



Update on the Future of the Rail2Rail Program

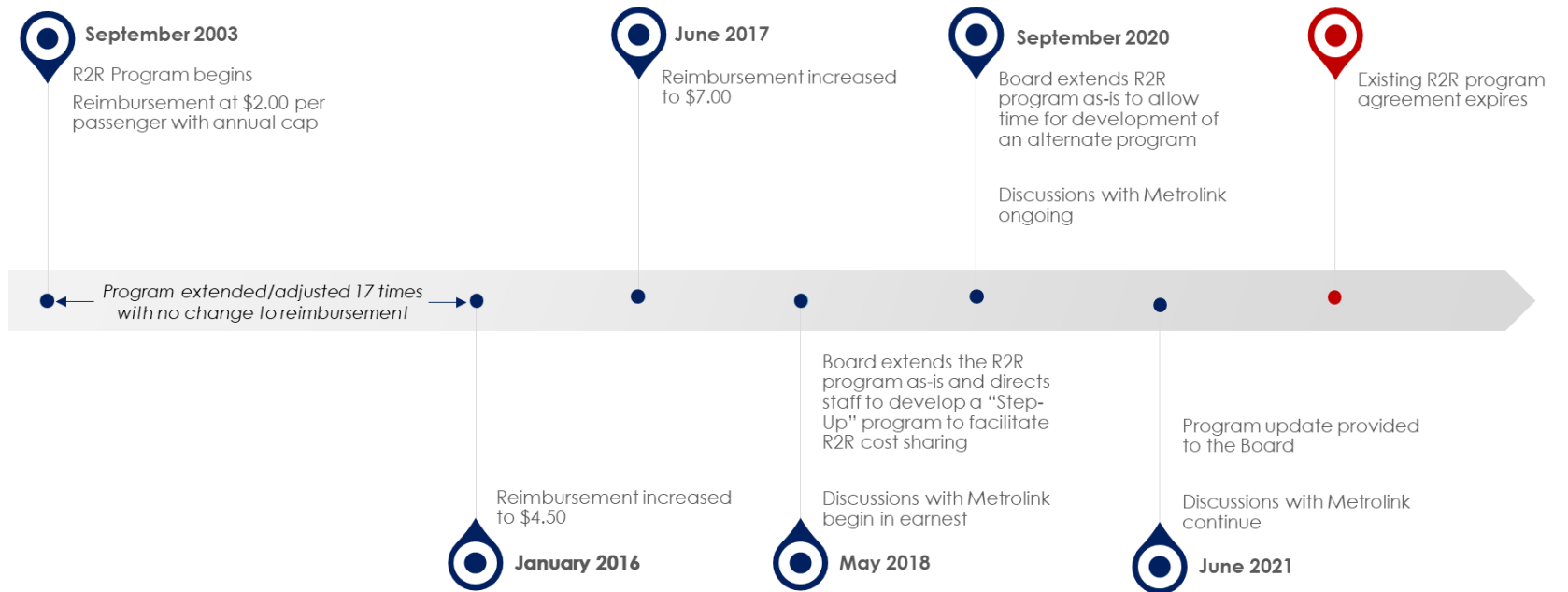
Technical Advisory Committee | November 4, 2021



