



COMMITTEE TRANSMITTAL

January 13, 2014

To: Members of the Board of Directors

From: Wendy Knowles, ^{WK} Clerk of the Board

Subject: Metrolink Ridership and Revenue Annual Report

Transit Committee Meeting of December 12, 2013

Present: Directors Donchak, Eastman, Jones, Nguyen, Pulido, Shaw,
and Winterbottom

Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation

Receive and file as an information item.



ORANGE COUNTY TRANSPORTATION AUTHORITY

Metrolink Ridership and Revenue Annual Report

Staff Report



December 12, 2013

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer

A handwritten signature in blue ink, appearing to read "Darrell Johnson", is written over the printed name in the "From:" field.

Subject: Metrolink Ridership and Revenue Annual Report

Overview

The Southern California Regional Rail Authority is a five-member joint powers authority that operates the 400-mile commuter rail system known as Metrolink. A report on Metrolink ridership, revenue, and on-time performance for service in Orange County covering fiscal year 2012-13 is provided for Board of Directors' review.

Recommendation

Receive and file as an information item.

Background

Metrolink's five-agency membership includes the Los Angeles County Metropolitan Transportation Authority, the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC), the San Bernardino Associated Governments, and the Ventura County Transportation Commission. Metrolink operates 170 weekday trains on seven lines, serving 55 stations, and carries approximately 40,000 riders each weekday.

There are three lines that provide service to Orange County. The Orange County (OC) Line, running between Oceanside and Los Angeles Union Station, began in 1994, followed by the Inland Empire – Orange County (IEOC) Line, running between Oceanside and San Bernardino, in 1995, and the 91 Line, running from Riverside to Los Angeles via Fullerton, in 2002. The three lines serving Orange County provide a total of 54 trains (19 OC Line, 16 IEOC Line, nine 91 Line, and ten intracounty trains) each weekday, serving 11 Orange County stations and carrying an average of more than 16,000 daily passengers.

The Rail 2 Rail Program, which began in 2003, allows Metrolink monthly pass holders the option of riding Amtrak Pacific Surfliner trains at no additional charge, provided that the passholder travels within the stations identified on the monthly pass. In Orange County, a valid Metrolink ticket or pass also permits free transfers to local OCTA bus routes that directly serve a Metrolink station, including StationLink.

Discussion

This report provides an update on weekday and weekend ridership, revenue, and on-time performance for fiscal year (FY) 2012-13.

Ridership and Revenue

Total Ridership and Revenue

The total FY 2012-13 ridership (weekday and weekend) for the three Metrolink lines serving Orange County, including Rail 2 Rail passengers, exceeded 4.4 million, an increase of 5.4 percent compared to FY 2011-12. Annual revenue totaled \$31.7 million, which is 12.7 percent higher than the previous FY.

Systemwide Metrolink ridership surpassed 12 million riders for FY 2012-13, which represents a one percent growth from the previous FY. Systemwide revenue for FY 2012-13 was over \$84 million, which was six percent more than FY 2011-12. Detailed ridership and revenue data by route is included in Attachment A.

Weekday Ridership

Combined average weekday ridership on the OC, IEOC, and 91 lines for FY 2012-13 was 16,097 passengers, including Rail 2 Rail. This represents an increase of 4.2 percent compared to the previous FY. Ridership has grown on two of the three Orange County lines: OC Line up 3.1 percent, IEOC Line up 9.8 percent, and 91 Line down 0.4 percent, compared to the previous FY.

Metrolink average systemwide weekday ridership started to decline in January 2013, though ridership trends differ by line and county. Stations in Orange County and along the IEOC Line continue to show ridership growth as economic recovery and job availability in downtown Los Angeles starts to decrease.

Weekend Ridership

Orange County weekend service was increased in July 2012. The OC Line weekend service increased from two round trips to four round trips, and all trips

were extended to serve Oceanside. The IEOC Line increased from one round trip to two round trips between San Bernardino and Oceanside. Weekend trains have operated year-round at these service levels, providing more travel options for Metrolink passengers.

Combined average weekend ridership on the OC and IEOC lines during FY 2012-13 was 5,485 passengers. This represents an increase of almost 91 percent compared to FY 2011-12. Average weekend ridership year over year on the OC Line was up 112.7 percent on Saturday and 124.8 percent on Sunday. Average Saturday ridership on the IEOC Line is up 47.7 percent over the previous FY, and the Sunday ridership on the IEOC Line is up 61.1 percent.

