

Ad Hoc Regional Rail Committee

Overview of Commuter Rail Operations and Investment

February 17, 2016



Metro

Excellence in Service and Support

Objective

A summarized overview of commuter rail operations in Los Angeles County including:

- Size and ownership of the operating network
- Service levels and selected ridership characteristics
- Metro's Costs and Subsidy allocations – FY11 to FY16
- Benchmark comparisons of Metrolink operations

Rail and Fixed Guideway Investments

Los Angeles County and Southern California

Lancaster

Ventura

LAUS

San Bernardino

Riverside

Orange

Perris

Oceanside



Operating Route Miles by County

	Los Angeles	Ventura	San Bernardino	Riverside	Orange	Total
System	186.0	39.0	38.9	58.4	86.3	408.6
Member Agency Owned	137.9	15.6	22.7	24.0	47.5	247.7
UPRR Owned	31.8	23.4	9.6	13.9	-	78.7
BNSF Owned	16.3	-	6.6	20.5	19.8	63.2
NCTD Owned					19.0	19.0

Member Agency Owned	61%	<i>Member's share of the Operating network</i>
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Metro	34%	<i>Metro's share of total Operating network</i>
	74%	<i>Metro's share of Los Angeles County network</i>



Service Levels

			Service Levels		
Operating Route Segment	Miles	Station	Weekday Service	Saturday	Sunday
Ventura County Line	70.9	12	31	-	-
Antelope Valley Line	76.6	11	30	12	12
San Bernardino Line	56.2	13	38	20	14
Riverside Line	59.1	7	12	-	-
Orange County Line	87.2	14	29	8	8
91 Line	85.6	12	9	4	4
IEOC Line	100.1	15	16	4	4
Totals	535.7	84	165	48	42
<i>Adjustment</i>	<126.8>	<25>			
Total Weekly Service	408.6	59	825	48	42

* Ventura County Line service includes 11 daily trains between Burbank and LAUS

** Totals Adjusted for overlapping route segments.



- 87% of all Trains operated begin or end at LAUS

Ridership and County of Origin

Operating Route Segment	Avg Weekday Ridership	County of Origin					
		Los Angeles	Ventura	San Bernardino	Riverside	Orange	San Diego
Ventura County Line	4,039	47%	47%	-	1%	4%	-
Antelope Valley Line	5,884	98%	-	1%	-	1%	-
San Bernardino Line	10,582	40%	-	56%	3%	-	-
Riverside Line	4,525	35%	-	30%	34%	1%	-
Orange County Line	8,190	19%	-	-	1%	72%	8%
91 Line	2,412	18%	-	3%	49%	20%	-
IEOC Line	4,492	-	-	18%	77%	5%	-
System Total	40,124	38%	5%	21%	18%	17%	2%

- Los Angeles County provides a plurality (38%) of Metrolink ridership.



Ridership Characteristics

Weekday Service – Selected Ridership Characteristics

Operating Route Segment	Choice Riders*	Work/Business Trips	LA County Work/Business as % of All Riders	Avg Trip Length (MI)
Ventura County Line	80%	87%	80%	34.0
Antelope Valley Line	66%	65%	64%	41.0
San Bernardino Line	73%	68%	64%	36.7
Riverside Line	91%	94%	94%	37.0
Orange County Line	89%	87%	60%	38.8
91 Line	88%	87%	70%	36.4
IEOC Line	94%	96%	-	32.1
System Total	82%	81%	61%	37.2

* Choice Rider defined as having a car available to complete the current trip

- Increasing levels of transit dependency on the Antelope Valley and San Bernardino Lines
- The Antelope Valley Line is the only line that begins and ends in the same county – Los Angeles



Calculation of Annual Member Subsidy

The SCRRA applies an agreed set of formulas to expenses and revenues to calculate each Member's annual Gross and Net investment subsidy

$$\begin{array}{r} \text{Member share of allocated operating costs} \\ \text{minus} \quad \text{Member share of allocated operating revenues} \\ \hline \text{equals} \quad \text{Member requested net operating subsidy} \end{array}$$

The single largest weighted component of the SCRRA formula(s) is Train Miles Operated within a County.

