

2012 Regional Transportation Plan (RTP)

Transit Key Performance Indicators

Los Angeles, CA
January 2011

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Transit Key Performance Indicators

➤ **Ridership**

- Total
- Per capita
- By mode

➤ **Productivity**

- Average load factors
- Riders per hour of service provided

➤ **Mobility**

- Mobility Index (PMT x Speed)
- Average modal speed

➤ **Cost**

- Effectiveness (i.e., cost per passenger boarding/mile traveled)
- Efficiency (i.e., farebox recovery)

SCAG Intercity Operators Analyzed

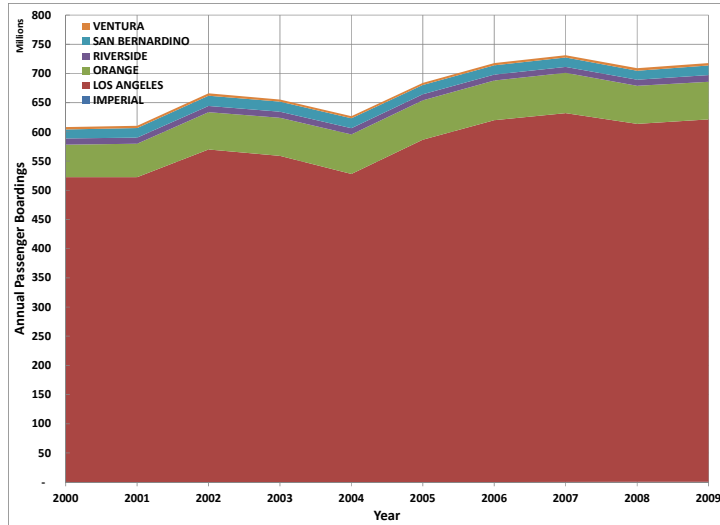
Antelope Valley Transit Authority	Montebello Bus Lines
Beach Cities Transit	Norwalk Transit District
Culver CityBus	Omnitrans
Foothill Transit	Orange County Transportation Authority
Gardena Municipal Bus Lines	Riverside Transit Agency
Gold Coast Transit	Santa Clarita Transit
Imperial Valley Transit	City of Santa Monica Big Blue Bus
Long Beach Transit	SunLine Transit Agency
Los Angeles DOT – Commuter Express	Torrance Transit
Metro	Ventura Intercity Service Transit Authority
Metrolink	Victor Valley Transit Authority

Key SCAG Region Trends

► Ridership

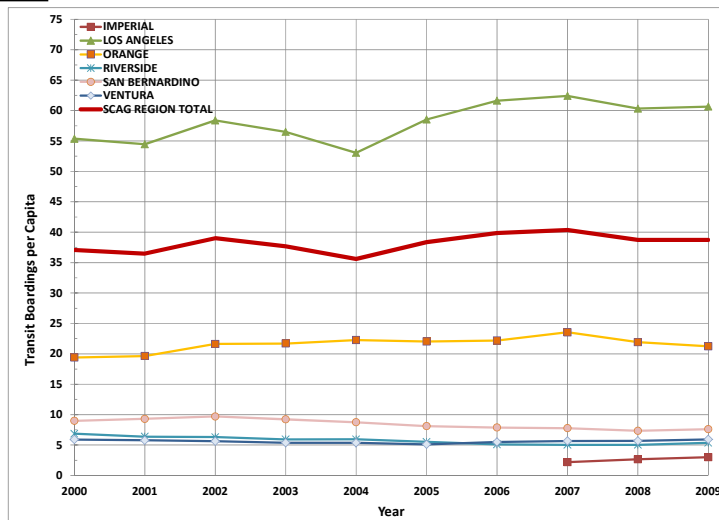
- Regional ridership has grown by nearly 20% since the year 2000 (1.9% per year)
- Per capita ridership has grown by 4% over the same period (mostly in LA County)
- Buses still carry the majority of transit trips (86% in 2009)
- MetroRail and Metrolink boardings have been growing by 6-8% per year since 2000
- Bus boardings have been growing slower at 1.4% per year, though BRT ridership has been steadily growing over last four years

