

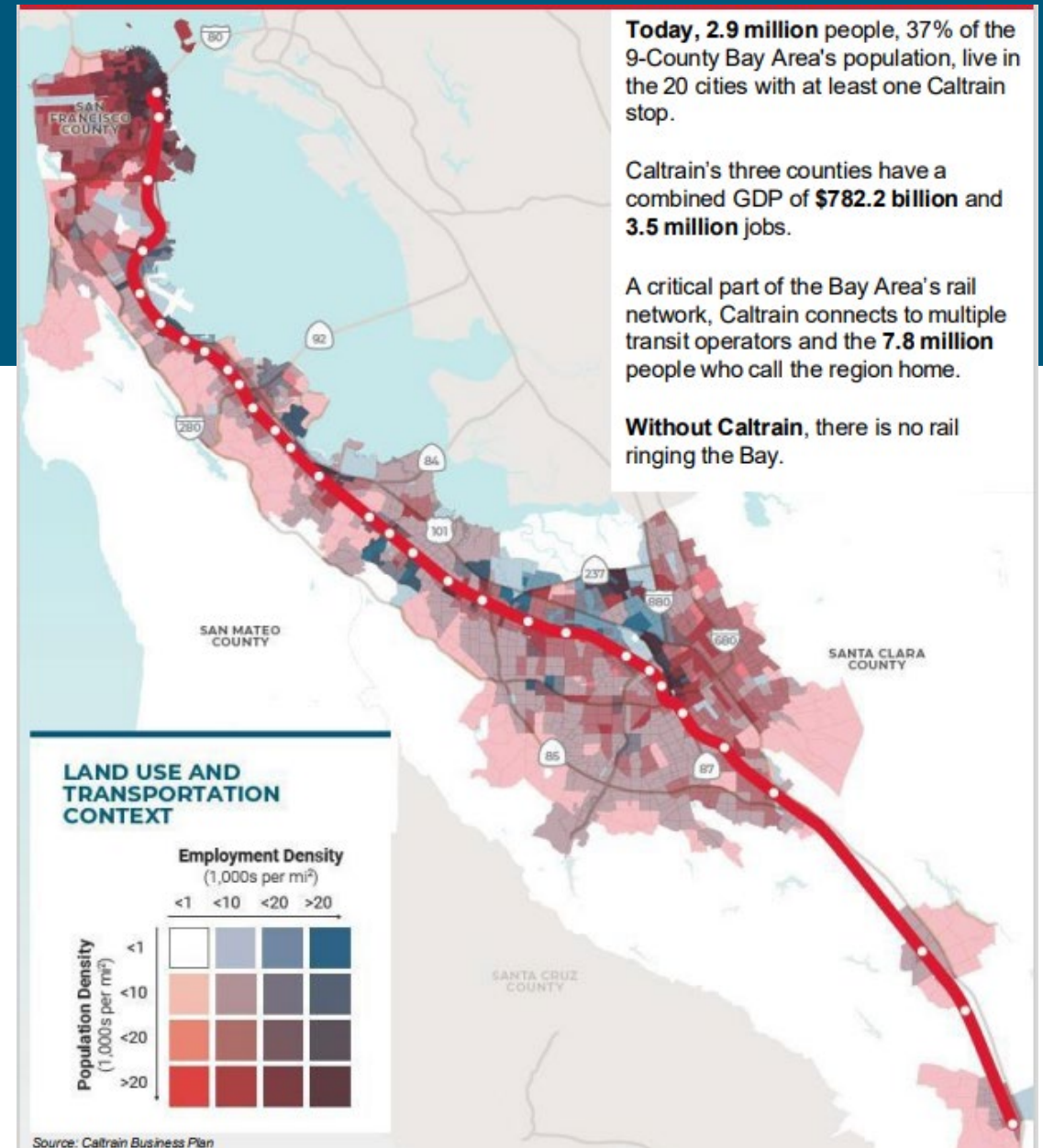
Caltrain Overview

San Francisco Transportation Authority Board
Agenda Item 12
March 25, 2025



Caltrain Corridor

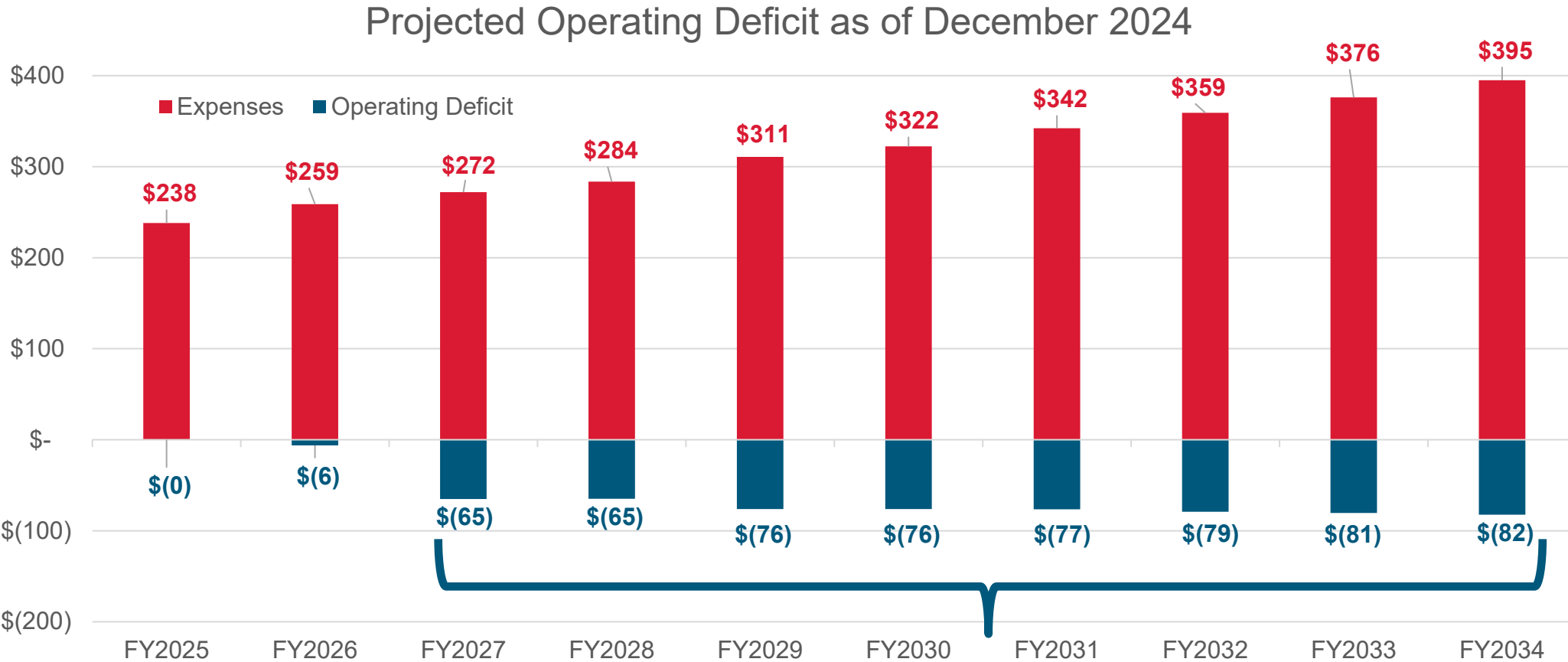
- 77 miles of track from end to end (51 miles owned by Caltrain)
- 31 stations (3 counties, 20 cities)
- Multiple hubs, bi-directional travel through Silicon Valley
- Connecting a dynamic, diverse corridor



Caltrain Pre and Post Pandemic Overview

	Pre-Pandemic	Today
Ticket Sales	<ul style="list-style-type: none">• 73% of operating revenue• \$103M	<ul style="list-style-type: none">• 22% of operating revenue• \$43M (loss \$60M, \$70M inflation adjusted)
Member Agency Operating Contributions	<ul style="list-style-type: none">• \$20-\$40M/year (the second largest part of operating budget)	<ul style="list-style-type: none">• No direct contributions from member agencies, 15%-20% loss Caltrain's pre-pandemic budget.
Operating Deficit	<ul style="list-style-type: none">• No forecasted operating deficit	<ul style="list-style-type: none">• \$75M/year average over 8 years from FY27
Service Model	Caltrain was a commuter railroad with 81% of customers commuting to work 5 days a week.	Caltrain is a regional railroad with more all-day and weekend service, diversified ridership and equity-focused fares.

