

**Date:** November 21, 2012

**To:** General Manager  
Board of Directors

**From:** Nancy Jarigese

**Subject:** October 2012 Monthly Performance Report

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1. Weekly system boarding rides (fixed route and paratransit) were down 1.1% in October. Weekly rides declined on LIFT and MAX, but were up on buses and WES. It appears that the bulk of the ridership loss this October compared to last is due to the elimination of the fareless zone on MAX.
2. Weekday fixed route boardings were 336,100 in October, 0.4% below the prior year's level. Rides were up on bus and WES commuter rail (+2.8%, +10.1% respectively), but were down 5.5% on MAX. Weekend ridership was up 1.4% on buses and down 10.8% on MAX. Overall weekly system fixed route rides were 1.1% below the prior year's level.
3. The four MAX lines averaged a total of 125,600 weekday, 81,400 Saturday, and 60,800 Sunday boardings in October. Weekday ridership was down on each of the four MAX lines, averaging 64,200 on the Blue line, 21,700 on the Red line, 16,400 on the Yellow line, and 23,300 on the Green line. Total MAX ridership fell 3.5% during the peaks and 6.4% in off-peak periods, resulting in a 5.5% drop in weekday ridership. Total weekend ridership was also down (-14.0% Saturday, -6.3% Sunday), leading to a 6.5% decline in weekly MAX rides in October. Most of the MAX ridership decline was in the former Rail Free Zone area.
4. Weekday bus ridership was up 2.8% in October, with increases in peak (+1.3%) and off-peak (+3.6%) time periods. Overall weekend rides were up 1.4%, resulting in a 2.6% improvement in weekly bus rides. October's bus ridership results are consistent with the growth we have seen for the last 12 months on bus.
5. WES averaged 1,860 daily rides in October, 10.1% above the prior year and another new ridership record. WES operated reliably in October, with 99.7% of scheduled trips operated, no relevant mechanical failures or accidents, and 98.8% of trips on time. 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 rides were down 3.8% in October, with weekday rides down 3.0% and weekend rides down 9.9%. LIFT and cab miles were down 2.5% from the prior year's level.

7. October passenger revenues were \$9.44 million, 7.5% above the October 2012 level. To compare this October's passenger fares with the prior year, two adjustments need to be made. First, October 2012 had two more weekdays than the prior October; adjusting for this factor results in October 2012 passenger revenues being 5.9% above the prior year's level. A second adjustment relates to ticket returns. With the September fare change, old tickets are no longer valid and as a result, passenger revenues have been affected by significant returns of these old tickets. Timing issues related to these returns resulted in the passenger revenue recorded this October being about \$500,000 too low. In coming months, ticket returns should not be much of a factor, so passenger revenue will better reflect actual fare sales.

FY13 budgeted passenger revenue of \$115.1 million did not include the impact of the low income fare or the final agreement on free fares for Portland Public School students. Passenger revenue in the financial forecast has been revised to \$113.3 million after these adjustments. TriMet forecast a 1.4% reduction in annual ridership due to the September 2012 fare changes. To date, ridership losses have been very close to what was forecast. Given what we know at this time, we believe that passenger revenue will be slightly lower (\$112 million) or right on the current FY13 passenger revenue forecast of \$113 million.

## SYSTEM RIDERSHIP SUMMARY

Measure	Oct 12	Oct 11	% Change	FY13	FY12	% Change
<b>Avg Weekday Boardings</b>						
<b><u>Fixed Route</u></b>						
Bus-Other Service	100,000	90,300	10.7%	89,050	83,600	6.5%
Bus-Frequent Service*	<u>108,600</u>	<u>112,600</u>	-3.6%	<u>104,550</u>	<u>105,980</u>	-1.3%
Subtotal All Bus	208,600	202,900	2.8%	193,600	189,580	2.1%
MAX	125,600	132,900	-5.5%	128,575	134,500	-4.4%
Commuter Rail	<u>1,860</u>	<u>1,690</u>	10.1%	<u>1,795</u>	<u>1,650</u>	8.8%
Fixed Route Total	336,060	337,500	-0.4%	323,970	325,730	-0.5%
<b><u>Paratransit</u></b>						
LIFT& Cabs	3,609	3,719	-3.0%	3,529	3,590	-1.7%
<b>System Total</b>	<b>339,669</b>	<b>341,209</b>	<b>-0.5%</b>	<b>327,499</b>	<b>329,320</b>	<b>-0.6%</b>

