

Date: February 18, 2016

To: General Manager
Board of Directors

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

Subject: January 2016 Monthly Performance Report

The monthly systemwide ridership decreased 2.0% in January (Bus down 7.1%, MAX up 7.1%, WES down 7.9% and LIFT and Cab down 4.9%) compared to prior year. Lower gas prices continue to lower ridership. Passenger revenues decreased 0.5% and operations cost per boarding increased 12.0% compared to last January. Operations costs were up mostly related to the snow and ice at the beginning of the month.

1. Weekly system rides increased 0.2% in January compared to prior year's level. Weekly boardings declined (4.9% on buses, 3.4% on WES, and 1.9% on LIFT and Cabs) however increased 9.2% on MAX. Excluding MAX Orange line, the weekly boardings increased would have been 0.8%.
2. Weekday fixed route boardings were 323,435 in January, 0.1% below the prior year's level. Boardings decreased 5.2% on bus, 3.6% on WES commuter rail, yet increased 9.3% on MAX. Weekend ridership decreased 3.2% on buses, but increased 9.2% on MAX. Overall weekly system fixed route boardings were 0.2% above the prior year's level.
3. The five MAX lines averaged a total of 125,000 weekday, 74,500 Saturday, and 61,300 Sunday boardings in January. Weekday ridership on each of the five MAX lines, averaging 60,100 on the Blue line, 19,800 on the Red line, 14,000 on the Yellow line, 21,300 on the Green line, and 9,800 on the Orange line. Total MAX ridership increased 17.8% during peak and 5.3% in off-peak periods, resulting in a 9.3% weekday ridership increase in January. Total weekend ridership also increased (2.6% Saturday, 18.3% Sunday), leading to a 9.2% increase in weekly MAX rides in January. The overall increase is due the Orange line start in September 2015.
4. Weekday bus ridership decreased 5.2% in January, with declines in peak of 2.8% and 6.4% in off-peak time periods. Overall weekend boardings decreased 3.2%, resulting in a 4.9% decline in weekly bus rides. Weekly boardings decreased 4.0% on frequent routes, and 6.0% on non-frequent routes. Bus weekday ridership decreased on average of 2.6% from April through January 2016 when the decline began.

5. WES averaged 1,735 daily boardings in January, a 3.6% decrease compared to the prior year's level. WES operated with 20 late trains (due to frozen switches at CP Greton and Hall, Cab signal downgrade over speed at MP 37.5, and a broken crossing gate arm), 6 trains out of service, and zero vehicle mechanical failures, which lead to 95.9% of trips made on time in January. 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 decreased 1.9% in January, weekday boardings decreased 1.9% and weekend boardings decreased 1.9% as well compared to prior year. LIFT and Cab average fiscal year-to-date operations cost per boarding increase 2.74% compared to the prior fiscal year-to-date's level.
7. January passenger revenues were \$9.61 million, a 0.5% below the prior year level and below the budgeted level of 4.4%. The fiscal year-to-date passenger revenues are 1.4% 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 January, Fixed Route operations cost per boarding increased 12.5% mostly due to the snow and ice on January 4 compared to the prior year. Fiscal year to-date, fixed route operations cost per boarding increased 6.13% compared to the prior fiscal year to-date.

SYSTEM RIDERSHIP SUMMARY

Measure	Jan 16	Jan 15	% Change	FY16-TD	FY15-TD	% Change
Avg Weekday Boardings						
<u>Fixed Route</u>						
Bus-Other Service	91,000	96,600	-5.8%	90,029	93,360	-3.6%
Bus-Frequent Service*	<u>105,700</u>	<u>110,900</u>	-4.7%	<u>103,386</u>	<u>106,960</u>	-3.3%
Subtotal All Bus	196,700	207,500	-5.2%	193,414	200,320	-3.4%
MAX	125,000	114,400	9.3%	122,714	117,130	4.8%
Commuter Rail	<u>1,735</u>	<u>1,800</u>	-3.6%	<u>1,771</u>	<u>1,900</u>	-6.8%
Fixed Route Total	323,435	323,700	-0.1%	317,899	319,350	-0.5%
<u>Paratransit</u>						
LIFT& Cabs	3,475	3,544	-1.9%	3,591	3,547	1.2%
System Total	326,910	327,239	-0.1%	321,490	322,897	-0.4%