Over the course of FY 2012-13, Metrolink Orange County lines carried 307,000 total weekend passengers. This represents a 108.8 percent increase from weekend ridership compared to the previous FY.

Revenue

Passenger fare revenue covers roughly half of Metrolink operating expenses, with the remainder covered by member agency subsidies. FY 2012-13 revenue, compared to the previous FY, increased by 13.5 percent on the OC Line, 15.5 percent on the IEOC Line, and 5.1 percent on the 91 Line. Metrolink revenue for the three lines serving Orange County surpassed \$31.5 million, or 37.4 percent of the systemwide total of \$84.7 million. Contributing to the July 2012 increase in fare revenue is the five percent Metrolink fare increase and the Metrolink enhancement of the fare enforcement program.

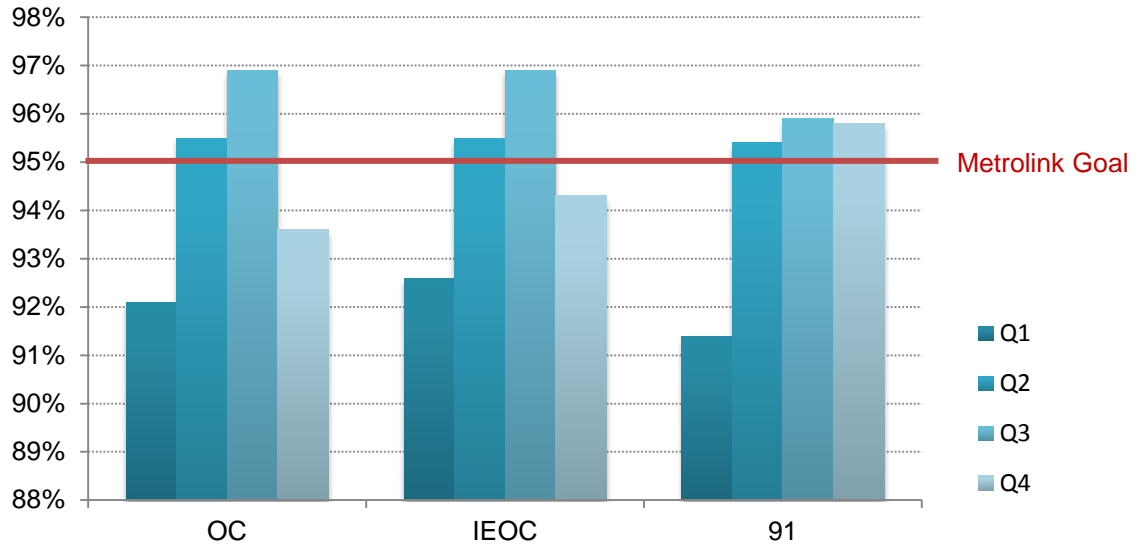
On-Time Performance

On-time performance is an integral component of providing quality service. A Metrolink train is considered to be on time if it arrives within five minutes of the scheduled arrival at its end point. Metrolink's on-time performance goal is 95 percent.

Trains can be delayed for a variety of reasons, including equipment issues, unscheduled delays (or "meets") with other trains, delays from other operators utilizing the same tracks, construction or track maintenance, and incidents. Metrolink operated at a 94.7 percent systemwide on-time performance for FY 2012-13. The OC, IEOC, and 91 lines averaged 94.5, 94.8, and 94.6 percent on-time performance, respectively, for the same period.

On-time performance for the three lines serving Orange County is shown by quarter in the chart below. First quarter performance was lower than the following quarters due to scheduled track work for infrastructure improvements.

Metrolink On-Time Performance



OC Link and IntraCounty Metrolink Service

The OC Link pass was implemented in July 2011 along with the revised Metrolink Service Expansion Program (MSEP) service rollout schedule consisting of six weekday intracounty trips between the Fullerton Transportation Center and the Laguna Niguel/Mission Viejo Metrolink Station. The one-day promotional pass, called “OC Link,” allowed unlimited trips on local OCTA bus routes and Metrolink trains within Orange County for a flat rate of \$7, or \$6 for seniors and disabled. An additional four midday intracounty trips were introduced in July 2012.

Despite the launch of the OC Link day pass and extensive marketing efforts, ridership on the intracounty MSEP trains and sales of the OC Link pass continued to be lower than desired.

On April 11, 2013, the OCTA Transit Committee directed staff to discontinue the OC Link bus/rail pass beginning July 1, 2013. After a public process and affirmation from the OCTA Board of Directors, the OC Link pass was discontinued at the end of FY 2012-13.

