

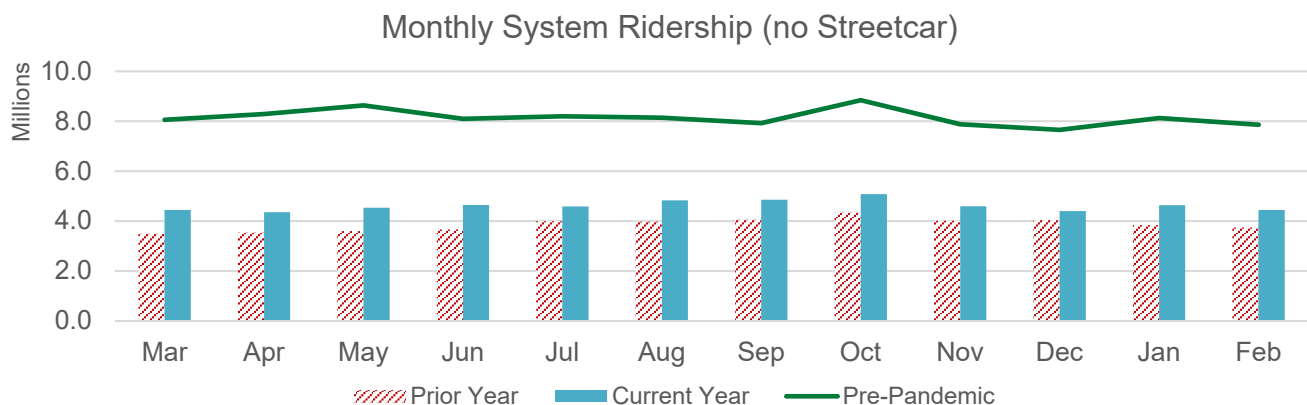
Date: March 16, 2023

To: General Manager
Board of Directors

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

Subject: February 2023 Monthly Performance Report

The monthly system-wide ridership increased by 18.9% in February compared to the prior year. Passenger revenue increased by 3.6%, and the system costs per boarding decreased (3.9%) from \$8.15 to \$7.83 compared to February 2022. The monthly Streetcar ridership increased by 17.0% compared to last year.



- Weekly system boardings increased 18.9% in February compared to the previous year. Weekly boardings increased 16.0% on bus, 24.0% on MAX, 5.0% on WES and 12.9% on LIFT/Cab.
- Weekday fixed route boardings were 173,794 in February, an increase of 18.8% compared to the prior year. Boardings increased by 15.3% on bus, 24.8% on MAX, and 6.0% on WES. Weekend fixed route boardings increased by 18.3% on bus and 21.0% on MAX.
- The five MAX lines averaged 65,670 weekday, 55,910 Saturday, and 43,560 Sunday boardings in February. Weekday ridership on the five MAX lines averaged 28,450 on the Blue Line, 12,600 on the Red Line, 7,890 on the Yellow Line, 11,330 on the Green Line, and 5,400 on the Orange Line. Total MAX ridership increased 24.1% during weekday peak and 25.3% during weekday off-peak periods, resulting in a 25.0% increase in weekday MAX ridership.

The MAX weekend ridership increased by 26.3% on Saturday and 14.7% on Sunday.

The total MAX weekly ridership in February increased by 24.0% compared to last year.

4. Bus averaged 107,700 weekday, 73,560 Saturday, and 59,880 Sunday boardings in February. Bus ridership increased 21.0% during weekday peak and 12.9% during weekday off-peak periods, resulting in a 15.4% increase in weekday bus ridership.

The bus weekend ridership increased by 19.5% on Saturday and 16.9% on Sunday.

The total weekly bus ridership in February increased by 12.9% compared to a year ago.

Bus weekly ridership increased 14.2% on non-frequent routes and 16.7% on frequent routes compared to last February.

