 |
| LIFT/Cab | \$43.03 | \$39.36 | \$40.66 | \$41.28 | \$46.59 | \$48.07 | \$50.35 | \$52.10 | \$55.00 | \$56.02 | \$57.53 | \$57.50 | \$59.60 | \$61.97 | \$63.51 | \$63.84 | \$64.06 |
| Total System: | \$80.23 | \$82.19 | \$84.94 | \$87.65 | \$91.17 | \$98.97 | \$105.63 | \$107.38 | \$112.98 | \$119.83 | \$128.06 | \$133.15 | \$140.65 | \$147.85 | \$147.78 | \$142.74 | \$147.03 |
| System Cost//Boarding Ride |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bus | \$2.39 | \$2.40 | \$2.48 | \$2.62 | \$2.68 | \$2.91 | \$3.08 | \$3.17 | \$3.30 | \$3.39 | \$3.71 | \$3.72 | \$3.81 | \$4.02 | \$4.03 | \$3.83 | \$4.21 |
| Rail | \$2.06 | \$2.09 | \$2.07 | \$2.09 | \$2.08 | \$2.13 | \$2.12 | \$2.08 | \$2.19 | \$2.38 | \$2.39 | \$2.23 | \$2.35 | \$2.58 | \$2.81 | \$2.92 | \$3.23 |
| WES | NA | NA | NA | NA | NA | NA | NA | NA | NA | \$19.36 | \$20.61 | \$16.80 | \$15.51 | \$15.98 | \$13.27 | \$14.45 | \$16.32 |
| Fixed Route: | \$2.31 | \$2.32 | \$2.37 | \$2.46 | \$2.50 | \$2.65 | \$2.75 | \$2.79 | \$2.91 | \$3.07 | \$3.25 | \$3.15 | \$3.25 | \$3.51 | \$3.61 | \$3.54 | \$3.88 |
| LIFT/Cab | \$23.23 | \$21.28 | \$21.95 | \$21.82 | \$24.97 | \$25.97 | \$27.72 | \$28.92 | \$30.55 | \$31.87 | \$31.80 | \$31.50 | \$32.39 | \$33.87 | \$35.09 | \$35.58 | \$36.86 |
| Total System: | \$2.50 | \$2.49 | \$2.55 | \$2.66 | \$2.74 | \$2.90 | \$3.02 | \$3.08 | \$3.22 | \$3.37 | \$3.56 | \$3.45 | \$3.55 | \$3.82 | \$3.93 | \$3.87 | \$4.22 |

## TRI(3)MET

| Audited* | TRIMET SERVICE AND RIDERSHIP INFORMATION |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Updated: 9/26/2016 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Key Indicator | FY2000 | FY2001 | FY2002 | FY2003 | FY2004 | FY2005 | FY2006 | FY2007 | FY2008 | FY2009 | FY2010 | FY2011 | FY2012 | FY2013 | FY2014 | FY2015 | FY2016 |
| Fare Recovery Ratio (System Costs) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bus | 22.2\% | 23.6\% | 22.3\% | 20.6\% | 20.6\% | 19.1\% | 21.3\% | 22.8\% | 22.6\% | 24.2\% | 24.3\% | 24.7\% | 24.8\% | 26.5\% | 27.3\% | 28.7\% | 26.6\% |
| Rail | 32.0\% | 33.5\% | 33.2\% | 33.3\% | 34.7\% | 34.2\% | 37.8\% | 41.5\% | 41.5\% | 41.0\% | 40.9\% | 45.2\% | 44.2\% | 46.1\% | 43.4\% | 41.9\% | 38.1\% |
| WES | NA | NA | NA | NA | NA | NA | NA | NA | NA | 4.5\% | 4.9\% | 6.2\% | 6.9\% | 6.6\% | 8.2\% | 7.6\% | 6.4\% |
| Fixed Route: | 24.5\% | 26.0\% | 25.1\% | 23.8\% | 24.1\% | 23.1\% | 25.6\% | 27.7\% | 27.6\% | 28.5\% | 28.6\% | 30.3\% | 30.2\% | 31.8\% | 31.8\% | 32.4\% | 30.0\% |
