



Study of Metrolink Service Benefits

Presented to:

Board of Directors

Orange County Transportation Authority

Presented by:

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(HNTB/SGA Consulting Team to Metro)

January 14, 2008



Purpose of Study

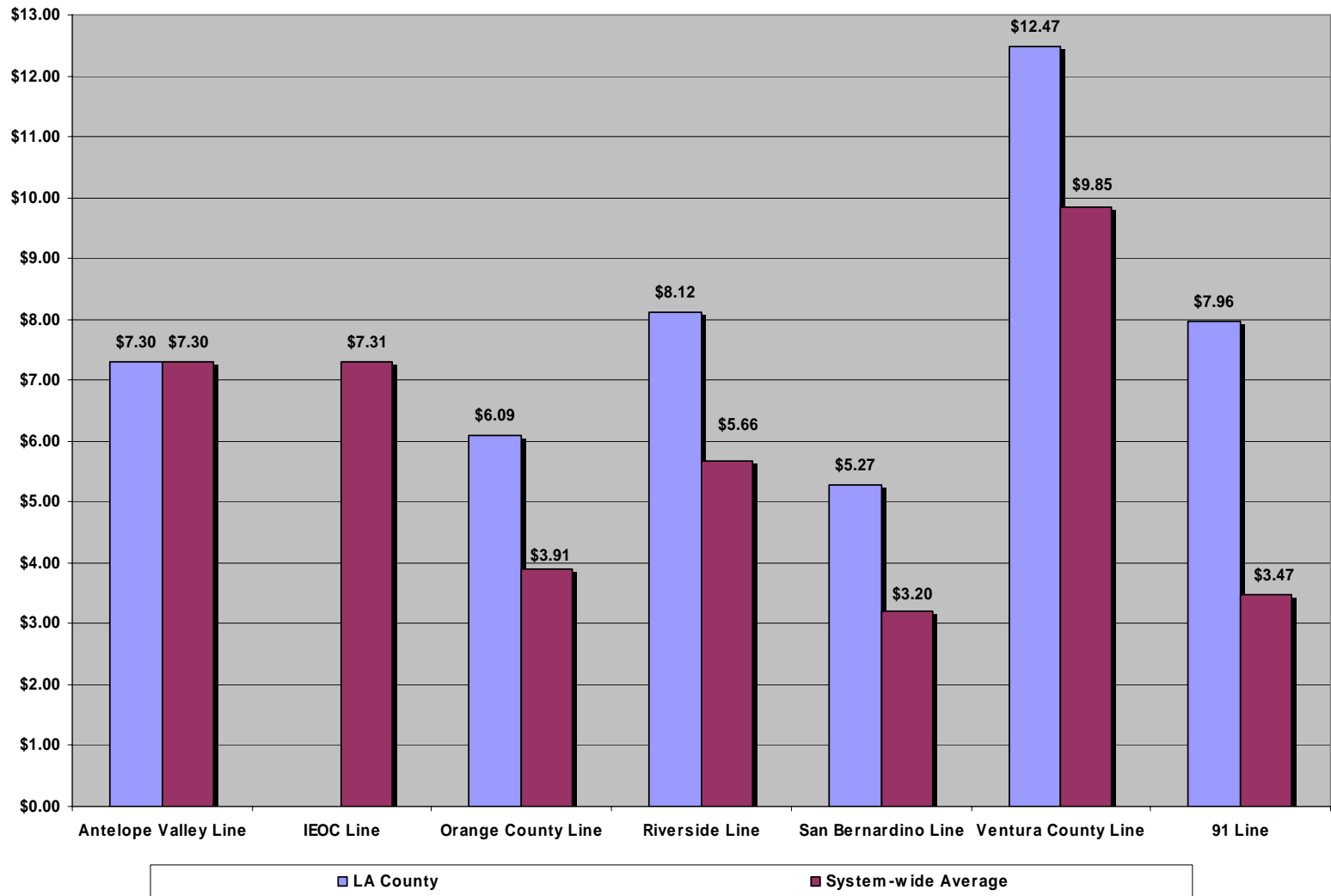
- Respond to September 2006 LA Metro Board motion:
 - Review and revise the formula within 3 years based on expansion levels incurred by member agencies; and
 - Perform a cost/benefit analysis to determine the benefits of Metrolink investment.



