



Caltrain Fast Facts

Caltrain is a commuter railroad operating between San Francisco and San Jose, with limited service to Gilroy. Caltrain is owned and operated by the Peninsula Corridor Joint Powers Board, which is made up of representatives from the City and County of San Francisco, the San Mateo County Transit District and the Santa Clara Valley Transportation Authority. The Transit District is the managing agency, providing administrative services and overseeing the operating contract.

Caltrain's Fiscal Year 2015 Operating Budget is fully balanced and requires no cuts in service and no fare increases. The budget depends on one-time-only funds to achieve balance, as has been the case for the last several years. The most significant source of one-time-only funds is a result of the historic growth in ridership, which has led to record-setting farebox revenues. Such growth cannot be relied upon however, as a sustainable, dependable source of revenue year after year. Caltrain still must address a structural deficit that leaves the agency vulnerable in years of ridership decline or economic downturn. Efforts continue to identify and put in place a dedicated and sustainable source of funding for Caltrain operations.

Stats

Average Weekday Ridership	59,916	Number of weekday trains	92
Average Weekday Bike Ridership	5,874	Number of weekday express trains	22
Total Annual Ridership	17,029,447	Number of weekend trains	68
2013 Giants season ridership	527,260	Number of weekend express trains	8

Fares

Caltrain fares are based on the number of zones passengers travel through. Discounted Day Passes and Monthly Passes and discounted fares for passengers with disabilities and those under 18 years old also are available. Tickets must be purchased before boarding.

Equipment, Stations

Locomotives	29	Passenger Cars	118	Bike Cars	34
Number of stations	31	Length of corridor	51 miles		

Caltrain Modernization Program

The Caltrain Modernization Program, scheduled for completion in 2019, will provide more service to more stations, cut diesel emissions along the corridor by 84%, reduce the cost of operating Caltrain and take more cars off the region's roads.

Modernization includes an advanced signal system, the electrification of the corridor between San Francisco and San Jose and the replacement of Caltrain's existing diesel trains with more efficient electric trains.

With the addition of other infrastructure improvements, the modernization system also will support statewide high speed rail service. Funding agreements and state legislation have been approved that integrate high-speed rail and Caltrain on a shared system that is primarily two-tracks and that remains substantially within the existing Peninsula rail corridor.

Caltrain is working with the neighboring communities and the California High-Speed Rail Authority to identify and study the improvements necessary to support high-speed train service after the Caltrain Modernization Program has been completed.

Cost (millions, year of expenditure)

Electrification Infrastructure	\$785
Electric Multiple Units	\$440
Advanced Signal System & Positive Train Control	\$231
Total	\$1,456

Funding (millions)

Prop 1A California High-Speed Rail Authority	\$600
Federal	\$500
Caltrain Member Contributions & Local Funds	\$195
Prop 1A Connectivity Funds	\$106
Other State and Regional	\$55

Total **\$1,456**

Major Capital Projects

Communications Based Overlay Signal System Positive Train Control (CBOSS PTC)

Scheduled for completion: 2015 Cost: \$231M

The most crucial factor constraining Caltrain's ability to offer more service is its wayside signal system. This advanced signal system will allow Caltrain to operate more service and also helps to eliminate train-to-train collisions.

San Mateo Bridges Replacement Project

Scheduled for completion: 2016 Cost: \$30M

Caltrain is preparing to replace four rail bridges in San Mateo's North Central Neighborhood that are 100 years old and do not meet current seismic safety standards. The bridges are located at Tilton, Monte Diablo, Santa Inez and Poplar avenues. The new bridges will not only be safer but also will meet the region's future transportation needs, including new electrified rail service.

San Francisco Roadway Bridges Project

Scheduled for completion: 2016 Cost: \$20M

Caltrain will remove and replace the existing vehicular/pedestrian bridges over the train tracks at 22nd and 23rd streets and Paul Avenue in San Francisco. The three bridges are deemed structurally deficient, do not meet existing seismic safety standard and must be replaced to ensure the safety of the community and Caltrain passengers.

Caltrain's Commitment to Safety

Caltrain addresses safety through an ongoing program that focuses on the "Three E's of Rail Safety: Education, Enforcement and Engineering."

Education

- Caltrain actively participates in rail safety organizations and mental health and suicide prevention organizations.
- Caltrain has given rail safety presentations to thousands of school-age children and community organizations.
- Every year, Caltrain conducts a safety awareness campaign.

Enforcement

- In 2013, the Transit Police removed more than 450 people from Caltrain property.
- In 2013, the Transit Police prevented 50 possible suicide attempts by taking the person into protective custody and transporting them to an emergency treatment facility.
- The Transit Police provided one-on-one education to people found illegally accessing Caltrain property, which included distributing rail safety information.

Engineering

San Bruno Grade Separation Completed: 2014 Cost: \$155M

The completion of the San Bruno Grade Separation Project in May was an important milestone for Caltrain and for the City of San Bruno. The Caltrain tracks are now elevated above three streets in downtown San Bruno, a major safety improvement for motorists and pedestrians. The grade separation creates a gateway to the city's downtown and reduces traffic congestion in the area. A new station on the elevated platform, a new parking lot and three pedestrian underpasses also were part of the project. The streets and sidewalks in the area have been improved and Posy Park, a neighborhood pocket park, has been relocated to a centrally located site.

Santa Clara Caltrain Station Completed: 2012 Cost: \$25M

The modernization project added a new northbound platform and extended the southern platform 150 feet. A new pedestrian underpass connects the north- and southbound platforms. The improvements allow two trains to pass through the station at the same time and pedestrians to cross between platforms more safely.

Fiscal Year 2015 Budget

Operating Budget			Capital Budget				
Expenses (millions)	Revenue (millions)		Expenses (millions)	Revenue (millions)			
Operator services	\$67.8	Fares	\$75.0	Communications	\$22.3	Federal Grants	\$11.9
Fuel	17.7	Member Contributions	19.8	Caltrain Modernization Pro.	9.3	Member Contributions	10.3*
Administration	18.0	Grants and other income	24.8	Equipment	3.9	State/Reg.Grants	1.4
Other Expenses	9.7	Parking	4.1	Stations	3.5	Other	20.0
Insurance	5.1	Shuttles	2.0	Prog.Supp. & Contingency	1.7		
Shuttles	4.8			Legal Mandates	1.6	Total	\$43.6
Maintenance	2.0	Total	\$125.7	Op. Imp./Enhancements	1.3		
Total	\$125.7			Total	\$43.6		

*\$200K in member funds were amended in the FY 2014 budget but will be counted as part of the FY15 member contributions for a total of \$10.5.