| LIFT/Cab | 2.6\% | 3.3\% | 3.0\% | 3.3\% | 2.9\% | 2.8\% | 3.3\% | 3.5\% | 3.4\% | 3.7\% | 3.9\% | 4.1\% | 4.8\% | 4.9\% | 3.8\% | 3.3\% | 2.9\% |
| Total System: | 22.7\% | 24.2\% | 23.3\% | 22.1\% | 22.1\% | 21.2\% | 23.4\% | 25.2\% | 25.1\% | 26.0\% | 26.2\% | 27.8\% | 27.8\% | 29.3\% | 29.2\% | 29.7\% | 27.5\% |
| Operating Costs/Vehicle Hour |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bus | \$60.80 | \$62.83 | \$63.63 | \$67.42 | \$70.07 | \$77.66 | \$84.47 | \$86.35 | \$90.25 | \$88.20 | \$92.20 | \$94.41 | \$98.27 | \$104.35 | \$97.10 | \$93.27 | \$92.79 |
| Rail | \$257.60 | \$271.04 | \$234.75 | \$232.47 | \$230.93 | \$226.96 | \$234.35 | \$236.33 | \$250.97 | \$248.15 | \$245.91 | \$251.36 | \$269.25 | \$273.23 | \$280.80 | \$297.83 | \$303.19 |
| WES | NA | NA | NA | NA | NA | NA | NA | NA | NA | \$1,029.35 | \$1,092.65 | \$1,068.95 | \$1,113.20 | \$1,220.24 | \$1,149.65 | \$1,179.82 | \$1,268.96 |
| Fixed Route: | \$73.88 | \$76.66 | \$77.71 | \$81.59 | \$84.47 | \$93.73 | \$100.79 | \$102.62 | \$108.01 | \$107.44 | \$113.64 | \$117.38 | \$123.58 | \$129.57 | \$123.79 | \$121.55 | \$123.99 |
| LIFT/Cab | \$39.21 | \$35.43 | \$36.11 | \$36.65 | \$41.66 | \$43.37 | \$45.38 | \$46.96 | \$49.57 | \$50.10 | \$51.77 | \$53.00 | \$54.95 | \$56.58 | \$57.91 | \$58.30 | \$57.58 |
| Total System: | \$68.48 | \$69.96 | \$70.65 | \$73.59 | \$76.51 | \$83.87 | \$89.23 | \$90.70 | \$95.25 | \$95.14 | \$100.49 | \$103.07 | \$108.39 | \$113.61 | \$109.58 | \$108.23 | \$110.04 |
| Operating Costs/Boarding Ride |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bus | \$2.03 | \$2.04 | \$2.06 | \$2.20 | \$2.25 | \$2.47 | \$2.61 | \$2.70 | \$2.80 | \$2.68 | \$2.92 | \$2.86 | \$2.90 | \$3.06 | \$2.92 | \$2.83 | \$3.07 |
| Rail | \$1.74 | \$1.76 | \$1.70 | \$1.71 | \$1.69 | \$1.74 | \$1.72 | \$1.66 | \$1.76 | \$1.80 | \$1.73 | \$1.61 | \$1.71 | \$1.87 | \$1.99 | \$2.14 | \$2.36 |
| WES | NA | NA | NA | NA | NA | NA | NA | NA | NA | \$18.78 | \$19.57 | \$15.84 | \$14.54 | \$15.00 | \$12.25 | \$13.50 | \$15.26 |
| Fixed Route: | \$1.96 | \$1.97 | \$1.96 | \$2.06 | \$2.09 | \$2.23 | \$2.31 | \$2.34 | \$2.43 | \$2.40 | \$2.51 | \$2.39 | \$2.46 | \$2.65 | \$2.61 | \$2.63 | \$2.84 |
| LIFT/Cab | \$21.17 | \$19.16 | \$19.49 | \$19.37 | \$22.33 | \$23.44 | \$24.98 | \$26.07 | \$27.53 | \$28.50 | \$28.62 | \$29.03 | \$29.87 | \$30.93 | \$32.00 | \$32.49 | \$33.13 |