Annual Metro Operating Subsidy

	Actual FY11		Actual FY12		Actual FY13		Actual FY14		Budget FY15		Budget FY16	
	Total	Metro	Total	Metro	Total	Metro	Total	Metro	Total	Metro	Total	Metro
Total Operating Expenses	171.5	90.1	173.3	91.6	191.2	102.0	199.2	107.1	222.1	117.8	240.5	125.3
Total Operating Revenues	91.6	50.4	96.7	53.5	101.7	55.3	101.6	54.0	110.4	58.1	101.5	53.5
Subsidy Requirements	80.0	39.7	76.6	38.1	89.5	46.7	97.6	53.2	111.7	59.7	139.1	71.8
Subsidy as Share of Ops	46.6%	44.1%	44.2%	41.6%	46.8%	45.8%	49.0%	49.6%	50.3%	50.7%	57.8%	57.3%
Metro Share of Net Subsidy	49.6%		49.7%		52.2%		54.5%		53.4%		51.6%	
Annual Changes												
Expenses			1.0%	1.7%	10.3%	11.4%	4.2%	5.0%	11.5%	10.0%	8.3%	6.4%
Revenues			5.6%	6.2%	5.1%	3.4%	-0.1%	-2.5%	8.7%	7.7%	-8.1%	-7.9%
Subsidy			-4.2%	-4.1%	16.9%	22.7%	9.0%	13.8%	14.5%	12.3%	24.5%	20.3%
Total Growth FY11 to FY16												
Expenses											40.2%	39.1%
Revenues											10.8%	6.2%
Subsidy											73.9%	80.9%

Average Annual Rate of Growth in Expenses FY's 11-16: 7.0%

Average Annual Rate of Growth in Member Subsidies FY's 11-16: 11.7%

Average Annual Rate of Growth in Metro's Subsidies FY's 11-16: 12.6%



Metro

- A 1% change in Metro's subsidy share equals \$1.25M (FY16)

Benchmarking Commuter Rail Operations

Tier Level	Annual Passengers	Number of Operators
Tier One	75M – 100M	4
Tier Two	30M – 40M	2
Tier Three	10M – 20M	3
Tier Four	<5M	15
Total – FY 14	485M	24

- Of the top 6 operators, Tiers One and Two, five operate in the Northeastern Corridor of the US – One exception is Metra in the Greater Chicago Area.
- Metrolink Operations fall within Tier Three with 13.4M Passengers (FY14)



Benchmarking (Continued)

Operator	Passengers (000)	Pass Miles (000)	Avg Trip Length Miles	Operating Expense (\$mil)	Fares (\$mil)	Avg Cost Per Trip (\$)	Avg Fare Per Trip (\$)	Cost Per Pass Mile (\$)
Metrolink	13,429	440,984	32.8	197.4	85.7	14.70	6.38	0.45
Comm Rail Industry*								
Tier One Operators	85,589	2,086,572	24.4	1,024.5	535.8	11.97	6.26	0.49
Tier Two Operators	36,471	609,662	16.7	316.7	169.7	8.68	4.65	0.52
Tier Three Operators**	13,452	367,561	27.3	147.6	65.1	10.98	4.84	0.40
Tier Four Operators	2,010	62,103	30.9	32.3	10.7	16.04	5.30	0.52
Metro Services								
Light Rail	63,704	412,776	6.5	258.0	44.4	4.05	0.70	0.62
Heavy Rail	50,365	254,440	5.1	132.1	35.3	2.62	0.70	0.52
Motor Bus	361,601	1,494,525	4.1	961.6	259.9	2.66	0.72	0.64
Access Services	3,752	49,463	13.2	123.2	7.7	32.52	2.05	2.49

* Industry values represent averages for each tier. ** Tier Three includes Metrolink operations

- Metrolink's performance is in line with commuter rail standards and has slightly lower costs per Passenger Mile than Metro service.



Summary of Findings

- Metro is the largest partner of the Metrolink Commuter Rail operating system.
 - Financial; Asset Ownership; Service Levels; Ridership; Destination
- Recent growth in subsidy requirements is creating significant pressure on available resources. Metro's subsidy is growing faster than the system as a whole.
- The Metrolink system is an increasing resource for transit dependent individuals on the Antelope Valley and San Bernardino Lines
- Metrolink's operating performance is in line with the commuter rail industry



Next Steps

- Provide the Committee a review of formulas, factors, and calculations that determine Metro's share of Metrolink subsidy
 - Specific allocation variables for both Expenses and Revenues;
 - The weighted impacts of each variable on subsidy levels
- Provide the Committee with an analysis of identified benefits of Metro's investment in commuter rail.
- Address other issues or concerns of the Committee based on results to date

Questions