

Date: September 15, 2015

To: General Manager
Board of Directors

From: Timothy Kea, Senior Financial Analyst
Budget & Grants Department

Subject: August 2015 Monthly Performance Report

Lower gas prices continue to lead to lower ridership on bus, MAX, and WES commuter rail. Passenger revenues were down and the operations cost per boarding were up this August compared to prior year. Operations costs were up primarily due to adding additional staff in operations division to accommodate the MAX Orange line opening in September 2015.

1. Weekly system rides were down -2.0% in August compared to prior year's level. Weekly boarding rides declined -1.5% on buses, -2.8% on MAX, -8.3% on WES, and increased 1.2% on LIFT.
2. Weekday fixed route boardings were 312,635 in August, -2.1% below the prior year's level. Rides were down -1.3% on bus, -3.2% on MAX, and -8.3% on WES commuter rail. Weekend ridership were down -2.4% on buses, and -1.3% on MAX. Overall weekly system fixed route rides were -2.0% below the prior year's level.
3. The four MAX lines averaged a total of 119,300 weekday, 86,100 Saturday, and 68,700 Sunday boardings in August. Weekday ridership on each of the four MAX lines, averaging 61,200 on the Blue line, 22,900 on the Red line, 14,900 on the Yellow line, and 20,300 on the Green line. Total MAX ridership were up 1.7% during the peaks while were down -5.1% in off-peak periods, resulting in a -3.2% drop in weekday ridership. Total weekend ridership was also down (-1.3% Saturday, -1.3% Sunday), leading to a -2.8% decline in weekly MAX rides in August. MAX ridership decline was related to lower gas prices.
4. Weekday bus ridership was down -1.3% in August, with increases in peak +1.2% but decreases -2.4% in off-peak time periods. Overall weekend rides were down -2.4%, resulting in a -1.5% decline in weekly bus rides. Weekly rides were down -1.5% on frequent routes, and -1.5% on non-frequent routes. Bus weekday ridership was down on average of -1.0% from April of 2015 through August 2015.
5. WES averaged 1,835 daily rides in August, -8.3% below the prior year. WES operated with 32 late trains, 9 trains out of service, zero vehicle mechanical failure, which lead to 93.7% of trips were on time in August. The high number of late trains due to Portland & Western Railroad mandated heat restrictions to 30 mph, otherwise WES on-time performance would

have been 98.5% in August. WES train 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 rides were up 1.2% in August, with weekday rides up 1.8% and weekend rides down -3.9%. LIFT and cab miles were up 0.9% from the prior year's level.
7. August passenger revenues were \$9.5 million, -2.5% below the August 2014 level. For the first two months of the fiscal year, cumulative passenger revenues are -0.9% below the prior year's level.
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 August, fixed route operations cost per boarding ride increased by 6.3%, from \$2.53 in August 2014 to \$2.69 this August. Monthly rides were down -2.0%, while operations costs were up 3.2% compared to the prior year. Compared to August 2014, the primary area of increase was in personal services, reflecting more employees in operations division for the MAX Orange line which opened on September 12, 2015.

SYSTEM RIDERSHIP SUMMARY

Measure	Aug 15	Aug 14	% Change	FY16-TD	FY15-TD	% Change
Avg Weekday Boardings						
<u>Fixed Route</u>						
Bus-Other Service	89,800	90,600	-0.9%	89,550	90,950	-1.5%
Bus-Frequent Service*	<u>101,700</u>	<u>103,400</u>	-1.6%	<u>101,700</u>	<u>103,350</u>	-1.6%
Subtotal All Bus	191,500	194,000	-1.3%	191,250	194,300	-1.6%
MAX	119,300	123,200	-3.2%	120,300	124,100	-3.1%
Commuter Rail	<u>1,835</u>	<u>2,000</u>	-8.3%	<u>1,813</u>	<u>2,000</u>	-9.4%
Fixed Route Total	312,635	319,200	-2.1%	313,363	320,400	-2.2%
<u>Paratransit</u>						
LIFT& Cabs	3,579	3,515	1.8%	3,524	3,517	0.2%
System Total	316,214	322,715	-2.0%	316,887	323,917	-2.2%