| Total System: | \$2.13 | \$2.12 | \$2.12 | \$2.24 | \$2.30 | \$2.45 | \$2.55 | \$2.60 | \$2.71 | \$2.68 | \$2.79 | \$2.67 | \$2.74 | \$2.94 | \$2.92 | \$2.93 | \$3.16 |
| Fare Recovery Ratio (Operations Costs) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bus | 26.1\% | 27.8\% | 26.9\% | 24.6\% | 24.5\% | 22.5\% | 25.1\% | 26.7\% | 26.6\% | 30.6\% | 30.9\% | 32.2\% | 32.6\% | 34.9\% | 37.6\% | 38.8\% | 36.4\% |
| Rail | 38.0\% | 39.8\% | 40.7\% | 40.5\% | 42.7\% | 41.8\% | 46.7\% | 51.9\% | 51.8\% | 54.4\% | 56.3\% | 62.4\% | 60.6\% | 63.8\% | 61.3\% | 57.1\% | 52.3\% |
| WES | NA | NA | NA | NA | NA | NA | NA | NA | NA | 4.6\% | 5.2\% | 6.6\% | 7.4\% | 7.1\% | 8.9\% | 8.1\% | 6.8\% |
| Fixed Route: | 28.9\% | 30.6\% | 30.3\% | 28.5\% | 28.9\% | 27.5\% | 30.6\% | 33.0\% | 33.1\% | 36.4\% | 37.0\% | 39.9\% | 40.0\% | 42.2\% | 43.9\% | 43.7\% | 40.9\% |
| LIFT/Cab | 2.9\% | 3.6\% | 3.4\% | 3.7\% | 3.2\% | 3.1\% | 3.7\% | 3.9\% | 3.8\% | 4.2\% | 4.3\% | 4.4\% | 5.2\% | 5.3\% | 4.1\% | 3.6\% | 3.2\% |
| Total System: | 26.6\% | 28.4\% | 28.0\% | 26.3\% | 26.3\% | 25.0\% | 27.7\% | 29.8\% | 29.7\% | 32.8\% | 33.4\% | 35.9\% | 36.1\% | 38.2\% | 39.4\% | 39.1\% | 36.8\% |
| Passenger Rev./Boarding Ride |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bus | \$0.53 | \$0.57 | \$0.56 | \$0.54 | \$0.55 | \$0.56 | \$0.66 | \$0.72 | \$0.75 | \$0.82 | \$0.90 | \$0.92 | \$0.94 | \$1.07 | \$1.10 | \$1.10 | \$1.12 |
| Rail | \$0.66 | \$0.70 | \$0.69 | \$0.69 | \$0.72 | \$0.73 | \$0.80 | \$0.86 | \$0.91 | \$0.98 | \$0.98 | \$1.01 | \$1.04 | \$1.19 | \$1.22 | \$1.22 | \$1.23 |
| WES | NA | NA | NA | NA | NA | NA | NA | NA | NA | \$0.87 | \$1.02 | \$1.04 | \$1.07 | \$1.06 | \$1.09 | \$1.10 | \$1.04 |
| Fixed Route: | \$0.57 | \$0.60 | \$0.59 | \$0.59 | \$0.60 | \$0.61 | \$0.71 | \$0.77 | \$0.80 | \$0.87 | \$0.93 | \$0.96 | \$0.98 | \$1.12 | \$1.15 | \$1.15 | \$1.16 |
| LIFT/Cab | \$0.61 | \$0.69 | \$0.67 | \$0.71 | \$0.72 | \$0.73 | \$0.92 | \$1.01 | \$1.04 | \$1.18 | \$1.23 | \$1.28 | \$1.56 | \$1.65 | \$1.32 | \$1.17 | \$1.06 |
| Total System: | \$0.57 | \$0.60 | \$0.59 | \$0.59 | \$0.60 | \$0.61 | \$0.71 | \$0.77 | \$0.81 | \$0.88 | \$0.93 | \$0.96 | \$0.99 | \$1.12 | \$1.15 | \$1.15 | \$1.16 |

## TRI(3)MET

Audited*
TRIMET SERVICE AND RIDERSHIP INFORMATION
Updated: 9/26/2016

