

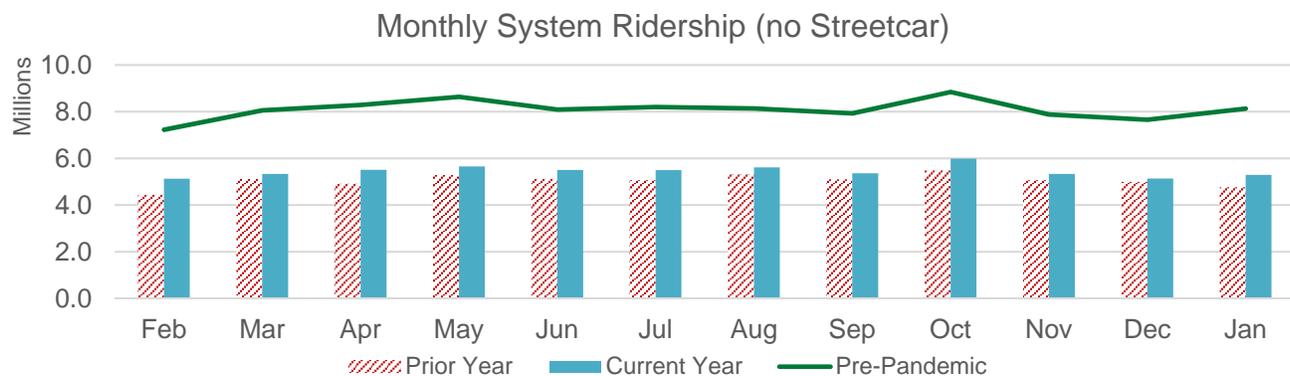
Date: February 20, 2025

To: General Manager
Board of Directors

From: Timothy Kea, Program Manager Financial Systems
Budget & Forecast Department

Subject: January 2025 Monthly Performance Report

The monthly system-wide ridership increased by 11.2% in January compared to the prior year. Passenger revenue increased by 16.0%, and the system costs per boarding decreased by (2.1%), from \$9.47 to \$9.27, compared to January 2024. The monthly Streetcar ridership decreased by (2.6%) compared to last year.



1. Weekly system boardings increased 10.7% in January compared to the previous year. Weekly boardings increased by 0.7% on buses, 36.3% on MAX, 27.8% on WES and 43.0% on LIFT/Cab.
2. Weekday fixed route boardings were 190,192 in January, an increase of 8.4% compared to the prior year. Boardings increased by 32.9% on MAX, 27.8% on WES, but decreased (0.6%) on Bus. Weekend fixed route boardings increased by 6.5% on buses, and 48.7% on MAX.
3. The five MAX lines averaged 61,929 weekdays, 48,390 Saturdays, and 44,445 Sunday boardings in January. Weekday ridership on the five MAX lines averaged 24,729 on the Blue Line, 14,473 on the Red Line, 7,603 on the Yellow Line, 9,956 on the Green Line, and 5,168 on the Orange Line. Total MAX ridership increased 28.0% during the weekday peak and 37.0% during weekday off-peak periods, resulting in a 33.0% increase in weekday MAX ridership. The increase in MAX ridership is due to the inclement weather in January 2024, which resulted in the loss of some service days.

The MAX weekend ridership increased by 19.4% on Saturday and 103.3% on Sunday compared to last year.

The total MAX weekly ridership in January increased by 36.3% compared to last year.

4. Bus averaged 127,790 weekdays, 83,431 Saturdays, and 74,213 Sunday boardings in January. Bus ridership increased 7.6% during weekday peak periods but decreased (6.7%) during weekday off-peak periods, resulting in a (0.6%) decrease in weekday bus ridership.

The bus weekend ridership increased by 12.6% on Saturday and 0.4% on Sunday compared to last year.

The total weekly bus ridership in January increased by 0.7% compared to a year ago.

Bus weekly ridership increased by 10.9% on frequent routes but decreased (18.9%) on non-frequent routes compared to last January.