Total ridership has been increasing throughout the region



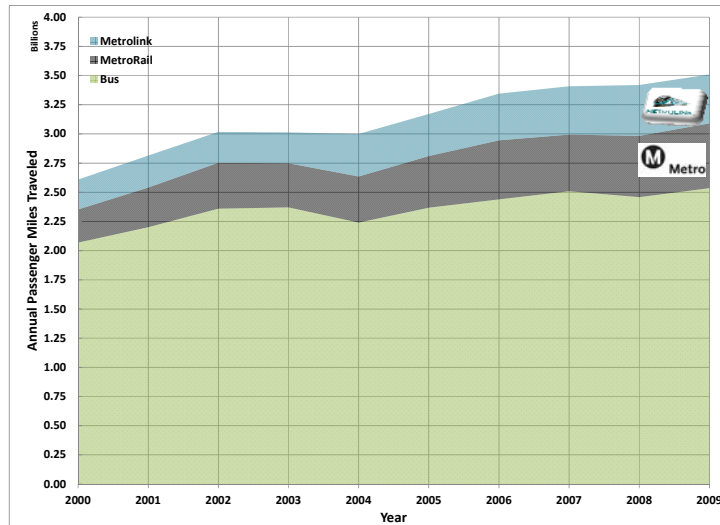
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Per Capita boardings have also increased modestly meaning that the average person is using transit more frequently (4% more over 10 years)



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Passenger Miles Traveled (PMT) by mode (Bus, MetroRail, and Metrolink) have increased as well



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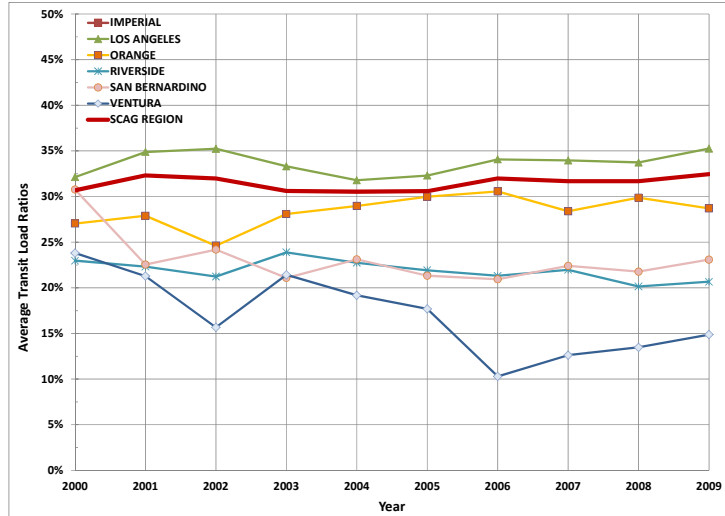
Key SCAG Region Trends

> Productivity

- Service hours up by 26 percent over the last 10 years, more than the increased ridership. In other word, incremental ridership for each additional service hour is actually decreasing slightly
- That is why the average vehicle load factors have remained steady near the coast (25-35%), but have declined slightly for the Inland Empire
- Passengers per service hour has declined steadily in every county except Ventura
- Only Metrolink has improved its productivity steadily over the past decade

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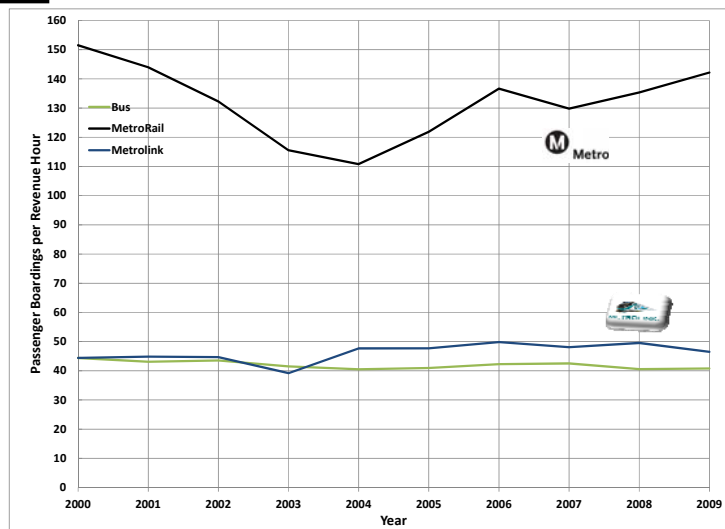
Load factors have been relatively stable over time