Avg Weekly Boardings

<u>Fixed Route</u>						
Bus-Other Service	522,200	530,000	-1.5%	520,250	530,300	-1.9%
Bus-Frequent Service*	<u>632,200</u>	<u>641,700</u>	-1.5%	<u>631,300</u>	<u>639,450</u>	-1.3%
Subtotal All Bus	1,154,400	1,171,700	-1.5%	1,151,550	1,169,750	-1.6%
MAX	751,300	772,800	-2.8%	753,850	780,000	-3.4%
Commuter Rail	<u>9,175</u>	<u>10,000</u>	-8.3%	<u>9,063</u>	<u>9,975</u>	-9.1%
Fixed Route Total	1,914,875	1,954,500	-2.0%	1,914,463	1,959,725	-2.3%
Frequent Bus % of Total Bus	54.8%	54.8%	0.0%	54.8%	54.7%	0.2%
<u>Paratransit</u>						
LIFT & Cabs	20,120	19,891	1.2%	19,798	19,854	-0.3%
System Total	1,934,995	1,974,391	-2.0%	1,934,260	1,979,579	-2.3%

Operations Cost / Boarding Ride **

<u>Fixed Route</u>						
Bus-Other Service	\$3.50	\$3.49	0.29%	\$3.48	\$3.44	1.16%
Bus-Frequent Service*	\$2.50	\$2.44	2.46%	\$2.48	\$2.43	2.06%
Subtotal All Bus	\$2.95	\$2.91	1.37%	\$2.93	\$2.89	1.38%
MAX	\$2.14	\$1.85	15.68%	\$2.19	\$1.85	18.38%
Commuter Rail	\$15.62	\$11.42	36.78%	\$13.59	\$11.87	14.49%
Fixed Route Total	\$2.69	\$2.53	6.32%	\$2.69	\$2.52	6.75%
<u>Paratransit</u>						
LIFT & Cabs	\$33.92	\$32.50	4.37%	\$33.13	\$32.11	3.18%
System Total	\$3.01	\$2.83	6.36%	\$3.00	\$2.81	6.76%

* 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".

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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.

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KEY INDICATOR PERFORMANCE REPORT (FIXED ROUTE)

	Aug 15	Aug 14	% Change	FY16-TD	FY15-TD	% Change
<u>Ridership (Bus, MAX, WES)</u>						
Avg. Weekday Boarding Rides	312,635	319,200	-2.06%	313,360	320,400	-2.20%
Monthly Boarding Rides						
Per Revenue Hour	57.75	61.25	-5.72%	57.82	61.50	-5.98%
<u>Revenue & Cost Efficiency (Bus, MAX, WES)</u>						
Passenger Revenue/System Cost	31.45%	33.28%	-1.83%	31.87%	33.39%	-1.52%
System Cost/Boarding Ride	\$3.59	\$3.41	5.28%	\$3.56	\$3.37	5.64%
System Cost/Vehicle Hour (Adj. CPI to Prior Year)	\$159.13	\$161.11	-1.23%	\$157.62	\$159.66	-1.28%
<u>Labor Productivity (Bus, MAX, WES)</u>						
Bus & Rail Operator Attendance	90.62%	90.22%	0.40%	90.43%	90.32%	0.11%
Bus & Rail Maintenance Attendance	94.62%	94.30%	0.32%	94.64%	94.56%	0.08%
WES Maintenance & Admin Attendance	85.37%	91.54%	-6.17%	88.36%	94.27%	-5.91%
Weekly Boarding Rides Per Full Time Employee	729.2	799.1	-8.74%	728.3	804.8	-9.50%
<u>Service Supplied (Bus, MAX, WES)</u>						
Bus Miles Between Mechanical Failures - Lost Service	11,300	8,026	40.79%	10,646	7,751	37.35%
Bus Collisions/100,000 Miles	2.38	3.00	-20.67%	2.35	2.65	-11.32%
Bus % Maintained Pullouts	100.00%	99.99%	0.01%	100.00%	100.00%	0.00%
Bus On-Time Performance(1)	81.40%	80.10%	1.30%	80.10%	80.05%	0.05%
MAX Car Miles/Svce Related Repair	2,505	2,687	-6.80%	2,557	2,702	-5.35%
MAX Collisions/100,000 Miles	1.43	1.50	-4.67%	1.71	1.65	3.64%
MAX % Maintained Pullouts	99.94%	98.10%	1.84%	99.83%	98.64%	1.18%
MAX On-Time Performance(1)	77.90%	76.10%	1.80%	76.60%	78.80%	-2.20%
WES Miles/Relevant Failure	9,746	4,910	98.49%	10,180	10,041	1.38%
WES Collisions	0.00	1.00	-100.00%	0.00	0.50	-100.00%
WES % Maintained Trips	98.66%	99.11%	-0.45%	98.37%	99.13%	-0.76%
WES On-Time Performance(1)	93.70%	94.00%	-0.30%	89.00%	94.65%	-5.65%

(1) By departures at route timepoints

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