

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

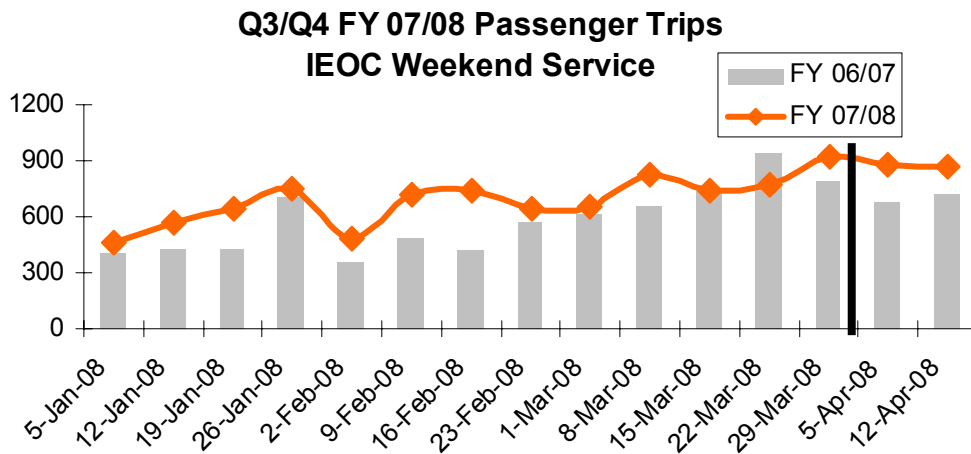
DATE:	May 14, 2008
TO:	Riverside County Transportation Commission
FROM:	Plans and Programs Committee Henry Nickel, Staff Analyst Sheldon Peterson, Program Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Commuter Rail Program Update

PLANS AND PROGRAMS COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Committee to receive and file an update on the Commuter Rail Program.

BACKGROUND INFORMATION:

Inland Empire-Orange County Weekend Service Performance



Daily passenger trips on the year-round Inland Empire-Orange County (IEOC) Metrolink weekend service have continued to grow through the third quarter and into the fourth quarter, providing 1,742 passenger trips quarter to date. This is an increase of nearly 24% over the 1,403 trips provided at this point last year. The success of this service is due in large part to the coordinated marketing efforts among the Commission, Orange County Transportation Authority (OCTA) and San Bernardino Associated Governments. Most all responsibilities for marketing of the service have transitioned to Metrolink; this has included revised seat drops, branding, and consolidation of the various weekend services under a single promotional umbrella.

La Sierra Photovoltaic Carport Structure Update

In furtherance of the Riverside Public Utilities (RPU) goal to have one megawatt of local renewable resources in place by 2004, RPU and the Commission entered into an agreement for the construction of a photovoltaic carport generation structure at the Commission's La Sierra Metrolink station. Under the Self-Generation Incentive Program, authorized by the California Public Utilities Commission at that time, more than \$1.2 million was allocated to the project. The program encouraged the installation of self-generation technologies by offering monetary incentives.



Photovoltaic Carport Structure at the La Sierra Metrolink.

RPU maintains the power generation equipment while the renewable energy benefit is shared with the Commission. As a result of the electricity generated by this facility and its agreement with RPU, the Commission has reduced its electricity costs at the station by nearly 60%. To date the Commission has saved an estimated \$80,000 and is expected to save more than \$400,000 over the anticipated 20-year life of the facility. Additionally, the carport provides 128 covered spaces, an added benefit for commuters utilizing the station.

May 17 Ride Free Day on the IEOC Line from Riverside Downtown Station

In order to further promote the IEOC weekend service and stimulate increased ridership, the Commission has partnered with OCTA to provide a free ride day for passengers who board the IEOC line at the Riverside Downtown station on Saturday May 17. Passengers who board at the Riverside Downtown station will be provided a special ticket allowing travel to any destination on the IEOC line between Riverside Downtown station and Oceanside. The cost of this promotion is to be shared between the Commission and OCTA. Marketing activities will include newspaper advertisement, seat drops, station banners and online promotion on the Metrolink website.

