



METROLINK

**PRESENTATION TO
THE CALIFORNIA TRANSPORTATION COMMISSION**

JULY 11, 2001

By David Solow

Chief Executive Officer

History

- **Southern California Regional Rail Authority (SCRRA) is a joint powers authority**
- **Formed in 1991 pursuant to SB 1402**
- **Members: LACMTA, OCTA, RCTC, SANBAG, VCTC**
- **Ex Officio Members: SCAG, SANDAG, Caltrans**
- **Operating Name is Metrolink**
- **Started service on October 26, 1992**



Current Status:

- **6 Routes**
- **49 Stations (plus 6 stations funded)**
- **416 Route Miles, 389 grade crossings**
- **128 Daily Weekday Trains**
- **34,000+ Average Weekday Trips**
- **33 Locomotives (4 on order)**
- **119 Rail Cars (28 on order)**



METROLINK



COMMUTER TRAIN SYSTEM



LEGEND

Effective October 29, 2000
 This map is not to scale

- Future Station
- Yellow line: Ventura County Line
- Green line: Antelope Valley Line
- Red line: San Bernardino Line
- Blue line: Riverside Line
- Orange line: Orange County Line
- Pink line: Inland Empire-Orange County Line
- Black line: Via Fullerton

Operated by MTA

- Red line: Metro Red Line (Subway)
- Blue line: Metro Blue Line (Light Rail)
- Green line: Metro Green Line (Light Rail)

Station names in italics are not yet fully operational

Rider Characteristics

- **Average Trip Length - 35.7 Miles**
- **76% of inbound morning peak hour trips pass through Los Angeles Union Station. Of those, 56.6% end their trip outside the LA Central Business District.**
- **67% of riders formerly drove alone**
- **Inland Empire - Orange County is first suburb-suburb line and fastest growing line (48% last year)**
- **San Bernardino Line has highest ridership**
- **32% of weekday riders are non prof./tech/exec.**
- **34% of weekday riders less than \$50K household income**



Rider Characteristics: (continued)

Percent of Ethnic Riders by Line Corridor

San Bernardino Line	56%
Riverside Line	52%
Antelope Valley Line	46%
Ventura County Line	32%
Orange County Line	38%





Selected California Rail Operators and New Start Commuter Rail Agencies 1999 - Section 15 Data/Annual Reports

<u>Operator</u>	<u>Years In Service</u>	<u>Route Miles</u>	<u>Ann. Pass Trips (1,000s)</u>	<u>Ann. Pass Miles (1,000s)</u>
SCRRA	9	364.3	6,734.1	243,881
Caltrain	137	76.8	8,621.8	177,726
Coaster	6	41.1	1,240.2	34,721
ACE	3	85.9	263.4	48,020
Amtrak Pacific Surfliner	25	343	1,563.3	145,314
LACMTA Rail	11	52.0	39,058.4	204,909
BART	29	95.1	86,299.5	1,056,715
Santa Clara VTA	14	20.1	6,862.7	32,820

DAILY OPERATIONS ON SCRRA OPERATED LINES

128	Metrolink Trains
22	Amtrak Pacific Surfliner Trains
4	Amtrak Long Distance Trains
<u>100 - 120</u>	UP and BNSF Freight Trains
254 - 272	Trains
<u>18</u>	Coaster Trains (Dispatch only)
272 - 290	Trains/Weekday



Metrolink Route Mile Ownership and On-Time Performance

<u>Line</u>	<u>% of Miles Owned</u>	<u>May 2001 On-Time Perf.</u>
Ventura County	71%	98%
Antelope Valley	100%	97%
San Bernardino	100%	97%
Riverside	5%	92%
Orange County	70%	90%
Inl. Emp.-Or. Cty.	43%	95%
Metrolink System	62%	96%

