

Date: July 18, 2013

To: General Manager
Board of Directors

From: Nancy Jarigese
Timothy Kea

Subject: June 2013 Monthly Performance Report (Includes FY13 Summary)

1. Weekly system rides were down 3.8% in June. Weekly boardings declined on LIFT, MAX, and bus, but were up on WES. For FY13, total average weekly boarding rides were down 2.6%.
2. June fixed route boardings: Weekday fixed route boardings were 312,200 in June, 4.5% below the prior year's level. Rides fell on bus and MAX (-3.6%, -5.9% respectively) and improved on WES commuter rail (+5.7%). Weekend ridership was up 1.5% on buses, but was down 3.0% on MAX. Overall weekly system fixed route rides were 3.8% below the prior year's level.
3. FY13 annual fixed route boardings: In fiscal year 2013, a total of 99.3 million boardings were carried on TriMet's fixed route system – a decrease of 2.8% from FY12. Boardings were down for each daytype, with weekday boardings (316,700) falling 2.7% and weekend boardings (198,100 Saturday, 143,700 Sunday) falling 3.0% and 1.4% respectively. FY13 ridership losses reflect the loss of (mostly free) MAX rides in the former Rail Free Zone, the effects of the fall 2012 fare increase, and – during the second half of the fiscal year, more moderate gas prices than in FY12.
4. June MAX boardings: The four MAX lines averaged a total of 124,000 weekday, 107,300 Saturday, and 70,200 Sunday boardings in June. Weekday ridership averaged 64,600 on the Blue line, 23,400 on the Red line, 15,000 on the Yellow line, and 21,000 on the Green line. The Total MAX ridership was down 5.7% during the peaks and 6.0% in off-peak periods, resulting in a 5.9% drop in weekday ridership. Most of the MAX ridership decline was in the former Rail Free Zone.
5. FY13 annual MAX boardings: During fiscal year 2013, MAX carried a total of 39.1 million boardings, down 7.3% from FY12. MAX averaged 121,000 weekday (+2.6%), 88,000 Saturday (-8.3%) and 63,300 Sunday (-7.3%) rides. Fiscal year weekday boardings averaged 62,400 (-5.9%) on the Blue line, 22,000 (-6.0%) on the Red line, 15,200 (-9.5%) on the Yellow line and 21,400 (-9.3%) on the Green line. MAX patronage growth began slowing late in FY12, perhaps due to increase levels of fare enforcement, but with the elimination of the Fareless Rail Zone in September 2012, we observed sharply lower MAX ridership throughout the rest of the fiscal year. Most of the rides lost on MAX after September were free rides from the former Fareless

Rail Zone.

6. June bus boardings: Weekday bus ridership was down 3.6% in June. Peak rides were down 4.5% and off-peak rides were down 3.2%. Overall weekend rides were up 1.5%, resulting in a 2.8% decline in weekly bus rides.
7. FY13 annual bus boardings: Buses carried a total of 59.7 million boardings in FY13, an increase of 0.2% from the FY12 level. Buses averaged 194,000 weekday (+0.1%), 110,100 Saturday (+1.7%) and 80,300 Sunday (+3.6%) rides in FY13. Despite the September 2012 fare increase, bus rides were up consistently through most of the fiscal year, beginning to falter only this past April. Bus rides have been down each of the last three months. At least part of the reason behind these recent declines is gas prices. In FY12, local gas prices spiked in the spring, remaining near or above \$4.00 (peaking at \$4.21) per gallon for most of the period from March-early June. Over the same months in FY13, gas prices stayed between \$3.55 and \$3.95, generally running \$.30-\$.40 per gallon below the price of the prior year.

In FY13, ridership on Frequent Bus routes fell by 5.3%, while rides on the other, non-frequent routes improved by 8.3%. These results are a bit misleading. Most of the decline in frequent bus ridership and increase in non-frequent bus ridership reflects restructuring in the fall that moved portions of several of the frequent service routes to non-frequent lines. For example, on line 12-Barbur/Sandy (a frequent route), the segment between Gresham and Parkrose became the line 21 (non-frequent) and the segment from Tigard to Sherwood was incorporated into line 94 (non-frequent).

