

**Date:** October 19, 2015

**To:** General Manager  
Board of Directors

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

**Subject:** September 2015 Monthly Performance Report

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The monthly ridership was up 1.3% in September compared to prior year. The ridership increase was due to the MAX Orange line opening in September 2015. Lower gas prices continue to lead to lower ridership. Passenger revenues were up slightly as well as the operations cost per boarding ride compared to last September. Operations costs were up mostly related to the MAX Orange line.

1. Weekly system rides were up 2.7% in September compared to prior year's level. Weekly boarding rides declined -1.0% on buses and -7.0% on WES, but were up 0.9% on LIFT and 9.1% on MAX. Much of this is due to the addition of the MAX Orange line service between Milwaukie and PSU, which began operating in September 12, 2015.
2. Weekday fixed route boardings were 328,260 in September, 1.8% above the prior year's level. Rides were down -1.6% on bus, -7.0% on WES commuter rail, but were up 7.9% on MAX. Weekend ridership was up 1.9% on buses, and 13.7% on MAX. Overall weekly system fixed route rides were 2.7% above the prior year's level.
3. The five MAX lines averaged a total of 124,600 weekday, 96,400 Saturday, and 74,400 Sunday boarding rides in September. Weekday ridership on each of the five MAX lines, averaging 59,000 on the Blue line, 20,900 on the Red line, 14,200 on the Yellow line, 19,500 on the Green line, and 11,000 on the Orange line. Total MAX ridership was up 12.8% during peak and 5.6% in off-peak periods, resulting in a 7.9% weekday ridership increase in September. Total weekend ridership was also up (9.7% Saturday, 19.4% Sunday), leading to a 9.1% increase in weekly MAX rides in September.
4. Weekday bus ridership was down -1.6% in September, with slight declines in peak (-0.2% and -2.2%) in off-peak time periods. Overall weekend rides were up 1.9%, resulting in a -1.0% decline in weekly bus rides. Weekly rides were down -1.9% on frequent routes, but were slightly up 0.1% on non-frequent routes. Bus weekday ridership was down on average of -1.1% from April through September 2015 when the decline began.
5. WES averaged 1,860 daily rides in September, -7.0% below the prior year's level. WES operated with 28 late trains, 3 trains out of service, 2 vehicle mechanical failures, which lead to 95.4% of trips were on time in September. 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 0.9% in September, with weekday rides up 1.4% and weekend rides down -2.2%. LIFT and cab miles were up 1.8% and the average fiscal year-to-date operations cost per ride was up slightly 0.7% from the prior fiscal year-to-date's level.
7. September passenger revenues were \$9.5 million, 0.8% above the September 2014 level. For the first three months of the fiscal year, cumulative passenger revenues were -0.3% 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 September, fixed route operations cost per boarding ride increased by 1.2%, from \$2.60 in September 2014 to \$2.63 this September. Monthly rides were up 1.3%, while operations costs were up 6.7% compared to the prior year. Compared to September 2014, the primary area of increase was in personal services, reflecting more employees in the operations division for the addition of the MAX Orange line.

## SYSTEM RIDERSHIP SUMMARY

Measure	Sep 15	Sep 14	% Change	FY16-TD	FY15-TD	% Change
<b>Avg Weekday Boardings</b>						
<b><u>Fixed Route</u></b>						
Bus-Other Service	95,400	95,600	-0.2%	91,500	92,500	-1.1%
Bus-Frequent Service*	<u>106,400</u>	<u>109,400</u>	-2.7%	<u>103,267</u>	<u>105,370</u>	-2.0%
Subtotal All Bus	201,800	205,000	-1.6%	194,767	197,870	-1.6%
MAX	124,600	115,500	7.9%	121,733	121,230	0.4%
Commuter Rail	<u>1,860</u>	<u>2,000</u>	-7.0%	<u>1,828</u>	<u>2,000</u>	-8.6%
Fixed Route Total	328,260	322,500	1.8%	318,328	321,100	-0.9%
<b><u>Paratransit</u></b>						
LIFT& Cabs	3,658	3,609	1.4%	3,569	3,548	0.6%
<b>System Total</b>	<b>331,918</b>	<b>326,109</b>	<b>1.8%</b>	<b>321,897</b>	<b>324,648</b>	<b>-0.8%</b>