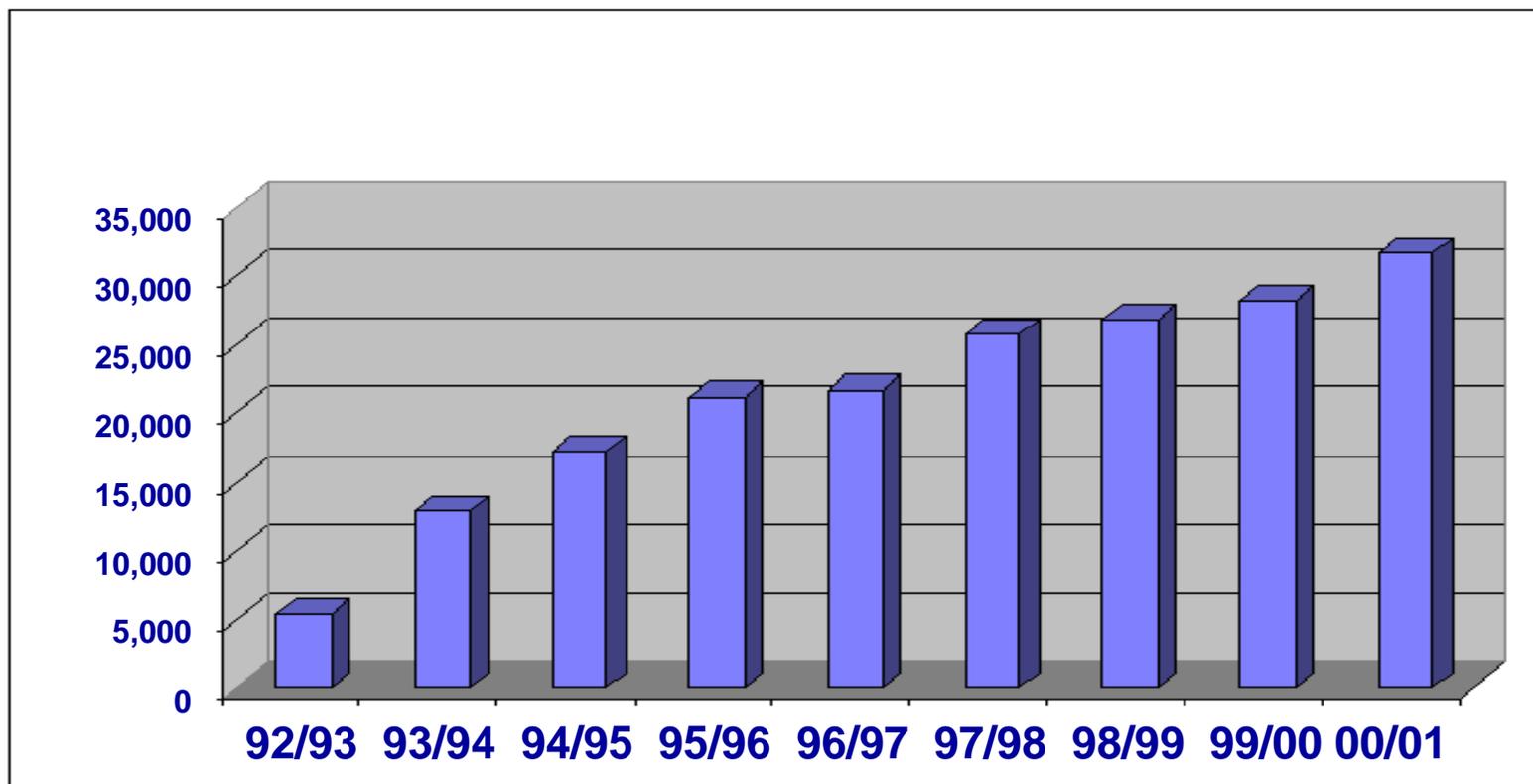
Volume of Goods Movement Between March 1998 and May 2001:

- **Burlington Northern Santa Fe train miles on Metrolink lines increased 95.5%**
- **Union Pacific car miles on Metrolink lines increased 267.2%**