OCTA staff is working with its partners at Metrolink, RCTC, and BNSF Railway to further refine redeployment options to increase ridership, with a goal of implementing an initial set of schedule changes for MSEP trains during the spring 2014 Metrolink service change.

Summary

This report provides an update on Orange County commuter rail ridership, revenue, and on-time performance for FY 2012-13. Total average weekday ridership in Orange County is up 4.2 percent versus the previous FY, while average weekend ridership has grown by 91 percent. FY 2012-13 revenue has increased on all three lines compared to FY 2011-12. The average rate of on-time performance for FY 2012-13 is 94.7 percent.

Attachment

- A. Metrolink Ridership and Revenue

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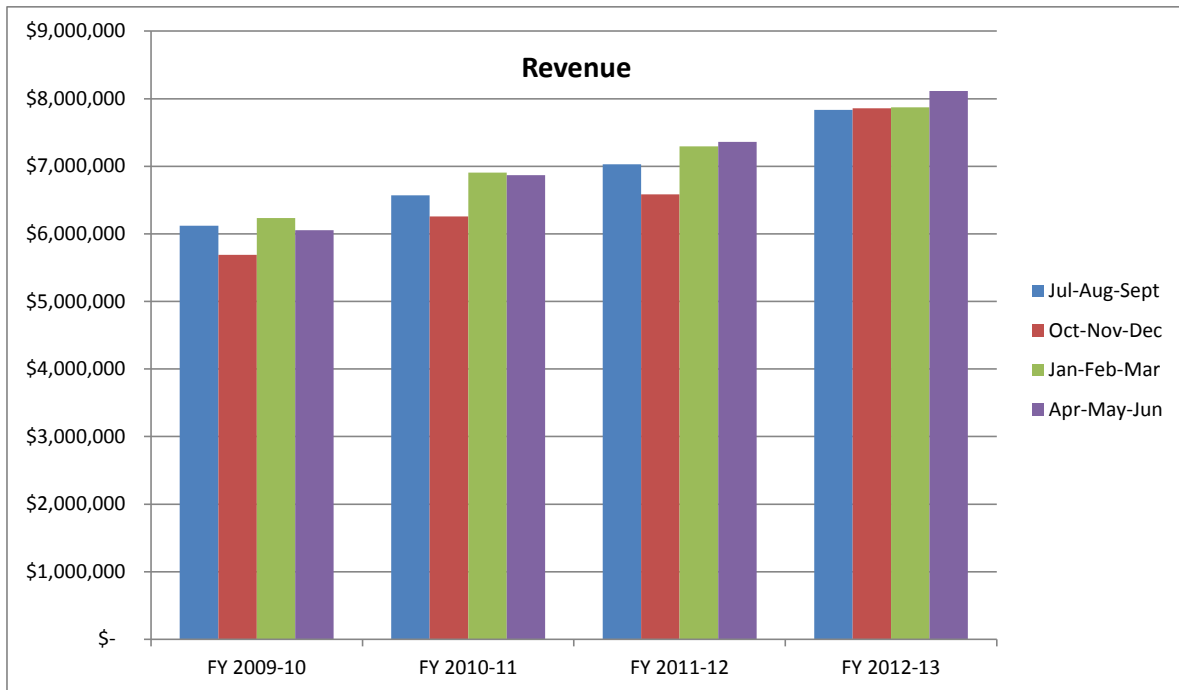
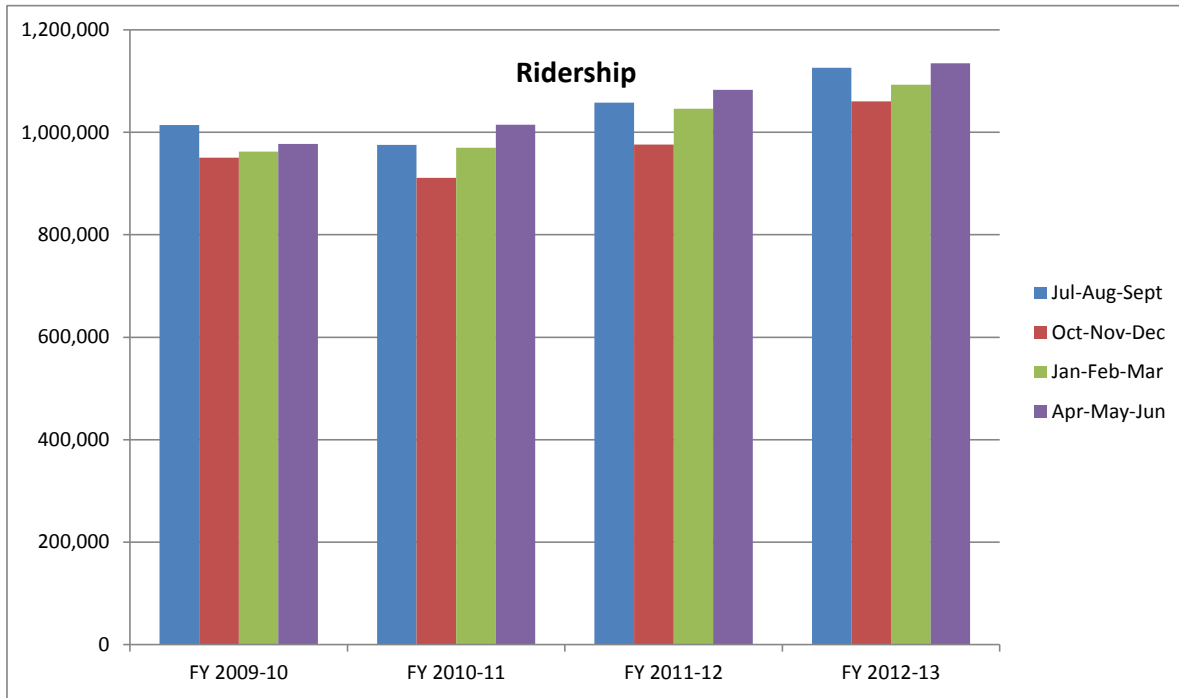


