

**Date:** April 19, 2016

**To:** General Manager  
Board of Directors

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

**Subject:** March 2016 Monthly Performance Report

---

The monthly systemwide ridership increased 0.6% in March (Bus down 4.2%, MAX up 8.4%, WES up 4.3% and LIFT and Cab up 5.5%) compared to prior year's level. Passenger revenues increased 4.3% and operations costs per boarding increased 9.1% compared to March 2015. Operations costs were up mainly due to the MAX Orange Line that began service in September 2015. Also, gas prices remain low compared to same time last year.

1. Weekly system rides decreased 1.5% in March compared to prior year's level. Weekly boardings declined (6.3% on buses, 0.2% on WES) however increased 2.7% on LIFT and Cab and 6.5% on MAX. Excluding MAX Orange Line, the weekly boardings on MAX were down 2.4%.
2. Weekday fixed route boardings were 318,920 in March, 1.6% below the prior year's level. Boardings decreased 6.1% on bus, flat on WES commuter rail, but increased 6.1% on MAX. Weekend ridership decreased 7.6% on buses, and increased 8.2% on MAX. Overall weekly system fixed route boardings were 1.5% below the prior year's level.
3. The five MAX lines averaged a total of 124,700 weekday, 90,300 Saturday, and 64,300 Sunday boardings in March. Weekday ridership on each of the five MAX lines averaged 58,300 on the Blue Line, 20,600 on the Red Line, 13,500 on the Yellow Line, 21,400 on the Green Line, and 10,900 on the Orange Line. Total MAX ridership increased 13.2% during peak and 3.1% in off-peak periods, resulting in a 6.1% weekday ridership increase in March. Total weekend ridership also increased (9.9% Saturday, 5.9% Sunday), leading to a 6.5% increase in weekly MAX rides in March. The overall increase is contributed by the Orange Line which began service in September 2015.
4. Weekday bus ridership decreased 6.1% in March, with declines in peak of 4.4% and 6.8% in off-peak time periods. Overall weekend boardings decreased 7.6%, resulting in a 6.3% decline in weekly bus rides. Weekly boardings decreased 5.8% on frequent routes, and 7.0% on non-frequent routes. Bus weekday ridership decreased on average of 3.1% per month since the decline began in April 2015.

5. WES averaged 1,820 daily boardings in March, no change compared to the prior year's level. WES operated with 7 late trains (due to freight train interference, and CTC system failure), zero out of service trains, and zero vehicle mechanical failures, which lead to 99.0% of trips made on time in March. 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 and Cab boardings increased 2.7% in March, weekday boardings increased 2.7% as well and weekend boardings increased 2.1%, compared to prior year. LIFT and Cab average fiscal year-to-date operations cost per boarding increased 1.6% compared to the prior fiscal year-to-date's level.
7. March passenger revenues were \$9.97 million, which is 4.3% above the prior year level. The fiscal year-to-date passenger revenues were up 1.6% or \$1.4 million compared to the prior fiscal year-to-date's level.
8. Operations cost/boarding 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 March, Fixed Route operations cost per boarding increased 10.3% compared to the prior year's level. This is mostly due to the MAX Orange Line opening in September 2015. The fiscal year to-date, fixed route operations cost per boarding increased 6.9% compared to the prior fiscal year to-date.

## SYSTEM RIDERSHIP SUMMARY

Measure	Mar 16	Mar 15	% Change	FY16-TD	FY15-TD	% Change
<b>Avg Weekday Boardings</b>						
<b><u>Fixed Route</u></b>						
Bus-Other Service	89,200	95,400	-6.5%	90,100	94,020	-4.2%
Bus-Frequent Service*	<u>103,200</u>	<u>109,400</u>	-5.7%	<u>103,722</u>	<u>107,740</u>	-3.7%
Subtotal All Bus	192,400	204,800	-6.1%	193,822	201,760	-3.9%
MAX	124,700	117,500	6.1%	123,233	117,130	5.2%
Commuter Rail	<u>1,820</u>	<u>1,820</u>	0.0%	<u>1,777</u>	<u>1,880</u>	-5.5%
Fixed Route Total	318,920	324,100	-1.6%	318,833	320,770	-0.6%
<b><u>Paratransit</u></b>						
LIFT& Cabs	3,714	3,615	2.7%	3,624	3,561	1.7%
<b>System Total</b>	<b>322,634</b>	<b>327,740</b>	<b>-1.6%</b>	<b>322,456</b>	<b>324,331</b>	<b>-0.6%</b>