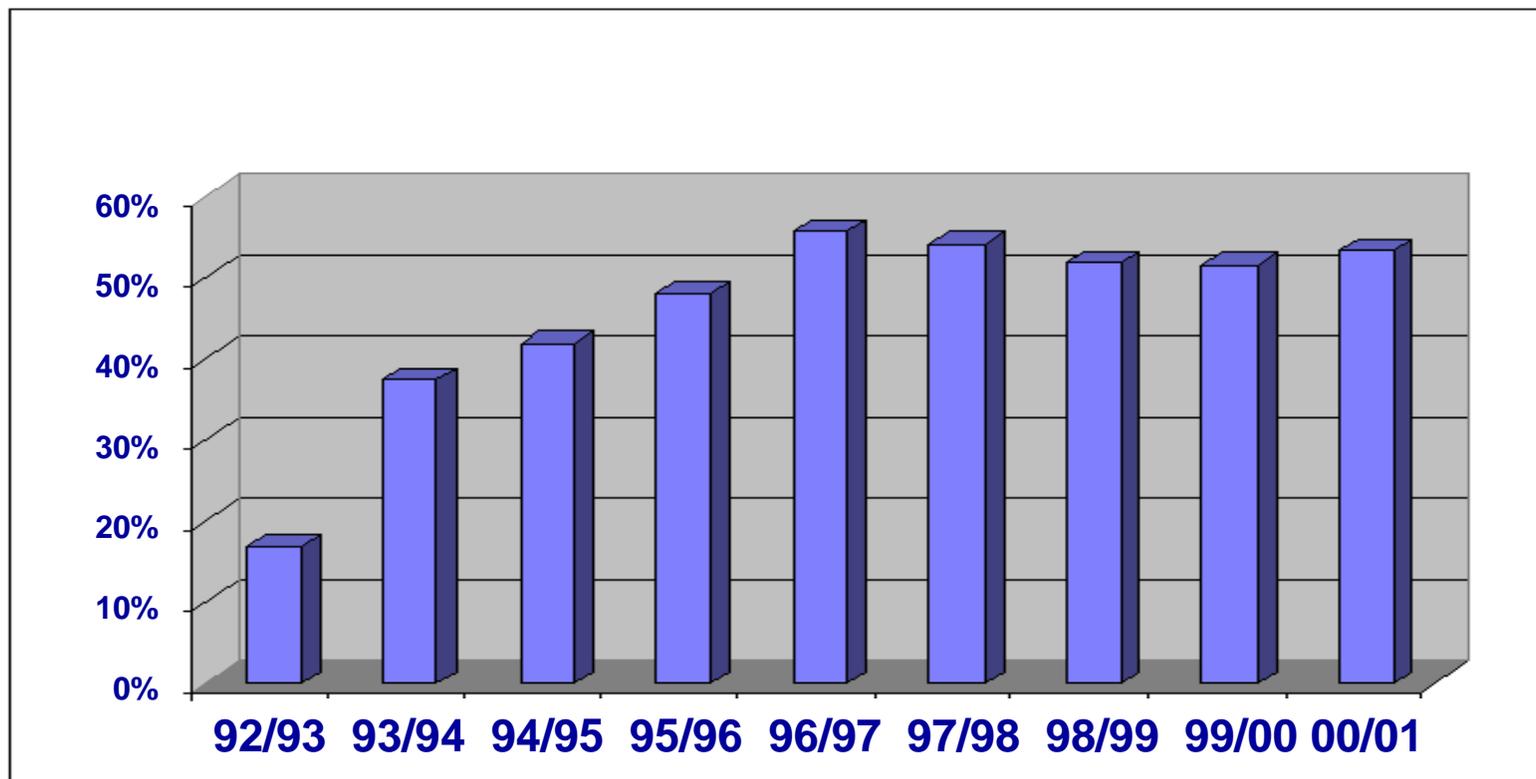




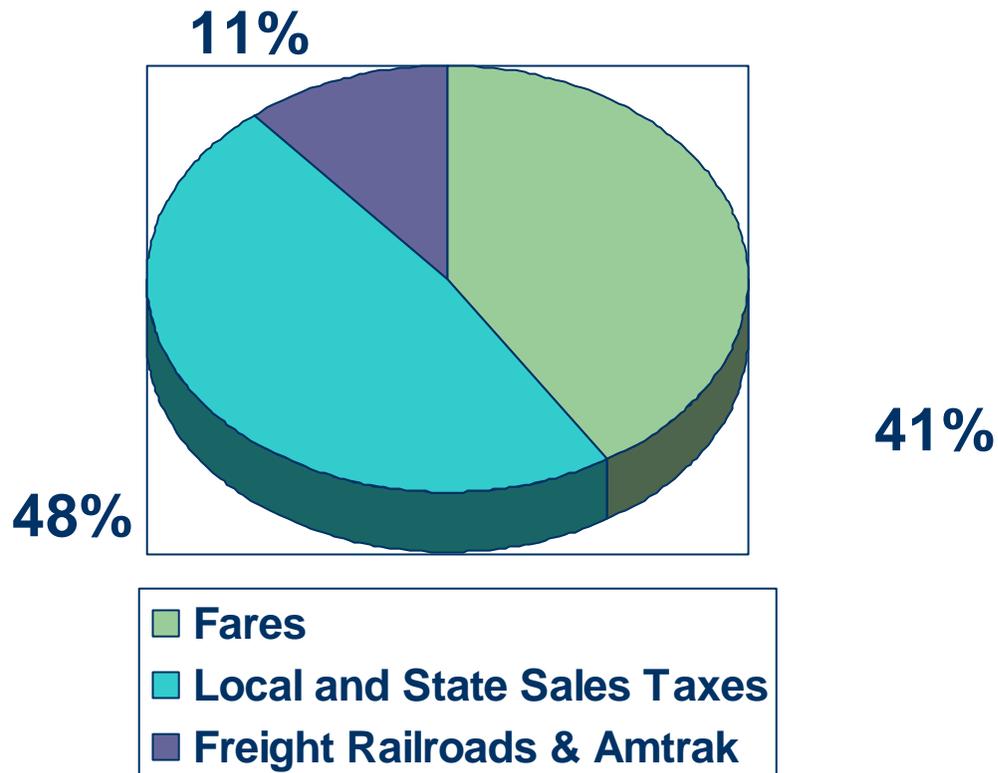
SCRRA Average Weekday Ridership



SCRRRA Revenue Recovery