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Passengers per Service Hour has declined modestly



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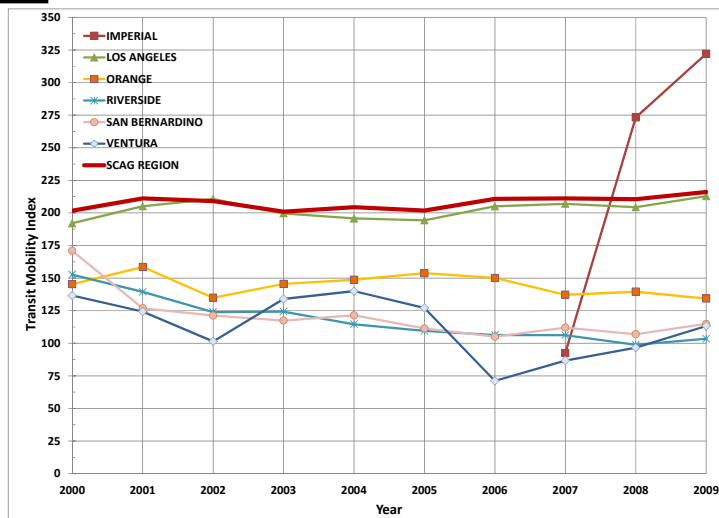
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Key SCAG Region Trends (cont.)

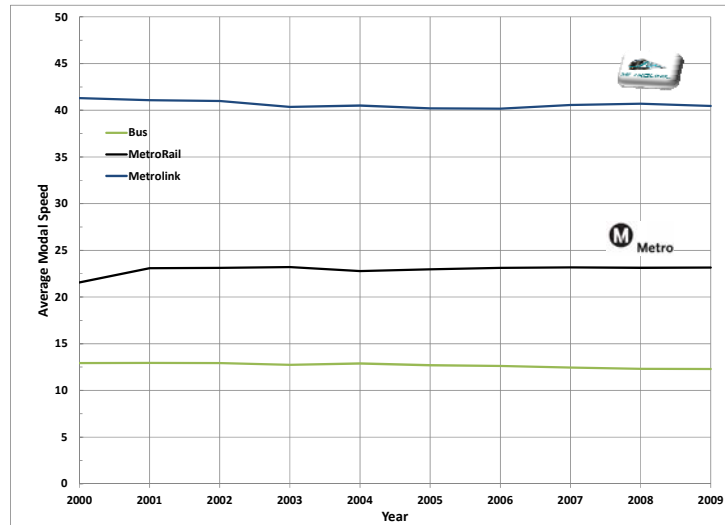
> Mobility

- Los Angeles County shows slight mobility index improvements with declining trends in other counties
- Modal speeds have remained constant since 2000

Regional mobility has remained steady



Modal Speeds have remained constant



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Key SCAG Region Trends (cont.)