8. June WES boardings: WES averaged 1,840 daily rides, 5.7% above the prior year.
9. FY13 annual WES boardings: WES carried a total of 442,120 boardings in FY13 and averaged 1,700 daily rides (+6.3%). WES patronage was up each month of the fiscal year.
10. June LIFT rides: Weekly LIFT rides were down 0.8% in June, with weekday rides down 0.5% and weekend rides down 2.4%. Weekly LIFT and cab miles were down 0.6% from the prior year's level.
11. FY13 LIFT rides: For FY13, LIFT carried a total of 1,037,700 rides, a decrease of 2.4% from the prior year. FY13 marks the fifth consecutive year of lower LIFT ridership. Lower patronage growth on LIFT is significant from a cost standpoint, as LIFT vehicle miles and hours generally change at close to the same rate as ridership. In FY13 rides declined by 2.4%, while LIFT and cab vehicle miles fell by 2.0%.
12. June passenger revenue: June passenger revenues were \$9.96 million, 3.0% above the June 2012 level. Adjusting for daytypes, the increase was 3.8%.
13. FY13 passenger revenue: With the elimination of Fareless Rail and the restructuring and increase in fares last fall, fares brought in over \$10 million more this year than last. Total passenger revenues for FY13 were \$112.5 million, 10.0% over the 2012 level. However, FY13 passenger revenue was \$2.6 million (-2.3%) below budget. Passenger revenue was revised

down in the forecast (from \$115.1 million budgeted to \$113.3 million), after the agreement on the Portland Public Schools high school sticker programs was reached.

14. Preliminary data: Please note that the cost and revenue figures shown in the Monthly Performance Report are preliminary and unaudited. The audited financial figures, which will be available this fall, may reflect some changes.

SYSTEM RIDERSHIP SUMMARY

Measure	Jun 13	Jun 12	% Change	FY13	FY12	% Change
Avg Weekday Boardings						
<u>Fixed Route</u>						
Bus-Other Service	86,900	85,200	2.0%	91,292	85,280	7.0%
Bus-Frequent Service*	<u>99,500</u>	<u>108,200</u>	-8.0%	<u>102,667</u>	<u>108,510</u>	-5.4%
Subtotal All Bus	186,400	193,400	-3.6%	193,958	193,790	0.1%
MAX	124,000	131,800	-5.9%	121,033	129,990	-6.9%
Commuter Rail	<u>1,840</u>	<u>1,740</u>	5.7%	<u>1,739</u>	<u>1,640</u>	6.0%
Fixed Route Total	312,240	326,900	-4.5%	316,731	325,420	-2.7%
<u>Paratransit</u>						
LIFT& Cabs	3,540	3,559	-0.5%	3,556	3,606	-1.4%
System Total	315,780	330,499	-4.5%	320,286	329,026	-2.7%

Avg Weekly Boardings

<u>Fixed Route</u>						
Bus-Other Service	510,800	491,400	3.9%	529,724	489,167	8.3%
Bus-Frequent Service*	<u>617,100</u>	<u>668,600</u>	-7.7%	<u>630,475</u>	<u>665,575</u>	-5.3%
Subtotal All Bus	1,127,900	1,160,000	-2.8%	1,160,199	1,154,742	0.5%
MAX	797,500	842,000	-5.3%	756,525	814,202	-7.1%
Commuter Rail	<u>9,200</u>	<u>8,700</u>	5.7%	<u>8,696</u>	<u>8,196</u>	6.1%
Fixed Route Total	1,934,582	2,010,700	-3.8%	1,925,419	1,977,139	-2.6%
Frequent Bus % of Total Bus	54.7%	57.6%	-2.9%	54.3%	57.6%	-3.3%
<u>Paratransit</u>						
LIFT & Cabs	20,195	20,352	-0.8%	20,204	20,624	-2.0%
System Total	1,954,777	2,031,052	-3.8%	1,945,623	1,997,763	-2.6%