| Key Indicator | FY2000 | FY2001 | FY2002 | FY2003 | FY2004 | FY2005 | FY2006 | FY2007 | FY2008 | FY2009 | FY2010 | FY2011 | FY2012 | FY2013 | FY2014 | FY2015 | FY2016 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Subsidy/Boarding Ride (6) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bus | \$1.50 | \$1.47 | \$1.51 | \$1.66 | \$1.70 | \$1.92 | \$1.96 | \$1.98 | \$2.06 | \$1.86 | \$2.02 | \$1.94 | \$1.95 | \$1.99 | \$1.82 | \$1.73 | \$1.96 |
| Rail | \$1.08 | \$1.06 | \$1.01 | \$1.02 | \$0.97 | \$1.02 | \$0.91 | \$0.80 | \$0.85 | \$0.82 | \$0.76 | \$0.61 | \$0.68 | \$0.68 | \$0.77 | \$0.92 | \$1.12 |
| WES | NA | NA | NA | NA | NA | NA | NA | NA | NA | \$17.92 | \$18.55 | \$14.80 | \$13.47 | \$13.94 | \$11.17 | \$12.40 | \$14.22 |
| Fixed Route: | \$1.39 | \$1.36 | \$1.36 | \$1.47 | \$1.48 | \$1.62 | \$1.60 | \$1.56 | \$1.63 | \$1.53 | \$1.58 | \$1.44 | \$1.47 | \$1.53 | \$1.47 | \$1.48 | \$1.68 |
| LIFT/Cab | \$20.56 | \$18.46 | \$18.83 | \$18.66 | \$21.61 | \$22.71 | \$24.06 | \$25.06 | \$26.49 | \$27.31 | \$27.39 | \$27.75 | \$28.31 | \$29.28 | \$30.68 | \$31.32 | \$32.07 |
| Total System: | \$1.56 | \$1.52 | \$1.53 | \$1.65 | \$1.69 | \$1.84 | \$1.85 | \$1.82 | \$1.91 | \$1.80 | \$1.86 | \$1.71 | \$1.75 | \$1.82 | \$1.77 | \$1.78 | \$2.00 |
| Average Vehicle Speed |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bus | 15.9 | 15.7 | 15.7 | 15.8 | 15.8 | 15.8 | 15.8 | 15.0 | 14.9 | 14.7 | 14.7 | 14.8 | 14.6 | 14.5 | 14.2 | 13.8 | 13.7 |
| Rail | 20.8 | 20.8 | 20.6 | 20.1 | 20.1 | 19.4 | 19.4 | 19.3 | 19.3 | 19.6 | 19.4 | 19.3 | 18.4 | 18.4 | 18.4 | 18.3 | 18.1 |
| WES | NA | NA | NA | NA | NA | NA | NA | NA | NA | 32.7 | 33.0 | 33.3 | 33.6 | 33.5 | 33.6 | 32.9 | 32.5 |

Notes and Definition of Terms:
All financial information are based on audited statement.
WES - Service begins in February 2009, operating weekday during AM and PM peaks hours between Beaverton and Wilsonville.
SyTCab- Cab hours estimated for all years. Cab miles are actuals beginning in 2007; prior to 2007 cab miles are estimated.
4 WES - Tota
5 Operations Costs - Transportation costs and maintenance costs (all related staff and materials). For bus and rail also includes facilities, field ops, fare inspection, field ops admin, and security costs. Excluded Ride Connection costs, Unfunded Actuarial Accrued Liability (UAAL effective FY09).
Subsidy per Boarding Ride - The difference between the passenger revenue per ride and the operating cost per ride. This represents the portion of the cost of each ride that must be subsidized (primarily by taxes).