Bicycle Facility Upgrade at Riverside Downtown and North Main Corona Stations

To mitigate the costs of ever increasing Metrolink ridership and additional parking facilities, and to promote alternatives to single driver auto commutes, it is important for the Commission to reasonably accommodate alternative modes of transportation to its stations. This includes connecting bicycle commutes. In order to accommodate

and promote bicycle ridership, the Commission has invested in both bicycle lockers and racks at its West Corona, La Sierra and Pedley stations. Until recently, the Commission lacked secure and covered bicycle facilities at its two most utilized stations, Riverside Downtown and North Main Corona.

In addition to bicycle racks, lockers provide an added level of security against possible theft and vandalism. However, conventional lockers require continuous maintenance and management. Lock mechanisms break; keys have to be distributed, tracked and hopefully returned; key deposits and refunds have to be tracked and accounted for; the potential for misuse, non-use and under use is significant as conventional lockers are assigned. All this adds complexity and cost to a conventional bike locker program, diminishing the benefit to the Commission as well as the overall passenger experience.

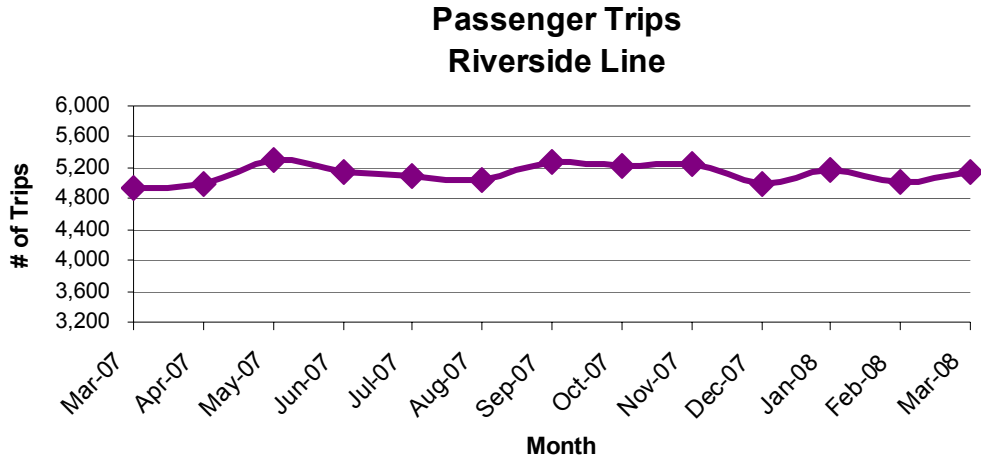
To address such complexity and costs, alternatives to conventional bike lockers were explored. The primary factor contributing to the complexity and cost of conventional lockers is the design. Essentially metal boxes, conventional lockers pose particular challenges to ensure proper and efficient use. In the past, lockers have been used for storage, remained assigned but unused, are an ideal habitat for any number of pests and pose a potential safety threat concealing devices intended to inflict public harm.



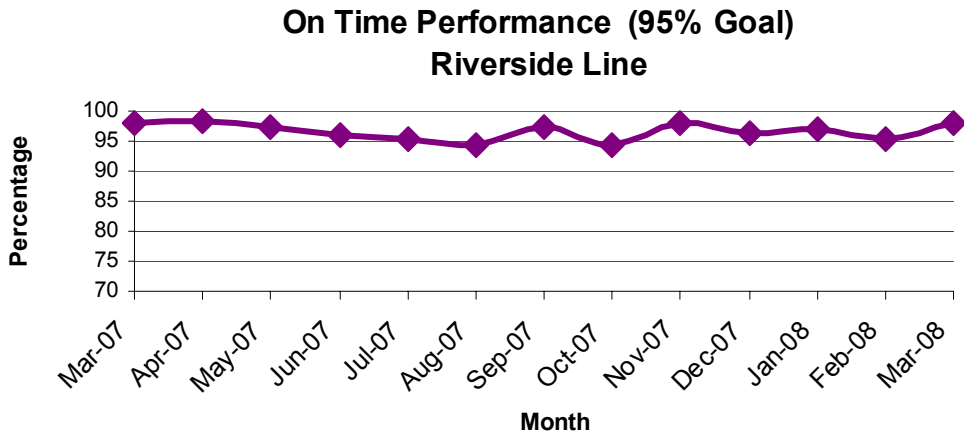
Demonstration of the BikeLid's clamshell design.

