

**Date:** August 25, 2015

**To:** General Manager  
Board of Directors

**From:** Timothy Kea

**Subject:** July 2015 Monthly Performance Report

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Lower gas prices and hot weather conditions lead to lower systemwide ridership and lower MAX and WES commuter rail on time-performance. Passenger revenues were up slightly and operations cost per boarding ride were up more this July compared to the prior year.

1. Weekly system rides were down -2.6% in July compared to prior year's level. Weekly boarding rides declined across the board.
2. Weekday fixed route boardings were 314,090 in July, -2.3% below the prior year's level. Rides were down -1.8% on bus, -3.0% on MAX, and -10.1 on WES commuter rail. Weekend ridership were down -0.6% on buses, and -7.6% on MAX. Overall weekly system fixed route rides were -2.6% below the prior year's level.
3. The four MAX lines averaged a total of 121,300 weekday, 84,000 Saturday, and 65,900 Sunday boardings in July. Weekday ridership averaged 61,000 on the Blue line, 23,600 on the Red line, 15,600 on the Yellow line, and 21,100 on the Green line. Total MAX ridership fell -0.8% during the peaks and -3.8% in off-peak periods, resulting in a -3.0% drop in weekday ridership. Weekend ridership was also down (-7.3% Saturday, -8.0% Sunday), leading to a -3.9% decline in weekly MAX rides in July. Most of the MAX ridership decline was related to lower gas prices.
4. Weekday bus ridership was down -1.8% in July, with decreases of -1.3% in peak and -2.1% in off-peak time periods. Overall weekend rides were down -0.6%, resulting in a -1.6% decline in weekly bus rides. Weekly rides were down -1.1% on frequent routes and -2.3% on non-frequent routes. After falling for several months, bus rides began increasing in March 2014 and continued to increase through March 2015 and decline again in the last few months.
5. WES averaged a record 1,790 daily rides in July, -10.1% below the prior year. WES operated with 98 late trains, 14 trains out of service, 1 vehicle mechanical failure, which lead to 84.3% of trips were on time in July. The high number of late trains due to Portland & Western Railroad mandated excessive heat restrictions to 30 mph. A WES train is considered on-time if it arrives at the destination platform (Beaverton TC or Wilsonville) within 4 minutes of the published arrival time.

6. Weekly LIFT and Cab rides were down -1.7% in July, with weekday rides down -1.4% and weekend rides down -4.1%. Weekly LIFT and cab miles were down -1.7% from the prior year's level.
7. July passenger revenues were \$9.81 million, 0.6% above the July 2014 level. This July had one more weekday and one less Saturday than July 2014. July passenger revenues are -1.7% or \$171,047 below budget.
8. Operations cost/boarding ride measures the direct cost of providing each ride. Operations costs are expenses for labor, energy and expendable supplies to provide transit service and to maintain vehicles and plant facilities. In July, fixed route operations cost per boarding ride increased by 7.6%, from \$2.50 in July 2014 to \$2.69 this July. While monthly rides were down -1.2%, costs were up more. Operations costs were about \$1.3 million or 6.1% higher this July than the prior year. Operations cost per boarding were up 2.1% on bus, 20.6% on MAX, and was down -5.0% on WES commuter rail. On MAX the largest single growth area on materials and services was the LRV overhaul maintenance at approximately about \$790,000.

## SYSTEM RIDERSHIP SUMMARY

Measure	Jul 15	Jul 14	% Change	FY16-TD	FY15-TD	% Change
<b>Avg Weekday Boardings</b>						
<b><u>Fixed Route</u></b>						
Bus-Other Service	89,300	91,300	-2.2%	89,300	91,300	-2.2%
Bus-Frequent Service*	<u>101,700</u>	<u>103,300</u>	-1.5%	<u>101,700</u>	<u>103,300</u>	-1.5%
Subtotal All Bus	191,000	194,600	-1.8%	191,000	194,600	-1.8%
MAX	121,300	125,000	-3.0%	121,300	125,000	-3.0%
Commuter Rail	<u>1,790</u>	<u>1,990</u>	-10.1%	<u>1,790</u>	<u>1,990</u>	-10.1%
Fixed Route Total	314,090	321,600	-2.3%	314,090	321,590	-2.3%
<b><u>Paratransit</u></b>						
LIFT& Cabs	3,469	3,519	-1.4%	3,469	3,519	-1.4%
<b>System Total</b>	<b>317,559</b>	<b>325,109</b>	<b>-2.3%</b>	<b>317,559</b>	<b>325,109</b>	<b>-2.3%</b>