ORANGE COUNTY TRANSPORTATION AUTHORITY

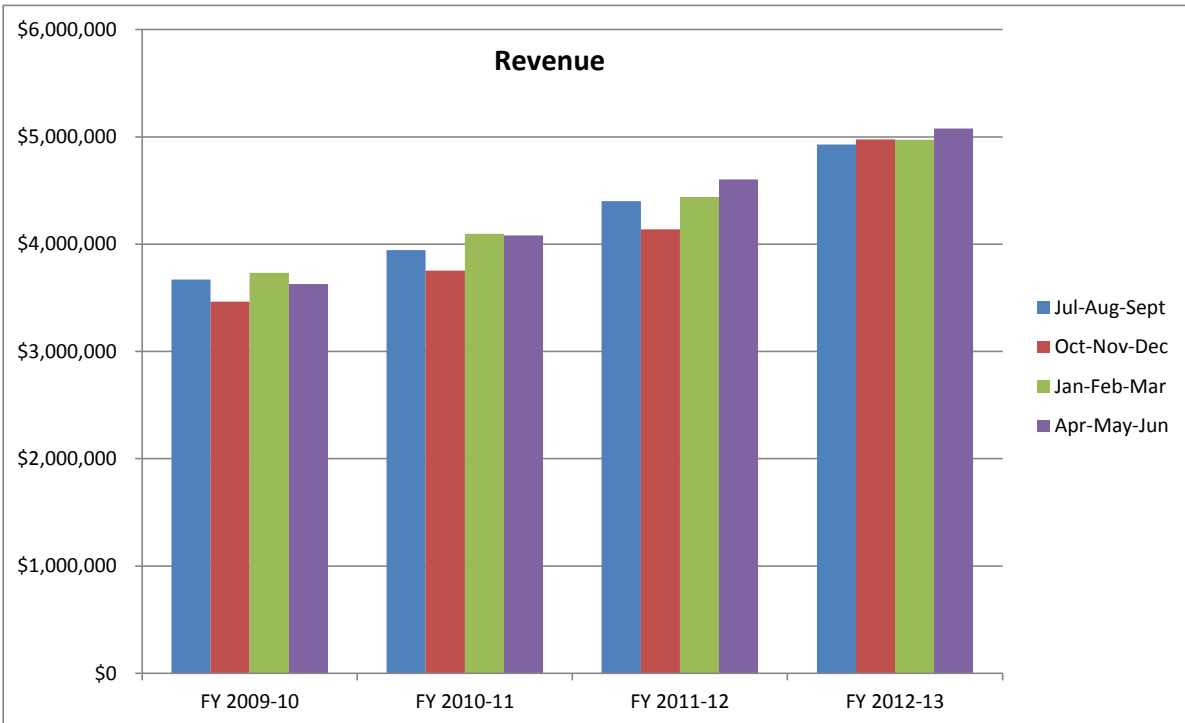
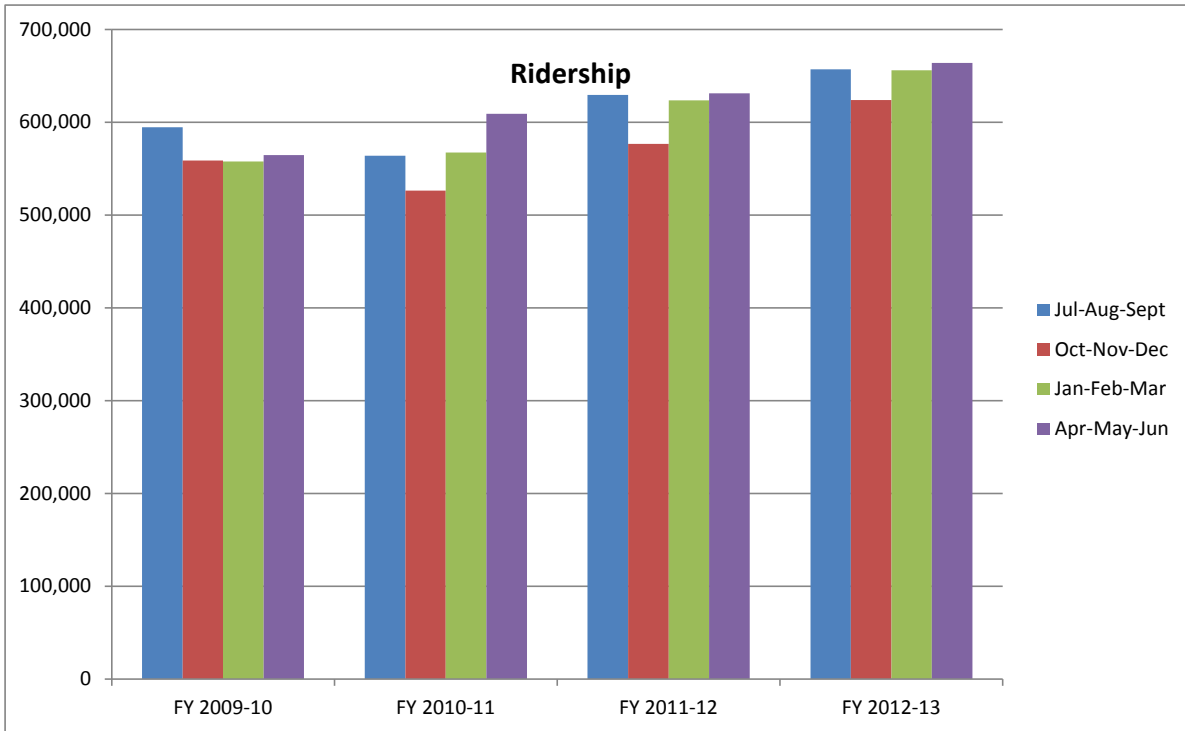
Metrolink Ridership and Revenue Annual Report