In consideration of these concerns, the Commission has purchased and installed six BikeLids at both the Riverside Downtown and North Main Corona stations. The BikeLid is a competitively priced alternative product that significantly alleviates both the complexity and cost of a traditional bike locker. The design is essentially hybrid, integrating the simplicity of a bike rack with a clamshell hinged lockable cover. BikeLids allow first come/first served single use while patrons utilize their own standard bicycle lock. This eliminates the need of a separate key and lock mechanism while still providing the security of covered storage, discouraging misuse and optimizing proper use. Furthermore, the unique design has been demonstrated to increase awareness and consideration of bicycle use. The BikeLid product is utilized at the Oceanside transit center. The units are durable, simple and attractive. BikeLid provides a 5-year warranty on material and workmanship. In addition, the Commission staff is considering additional bicycle facilities at the two stations, having constructed a designated bicycle area at the Riverside Downtown station.

Riverside Line



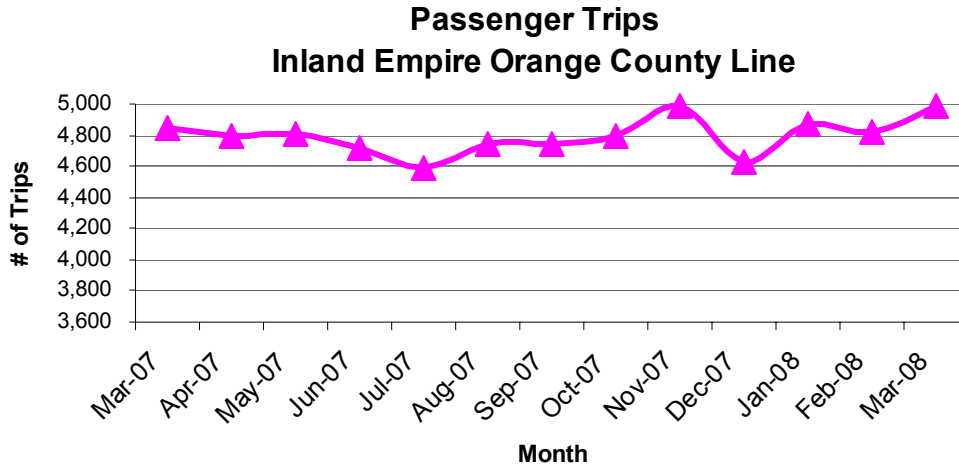
Daily passenger trips on Metrolink’s Riverside line for the month of March averaged 5,150, an increase of 142, 3% more than the month of February. Compared to one year prior, the line averaged an overall daily increase of 221 passenger trips. This is nearly 4% more than a year ago.



