Mobility Management: Caltrain

June 5, 2013

Presentation Outline

- Ridership & Counts
- Fare Revenue
- Performance & Reliability
- New Operator Transition
- Service Highlights
- System Safety
- San Bruno Grade Sep.
- Caltrain Modernization
- Caltrain Budgets
- Summary
**Monthly Ridership**

<table>
<thead>
<tr>
<th>Year</th>
<th>July</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY2004</td>
<td>123,677</td>
<td>725,441</td>
<td>1,051,544</td>
<td>1,351,544</td>
<td>1,231,544</td>
<td>1,123,544</td>
<td>1,012,344</td>
<td>901,234</td>
<td>801,123</td>
<td>701,012</td>
<td>600,901</td>
<td>500,790</td>
</tr>
<tr>
<td>FY2011</td>
<td>120,544</td>
<td>715,441</td>
<td>1,045,544</td>
<td>1,341,544</td>
<td>1,221,544</td>
<td>1,112,344</td>
<td>1,001,234</td>
<td>890,123</td>
<td>780,901</td>
<td>670,790</td>
<td>560,579</td>
<td>450,368</td>
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<tr>
<td>FY2012</td>
<td>117,441</td>
<td>695,441</td>
<td>1,035,544</td>
<td>1,331,544</td>
<td>1,211,544</td>
<td>1,102,344</td>
<td>991,234</td>
<td>880,123</td>
<td>770,901</td>
<td>660,790</td>
<td>550,579</td>
<td>440,368</td>
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<tr>
<td>FY2013</td>
<td>114,344</td>
<td>675,441</td>
<td>1,025,544</td>
<td>1,321,544</td>
<td>1,201,544</td>
<td>1,092,344</td>
<td>981,234</td>
<td>870,123</td>
<td>760,901</td>
<td>650,790</td>
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</table>

**Average Weekday Ridership**

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</tr>
</thead>
<tbody>
<tr>
<td>FY2004</td>
<td>27,588</td>
<td>30,000</td>
<td>25,000</td>
<td>22,000</td>
<td>20,000</td>
<td>18,000</td>
<td>16,000</td>
<td>14,000</td>
<td>12,000</td>
<td>10,000</td>
<td>8,000</td>
<td>6,000</td>
</tr>
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<td>8,000</td>
<td>6,000</td>
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</table>
February Annual Counts
AWR 1997-2013

All counties saw significant increase in ridership

<table>
<thead>
<tr>
<th>County</th>
<th>2012 AWR</th>
<th>2013 AWR</th>
<th>Change</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Francisco</td>
<td>11,088</td>
<td>12,292</td>
<td>1,204</td>
<td>10.9%</td>
</tr>
<tr>
<td>San Mateo</td>
<td>13,678</td>
<td>14,855</td>
<td>1,177</td>
<td>8.6%</td>
</tr>
<tr>
<td>Santa Clara</td>
<td>17,588</td>
<td>19,913</td>
<td>2,325</td>
<td>13.2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>42,354</td>
<td>47,060</td>
<td>4,706</td>
<td>11.1%</td>
</tr>
</tbody>
</table>
### February Annual Counts
#### Top 10 Stations

<table>
<thead>
<tr>
<th>Station</th>
<th>2012 Rank</th>
<th>AWR</th>
<th>2013 Rank</th>
<th>AWR</th>
<th>Change in AWR</th>
<th>% AWR Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Francisco</td>
<td>1</td>
<td>9,670</td>
<td>1</td>
<td>10,786</td>
<td>1115</td>
<td>11.5%</td>
</tr>
<tr>
<td>Palo Alto</td>
<td>2</td>
<td>4,661</td>
<td>2</td>
<td>5,469</td>
<td>808</td>
<td>17.3%</td>
</tr>
<tr>
<td>Mountain View</td>
<td>3</td>
<td>3,670</td>
<td>3</td>
<td>3,876</td>
<td>206</td>
<td>5.6%</td>
</tr>
<tr>
<td>San Jose Diridon</td>
<td>4</td>
<td>3,187</td>
<td>4</td>
<td>3,489</td>
<td>301</td>
<td>9.5%</td>
</tr>
<tr>
<td>Millbrae</td>
<td>5</td>
<td>2,880</td>
<td>5</td>
<td>3,255</td>
<td>376</td>
<td>13.1%</td>
</tr>
<tr>
<td>Redwood City</td>
<td>6</td>
<td>2,399</td>
<td>6</td>
<td>2,619</td>
<td>220</td>
<td>9.2%</td>
</tr>
<tr>
<td>Hillsdale</td>
<td>7</td>
<td>2,097</td>
<td>7</td>
<td>2,317</td>
<td>220</td>
<td>10.5%</td>
</tr>
<tr>
<td>Sunnyvale</td>
<td>8</td>
<td>1,965</td>
<td>8</td>
<td>2,274</td>
<td>309</td>
<td>15.7%</td>
</tr>
<tr>
<td>San Mateo</td>
<td>9</td>
<td>1,477</td>
<td>9</td>
<td>1,571</td>
<td>94</td>
<td>6.4%</td>
</tr>
<tr>
<td>Menlo Park</td>
<td>10</td>
<td>1,471</td>
<td>10</td>
<td>1,526</td>
<td>55</td>
<td>3.8%</td>
</tr>
</tbody>
</table>

### February Annual Counts
#### Average Weekday Bike Ridership

- 15.7% increase over 2013
Fare Revenue

- FY2004:
  - July: $1,803,669
  - August: $5,499,476
  - September: $1,000,000
  - October: $2,000,000
  - November: $3,000,000
  - December: $4,000,000
  - January: $5,000,000
  - February: $6,000,000
  - March: $7,000,000