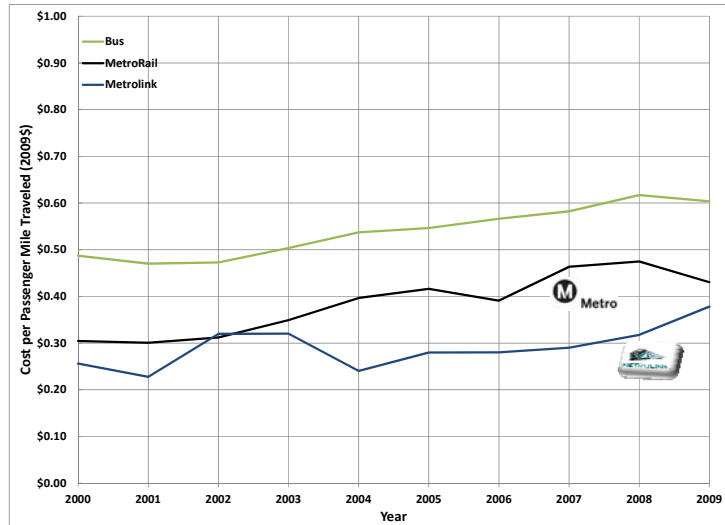
➤ Cost

- Each mode has shown cost per PMT increases over the past decade (Bus=24%, MetroRail=41%, Metrolink=48%) in constant dollars – the cost to provide service has outpaced inflation
- Farebox recovery ratios have declined since 2000 from 32% on average to 27%
- MetroRail and Metrolink farebox recovery ratios have increased over this same time frame with both exceeding 40%

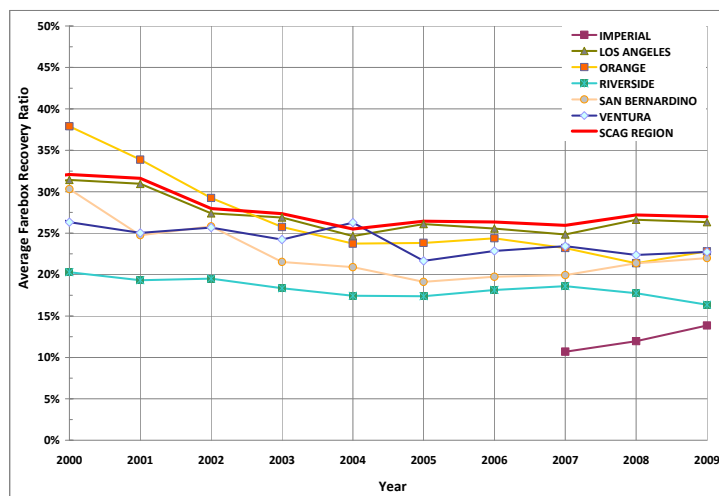
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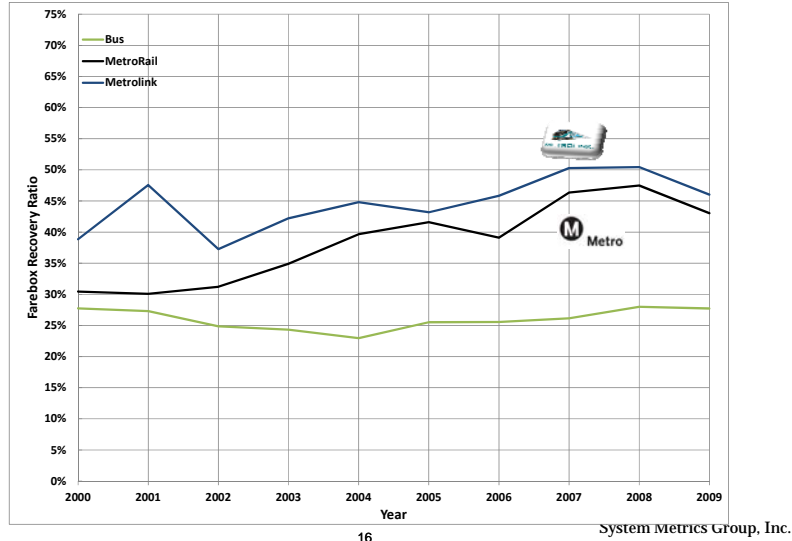
Costs per Passenger Miles Traveled (PMT) has increased across all modes (constant 2009 \$)



Farebox recovery ratios have declined significantly



MetroRail & Metrolink have improved farebox recovery



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Conclusions

- Transit ridership is trending in a positive direction – we should work to continue and improve on this trend
- The costs associated with this increase in ridership are not sustainable in the long term – we must improve the productivity of our system and achieve higher ridership per service hour
- RTP strategies such as land use and pricing should help achieve this goal

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