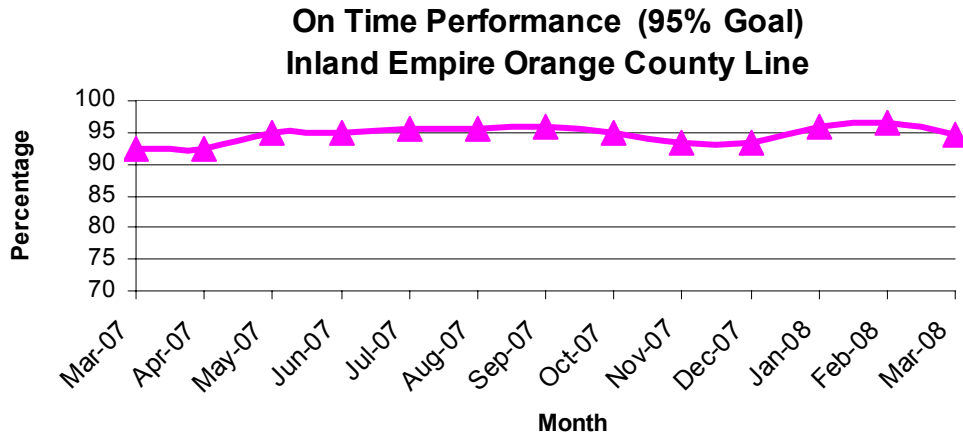
March on-time performance averaged 95% inbound (-1% from February) and 96% outbound (-2% from February). There were six delays greater than five minutes during the month of March. The following are primary causes:

Cause	# of Delays	% of Total
Signals/Track/MOW	0	0%
Dispatching	2	34%
Mechanical	0	0%
Operations	4	66%
TOTAL	6	100%

Inland Empire-Orange County Line



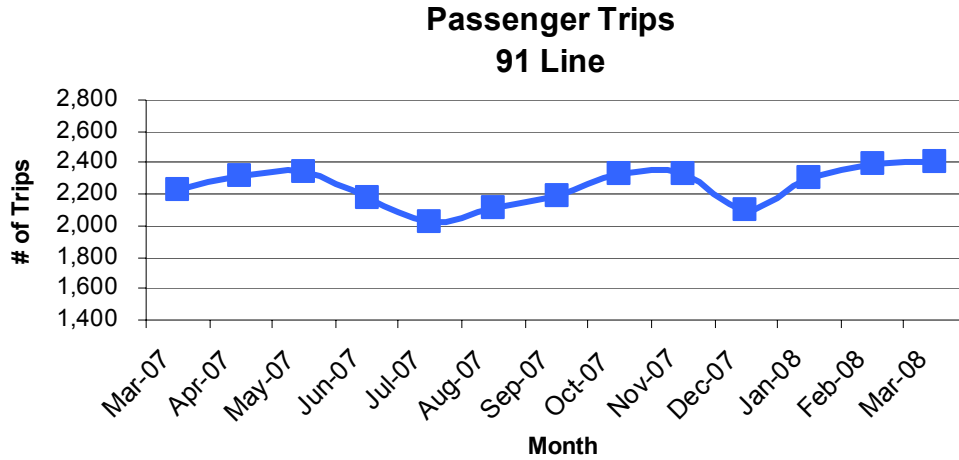
Daily passenger trips on Metrolink’s IEOC line for the month of March averaged 4,984, an increase of 163 trips, 3% more than the month of February. The line has increased by 136 daily trips or 3% from a year ago March 2007.



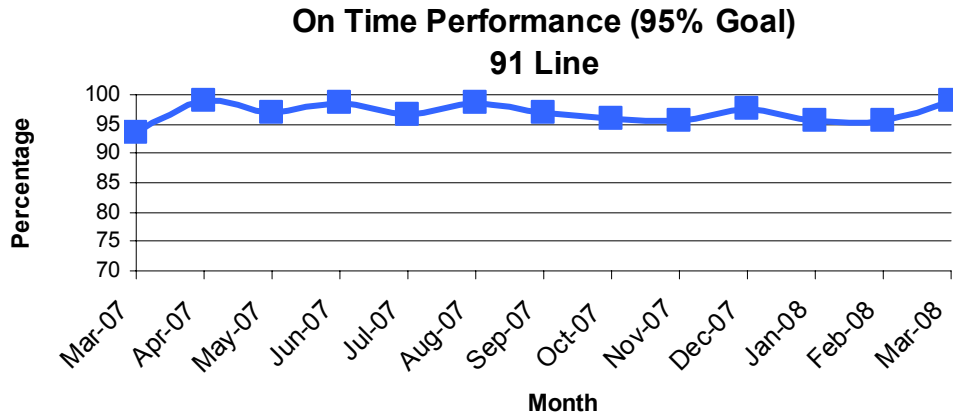
March on-time performance averaged 98% southbound (+1% from February) and 95% northbound (no change from February). There were 20 delays greater than five minutes during the month of March. The following are primary causes:

Cause	# of Delays	% of Total
Signals/Track/MOW	2	10%
Dispatching	6	30%
Mechanical	4	20%
Operations	8	40%
TOTAL	20	100%

91 Line



Daily passenger trips on Metrolink’s 91 line for the month of March averaged 2,400 an increase of five trips, no significant change from the month of February. The line has increased by 179 daily trips or 8% from a year ago March 2007.



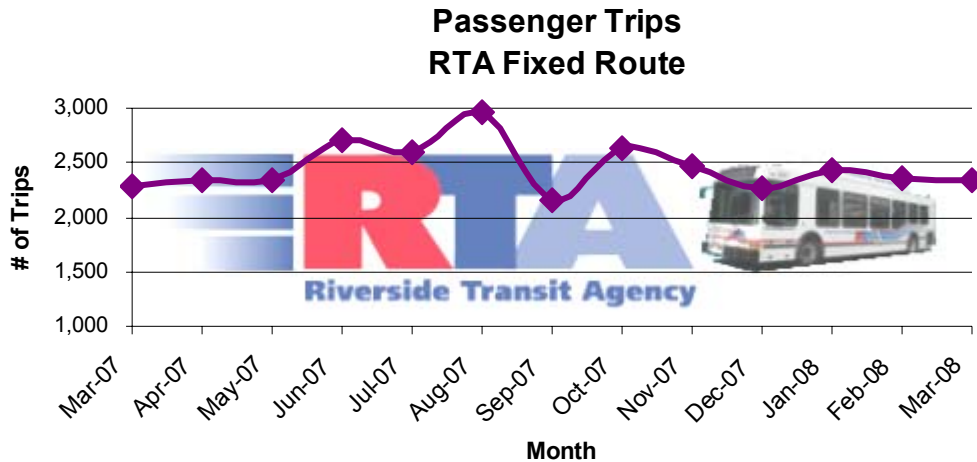
March on-time performance averaged 96% inbound (+2% from February) and 95% outbound (-2% from February). There were two delays greater than five minutes during the month of March. The following are primary causes:

Cause	# of Delays	% of Total
Signals/Track/MOW	0	0%
Dispatching	0	0%
Mechanical	1	50%
Operations	1	50%
TOTAL	2	100%

Connecting Transit Service Performance

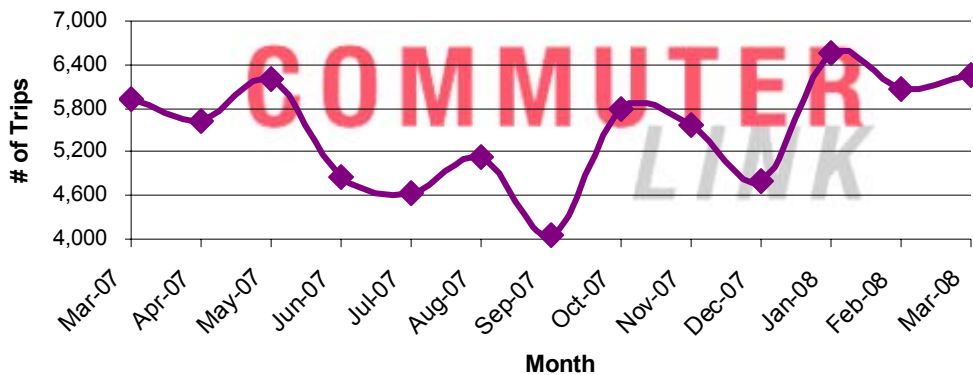
The Commission's role facilitating interconnectivity between Metrolink and connecting transit services is essential to ongoing viability of the system. Such services address the needs of transit dependent riders as well as help mitigate congestion and the necessity for expensive parking capacity at the Commission stations. The Commission is working to improve the efficiency and effectiveness of transit connections.