SCRRA FY '01-'02 Operating Revenues



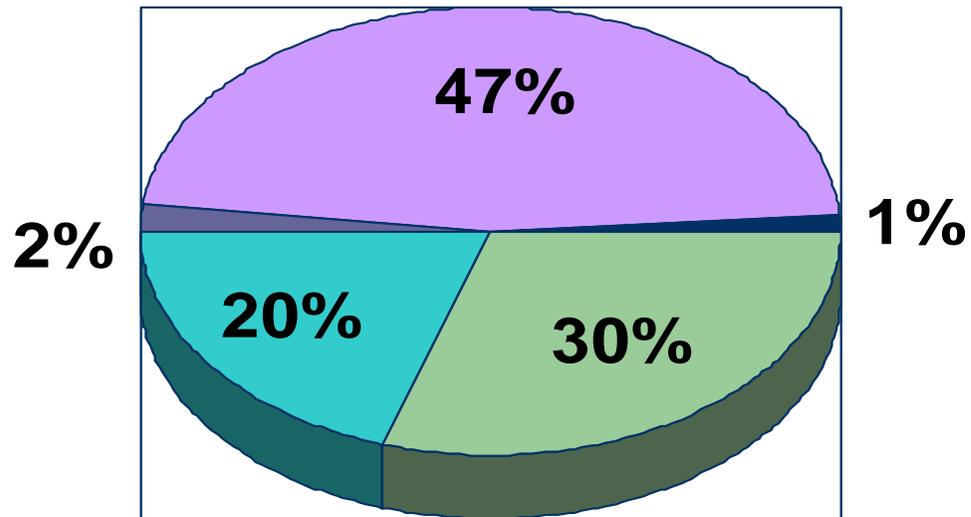


SCRRA Capital Expenditures for Completed Projects (\$millions)