### Avg Weekly Boardings

<b><u>Fixed Route</u></b>						
Bus-Other Service	511,800	550,200	-7.0%	519,544	543,644	-4.4%
Bus-Frequent Service*	<u>635,000</u>	<u>673,900</u>	-5.8%	<u>639,378</u>	<u>661,356</u>	-3.3%
Subtotal All Bus	1,146,800	1,224,100	-6.3%	1,158,922	1,205,000	-3.8%
MAX	778,100	730,400	6.5%	767,938	727,935	5.5%
Commuter Rail	<u>9,100</u>	<u>9,120</u>	-0.2%	<u>8,886</u>	<u>9,392</u>	-5.4%
Fixed Route Total	1,934,000	1,963,625	-1.5%	1,935,747	1,942,326	-0.3%
Frequent Bus % of Total Bus	55.4%	55.1%	0.3%	55.2%	54.9%	0.3%
<b><u>Paratransit</u></b>						
LIFT & Cabs	20,908	20,364	2.7%	20,392	20,109	1.4%
<b>System Total</b>	<b>1,954,908</b>	<b>1,983,989</b>	<b>-1.5%</b>	<b>1,956,139</b>	<b>1,962,435</b>	<b>-0.3%</b>

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

<b><u>Fixed Route</u></b>						
Bus-Other Service	\$3.56	\$3.20	11.25%	\$3.53	\$3.35	5.37%
Bus-Frequent Service*	\$2.61	\$2.32	12.50%	\$2.58	\$2.38	8.40%
Subtotal All Bus	\$3.04	\$2.71	12.18%	\$3.01	\$2.82	6.74%
MAX	\$2.26	\$2.09	8.13%	\$2.31	\$2.11	9.48%
Commuter Rail	\$15.69	\$13.05	20.23%	\$15.03	\$13.14	14.38%
Fixed Route Total	\$2.79	\$2.53	10.28%	\$2.79	\$2.60	7.31%
<b><u>Paratransit</u></b>						
LIFT & Cabs	\$32.27	\$32.78	-1.56%	\$32.94	\$32.41	1.64%
<b>System Total</b>	<b>\$3.10</b>	<b>\$2.84</b>	<b>9.15%</b>	<b>\$3.11</b>	<b>\$2.91</b>	<b>6.87%</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".

TK

\*\* 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.

i

## KEY INDICATOR PERFORMANCE REPORT (FIXED ROUTE)

	Mar 16	Mar 15	% Change	FY16-TD	FY15-TD	% Change
<b><u>Ridership (Bus, MAX, WES)</u></b>						
Avg. Weekday Boarding Rides	318,920	324,100	-1.60%	318,830	320,780	-0.61%
Monthly Boarding Rides						
Per Revenue Hour	56.54	59.96	-5.70%	56.94	60.05	-5.18%
<b><u>Revenue &amp; Cost Efficiency (Bus, MAX, WES)</u></b>						
Passenger Revenue/System Cost	30.72%	32.18%	-1.46%	30.97%	32.69%	-1.72%
System Cost/Boarding Ride	\$3.71	\$3.40	9.12%	\$3.75	\$3.49	7.45%
System Cost/Vehicle Hour (Adj. CPI to Prior Year)	\$159.70	\$156.92	1.77%	\$162.60	\$161.84	0.47%
<b><u>Labor Productivity (Bus, MAX, WES)</u></b>						
Bus & Rail Operator Attendance	89.71%	89.35%	0.36%	90.31%	89.84%	0.47%
Bus & Rail Maintenance Attendance	94.00%	93.55%	0.45%	94.30%	93.70%	0.60%
WES Maintenance & Admin Attendance	94.95%	94.47%	0.48%	91.45%	94.15%	-2.70%
Weekly Boarding Rides Per Full Time Employee	722.0	779.7	-7.41%	730.7	782.7	-6.64%
<b><u>Service Supplied (Bus, MAX, WES)</u></b>						
Bus Miles Between Mechanical Failures - Lost Service	12,693	10,509	20.78%	11,722	9,937	17.96%
Bus Collisions/100,000 Miles	2.89	2.51	15.14%	2.72	2.25	20.89%
Bus % Maintained Pullouts	100.00%	99.99%	0.01%	100.00%	100.00%	0.00%
Bus On-Time Performance(1)	82.30%	82.90%	-0.60%	80.48%	80.63%	-0.16%
MAX Car Miles/Svce Related Repair	3,008	2,785	8.03%	2,387	2,859	-16.52%
MAX Collisions/100,000 Miles	1.53	1.18	29.66%	1.84	1.10	67.27%
MAX % Maintained Pullouts	100.00%	99.76%	0.24%	99.83%	99.37%	0.46%
MAX On-Time Performance(1)	83.60%	82.10%	1.50%	79.28%	80.69%	-1.41%
WES Miles/Relevant Failure	10,819	5,175	109.08%	10,007	9,924	0.83%
WES Collisions	0.00	0.00	N/A	0.11	0.11	0.00%
WES % Maintained Trips	100.00%	100.00%	0.00%	99.21%	99.41%	-0.20%
WES On-Time Performance(1)	99.00%	98.60%	0.40%	94.10%	96.44%	-2.34%

(1) By departures at route timepoints

TK

ii