### Avg Weekly Boardings

<b><u>Fixed Route</u></b>						
Bus-Other Service	518,300	530,600	-2.3%	518,300	530,600	-2.3%
Bus-Frequent Service*	<u>630,400</u>	<u>637,200</u>	-1.1%	<u>630,400</u>	<u>637,200</u>	-1.1%
Subtotal All Bus	1,148,700	1,167,800	-1.6%	1,148,700	1,167,800	-1.6%
MAX	756,400	787,200	-3.9%	756,400	787,200	-3.9%
Commuter Rail	<u>8,950</u>	<u>9,950</u>	-10.1%	<u>8,950</u>	<u>9,950</u>	-10.1%
Fixed Route Total	1,914,050	1,964,950	-2.6%	1,914,050	1,964,950	-2.6%
Frequent Bus % of Total Bus	54.9%	54.6%	0.3%	54.9%	54.6%	0.3%
<b><u>Paratransit</u></b>						
LIFT & Cabs	19,475	19,817	-1.7%	19,475	19,817	-1.7%
<b>System Total</b>	<b>1,933,525</b>	<b>1,984,767</b>	<b>-2.6%</b>	<b>1,933,525</b>	<b>1,984,767</b>	<b>-2.6%</b>

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

<b><u>Fixed Route</u></b>						
Bus-Other Service	\$3.46	\$3.40	1.76%	\$3.46	\$3.40	1.76%
Bus-Frequent Service*	\$2.47	\$2.41	2.49%	\$2.47	\$2.41	2.49%
Subtotal All Bus	\$2.92	\$2.86	2.10%	\$2.92	\$2.86	2.10%
MAX	\$2.22	\$1.84	20.65%	\$2.22	\$1.84	20.65%
Commuter Rail	\$11.69	\$12.30	-4.96%	\$11.69	\$12.30	-4.96%
Fixed Route Total	\$2.69	\$2.50	7.60%	\$2.69	\$2.50	7.60%
<b><u>Paratransit</u></b>						
LIFT & Cabs	\$32.35	\$31.74	1.92%	\$32.35	\$31.74	1.92%
<b>System Total</b>	<b>\$2.99</b>	<b>\$2.79</b>	<b>7.17%</b>	<b>\$2.99</b>	<b>\$2.79</b>	<b>7.17%</b>

\* Frequent Bus lines are those operating at headways of 15 minutes or less. In Sep 2012 line 9 was no longer operated as frequent service. All other bus lines, plus special services are included under "Other Bus Services".

\*\* 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.

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## KEY INDICATOR PERFORMANCE REPORT (FIXED ROUTE)

	Jul 15	Jul 14	% Change	FY16-TD	FY15-TD	% Change
<b><u>Ridership (Bus, MAX, WES)</u></b>						
Avg. Weekday Boarding Rides	314,090	321,600	-2.34%	314,090	321,590	-2.33%
Monthly Boarding Rides						
Per Revenue Hour	57.89	61.75	-6.24%	57.89	61.75	-6.24%
<b><u>Revenue &amp; Cost Efficiency (Bus, MAX, WES)</u></b>						
Passenger Revenue/System Cost	32.28%	33.50%	-1.22%	32.28%	33.50%	-1.22%
System Cost/Boarding Ride	\$3.52	\$3.32	6.02%	\$3.52	\$3.32	6.02%
System Cost/Vehicle Hour (Adj. CPI to Prior Year)	\$156.56	\$158.22	-1.05%	\$156.56	\$158.22	-1.05%
<b><u>Labor Productivity (Bus, MAX, WES)</u></b>						
Bus & Rail Operator Attendance	90.24%	90.42%	-0.18%	90.24%	90.42%	-0.18%
Bus & Rail Maintenance Attendance	94.66%	94.80%	-0.15%	94.66%	94.80%	-0.15%
WES Maintenance & Admin Attendance	91.39%	96.79%	-5.40%	91.39%	96.79%	-5.40%
Weekly Boarding Rides Per Full Time Employee	727.5	810.5	-10.25%	727.5	810.5	-10.25%
<b><u>Service Supplied (Bus, MAX, WES)</u></b>						
Bus Miles Between Mechanical Failures - Lost Service	9,992	7,476	33.65%	9,992	7,476	33.65%
Bus Collisions/100,000 Miles	2.31	2.30	0.43%	2.31	2.30	0.43%
Bus % Maintained Pullouts	99.99%	100.00%	-0.01%	99.99%	100.00%	-0.01%
Bus On-Time Performance(1)	78.80%	80.00%	-1.20%	78.80%	80.00%	-1.20%
MAX Car Miles/Svce Related Repair	2,611	2,716	-3.86%	2,611	2,716	-3.86%
MAX Collisions/100,000 Miles	1.99	1.79	11.17%	1.99	1.79	11.17%
MAX % Maintained Pullouts	99.72%	99.18%	0.53%	99.72%	99.18%	0.53%
MAX On-Time Performance(1)	75.30%	81.50%	-6.20%	75.30%	81.50%	-6.20%
WES Miles/Relevant Failure	10,613	10,261	3.43%	10,613	10,261	3.43%
WES Collisions	0.00	0.00	N/A	0.00	0.00	N/A
WES % Maintained Trips	98.10%	99.15%	-1.05%	98.10%	99.15%	-1.05%
WES On-Time Performance(1)	84.30%	95.30%	-11.00%	84.30%	95.30%	-11.00%

(1) By departures at route timepoints

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