<u>Completed Projects ('91-'00) Caltrans</u>	<u>Local</u>	<u>State</u>	<u>Federal</u>	<u>Total</u>
ROW Purchases for Commuter Rail	\$488.6	\$216.9	\$0.0	\$705.5
Rolling Stock/Capital Improvements	\$283.3	\$681.9	\$0.0	\$965.2
Capital Rehab/Renovation	\$50.4	\$33.9	\$9.5	\$93.9
TOTAL Completed Projects	\$822.3	\$932.7	\$9.5	\$1,764.5
Current/Ongoing Capital Projects*	\$32.4	\$68.7	\$79.3	\$180.4

*\$56.2 million of federal funds for rolling stock purchase are federalized ITIP funds. State funds also included \$21.5 million in TCRP funds

SCRRA FY '01-'02 Capital Funding



■ Federal Funds

■ Freight Railroads & Amtrak

■ Interest & Other

■ Local Sales Taxes

■ State Funds



METROLINK



Funding for SCRRA Projects Since 1998

<u>Fund Source</u>	<u>Amount (\$000s)</u>
ITIP	\$84,350
RTIP	\$14,958
TCRP	\$21,500
State Budget	\$15,750
Formula Federal	\$11,921
Discretionary Federal	\$4,345
<u>Local/Other</u>	<u>\$27,295</u>
TOTAL	\$180,119

TCRP Projects

<u>Project</u>	<u>Request (\$million)</u>	<u>Estimated Completion Date</u>
Sun Valley Siding	\$6.5	November 2002
San Bernardino Line Track/Signal Improvements	\$15	November 2002



2002 ITIP

- **SCRRA Projects Requested for ITIP Funding**

Rolling Stock Storage Facility in LA	\$ 5.0 million
Double Track Sun Valley to Burbank	\$ 6.3 million
Seismic Retrofit Tunnel 26	\$10.0 million
Lincoln Avenue Double Track	\$ 4.0 million
Santa Ana Station Improvements	\$ 4.8 million
Bridge 4th Crossing of Arroyo Simi	\$ 2.0 million
Safety Improvements Moorpark-Simi	\$ 0.7 million
Replace Rail	\$4.0 million

Threats

- **Railroad expenses nationwide grow at a greater rate than local CPI**
- **Fuel price fluctuations**
- **Increased freight traffic at Ports of Los Angeles, Long Beach and San Diego**
- **Ridership growth surpassing seat supply**
- **Viability of connecting services**
- **Sunset of sales tax in 3 of 5 counties**
- **Growing need for on-going rehabilitation funds**



Metrolink Ridership Habits

- **At Union Station, 19% of riders transfer to another Metrolink line**
- **At Union Station, 50% of Metrolink's riders transfer to MTA bus or rail (36% to Red Line and 14% to bus)**
- **System wide, 36.5% of all riders transfer to MTA bus or rail**
- **66.5% of Metrolink riders use connecting public transportation for at least one end of their trip.**



Regional Picture

- **Metrolink is basically a peak hour/peak direction service, expanding off-peak services**
- **Metrolink ticket comes with one zone transfer**
- **Metrolink has over 30 transfer agreements with local bus operators including 48 dedicated routes and 217 other routes**
- **Metrolink and Amtrak share 14 stations**
- **At Union Station Metrolink connects with 8 bus operators, MTA rail and Amtrak**



Future Opportunities

- **Joint marketing with Amtrak/Caltrans**
 - Seamless ticketing/joint ticketing machines
 - Expansion of Amtrak Step-Up, No Step-Up programs
 - A cost effective way to provide seats regardless of carrier
 - More advertised connections
- **Improved schedule coordination with connecting transit operators**
- **Connection to future Pasadena light rail and future Eastside light rail extension at Union Station**

