



FY2012 Fare & Service Change Proposals

Public Meetings
February 14, 16 & 17, 2011



Overview

- **Current Caltrain Environment**
- **Caltrain Financial Performance**
- **FY2012 Fiscal Emergency**
- **Closing the Budget Gap**
 - Service reductions
 - Fare, parking fee increases
- **Next Steps**



Situation

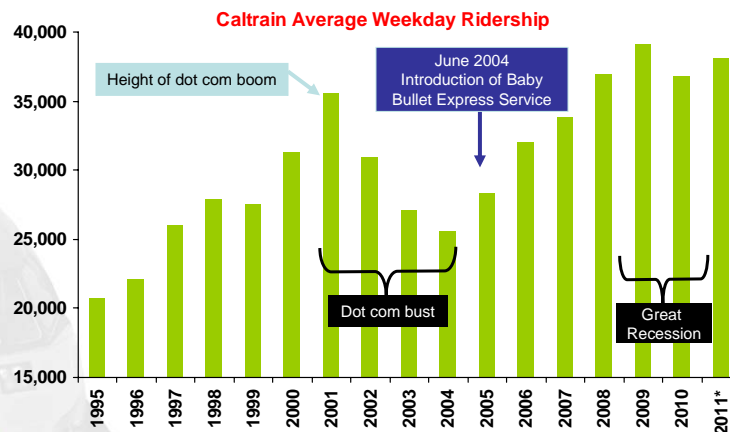
- Status quo = \$30.3 million deficit
- Caltrain's relied on one-time funds & creative service solutions to balance prior budgets
- Economic downturn making financial support from partners unstable
- State funding remains uncertain
- SamTrans' structural deficit initiated a reduction in financial contribution
- Caltrain is the only Bay Area transit system without a dedicated funding source

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Ridership Trends

Ridership has benefited from the reinvention of Caltrain service: average weekday ridership has increased by 44% since 2004



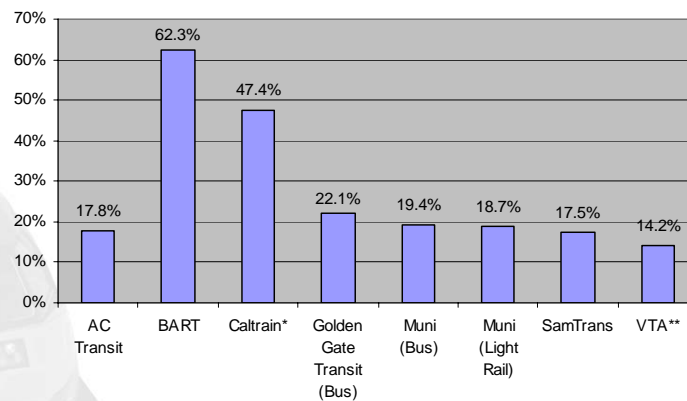
Source: Annual passenger counts done each February * Projected ridership in FY2011

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Cost Recovery through Fares Bay Area Comparison

Caltrain has a high farebox recovery compared with other local agencies.



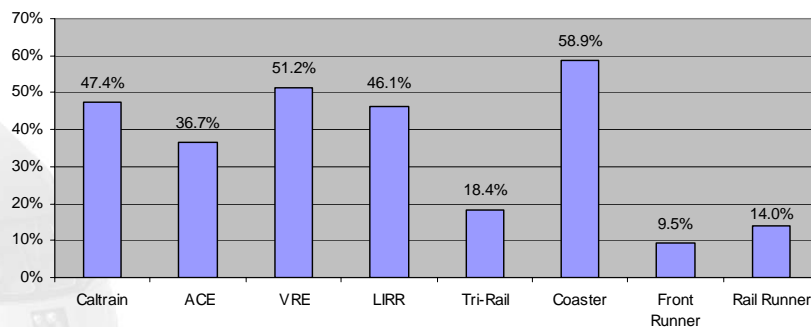
Sources: * FY2009 NTD Report ** A combined ratio of both bus and light rail
Other ratios are from the MTC Statistical Summary of Bay Area Transit Operators (May 2010) for FY2009

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Cost Recovery through Fares Commuter Railroad Comparison

Caltrain's farebox recovery is similar to other commuter rail systems.

