

Date: March 17, 2016

To: General Manager
Board of Directors

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

Subject: February 2016 Monthly Performance Report

The monthly systemwide ridership increased 3.7% in February (Bus down 1.1%, MAX up 11.9%, WES up 3.8% and LIFT and Cab up 8.7%) compared to prior year's level. The monthly increase is due in part to one extra day this February. Passenger revenues increased 4.2% and operations costs per boarding increased 12.3% compared to February 2015. Operations costs were up mainly due to the MAX Orange Line that began service in September 2015.

1. Weekly system rides decreased 0.4% in February compared to prior year's level. Weekly boardings declined (5.1% on buses, 1.1% on WES) however increased 4.0% on LIFT and Cab and 7.5% on MAX. Excluding MAX Orange Line, the weekly boardings on MAX would have been down 1.9%.
2. Weekday fixed route boardings were 325,280 in February, 0.7% below the prior year's level. Boardings decreased 5.2% on bus, 1.1% on WES commuter rail, yet increased 7.4% on MAX. Weekend ridership decreased 4.5% on buses, but increased 8.3% on MAX. Overall weekly system fixed route boardings were 0.4% below the prior year's level.
3. The five MAX lines averaged a total of 125,400 weekday, 87,500 Saturday, and 62,800 Sunday boardings in February. Weekday ridership on each of the five MAX lines averaged 58,500 on the Blue Line, 19,400 on the Red Line, 14,200 on the Yellow Line, 21,900 on the Green Line, and 11,400 on the Orange Line. Total MAX ridership increased 16.1% during peak and 3.5% in off-peak periods, resulting in a 7.4% weekday ridership increase in February. Total weekend ridership also increased (8.0% Saturday, 8.7% Sunday), leading to a 7.5% increase in weekly MAX rides in February. The overall increase is contributed by the Orange Line service since September 2015.
4. Weekday bus ridership decreased 5.2% in February, with declines in peak of 3.5% and 6.0% in off-peak time periods. Overall weekend boardings decreased 4.5%, resulting in a 5.1% decline in weekly bus rides. Weekly boardings decreased 4.2% on frequent routes, and 6.1% on non-frequent routes. Bus weekday ridership decreased on average of 2.8% per month since the decline began in April 2015.

5. WES averaged 1,780 daily boardings in February, a 1.1% decrease compared to the prior year's level. WES operated with 16 late trains (due to the Grahams Ferry bridge strike, and automatic warning device malfunctions), 9 trains were out of service due to a pedestrian strike at pedestrian crossings, and zero vehicle mechanical failures, which lead to 96.2% of trips made on time in February. 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 4.0% in February, weekday boardings increased 4.3% and weekend boardings increased 2.1% as well, compared to prior year. LIFT and Cab average fiscal year-to-date operations cost per boarding increased 2.0% compared to the prior fiscal year-to-date's level.
7. February passenger revenues were \$9.78 million, which is 4.2% above the prior year level. The fiscal year-to-date passenger revenues are 0.8% below budget.
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 February, Fixed Route operations cost per boarding increased 12.3% compared to the prior year's level. This is mostly due to an additional MAX Orange Line that opened last September. 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	Feb 16	Feb 15	% Change	FY16-TD	FY15-TD	% Change
Avg Weekday Boardings						
<u>Fixed Route</u>						
Bus-Other Service	91,500	97,300	-6.0%	90,213	93,850	-3.9%
Bus-Frequent Service*	<u>106,600</u>	<u>111,600</u>	-4.5%	<u>103,788</u>	<u>107,540</u>	-3.5%
Subtotal All Bus	198,100	208,900	-5.2%	194,000	201,390	-3.7%
MAX	125,400	116,800	7.4%	123,050	117,090	5.1%
Commuter Rail	<u>1,780</u>	<u>1,800</u>	-1.1%	<u>1,772</u>	<u>1,880</u>	-5.8%
Fixed Route Total	325,280	327,500	-0.7%	318,822	320,360	-0.5%
<u>Paratransit</u>						
LIFT& Cabs	3,764	3,609	4.3%	3,612	3,555	1.6%
System Total	329,044	331,109	-0.6%	322,434	323,915	-0.5%