### Avg Weekly Boardings

<b><u>Fixed Route</u></b>						
Bus-Other Service	576,100	516,500	11.5%	515,400	480,875	7.2%
Bus-Frequent Service*	<u>660,100</u>	<u>688,600</u>	-4.1%	<u>644,250</u>	<u>651,775</u>	-1.2%
Subtotal All Bus	1,236,200	1,205,100	2.6%	1,159,650	1,132,650	2.4%
MAX	770,200	824,000	-6.5%	807,975	846,575	-4.6%
Commuter Rail	<u>9,300</u>	<u>8,400</u>	10.7%	<u>8,975</u>	<u>8,250</u>	8.8%
Fixed Route Total	2,015,700	2,037,600	-1.1%	1,976,600	1,987,475	-0.5%
Frequent Bus % of Total Bus	53.4%	57.1%	-3.7%	55.6%	57.5%	-2.0%
<b><u>Paratransit</u></b>						
LIFT & Cabs	20,446	21,261	-3.8%	20,026	20,460	-2.1%
<b>System Total</b>	<b>2,036,146</b>	<b>2,058,861</b>	<b>-1.1%</b>	<b>1,996,626</b>	<b>2,007,935</b>	<b>-0.6%</b>

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

<b><u>Fixed Route</u></b>						
Bus-Other Service	\$3.01	\$3.24	-7.10%	\$3.43	\$3.45	-0.58%
Bus-Frequent Service*	\$2.19	\$2.23	-1.79%	\$2.41	\$2.36	2.12%
Subtotal All Bus	\$2.57	\$2.66	-3.38%	\$2.86	\$2.82	1.42%
MAX	\$1.79	\$1.65	8.48%	\$1.68	\$1.56	7.69%
Commuter Rail	\$11.69	\$12.51	-6.55%	\$14.30	\$14.15	1.06%
Fixed Route Total	\$2.32	\$2.29	1.31%	\$2.43	\$2.33	4.29%
<b><u>Paratransit</u></b>						
LIFT & Cabs	\$29.91	\$29.11	2.75%	\$30.41	\$29.21	4.11%
<b>System Total</b>	<b>\$2.59</b>	<b>\$2.56</b>	<b>1.17%</b>	<b>\$2.71</b>	<b>\$2.60</b>	<b>4.23%</b>

\* 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)

	Oct 12	Oct 11	% Change	FY13	FY12	% Change
<b><u>Ridership (Bus, MAX, WES)</u></b>						
Avg. Weekday Boarding Rides	336,060	337,500	-0.43%	323,970	325,720	-0.54%
Monthly Boarding Rides Per Revenue Hour	66.94	67.59	-0.96%	65.23	66.23	-1.51%
<b><u>Revenue &amp; Cost Efficiency (Bus, MAX, WES)</u></b>						
Passenger Revenue/System Cost	32.33%	32.29%	0.04%	31.72%	31.25%	0.47%
System Cost/Boarding Ride	\$3.16	\$3.04	3.95%	\$3.23	\$3.10	4.19%
System Cost/Vehicle Hour (Adj. CPI to Prior Year)	\$159.89	\$156.95	1.87%	\$159.21	\$156.77	1.56%
<b><u>Labor Productivity (Bus, MAX, WES)</u></b>						
Bus & Rail Operator Attendance	90.02%	90.57%	-0.55%	90.28%	90.63%	-0.35%
Bus & Rail Maintenance Attendance	93.60%	94.14%	-0.53%	93.73%	94.72%	-0.99%
WES Maintenance & Admin Attendance	93.21%	100.00%	-6.79%	95.43%	98.04%	-2.61%
Weekly Boarding Rides Per Full Time Employee	886.1	919.3	-3.61%	873.9	896.2	-2.49%
<b><u>Service Supplied (Bus, MAX, WES)</u></b>						
Bus Miles/Vehicle Accident	40,964	59,668	-31.35%	50,481	74,578	-32.31%
Bus % Maintained Pullouts	99.94%	99.75%	0.19%	99.50%	99.70%	-0.20%
Bus On-Time Performance(1)	79.50%	80.40%	-0.90%	80.15%	80.83%	-0.68%
Rail Car Miles/Svce Related Repair	2,730	3,456	-21.02%	2,458	2,830	-13.16%
LRV-Train Miles/Vehicle Accident	54,540	170,299	-67.97%	132,725	447,581	-70.35%
LRV % Maintained Pullouts	99.54%	99.35%	0.19%	99.35%	99.76%	-0.41%
Rail On-Time Performance(1)	74.60%	87.60%	-13.00%	79.78%	86.80%	-7.03%
WES Miles/Relevant Failure	10,790	4,939	118.47%	10,062	9,996	0.66%
WES Miles/Vehicle Accident(2)	10,790	9,878	9.23%	10,062	9,996	0.66%
WES % Maintained Trips	99.73%	100.00%	-0.27%	99.49%	100.00%	-0.51%
WES On-Time Performance(1)	98.80%	98.80%	0.00%	97.83%	98.83%	-1.00%

(1) By departures at route timepoints

(2) No accidents in October 2012 on WES.

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