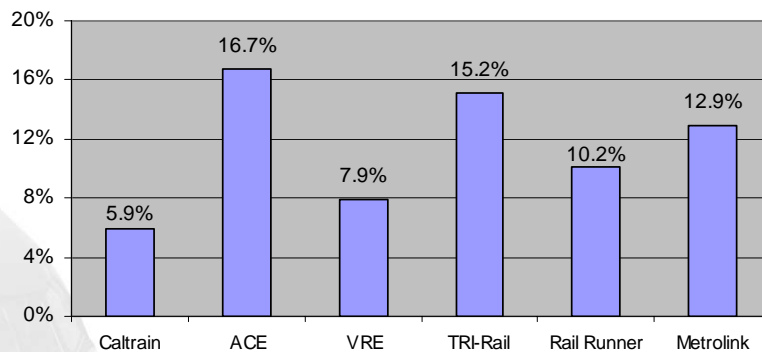


Sources: FY2009 NTD Reports

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Administrative Staff Cost Comparison



Source: FY2009 NTD Reports

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Cost Control & Revenue Measures

- Caltrain operates with a lean staffing level (staff shared with two other agencies)
- Administrative staff salaries frozen since 2008
- Administrative employees subject to 17 furlough days since 2008
- 2011: fares increased, including Go Pass; 4 trains eliminated
- 2009: fares increased; 8 trains eliminated
- 2009: Staff laid off; hiring freeze

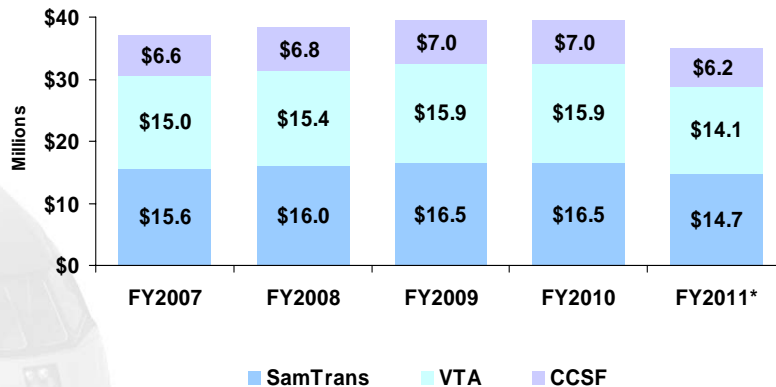
*Source: FY2011 Revised Budget

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Member Agency Operating Contributions

Historical Member Agency Operating Contributions



Sources: FY2007-2010 Financial Statement & FY2011 Adopted Budget

*Note: SamTrans initiated a reduction in its share which reduced the JPB partners' shares proportionately

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Member Contributions Comparisons

	San Francisco (SFMTA)	SamTrans	VTA	Total
FY2011 Adopted Operating Contribution	\$6,246,947	\$14,707,875	\$14,135,309	\$35,090,130
FY2012 Projected Operating Contribution	\$2,038,727	\$4,800,000	\$4,613,140	\$11,451,867

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Service & Budget Levels – FY2012

Two potential scenarios, each with projected deficits:

- **Current service**
 - 86 weekday trains
 - Projected deficit = (\$30.3 million)**
- **What we can possibly afford**
 - 48 weekday trains
 - Projected deficit = (\$4.7 million)**

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Weekday service: 48 trains

- Preserve weekday commute-hour service
- Minimize ridership loss & maximize revenue retention
- Minimize number of train crews & equipment required
- Maximize service to most heavily used stations & suspend service to least-used stations
- Balance station coverage & end-to-end run time (70 minutes)

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Weekday Service: Fewer Stations

- **Suspend service at up to 7 stations between San Jose and San Francisco**
 - Limited station stops necessary to realize required operating cost savings

Criteria

- Ridership & revenue
- Transit connections
- Proximity to neighboring stations

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Stations under Consideration

- | | |
|----------------|-----------------------|
| - Bayshore | - South San Francisco |
| - San Bruno | - Burlingame |
| - Hayward Park | - Belmont |
| - San Antonio | - Lawrence |
| - Santa Clara | - College Park |

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Proposed Service Suspensions

- All weekend service
- All service south of San Jose Diridon station
- All holiday service
- All service for special events

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Potential Actions - FY2012

- **Fare & fee increases considered**
 - Base fare increase of 25 cents
 - Daily and monthly parking rate increases
- **Other cost reductions**
 - Staffing
 - Expenses
 - Programs, initiatives

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Next Steps - Immediate

- **March 3: Public hearings at Caltrain Board meeting**
- **Development of final service proposal and fare increase for Board consideration after reviewing all public comments**
- **April 7: Consideration of declaration of fiscal emergency, service suspension and fare increase at Caltrain Board meeting**
- **July 2: Implement new fares and service**

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Next Steps

- **Continue to seek additional funding for FY2012**
- **Continue advocacy efforts to secure a dedicated, permanent funding source**
- **Continue efforts to advocate for capital projects that will increase operational efficiencies**
 - **Caltrain electrification & modernization**

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Ways to Comment

- Submit Comment Card tonight
- E-mail: changes@caltrain.com
- Mail: Caltrain, JPB Secretary,
P.O. Box 3006, San Carlos, CA 94070-1306
- Phone: 1.800.660.4287 or
TTY only 650.508.6448
- At Public Hearing March 3