In order to meet these requirements, the Commission has worked with Metrolink and local transit operators to offer connecting services to and from Riverside County Metrolink stations at no cost for those with valid Metrolink tickets. Within Riverside County, services include free transfers to routes operated by RTA, RTA's Commuter Link service and Corona Cruiser. The following graphs show total monthly Metrolink transfer passenger trips on each of the three services.



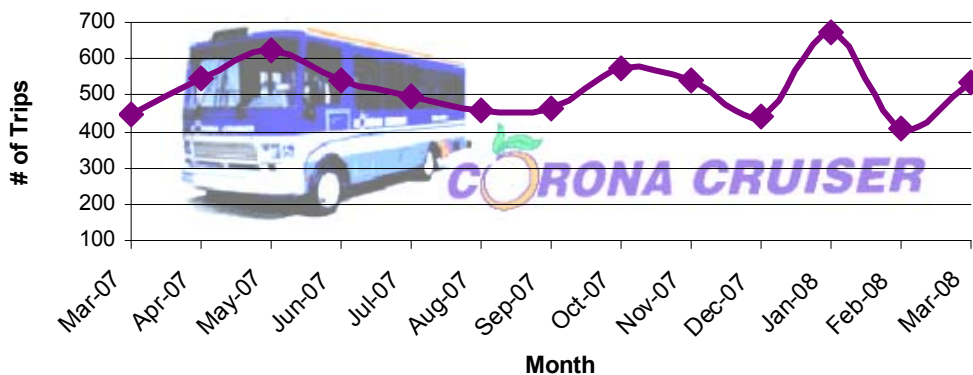
Monthly Metrolink transfer trips on RTA's connecting fixed routes (1, 3, 15, 16, 21, 29, and 38) totaled 2,341 for the month of March, a decrease of 11 trips, -0.47% less than the month of February. Monthly trips increased by 61 or 2.68% over last year.

**Passenger Trips
RTA Commuter Link**



Monthly Metrolink transfer trips on RTA’s Commuter Link routes (202, 204, 206, 208, and 210) totaled 6,261 for the month of March, an increase of 200 trips, or 3.30% from the month of February. Monthly trips have increased by 325 or 5.48% over the last year.

**Passenger Trips
Corona Cruiser**



Monthly Metrolink transfer trips on the Corona Cruiser totaled 536 for the month of March, an increase of 126, 30.73% from the month of February. Monthly trips have increased by 88 or +19.64% over the past fiscal year.

Attachments:

- 1) Metrolink Average Weekday Passenger Trips
- 2) Metrolink Schedule Adherence Summary – Weekday Service

**METROLINK AVERAGE WEEKDAY PASSENGER TRIPS
THIRTEEN MONTH WINDOW - HOLIDAY ADJUSTED**

ROUTE =>	Ventura County	Antelope Valley	San Bernardino	Surbank Turns	Riverside	Orange County	Int. Emp/ OC	R/W/Full LA	TOTAL SYSTEM	% Change Vs Prior Mo
Mar 07	4,104	7,299	12,367	713	4,929	6,492	4,848	2,221	42,973	1%
Apr 07	4,077	7,343	12,170	676	4,998	6,489	4,791	2,315	42,859	0%
May 07	4,213	7,338	12,105	676	5,301	6,683	4,813	2,348	43,477	1%
Jun 07	4,108	7,355	11,954	670	5,141	6,767	4,716	2,178	42,889	-1%
Jul 07	3,984	7,137	11,670	666	5,093	6,519	4,588	2,023	41,680	-3%
Aug 07	4,042	6,524	11,624	680	5,051	6,579	4,744	2,113	41,357	-1%
Sep 07	4,053	6,749	12,002	692	5,263	6,675	4,745	2,194	42,373	2%
Oct 07	4,078	6,673	12,330	720	5,232	6,638	4,792	2,324	42,787	1%
Nov 07	4,149	6,773	12,359	714	5,256	7,084	4,991	2,332	43,658	2%
Dec 07	3,940	6,431	11,378	634	4,994	6,531	4,622	2,100	40,630	-7%
Jan 08	4,178	6,848	12,203	741	5,183	7,002	4,867	2,300	43,322	7%
Feb 08	4,218	6,667	12,624	749	5,008	6,876	4,821	2,395	43,358	0%
Mar 08	4,233	6,775	12,996	760	5,150	7,193	4,984	2,400	44,490	3%