Operations Cost / Boarding Ride **

<u>Fixed Route</u>						
Bus-Other Service	\$4.87	\$4.74	2.74%	\$3.63	\$3.54	2.54%
Bus-Frequent Service*	\$3.36	\$3.23	4.02%	\$2.60	\$2.43	7.00%
Subtotal All Bus	\$4.04	\$3.87	4.39%	\$3.06	\$2.90	5.52%
MAX	\$2.23	\$2.30	-3.04%	\$1.86	\$1.71	8.77%
Commuter Rail	\$16.92	\$16.07	5.29%	\$15.00	\$14.54	3.16%
Fixed Route Total	\$3.35	\$3.26	2.76%	\$2.64	\$2.46	7.32%
<u>Paratransit</u>						
LIFT & Cabs	\$32.31	\$29.86	8.20%	\$30.93	\$29.87	3.55%
System Total	\$3.64	\$3.52	3.41%	\$2.94	\$2.74	7.30%

* 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".

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** 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)

	Jun 13	Jun 12	% Change	FY13	FY12	% Change
<u>Ridership (Bus, MAX, WES)</u>						
Avg. Weekday Boarding Rides	312,240	326,900	-4.48%	316,730	325,420	-2.67%
Monthly Boarding Rides Per Revenue Hour	63.65	66.25	-3.93%	63.43	65.49	-3.15%
<u>Revenue & Cost Efficiency (Bus, MAX, WES)</u>						
Passenger Revenue/System Cost	27.03%	25.85%	1.18%	31.86%	30.23%	1.63%
System Cost/Boarding Ride	\$4.48	\$4.28	4.67%	\$3.50	\$3.25	7.69%
System Cost/Vehicle Hour (Adj. CPI to Prior Year)	\$216.90	\$218.49	-0.73%	\$168.79	\$163.69	3.12%
<u>Labor Productivity (Bus, MAX, WES)</u>						
Bus & Rail Operator Attendance	90.23%	90.72%	-0.49%	89.78%	89.96%	-0.17%
Bus & Rail Maintenance Attendance	95.65%	93.93%	1.72%	94.21%	94.62%	-0.40%
WES Maintenance & Admin Attendance	95.46%	98.95%	-3.49%	94.65%	96.19%	-1.54%
Weekly Boarding Rides Per Full Time Employee	837.2	889.9	-5.92%	845.5	888.7	-4.86%
<u>Service Supplied (Bus, MAX, WES)</u>						
Bus Miles/Vehicle Accident	76,043	71,862	5.82%	52,649	62,337	-15.54%
Bus % Maintained Pullouts	99.96%	99.21%	0.76%	99.80%	99.73%	0.07%
Bus On-Time Performance(1)	77.30%	81.20%	-3.90%	79.86%	81.61%	-1.75%
Rail Car Miles/Svce Related Repair	2,190	2,659	-17.64%	2,561	2,868	-10.68%
LRV-Train Miles/Vehicle Accident	80,926	66,994	20.80%	107,779	138,888	-22.40%
LRV % Maintained Pullouts	99.14%	98.91%	0.23%	99.51%	99.37%	0.15%
Rail On-Time Performance(1)	83.80%	83.20%	0.60%	82.79%	85.32%	-2.53%
WES Miles/Relevant Failure	9,408	9,820	-4.20%	9,914	9,991	-0.77%
WES Miles/Vehicle Accident(2)	9,408	9,820	-4.20%	9,914	9,991	-0.77%
WES % Maintained Trips	100.00%	99.26%	0.74%	99.57%	99.94%	-0.37%
WES On-Time Performance(1)	99.40%	97.90%	1.50%	98.63%	98.41%	0.22%

(1) By departures at route timepoints

(2) No accidents in June 2013 on WES.

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