5. WES averaged 424 daily boardings in February, 6.0% above the prior year. In February, WES operated with 5 late trains, 4 trains out of service, zero missed pullouts, and 1 vehicle mechanical failure, resulting in 97.7% of trips made on time. WES runs every 45 minutes on weekdays during the morning and afternoon rush hours. It 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/Cab boardings increased by 12.9% in February. The weekday boardings increased by 14.2%, and the weekend boardings increased by 5.6% compared to the prior year.
7. February passenger revenues were \$4.3 million, an increase of 3.6% compared to last year.
8. Fixed Route Operating costs/boardings measure the direct cost of providing each ride. Operations costs are labor, energy, and expendable supplies to provide transit service and maintain vehicles and plant facilities. The average fixed route operating costs per boarding decreased from \$8.15 to \$7.83, or (3.9%), compared to the prior year.
9. Weekday Streetcar boardings averaged 1,633 on A-Loop, 1,516 on B-Loop, and 4,498 on North South (NS) line in February. The weekday boardings increased by 10.9% on A-Loop, 11.2% on B-Loop, and 20.7% on NS compared to the prior year.

The Streetcar On-Time Performance for A-Loop, B-Loop, and NS line are 86.0%, 81.0%, and 82.0%, respectively. The Streetcar is owned by the City of Portland and operated by TriMet.

SYSTEM RIDERSHIP SUMMARY

| Measure | Feb 23 | Feb 22 | % Change | FY23-TD | FY22-TD | % Change |
|------------------------------|----------------|----------------|--------------|----------------|----------------|--------------|
| Avg Weekday Boardings | | | | | | |
| <u>Fixed Route</u> | | | | | | |
| Bus-Other Service | 34,430 | 30,200 | 14.0% | 34,250 | 31,640 | 8.2% |
| Bus-Frequent Service* | <u>73,270</u> | <u>63,200</u> | 15.9% | <u>72,923</u> | <u>61,760</u> | 18.1% |
| Subtotal All Bus | 107,700 | 93,400 | 15.3% | 107,173 | 93,400 | 14.7% |
| MAX | 65,670 | 52,600 | 24.8% | 63,946 | 51,690 | 23.7% |
| Commuter Rail | <u>424</u> | <u>400</u> | 6.0% | <u>464</u> | <u>380</u> | 22.2% |
| Fixed Route Total | 173,794 | 146,300 | 18.8% | 171,583 | 145,470 | 18.0% |
| <u>Paratransit</u> | | | | | | |
| LIFT& Cabs | 1,646 | 1,441 | 14.2% | 1,712 | 1,335 | 28.3% |
| System Total | 175,440 | 147,736 | 18.8% | 173,295 | 146,805 | 18.0% |

Avg Weekly Boardings

| | | | | | | |
|-----------------------------|------------------|----------------|--------------|------------------|----------------|--------------|
| <u>Fixed Route</u> | | | | | | |
| Bus-Other Service | 204,600 | 179,100 | 14.2% | 203,533 | 187,083 | 8.8% |
| Bus-Frequent Service* | <u>467,400</u> | <u>400,400</u> | 16.7% | <u>461,424</u> | <u>392,666</u> | 17.5% |
| Subtotal All Bus | 672,000 | 579,500 | 16.0% | 664,957 | 579,749 | 14.7% |
| MAX | 427,800 | 345,000 | 24.0% | 416,913 | 339,093 | 22.9% |
| Commuter Rail | <u>2,120</u> | <u>2,020</u> | 5.0% | <u>2,322</u> | <u>1,884</u> | 23.2% |
| Fixed Route Total | 1,101,880 | 926,535 | 18.9% | 1,084,192 | 920,726 | 17.8% |
| Frequent Bus % of Total Bus | 69.6% | 69.1% | 0.5% | 69.4% | 67.7% | 1.7% |
| <u>Paratransit</u> | | | | | | |
| LIFT & Cabs | 9,579 | 8,482 | 12.9% | 9,962 | 7,906 | 26.0% |
| System Total | 1,111,459 | 935,017 | 18.9% | 1,094,154 | 928,633 | 17.8% |

Operations Cost / Boarding Ride **

| | | | | | | |
|---------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| <u>Fixed Route</u> | | | | | | |
| Bus-Other Service | \$9.57 | \$10.09 | -5.15% | \$9.48 | \$10.33 | -8.23% |
| Bus-Frequent Service* | \$6.32 | \$6.44 | -1.86% | \$6.17 | \$6.76 | -8.73% |
| Subtotal All Bus | \$7.31 | \$7.57 | -3.43% | \$7.18 | \$7.90 | -9.11% |
| MAX | \$6.59 | \$7.41 | -11.07% | \$6.44 | \$7.18 | -10.31% |
| Commuter Rail | \$82.23 | \$86.39 | -4.82% | \$87.19 | \$90.71 | -3.88% |
| Fixed Route Total | \$7.17 | \$7.68 | -6.64% | \$7.05 | \$7.80 | -9.62% |
| <u>Paratransit</u> | | | | | | |
| LIFT & Cabs | \$82.92 | \$59.14 | 40.21% | \$71.37 | \$63.01 | 13.27% |
| System Total | \$7.83 | \$8.15 | -3.93% | \$7.64 | \$8.27 | -7.62% |

* 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".