5. WES averaged 473 daily boardings in January, 27.8% increase compared to prior year. In January, WES operated with 11 late trains, zero trains out of service, zero missed pullouts, and one vehicle mechanical failure, resulting in 97.4% 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 (no Transportation Network Company) boardings increased by 43.0% in January. The weekday and weekend boardings increased by 41.4% and 54.4%, respectively, compared to the prior year. This increase was partly due to the winter storm in January 2024.
7. January passenger revenues were \$5.3 million, an increase of 16.0% 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 \$8.77 to \$8.48, or (3.3%), compared to last January.
9. Weekday Streetcar boardings averaged 1,551 on A-Loop, 1,619 on B-Loop, and 4,919 on North South (NS) line in January. The weekday boardings decreased by (16.0%) on A-Loop, (0.7%) on B-Loop but increased 2.4% on NS compared to the prior year.

January Streetcar's On-Time Performance for the A-Loop, B-Loop, and NS line are 79.0%, 73.0%, and 81.0%, respectively. The Streetcar is owned by the City of Portland and operated by TriMet.

SYSTEM RIDERSHIP SUMMARY

| Measure | Jan 25 | Jan 24 | % Change | FY25-TD | FY24-TD | % Change |
|------------------------------|----------------|----------------|-------------|----------------|----------------|-------------|
| Avg Weekday Boardings | | | | | | |
| <u>Fixed Route</u> | | | | | | |
| Bus-Other Service | 36,391 | 45,200 | -19.5% | 36,143 | 40,260 | -10.2% |
| Bus-Frequent Service* | <u>91,399</u> | <u>83,400</u> | 9.6% | <u>91,339</u> | <u>81,420</u> | 12.2% |
| Subtotal All Bus | 127,790 | 128,600 | -0.6% | 127,482 | 121,680 | 4.8% |
| MAX | 61,929 | 46,600 | 32.9% | 67,312 | 62,590 | 7.5% |
| Commuter Rail | <u>473</u> | <u>370</u> | 27.8% | <u>476</u> | <u>450</u> | 5.8% |
| Fixed Route Total | 190,192 | 175,500 | 8.4% | 195,270 | 184,720 | 5.7% |
| <u>Paratransit</u> | | | | | | |
| LIFT& Cabs (No TNC)** | 2,398 | 1,696 | 41.4% | 2,340 | 1,966 | 19.0% |
| System Total | 192,590 | 177,159 | 8.7% | 197,610 | 186,686 | 5.9% |

Avg Weekly Boardings

| | | | | | | |
|-----------------------------|------------------|------------------|--------------|------------------|------------------|-------------|
| <u>Fixed Route</u> | | | | | | |
| Bus-Other Service | 218,400 | 269,400 | -18.9% | 219,804 | 242,189 | -9.2% |
| Bus-Frequent Service* | <u>578,200</u> | <u>521,300</u> | 10.9% | <u>578,186</u> | <u>517,273</u> | 11.8% |
| Subtotal All Bus | 796,600 | 790,700 | 0.7% | 797,990 | 759,462 | 5.1% |
| MAX | 402,500 | 295,200 | 36.3% | 441,683 | 406,586 | 8.6% |
| Commuter Rail | <u>2,365</u> | <u>1,850</u> | 27.8% | <u>2,381</u> | <u>2,237</u> | 6.4% |
| Fixed Route Total | 1,201,439 | 1,087,733 | 10.5% | 1,242,054 | 1,168,285 | 6.3% |
| Frequent Bus % of Total Bus | 72.6% | 65.9% | 6.7% | 72.5% | 68.1% | 4.3% |
| <u>Paratransit</u> | | | | | | |
| LIFT & Cabs (No TNC) | 13,882 | 9,705 | 43.0% | 13,552 | 11,403 | 18.8% |
| System Total | 1,215,321 | 1,097,438 | 10.7% | 1,255,607 | 1,179,689 | 6.4% |