R2R Program

Purpose and History

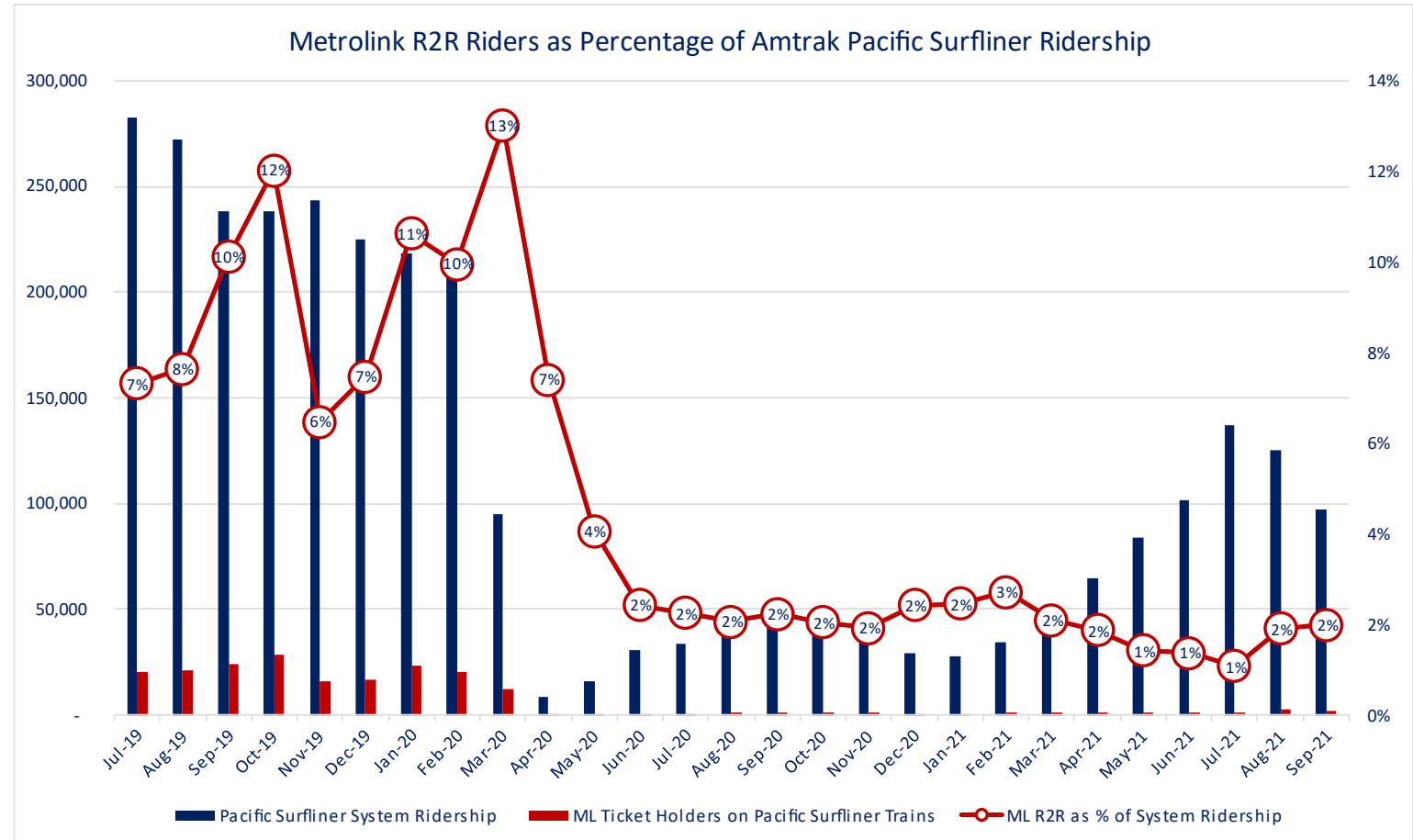
- The Rail2Rail (R2R) program began in 2003 and is funded by three of the Metrolink member agencies (OCTA, LA Metro, and VCTC*).
- Was intended to leverage available capacity on Pacific Surfliner trains for the mutual benefit of both Metrolink and the Pacific Surfliner.
- Provided needed additional capacity to Metrolink at a time when Metrolink had no options to provide it.



*Orange County Transportation Authority, Los Angeles County Metropolitan Transportation Authority, and Ventura County Transportation Commission

R2R Program Historical Performance

- R2R ridership, pre-pandemic, averaged approximately nine percent of total ridership, but R2R reimbursements amounted to approximately two percent of total revenue.



R2R Program

Exploring a Step-Up Program

- In May 2018, the Board directed staff to explore the development of a “step up” program to allow passengers to pay for the upgrade on a per trip basis.
- The intent of a step up program was to have the cost of the program paid by those passengers who want the flexibility of using both the Metrolink and Pacific Surfliner services, taking the responsibility off the Metrolink Member Agencies.
- A step up program proved to be problematic as the technological hurdles associated with passengers purchasing the upgrade for each trip taken were significant.