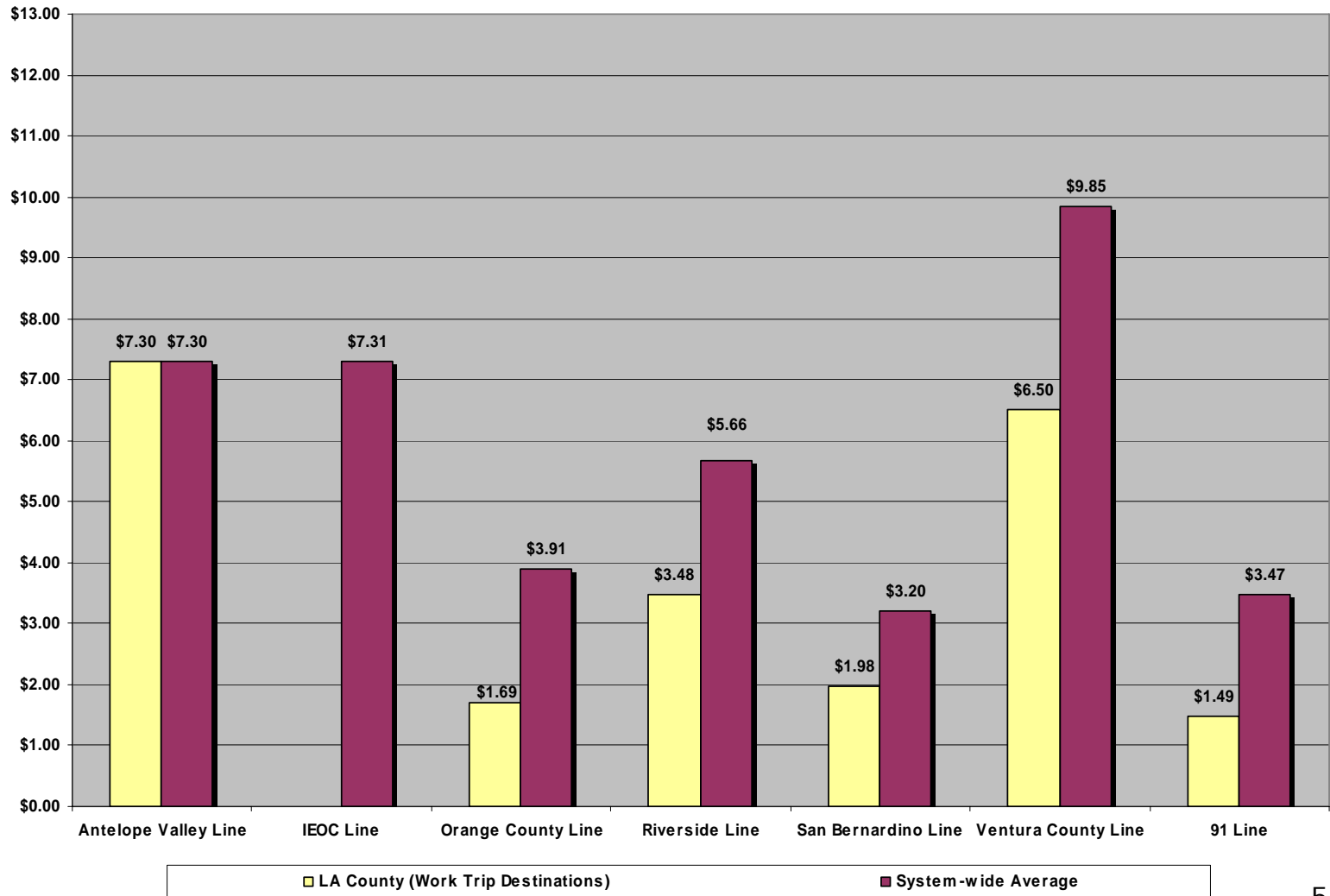
Cost/Benefit of Metrolink Service

1. Cost per Resident
2. Cost per Rider
3. Reduction of Freeway Congestion
4. Economic Returns and Jobs Creation

LA County's Subsidy by Line by Resident Rider (FY 2007)



LA County's Subsidy by Line by Work Trip Destination (FY 2007)



Most Cost Effective Lines to LA County – Based on Subsidy per Trip

- Subsidy per LA County Resident Trip:
 1. San Bernardino Line - \$5.27
 2. Orange County Line - \$6.09
 3. Antelope Valley Line - \$7.30

- Subsidy per LA County Work Trip:
 1. 91 Line - \$1.49
 2. Orange County Line - \$1.69
 3. San Bernardino Line - \$1.98

Freeway Congestion Relief Benefits

Metrolink Line

- San Bernardino Line
- Burbank Line
- Riverside Line
- Orange County Line
- IEOC Line
- Antelope Valley Line

Equivalent Freeway Lanes

1.3 lanes on I-10
0.8 lane on I-5 No.
0.7 lane on SR 60
0.8 lane on I-5 So.
0.8 lane on SR 91
0.8 lane on SR 14 & I-5 No.



Economic Benefits

- Metro's \$71.2 million gross annual contribution to Metrolink generates:
 - Economic Returns: \$427 million
 - Jobs Creation: 3,384 jobs



Overall Impact of Metrolink Investment

- A balanced, systemwide investment in Metrolink brings value due to:
 - Cost Effectiveness of Key Lines;
 - Systemwide Economic and Congestion Relief Benefits; and
 - Benefits to both Residents and Riders with a LA County Work Trip Destination.