** 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)

| | Feb 23 | Feb 22 | % Change | FY23-TD | FY22-TD | % Change |
|---|----------|----------|----------|----------|----------|----------|
| <u>Ridership (Bus, MAX, WES)</u> | | | | | | |
| Avg. Weekday Boarding Rides | 173,794 | 146,300 | 18.79% | 171,580 | 145,460 | 17.96% |
| Avg. Weekday Originating Rides | 149,125 | 125,436 | 18.89% | 147,190 | 124,710 | 18.03% |
| Monthly Boarding Rides/Rev. Hour | 36.03 | 29.63 | 21.60% | 35.00 | 28.24 | 23.97% |
| <u>Revenue & Cost Efficiency (Bus, MAX, WES)</u> | | | | | | |
| Passenger Revenue/System Cost | 6.17% | 11.38% | -5.21% | 9.83% | 10.48% | -0.65% |
| System Cost/Boarding Ride | \$15.60 | \$9.75 | 60.00% | \$9.96 | \$9.98 | -0.20% |
| System Cost/Vehicle Hour (Adj. CPI to Prior Year) | \$390.92 | \$213.06 | 83.48% | \$242.94 | \$205.02 | 18.50% |
| <u>Labor Productivity (Bus, MAX, WES)</u> | | | | | | |
| Bus & Rail Operator Attendance | 87.53% | 85.46% | 2.07% | 87.37% | 86.95% | 0.42% |
| Bus & Rail Maintenance Attendance | 91.52% | 91.24% | 0.29% | 92.85% | 92.49% | 0.35% |
| WES Maintenance & Admin Attendance | 91.34% | 87.21% | 4.13% | 95.76% | 91.95% | 3.81% |
| Weekly Boarding Rides Per Full Time Employee | 371.9 | 322.6 | 15.28% | 373.3 | 313.6 | 19.06% |
| <u>Service Supplied (Bus, MAX, WES)</u> | | | | | | |
| Bus Miles Between Mechanical Failures - Lost Service | 8,444 | 9,357 | -9.76% | 7,911 | 10,138 | -21.96% |
| Bus Collisions/100,000 Miles | 5.10 | 2.81 | 81.49% | 2.90 | 2.47 | 17.41% |
| Bus % Maintained Pullouts | 99.10% | 99.86% | -0.76% | 98.21% | 97.43% | 0.78% |
| Bus On-Time Performance(1) | 84.40% | 90.30% | -5.90% | 85.89% | 90.03% | -4.14% |
| MAX Car Miles/Svc Delay Defects(2) | 10,757 | 13,967 | -22.98% | 10,763 | 11,336 | -5.05% |
| MAX Collisions/100,000 Miles | 1.50 | 2.44 | -38.52% | 1.77 | 1.46 | 21.23% |
| MAX % Maintained Pullouts | 96.66% | 100.00% | -3.34% | 95.53% | 99.66% | -4.13% |
| MAX On-Time Performance(1) | 82.00% | 87.10% | -5.10% | 81.41% | 88.35% | -6.94% |
| WES Miles/Relevant Failure | 5,821 | 5,880 | -1.00% | 6,094 | 6,172 | -1.26% |
| WES Collisions | 1.00 | 0.00 | N/A | 0.13 | 0.00 | N/A |
| WES % Maintained Trips | 99.00% | 100.00% | -1.00% | 99.88% | 99.97% | -0.09% |
| WES On-Time Performance(1) | 97.70% | 99.50% | -1.80% | 96.90% | 98.73% | -1.83% |

(1) By departures at route timepoints

(2) Eff. Jan 2017, MAX car miles divided by in-service delays(>5 mins w/mech incident) and mainline failures(out of service). **ii**

STREETCAR PERFORMANCE REPORT (1)