% Change Mar 08 vs Feb 08	0%	2%	3%	1%	3%	5%	3%	0%	3%
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% Change Mar 08 vs Mar 07	3%	-7%	5%	7%	4%	11%	3%	8%	4%
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METROLINK SCHEDULE ADHERENCE SUMMARY - WEEKDAY SERVICE

Percentage of Trains Arriving Within 5 Minutes of Scheduled Time

LATEST 13 MONTHS

Route =>	Ventura County		Antelope Valley		San Bernardino		Suburb/Turns		Riverside		Orange County		Inland Empire		Total System				
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			
Mar 07	97%	99%	83%	86%	97%	98%	97%	97%	98%	98%	93%	98%	94%	91%	92%	95%	94%	95%	94%
Apr 07	99%	97%	93%	93%	99%	96%	99%	97%	99%	98%	96%	96%	92%	93%	100%	98%	97%	96%	96%
May 07	97%	97%	94%	94%	98%	97%	99%	97%	98%	97%	97%	95%	97%	93%	98%	96%	97%	96%	96%
Jun 07	99%	98%	97%	94%	98%	98%	100%	100%	98%	94%	95%	96%	96%	94%	98%	99%	97%	97%	97%
Jul 07	100%	98%	95%	90%	98%	98%	96%	99%	97%	94%	91%	98%	98%	93%	96%	97%	96%	96%	96%
Aug 07	99%	94%	91%	83%	98%	89%	97%	96%	96%	93%	97%	95%	96%	95%	99%	98%	96%	92%	94%
Sep 07	95%	96%	92%	95%	92%	90%	99%	96%	96%	99%	92%	94%	96%	96%	97%	97%	94%	94%	94%
Oct 07	95%	93%	91%	93%	95%	94%	95%	97%	97%	92%	92%	95%	97%	93%	95%	97%	95%	94%	94%
Nov 07	97%	99%	89%	90%	96%	96%	100%	98%	98%	98%	96%	98%	95%	92%	96%	95%	95%	95%	95%
Dec 07	99%	97%	93%	89%	96%	98%	99%	99%	98%	95%	97%	97%	94%	93%	95%	100%	96%	96%	96%
Jan 08	97%	94%	96%	91%	96%	95%	98%	98%	96%	98%	97%	97%	97%	95%	94%	97%	96%	95%	96%
Feb 08	99%	100%	97%	95%	98%	98%	100%	99%	95%	96%	93%	95%	98%	95%	96%	95%	97%	97%	97%
Mar 08	98%	96%	93%	96%	98%	99%	99%	96%	98%	98%	91%	97%	97%	92%	99%	99%	96%	97%	97%

Peak Period Trains Arriving Within 5 Minutes of Scheduled Time

Mar 08 Peak Period Trains	VEN route		AV route		SNB route		EBR route		RV route		OC route		IN route		Total System				
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			
	96%	95%	91%	96%	98%	97%	100%	98%	96%	98%	92%	97%	95%	95%	100%	98%	95%	97%	96%

No adjustments have been made for relievable delays. Terminated trains are considered OT if they were on-time at point of termination. Annulled trains are not included in the on-time calculation.