Operations Cost / Boarding Ride ***

| | | | | | | |
|---------------------------|---------------|---------------|---------------|---------------|---------------|--------------|
| <u>Fixed Route</u> | | | | | | |
| Bus-Other Service | \$10.71 | \$8.17 | 31.09% | \$10.18 | \$8.87 | 14.77% |
| Bus-Frequent Service* | \$6.42 | \$6.68 | -3.89% | \$6.25 | \$6.12 | 2.12% |
| Subtotal All Bus | \$7.59 | \$7.19 | 5.56% | \$7.33 | \$6.99 | 4.86% |
| MAX | \$9.71 | \$12.37 | -21.50% | \$8.59 | \$7.87 | 9.15% |
| Commuter Rail | \$99.28 | \$118.09 | -15.93% | \$92.01 | \$87.22 | 5.49% |
| Fixed Route Total | \$8.48 | \$8.77 | -3.31% | \$7.92 | \$7.38 | 7.32% |
| <u>Paratransit</u> | | | | | | |
| LIFT,Cabs &TNC | \$78.13 | \$86.55 | -9.73% | \$83.73 | \$79.66 | 5.11% |
| System Total | \$9.27 | \$9.47 | -2.11% | \$8.71 | \$8.08 | 7.80% |

* 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".

** Transportation Network Company (eff. FY2024)

*** 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)

| | Jan 25 | Jan 24 | % Change | FY25-TD | FY24-TD | % Change |
|---|----------|----------|----------|----------|----------|----------|
| <u>Ridership (Bus, MAX, WES)</u> | | | | | | |
| Avg. Weekday Boarding Rides | 190,192 | 175,500 | 8.37% | 195,270 | 184,710 | 5.72% |
| Avg. Weekday Originating Rides | 162,898 | 149,986 | 8.61% | 167,360 | 158,280 | 5.74% |
| Monthly Boarding Rides/Rev. Hour | 35.23 | 33.42 | 5.42% | 36.75 | 36.17 | 1.61% |
| <u>Revenue & Cost Efficiency (Bus, MAX, WES)</u> | | | | | | |
| Passenger Revenue/System Cost | 8.50% | 7.97% | 0.53% | 9.09% | 9.56% | -0.47% |
| System Cost/Boarding Ride | \$11.54 | \$11.81 | -2.29% | \$10.37 | \$9.57 | 8.36% |
| System Cost/Vehicle Hour (Adj. CPI to Prior Year) | \$290.45 | \$283.89 | 2.31% | \$272.23 | \$253.21 | 7.51% |
| <u>Labor Productivity (Bus, MAX, WES)</u> | | | | | | |
| Bus & Rail Operator Attendance | 87.26% | 86.82% | 0.44% | 87.97% | 89.27% | -1.30% |
| Bus & Rail Maintenance Attendance | 93.04% | 94.25% | -1.20% | 93.18% | 94.66% | -1.48% |
| WES Maintenance & Admin Attendance | 95.97% | 93.65% | 2.33% | 91.85% | 95.26% | -3.42% |
| Weekly Boarding Rides Per Full Time Employee | 334.2 | 341.0 | -2.00% | 357.8 | 374.0 | -4.31% |
| <u>Service Supplied (Bus, MAX, WES)</u> | | | | | | |
| Bus Miles Between Mechanical Failures - Lost Service | 8,757 | 7,625 | 14.85% | 9,006 | 7,800 | 15.46% |
| Bus Collisions/100,000 Miles | 3.30 | 3.60 | -8.33% | 2.99 | 3.20 | -6.56% |
| Bus % Maintained Pullouts | 99.96% | 98.12% | 1.84% | 99.96% | 99.57% | 0.39% |
| Bus On-Time Performance(1) | 88.60% | 83.60% | 5.00% | 86.30% | 86.74% | -0.44% |
| MAX Car Miles/Svc Delay Defects(2) | 11,520 | 9,098 | 26.63% | 10,677 | 8,796 | 21.39% |
| MAX Collisions/100,000 Miles | 1.80 | 1.10 | 63.64% | 2.03 | 1.53 | 32.68% |
| MAX % Maintained Pullouts | 100.00% | 98.33% | 1.67% | 99.43% | 98.31% | 1.12% |
| MAX On-Time Performance(1) | 80.50% | 80.10% | 0.40% | 78.93% | 82.46% | -3.53% |
| WES Miles/Relevant Failure | 6,174 | 3,087 | 100.00% | 6,216 | 6,132 | 1.37% |
| WES Collisions | 0.00 | 0.00 | N/A | 0.00 | 0.00 | N/A |
| WES % Maintained Trips | 100.00% | 100.00% | 0.00% | 100.00% | 99.32% | 0.68% |
| WES On-Time Performance(1) | 97.40% | 96.70% | 0.70% | 98.54% | 96.77% | 1.77% |