Attachment A

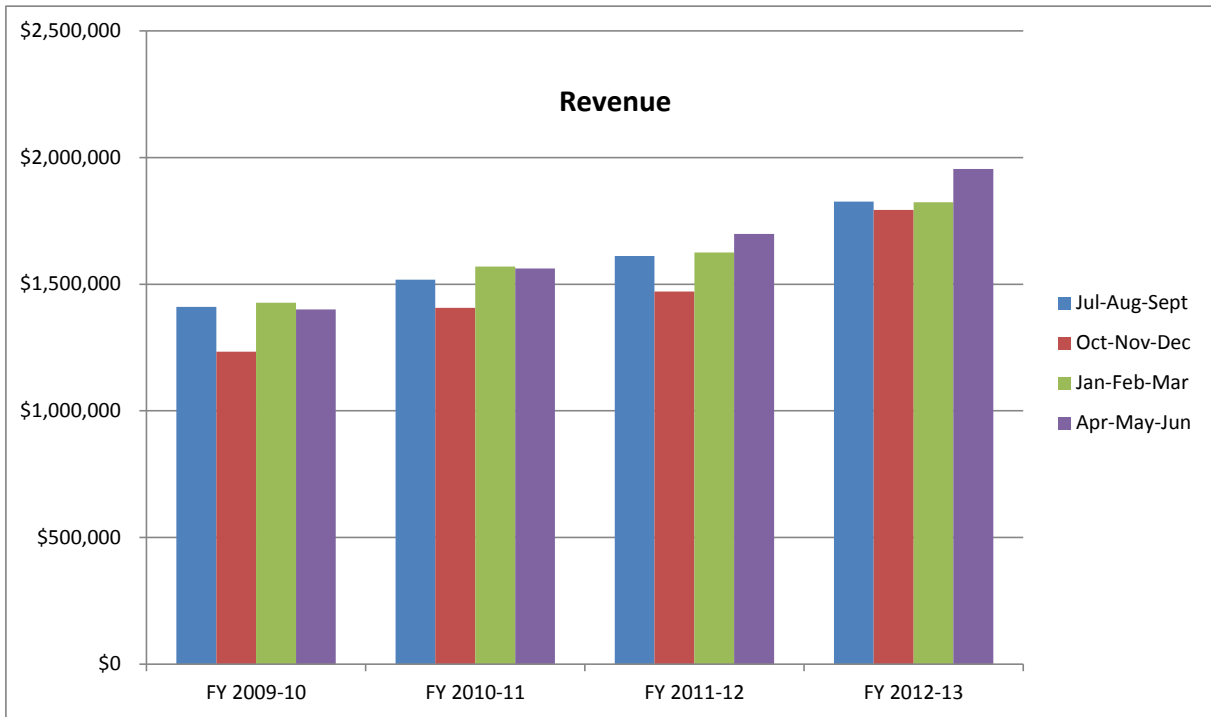
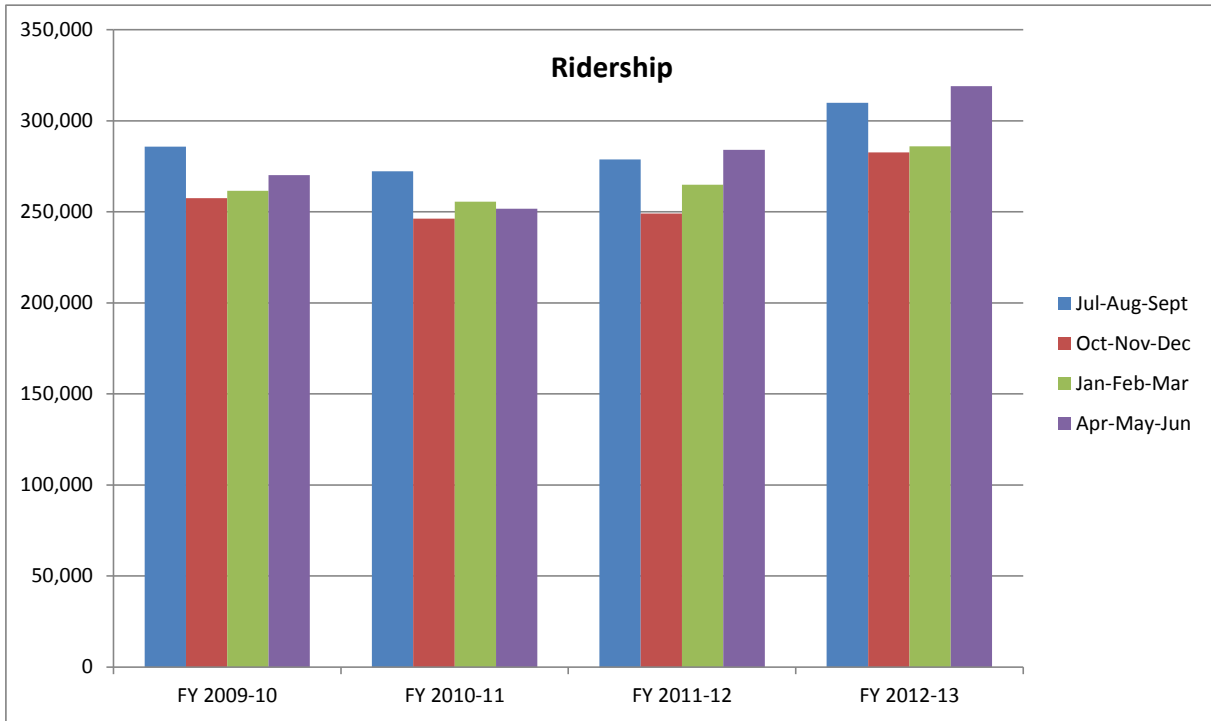
Three Lines Serving Orange County



Metrolink - Orange County Line



Metrolink - Inland Empire-Orange County Line



Metrolink - 91 Line