The Next R2R

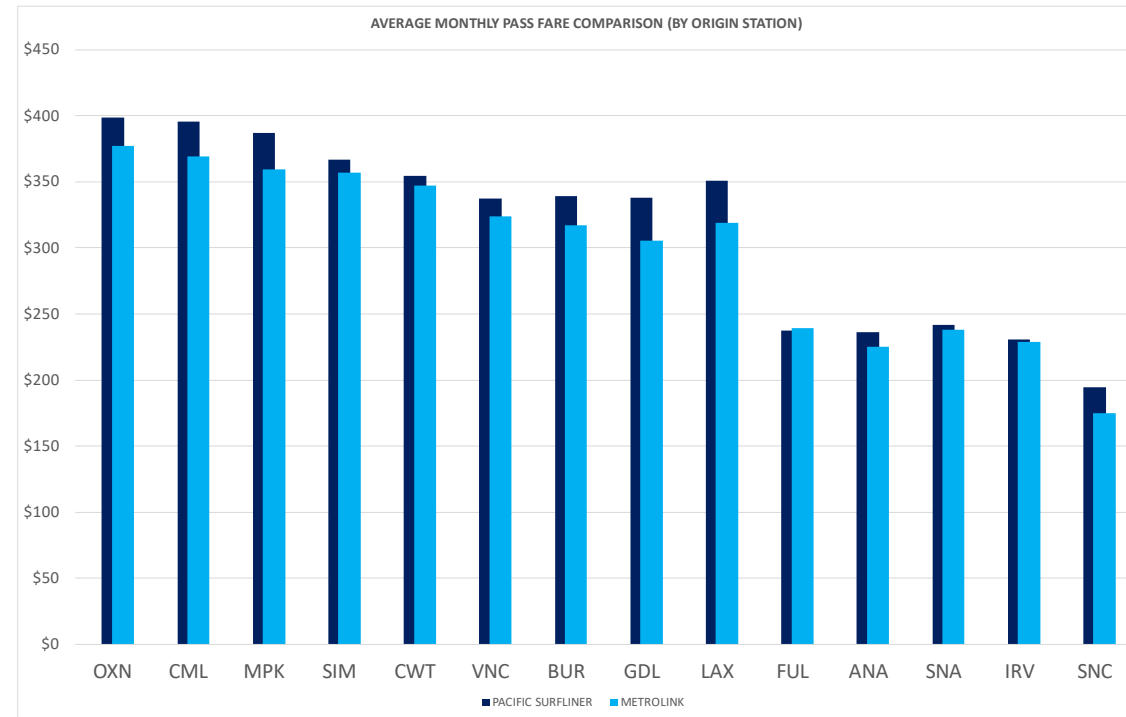
Considerations and Challenges

- The analysis and discussion thus far in determining a long-term solution for the continuance of R2R have identified several key areas for consideration:
 - Revenue equity: The program needs to have a fair and transparent methodology that allows for a more equitable share of both revenue and the cost of carrying passengers.
 - Capacity Management: Pre-pandemic, trains traveling out of Los Angeles around peak commute times routinely suffered from standee conditions. The next program would need to incorporate methods to mitigate this.
 - The customer experience: Whatever is put in place needs to be easy to use and provide a seamless experience for our customers.

The Next R2R

Fare Analysis

- As a result of the technological issues associated with step up single rides, attention was focused on monthly passes.



- Analysis shows that, on average, factoring in all station pairs within the overlapping Pacific Surfliner and Metrolink zone, Pacific Surfliner monthly pass fares are only 5.3 percent higher than published Metrolink monthly pass fares.

The Next R2R

The *Region Pass*

- One option being explored for possible implementation is the *Region Pass*.
- The *Region Pass* would be a new monthly pass tier that allows passengers to take either service within their purchased station pairs.
- The *Region Pass* could be set at a standard ten percent over Metrolink monthly pass fares (five percent over Pacific Surfliner monthly pass fares).
- Would be an easy step towards the State's goal of integrated ticketing
- Revenue could be distributed equitably based on actual trips taken

The Next R2R

Current Status

- Staff is meeting weekly with our partners at Metrolink to develop options for the next R2R Program, with a goal of having the plan in place by July 1, 2022.
- Options being explored are variations of the Region Pass and the expansion of the Code Share arrangement.
- Adjustments have already been made to better integrate the two services and provide more options for R2R travel.
 - October 25 schedule change added two additional Code Share trains (bringing total to four) between Los Angeles Union Station and Oxnard

The Next R2R

Next Steps

- LOSSAN Agency staff will continue to work with our partners at Metrolink toward a mutually agreeable solution
- Staff will return in Spring of 2022 with an update and to seek additional direction on the next R2R program.
- Questions?