12 Month Average

| Streetcar Operation | Feb 23 | Jan 23 | Feb 22 | This Year | Prev. Year |
|----------------------------------|---------------|---------------|---------------|---------------|---------------|
| Average Weekday Ridership | | | | | |
| A-Loop Boardings | 1,633 | 1,666 | 1,473 | 1,600 | 1,289 |
| B-Loop Boardings | 1,516 | 1,551 | 1,363 | 1,472 | 1,153 |
| North South Line Boarding | 4,498 | 4,304 | 3,727 | 4,363 | 3,249 |
| Average Weekend Ridership | | | | | |
| A-Loop Boardings | 2,966 | 2,367 | 2,326 | 2,670 | 2,171 |
| B-Loop Boardings | 2,651 | 2,051 | 2,234 | 2,404 | 1,926 |
| North South Line Boarding | 5,982 | 5,912 | 5,200 | 6,143 | 4,580 |
| Average Weekly Ridership | | | | | |
| A-Loop Boardings | 11,131 | 10,697 | 9,691 | 10,671 | 8,617 |
| B-Loop Boardings | 10,231 | 9,806 | 9,049 | 9,765 | 7,691 |
| North South Line Boarding | 28,472 | 27,432 | 23,835 | 27,958 | 20,824 |
| Monthly Ridership | | | | | |
| A-Loop Boardings | 44,524 | 46,474 | 38,764 | 46,201 | 37,277 |
| B-Loop Boardings | 40,924 | 42,703 | 36,196 | 42,333 | 33,319 |
| North South Line Boarding | 113,888 | 119,404 | 95,340 | 121,038 | 90,244 |
| A-Loop Boardings/Rev Hour | 30.0 | 28.5 | 26.1 | 28.6 | 23.5 |
| B-Loop Boardings/Rev Hour | 28.0 | 26.6 | 24.7 | 26.6 | 21.2 |
| North South Boardings/Rev Hour | 45.0 | 43.4 | 37.7 | 44.0 | 32.2 |
| System Boardings/Rev Hour | 36.4 | 34.9 | 31.1 | 35.2 | 26.9 |
| Service | | | | | |
| Vehicle Revenue Hours | 5,479 | 5,984 | 5,479 | 5,956 | 5,988 |
| Vehicle Revenue Miles | 30,081 | 33,054 | 30,081 | 32,758 | 30,869 |
| Service Quality | | | | | |
| A-Loop On-Time Performance | 86.00% | 82.00% | 88.00% | 84.83% | 84.50% |
| B-Loop On-Time Performance | 81.00% | 76.00% | 83.00% | 80.00% | 80.67% |
| North South On-Time Performance | 82.00% | 80.00% | 84.00% | 81.50% | 83.25% |
| Operator Attendance | 88.58% | 88.35% | 90.27% | 88.28% | 91.28% |
| Excused Absence | 0.36% | 0.52% | 0.38% | 0.46% | 0.35% |
| Family Leave | 4.73% | 4.13% | 1.69% | 3.02% | 1.96% |
| Unexcused Absence | 0.02% | 0.10% | 0.00% | 0.16% | 0.07% |
| Sick Leave | 4.46% | 4.93% | 7.51% | 5.59% | 5.63% |
| Industrial Injury | 1.85% | 1.97% | 0.00% | 1.97% | 0.57% |
| Contractual Absence | 0.00% | 0.00% | 0.15% | 0.53% | 0.14% |
| Maintenance Attendance | 94.05% | 95.93% | 94.55% | 93.30% | 94.11% |
| Excused Absence | 0.00% | 0.43% | 0.23% | 0.24% | 0.16% |
| Family Leave | 1.46% | 1.14% | 1.15% | 2.43% | 1.61% |
| Unexcused Absence | 0.00% | 0.44% | 1.15% | 0.15% | 0.19% |
| Sick Leave | 4.50% | 2.06% | 2.93% | 3.66% | 3.72% |
| Industrial Injury | 0.00% | 0.00% | 0.00% | 0.03% | 0.00% |
| Contractual Absence | 0.00% | 0.00% | 0.00% | 0.18% | 0.21% |
| Overall Attendance | 89.90% | 90.23% | 91.34% | 89.49% | 91.99% |

(1) Streetcar is owned by the City of Portland and Operated by TriMet