

# 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, SamTrans and the Santa Clara Valley Transportation Authority. SamTrans is the managing agency, providing administrative services and overseeing the operating contract.

Caltrain does not have a permanent, dedicated source of funding. As a result, for years, Caltrain has been wrestling with a continuing fiscal crisis – a budget that starts out short of funds every year and has to be balanced with one-time-only funds.

Caltrain is working with local, regional, state and federal partners to find near-term and long-term solutions to its fiscal crisis. That includes exploring a wide range of alternatives in close collaboration with regional and local partners, with the Silicon Valley Leadership Group and the Friends of Caltrain, and, most importantly, listening to the public.

## Stats

Average Weekday Ridership	43,354	Number of weekday trains	92 (beginning Oct. 1)
Average Weekday Bike Ridership	4,243	Number of weekday express trains	22
Total Annual Ridership	14,134,118	Number of weekend trains	68
2011 Giants season ridership	480,000	Number of weekend express trains	8

## Caltrain Modernization Program

The Caltrain Modernization Program will provide more service to more stations, reduce greenhouse gas emissions by 90% along the corridor, reduce the cost of operating Caltrain service 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 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.

The Modernization Program is scheduled for completion in 2019.

Cost (millions, year of expenditure)		Funding (millions)	
Electrification Infrastructure	\$785	Prop 1A California High-Speed Rail Authority	\$600
Electric Multiple Units	\$440	Federal	\$500
Advanced Signal System & Positive Train Control	\$231	Caltrain Member Contributions & Local Funds	\$195
		Prop 1A Connectivity Funds	\$106
		Other State and Regional	\$55
<b>Total</b>	<b>\$1,456</b>	<b>Total</b>	<b>\$1,456</b>

## Major Capital Projects Currently Underway

- San Bruno Grade Separation**      Scheduled for completion: 2013      Cost: \$147M  
 The Caltrain tracks and the train station will be elevated above three streets. There will be three pedestrian underpasses that allow people to cross safely from one side of the train tracks to the other.
- Advanced Signal System: CBOSS/PTC Project**      Scheduled for completion: 2015      Cost: \$231M  
 An advanced signal system that includes Positive Train Control to prevent train collisions.

## 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		

## Fiscal Year 2012 Budget

Operating Budget				Capital Budget			
Expenses (millions)		Revenue (millions)		Expenses (millions)		Revenue (millions)	
Operator services	\$61.1	Fares	\$60.3	Communications	\$23.1	Federal Grants	\$19.3
Fuel	17.2	*Member Contributions	33.5	Equipment	7.0	Member Contributions	11.6
Administration	14.1	Grants and other income	12.9	Op. Imp./Enhancements	4.0	State/Reg.Grants	6.8
Other Expenses	8.0	Parking	3.3	Caltrain Modernization Pro.	2.0	Other	.9
Insurance	5.1	Shuttles	1.4	Prog.Supp. & Contingency	2.0	County Match	.5
Shuttles	4.4			Stations	.7		
Maintenance	1.5	Total	\$111.4	Legal Mandates	.3	Total	\$39.1
<b>Total</b>	<b>\$111.4</b>	<small>*one-time-only funds</small>		<b>Total</b>	<b>\$39.1</b>		

## 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 the last two years more than 600 people have been cited and removed from Caltrain property.
- In the last year, more than 50 people who appear to be attempting suicide have been removed from Caltrain property and referred to treatment.
- Caltrain Transit Police provide one-on-one education to people found illegally accessing Caltrain property, including distributing rail safety information.

### Engineering

- Santa Clara Caltrain Station Completed: 2012, Cost: \$25M\*  
New northbound boarding platform; longer southbound boarding platform; pedestrian underpass allows people to cross safely between platforms. \*combined with improvements at San Jose station
- Right of Way Security Completed: 2009 to 2011 Cost: \$4.1M  
Installed 62,500 feet of fencing to help keep people off the train tracks and out of harm's way.
- Grade crossing improvements Completed: 2010 Cost: \$10.9M  
Improved 25 crossings in San Mateo County, which included upgrades to railroad crossing gates, new guardrails, fences, pedestrian and emergency swing gates, sidewalks, crossing panels and warning tactile panels to assist the visually impaired.
- Palo Alto stations Completed: 2009 Cost: \$35M  
California Avenue station: new outside boarding platforms and a fence between the tracks to prevent pedestrians from crossing the tracks. A pedestrian underpass allows people to cross safely between platforms.  
Palo Alto Station: Removed at-grade pedestrian crossing.