Avg Weekly Boardings

<u>Fixed Route</u>						
Bus-Other Service	518,600	551,700	-6.0%	519,686	540,286	-3.8%
Bus-Frequent Service*	<u>644,300</u>	<u>671,100</u>	-4.0%	<u>637,571</u>	<u>656,171</u>	-2.8%
Subtotal All Bus	1,162,900	1,222,800	-4.9%	1,157,257	1,196,457	-3.3%
MAX	760,800	696,400	9.2%	765,149	728,316	5.1%
Commuter Rail	<u>8,675</u>	<u>8,980</u>	-3.4%	<u>8,854</u>	<u>9,486</u>	-6.7%
Fixed Route Total	1,932,375	1,928,175	0.2%	1,931,260	1,934,259	-0.2%
Frequent Bus % of Total Bus	55.4%	54.9%	0.5%	55.1%	54.8%	0.3%
<u>Paratransit</u>						
LIFT & Cabs	19,466	19,852	-1.9%	20,201	20,033	0.8%
System Total	1,951,841	1,948,027	0.2%	1,951,461	1,954,291	-0.1%

Operations Cost / Boarding Ride **

<u>Fixed Route</u>						
Bus-Other Service	\$3.75	\$3.46	8.38%	\$3.50	\$3.40	2.94%
Bus-Frequent Service*	\$2.82	\$2.50	12.80%	\$2.56	\$2.41	6.22%
Subtotal All Bus	\$3.23	\$2.93	10.24%	\$2.98	\$2.85	4.56%
MAX	\$2.68	\$2.22	20.72%	\$2.30	\$2.09	10.05%
Commuter Rail	\$15.95	\$13.09	21.85%	\$14.31	\$12.59	13.66%
Fixed Route Total	\$3.06	\$2.72	12.50%	\$2.77	\$2.61	6.13%
<u>Paratransit</u>						
LIFT & Cabs	\$33.75	\$30.50	10.66%	\$33.04	\$32.16	2.74%
System Total	\$3.36	\$3.00	12.00%	\$3.08	\$2.92	5.48%

* 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)

	Jan 16	Jan 15	% Change	FY16-TD	FY15-TD	% Change
<u>Ridership (Bus, MAX, WES)</u>						
Avg. Weekday Boarding Rides	323,435	323,700	-0.08%	317,900	319,340	-0.45%
Monthly Boarding Rides						
Per Revenue Hour	56.17	59.35	-5.35%	56.90	59.94	-5.07%
<u>Revenue & Cost Efficiency (Bus, MAX, WES)</u>						
Passenger Revenue/System Cost	28.68%	31.22%	-2.54%	31.14%	32.64%	-1.51%
System Cost/Boarding Ride	\$4.05	\$3.68	10.05%	\$3.73	\$3.51	6.27%
System Cost/Vehicle Hour (Adj. CPI to Prior Year)	\$173.16	\$168.45	2.80%	\$161.13	\$162.16	-0.64%
<u>Labor Productivity (Bus, MAX, WES)</u>						
Bus & Rail Operator Attendance	89.48%	89.38%	0.10%	90.52%	89.99%	0.53%
Bus & Rail Maintenance Attendance	94.36%	93.43%	0.94%	94.30%	93.89%	0.41%
WES Maintenance & Admin Attendance	90.34%	92.33%	-1.99%	89.96%	94.51%	-4.55%
Weekly Boarding Rides Per Full Time Employee	724.6	775.3	-6.54%	730.5	781.8	-6.57%
<u>Service Supplied (Bus, MAX, WES)</u>						
Bus Miles Between Mechanical Failures - Lost Service	11,179	10,829	3.23%	11,618	9,785	18.73%
Bus Collisions/100,000 Miles	4.64	1.68	176.19%	2.73	2.34	16.67%
Bus % Maintained Pullouts	99.99%	100.00%	-0.01%	100.00%	100.00%	0.00%
Bus On-Time Performance(1)	79.50%	83.60%	-4.10%	79.90%	79.96%	-0.06%
MAX Car Miles/Svce Related Repair	2,394	3,618	-33.82%	2,261	2,823	-19.91%
MAX Collisions/100,000 Miles	2.15	0.93	131.18%	1.99	1.16	71.55%
MAX % Maintained Pullouts	99.90%	99.76%	0.14%	99.79%	99.27%	0.52%
MAX On-Time Performance(1)	78.70%	81.20%	-2.50%	78.03%	80.16%	-2.13%
WES Miles/Relevant Failure	9,302	9,878	-5.83%	9,926	9,937	-0.11%
WES Collisions	0.00	0.00	N/A	0.00	0.14	-100.00%
WES % Maintained Trips	99.06%	100.00%	-0.94%	99.16%	99.24%	-0.08%
WES On-Time Performance(1)	95.90%	98.80%	-2.90%	93.10%	95.86%	-2.76%

(1) By departures at route timepoints

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