Avg Weekly Boardings

<u>Fixed Route</u>						
Bus-Other Service	526,300	560,600	-6.1%	520,513	542,825	-4.1%
Bus-Frequent Service*	<u>656,400</u>	<u>685,100</u>	-4.2%	<u>639,925</u>	<u>659,788</u>	-3.0%
Subtotal All Bus	1,182,700	1,245,700	-5.1%	1,160,438	1,202,613	-3.5%
MAX	777,300	722,800	7.5%	766,668	727,627	5.4%
Commuter Rail	<u>8,900</u>	<u>9,000</u>	-1.1%	<u>8,859</u>	<u>9,425</u>	-6.0%
Fixed Route Total	1,968,900	1,977,500	-0.4%	1,935,965	1,939,664	-0.2%
Frequent Bus % of Total Bus	55.5%	55.0%	0.5%	55.1%	54.9%	0.3%
<u>Paratransit</u>						
LIFT & Cabs	21,214	20,389	4.0%	20,328	20,077	1.2%
System Total	1,990,114	1,997,889	-0.4%	1,956,293	1,959,741	-0.2%

Operations Cost / Boarding Ride **

<u>Fixed Route</u>						
Bus-Other Service	\$3.71	\$3.19	16.30%	\$3.53	\$3.37	4.75%
Bus-Frequent Service*	\$2.71	\$2.28	18.86%	\$2.58	\$2.39	7.95%
Subtotal All Bus	\$3.16	\$2.69	17.47%	\$3.00	\$2.83	6.01%
MAX	\$2.46	\$2.27	8.37%	\$2.32	\$2.11	9.95%
Commuter Rail	\$19.36	\$17.55	10.31%	\$14.93	\$13.15	13.54%
Fixed Route Total	\$2.96	\$2.61	13.41%	\$2.79	\$2.61	6.90%
<u>Paratransit</u>						
LIFT & Cabs	\$32.97	\$33.92	-2.80%	\$33.03	\$32.37	2.04%
System Total	\$3.28	\$2.92	12.33%	\$3.11	\$2.92	6.51%

* 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)

	Feb 16	Feb 15	% Change	FY16-TD	FY15-TD	% Change
<u>Ridership (Bus, MAX, WES)</u>						
Avg. Weekday Boarding Rides	325,280	327,500	-0.68%	318,820	320,360	-0.48%
Monthly Boarding Rides						
Per Revenue Hour	57.56	61.01	-5.65%	56.98	60.07	-5.14%
<u>Revenue & Cost Efficiency (Bus, MAX, WES)</u>						
Passenger Revenue/System Cost	30.07%	33.56%	-3.49%	31.00%	32.75%	-1.75%
System Cost/Boarding Ride	\$3.92	\$3.50	12.00%	\$3.76	\$3.51	7.12%
System Cost/Vehicle Hour (Adj. CPI to Prior Year)	\$171.89	\$164.87	4.26%	\$162.69	\$162.48	0.13%
<u>Labor Productivity (Bus, MAX, WES)</u>						
Bus & Rail Operator						
Attendance	89.44%	89.28%	0.16%	90.39%	89.90%	0.49%
Bus & Rail Maintenance						
Attendance	94.66%	92.51%	2.15%	94.34%	93.72%	0.62%
WES Maintenance & Admin						
Attendance	97.56%	91.34%	6.22%	90.98%	94.10%	-3.13%
Weekly Boarding Rides						
Per Full Time Employee	740.9	791.5	-6.40%	731.8	783.0	-6.55%
<u>Service Supplied (Bus, MAX, WES)</u>						
Bus Miles Between Mechanical						
Failures - Lost Service	11,478	10,430	10.05%	11,600	9,866	17.58%
Bus Collisions/100,000 Miles	2.46	1.37	79.56%	2.70	2.22	21.62%
Bus % Maintained Pullouts	99.99%	99.99%	0.00%	100.00%	100.00%	0.00%
Bus On-Time Performance(1)	82.70%	83.10%	-0.40%	80.25%	80.35%	-0.10%
MAX Car Miles/Svce Related Repair	2,890	3,269	-11.60%	2,323	2,869	-19.02%
MAX Collisions/100,000 Miles	1.09	0.65	67.69%	1.88	1.10	70.91%
MAX % Maintained Pullouts	99.90%	99.67%	0.22%	99.81%	99.32%	0.49%
MAX On-Time Performance(1)	83.70%	83.00%	0.70%	78.74%	80.51%	-1.78%
WES Miles/Relevant Failure	9,761	9,408	3.75%	9,906	9,871	0.35%
WES Collisions	1.00	0.00	N/A	0.13	0.13	0.00%
WES % Maintained Trips	98.66%	100.00%	-1.34%	99.10%	99.33%	-0.24%
WES On-Time Performance(1)	96.20%	98.40%	-2.20%	93.49%	96.18%	-2.69%

(1) By departures at route timepoints

TK

ii