### Avg Weekly Boardings

<b><u>Fixed Route</u></b>						
Bus-Other Service	556,200	555,600	0.1%	532,233	538,733	-1.2%
Bus-Frequent Service*	<u>660,700</u>	<u>673,400</u>	-1.9%	<u>641,100</u>	<u>650,767</u>	-1.5%
Subtotal All Bus	1,216,900	1,229,000	-1.0%	1,173,333	1,189,500	-1.4%
MAX	793,800	727,700	9.1%	767,167	762,567	0.6%
Commuter Rail	<u>9,300</u>	<u>10,000</u>	-7.0%	<u>9,142</u>	<u>9,983</u>	-8.4%
Fixed Route Total	2,020,000	1,966,700	2.7%	1,949,642	1,962,050	-0.6%
Frequent Bus % of Total Bus	54.3%	54.8%	-0.5%	54.6%	54.7%	-0.1%
<b><u>Paratransit</u></b>						
LIFT & Cabs	20,603	20,410	0.9%	20,066	20,039	0.1%
<b>System Total</b>	<b>2,040,603</b>	<b>1,987,110</b>	<b>2.7%</b>	<b>1,969,708</b>	<b>1,982,089</b>	<b>-0.6%</b>

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

<b><u>Fixed Route</u></b>						
Bus-Other Service	\$3.26	\$3.34	-2.40%	\$3.40	\$3.41	-0.29%
Bus-Frequent Service*	\$2.45	\$2.30	6.52%	\$2.47	\$2.39	3.35%
Subtotal All Bus	\$2.82	\$2.77	1.81%	\$2.89	\$2.85	1.40%
MAX	\$2.20	\$2.18	0.92%	\$2.19	\$1.95	12.31%
Commuter Rail	\$13.68	\$12.93	5.80%	\$13.62	\$12.22	11.46%
Fixed Route Total	\$2.63	\$2.60	1.15%	\$2.67	\$2.54	5.12%
<b><u>Paratransit</u></b>						
LIFT & Cabs	\$32.31	\$33.85	-4.55%	\$32.85	\$32.69	0.49%
<b>System Total</b>	<b>\$2.93</b>	<b>\$2.92</b>	<b>0.34%</b>	<b>\$2.98</b>	<b>\$2.85</b>	<b>4.56%</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".

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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)

	Sep 15	Sep 14	% Change	FY16-TD	FY15-TD	% Change
<b><u>Ridership (Bus, MAX, WES)</u></b>						
Avg. Weekday Boarding Rides	328,260	322,500	1.79%	318,330	321,100	-0.86%
Monthly Boarding Rides						
Per Revenue Hour	58.59	60.06	-2.45%	58.07	61.02	-4.83%
<b><u>Revenue &amp; Cost Efficiency (Bus, MAX, WES)</u></b>						
Passenger Revenue/System Cost	30.55%	32.28%	-1.73%	31.42%	33.02%	-1.60%
System Cost/Boarding Ride	\$3.65	\$3.47	5.19%	\$3.59	\$3.40	5.59%
System Cost/Vehicle Hour (Adj. CPI to Prior Year)	\$164.94	\$160.75	2.61%	\$160.65	\$160.02	0.39%
<b><u>Labor Productivity (Bus, MAX, WES)</u></b>						
Bus & Rail Operator Attendance	90.68%	90.29%	0.39%	90.51%	90.31%	0.20%
Bus & Rail Maintenance Attendance	94.55%	94.32%	0.24%	94.61%	94.48%	0.13%
WES Maintenance & Admin Attendance	89.90%	93.91%	-4.01%	88.89%	94.15%	-5.25%
Weekly Boarding Rides Per Full Time Employee	769.2	801.3	-4.00%	742.0	803.6	-7.67%
<b><u>Service Supplied (Bus, MAX, WES)</u></b>						
Bus Miles Between Mechanical Failures - Lost Service	13,500	9,120	48.03%	11,597	8,207	41.30%
Bus Collisions/100,000 Miles	2.52	1.77	42.37%	2.40	2.36	1.69%
Bus % Maintained Pullouts	100.00%	100.00%	0.00%	100.00%	100.00%	0.00%
Bus On-Time Performance(1)	80.20%	78.70%	1.50%	80.13%	79.60%	0.53%
MAX Car Miles/Svce Related Repair	2,298	2,483	-7.45%	2,507	2,627	-4.59%
MAX Collisions/100,000 Miles	1.32	0.92	43.48%	1.58	1.40	12.86%
MAX % Maintained Pullouts	99.84%	99.38%	0.45%	99.83%	98.88%	0.95%
MAX On-Time Performance(1)	82.30%	81.20%	1.10%	78.50%	79.60%	-1.10%
WES Miles/Relevant Failure	4,917	4,939	-0.45%	10,064	9,986	0.78%
WES Collisions	0.00	0.00	N/A	0.00	0.33	-100.00%
WES % Maintained Trips	99.55%	100.00%	-0.45%	98.75%	99.41%	-0.66%
WES On-Time Performance(1)	95.40%	96.30%	-0.90%	91.13%	95.20%	-4.07%

(1) By departures at route timepoints

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