Transit Sustainability Project: Caltrain Status

Board of Directors
August 4, 2016
Agenda Item 13

Context

• Goal
  – Reduce financial shortfalls
  – Improve transit performance
  – Attract more customers

• Framework
  – Performance measures
  – Targets linked to investment decisions
Affected Agencies
- AC Transit
- BART
- Caltrain
- Golden Gate Transit and Ferry
- SFMTA
- SamTrans
- VTA

MTC TSP Requirements
- March 2013: Adopted strategy
- By 2017: 5% reduction in one of the following:
  - cost per service hour
  - cost per passenger
  - cost per passenger mile
- Post 2017: No increase beyond CPI
- 2019: MTC links funding to performance
- Annual monitoring report to MTC
Caltrain Performance

<table>
<thead>
<tr>
<th>Metric</th>
<th>Baseline</th>
<th>5% Reduction Target</th>
<th>FY2013</th>
<th>FY2014</th>
<th>FY2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cost per Service Hour</td>
<td>$496.40</td>
<td>$471.58</td>
<td>$515.69</td>
<td>$525.81</td>
<td>$535.38</td>
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<tr>
<td>Cost per Passenger</td>
<td>$8.18</td>
<td>$7.77</td>
<td>$5.90</td>
<td>$5.70</td>
<td>$5.48</td>
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<tr>
<td>Cost per Passenger Mile</td>
<td>$0.32</td>
<td>$0.30</td>
<td>$0.27</td>
<td>$0.026</td>
<td>$0.22</td>
</tr>
</tbody>
</table>

Notes:
- All costs shown in constant 2011 dollars
- Metrics calculated for rail service only – shuttle service not included
- All calculations based on numbers reported by Caltrain to the National Transit Database

Strategy Progress

- Ongoing System Reliability & Efficiency Programs
  - SOGR Program
  - Reliability/Enhancement Programs
  - Fuel Hedging Program
- Specific Ridership Building Initiatives
  - Added Bombardier Cars
  - Bike Access Improvements
  - Off-peak Marketing & Event Promotion
  - CalMod Program
Next Steps

- Update submitted to MTC
- Continue implementation and monitoring