- FY2011:
  - July: $1,803,669
  - August: $5,499,476
  - September: $1,000,000
  - October: $2,000,000
  - November: $3,000,000
  - December: $4,000,000
  - January: $5,000,000
  - February: $6,000,000
  - March: $7,000,000

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  - September: $1,000,000
  - October: $2,000,000
  - November: $3,000,000
  - December: $4,000,000
  - January: $5,000,000
  - February: $6,000,000
  - March: $7,000,000

- FY2013:
  - July: $1,803,669
  - August: $5,499,476
  - September: $1,000,000
  - October: $2,000,000
  - November: $3,000,000
  - December: $4,000,000
  - January: $5,000,000
  - February: $6,000,000
  - March: $7,000,000

On-time Performance

- Monthly Percent of Trains On-time
- Within 5 Minutes
- Within 10 Minutes
TASI Transition

- TASI assumed revenue service May 26, 2012
- Transition work continues, including JPB Staff oversight, focus on improving service quality & maintaining safety
  - OTP has improved significantly over the previous quarter
  - JPB/TASI focused on key performance indicators, prioritizing issues (safety, mechanical, staffing, capital project support)
- Ridership growth requires consideration of options for increased capacity

Service Highlights

- Special event service
  - New Year's Eve, 4 extra free trains, 4,953 riders, 17% over last year
  - Freedom Train, ML King Day, 1,046 riders
  - Bay to Breakers, May 18, 7 extra trains, 7,337 extra riders, 28.4% over 2012
- Sports
  - Giants games, 18 this season, 6,423 riders per game, about the same as 2012
  - Sharks in playoffs, 279 riders per game, 1.5% over last season
- Future Events
  - America’s Cup Summer/Fall 2013
  - New 49er’s stadium including Super Bowl L
System Safety

Operation Lifesaver community education

• Calendar year 2013, Caltrain staff made 16 presentations to approximately 592 individuals

• Audiences have included:
  - San Bruno Boy Scouts
  - Fairmeadows Elementary School (Palo Alto)
  - Shelter Network (San Mateo)
  - Santa Clara Vector Control District

System Safety

Right of Way Fencing and Signage

• Installed 6,000 of 16,000 lineal feet of fencing since early April, to complete by end of summer

• More than 1,400 signs to be replaced, including 724 Suicide Prevention/No Trespassing signs every 528 feet
Predictive Arrival & Departure System (PADS)

- Predicts next two train arrival and departure times
- Displayed on existing VMS signs
- Final acceptance testing begins June 1
- Operates off the new ROCS train control and dispatch system
- Information will also be fed into MTC 511 system and Caltrain website

San Bruno Grade Separation

- Goal: Improve safety by eliminating conflicts between trains and vehicular/pedestrian traffic at crossings between I-380 and San Felipe Avenue
- Completion: end of 2013
- Total Estimated Cost $147 million
- Memorial Day Weekend Cut-over to elevated tracks
Vehicle & Pedestrian Safety

- Vehicle Crossings
  - Angus Avenue
  - San Bruno Avenue
  - San Mateo Avenue

- Pedestrian-only Underpasses
  - Sylvan Avenue
  - At new station location
  - Euclid Avenue
San Bruno Grade Separation

Remaining Construction
- Complete SB platform
- Start NB platform
- Remove shoofly
- Parking lot
- Lower streets
- Landscaping

Caltrain Modernization

- New JPB/CHSRA Agreement (March 2013)
  - Focus on blended system commitment and early investment in Caltrain corridor
- Peninsula Corridor Electrification EIR
  - Scoping comments summary on website
  - Draft EIR – Winter 2013; Final EIR – Fall 2014
- Early Investment Schedule
  - CBOSS (2015); Electrification (2019)
- Blended System Schedule
  - Capital improvement and funding TBD
  - 2026 to 2029
FY2014 Budget Overview

• No fare increases
• Daily parking fare increase
• Use of one-time stopgap funds
• New boarding formula methodology
• Increasingly complex rail system
• Historic capacity demand
• Budget balanced at $120 million
• Capital budget constrained by member agency funding limitations

FY2015 Budget Projection
(in millions)

<table>
<thead>
<tr>
<th>Revenue</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Farebox Revenue</td>
<td>$68.4</td>
</tr>
<tr>
<td>JPB Member Contributions</td>
<td>18.2</td>
</tr>
<tr>
<td>Other Incomes</td>
<td>20.6</td>
</tr>
<tr>
<td>Total</td>
<td>107.2</td>
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<table>
<thead>
<tr>
<th>Expense</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract Operating &amp; Maintenance</td>
<td>72.2</td>
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<tr>
<td>Other Expenses</td>
<td>51.0</td>
</tr>
<tr>
<td>Total</td>
<td>123.2</td>
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</table>

Surplus/(Deficit) ($16.0)
Upcoming Tasks

- FY2014 balanced Budget to be approved June JPB
- Funding discussions with JPB member agencies for balancing FY2015 and beyond
- Continue to work with stakeholders, including the Silicon Valley Leadership Group and MTC’s Transit Sustainability Project, to develop strategies for new revenue sources, including possible dedicated, permanent funding sources
- Continue efforts to advocate for capital projects that will increase operational efficiencies and modernize the system
- Continue efforts to maintain safety and improve service quality
- Advance Caltrain modernization plans and projects

Summary

- Ridership and revenue continue strong growth
- OTP is below 95% goal, latest trend is improving
- Transition to new operator continues to progress
- System Safety program continuing
- San Bruno Grade Separation opens to trains
- FY2014 operating budget is balanced
- Significant capital project work is being advanced to be completed to allow Caltrain modernization construction
- Long-term strategies to address the securing of dedicated funding, as well as system modernization continue