(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 | Jan 25 | Dec 24 | Jan 24 | This Year | Prev. Year |
|----------------------------------|---------------|---------------|---------------|---------------|---------------|
| Average Weekday Ridership | | | | | |
| A-Loop Boardings | 1,551 | 1,661 | 1,847 | 1,820 | 1,737 |
| B-Loop Boardings | 1,619 | 1,634 | 1,630 | 1,862 | 1,629 |
| North South Line Boardings | 4,919 | 4,706 | 4,805 | 5,454 | 4,617 |
| Average Weekend Ridership | | | | | |
| A-Loop Boardings | 2,803 | 2,409 | 2,757 | 3,067 | 2,840 |
| B-Loop Boardings | 2,516 | 2,419 | 2,795 | 2,863 | 2,521 |
| North South Line Boardings | 5,914 | 6,243 | 5,833 | 6,841 | 6,156 |
| Average Weekly Ridership | | | | | |
| A-Loop Boardings | 10,558 | 10,714 | 11,992 | 12,164 | 11,525 |
| B-Loop Boardings | 10,611 | 10,589 | 10,945 | 12,173 | 10,668 |
| North South Line Boardings | 30,509 | 29,773 | 29,858 | 34,112 | 29,240 |
| Monthly Ridership | | | | | |
| A-Loop Boardings | 46,685 | 46,989 | 52,974 | 52,789 | 49,952 |
| B-Loop Boardings | 46,746 | 46,006 | 48,587 | 52,747 | 46,137 |
| North South Line Boardings | 134,383 | 129,016 | 132,428 | 147,445 | 126,287 |
| A-Loop Boardings/Rev Hour | 32.5 | 34.7 | 32.1 | 34.3 | 31.0 |
| B-Loop Boardings/Rev Hour | 32.1 | 32.3 | 30.0 | 34.5 | 29.1 |
| North South Boardings/Rev Hour | 51.3 | 51.0 | 47.1 | 54.9 | 46.2 |
| System Boardings/Rev Hour | 41.4 | 41.8 | 38.5 | 44.0 | 37.5 |
| Service | | | | | |
| Vehicle Revenue Hours | 5,508 | 5,305 | 6,077 | 5,751 | 5,928 |
| Vehicle Revenue Miles | 32,062 | 30,933 | 33,272 | 31,919 | 32,573 |
| Service Quality | | | | | |
| A-Loop On-Time Performance | 79.00% | 76.00% | 77.00% | 80.67% | 80.75% |
| B-Loop On-Time Performance | 73.00% | 73.00% | 70.00% | 72.58% | 76.50% |
| North South On-Time Performance | 81.00% | 79.00% | 70.00% | 78.83% | 78.00% |
| Operator Attendance | 79.03% | 79.10% | 84.70% | 86.06% | 89.06% |
| Excused Absence | 0.35% | 0.03% | 0.20% | 0.26% | 0.38% |
| Family Leave | 4.13% | 7.73% | 1.84% | 5.04% | 2.75% |
| Unexcused Absence | 0.12% | 0.17% | 0.16% | 0.14% | 0.10% |
| Sick Leave | 11.93% | 10.93% | 9.61% | 6.75% | 5.13% |
| Industrial Injury | 4.03% | 1.70% | 3.39% | 1.38% | 2.34% |
| Contractual Absence | 0.40% | 0.34% | 0.10% | 0.37% | 0.24% |
| Maintenance Attendance | 97.33% | 89.41% | 97.64% | 93.24% | 93.79% |
| Excused Absence | 0.04% | 0.08% | 0.12% | 0.09% | 0.03% |
| Family Leave | 0.14% | 3.52% | 0.53% | 3.95% | 3.37% |
| Unexcused Absence | 0.01% | 0.08% | 0.08% | 0.20% | 0.02% |
| Sick Leave | 1.09% | 6.90% | 1.33% | 2.23% | 2.71% |
| Industrial Injury | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Contractual Absence | 1.40% | 0.00% | 0.31% | 0.30% | 0.09% |
| Overall Attendance | 83.87% | 81.57% | 87.84% | 87.94% | 90.13% |