10-Year Operating Budget With Deficit



Average Annual Deficit = \$75M/yr



Ridership Growth/Cost Containment

Ridership / Revenue Growth Strategies

- **Electrification Launch**
- **Fare Programs:** \$1 youth; Go Pass Updates (business pass); Pass Forward (provides passes for low income and historically disadvantaged riders)
- **Customer Experience:** Wi-fi, service frequency increase, personalized alerts, station repairs, 300 bicycle eLockers, new visual display signs, special event promotions, positive brand recognition
- **Regional Coordination:** Coordinated transfers, schedule alignment, better signage, GM group, Bay Pass participation, Clipper Start.
- **Non-fare revenue strategy:** generate new revenue sources (e.g. inventory asset, fiber cable leasing, TOD, advertising)

Cost Containment:

- Launched internal cost reduction efficiency program
- Freeze on new operating FTEs through FY33, delay hiring some vacant positions
- Implemented crew scheduling efficiencies
- Working with legislature & partners to receive credit for regenerative braking energy



Caltrain Implications Without Funding

- Rail has high fixed costs (maintain tracks, facilities regardless level service, etc). Cutting service yields little net cost savings because of lost of ridership.
- Currently re-evaluating service reduction scenarios (e.g. no weekend service, hourly 7 days a week, specific segment and corridor level shutdown).
- Without additional funding, difficult decisions on workforce, service, capital projects, and state of good repair must be made.



Caltrain Polling (January 2025, link [HERE](#))

- Likely voters, **Caltrain has very high favorability rating 82%** and highest favorability rating of any major transit system in any of the counties that we operate in.
- Over 70% of people agree transit has a need for funding.
- 76% people say relieving traffic congestion on Highways 101, I-280, and El Camino Real is a major priority.
- Polling for Caltrain 1/8 cent sales tax close to 2/3 in San Francisco (65%) San Mateo (63%) but 53% in SCC.
- This poll represents on point in time and a lot can change.
- **With Caltrain's high favorability rating, it would likely be an asset to any transit funding measure effort.**

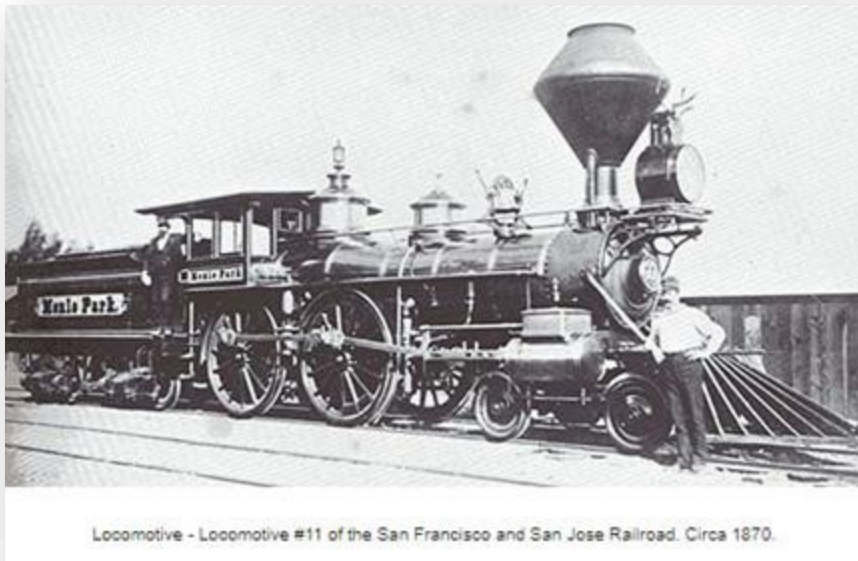


Caltrain Electrification and Ridership

Transformational Moment

Caltrain is the oldest continuously operating passenger railroad in the West (160 years)

First time in a generation any US system fully converted from diesel to electric system



Steam 1864



Diesel 1950s



Today!



Electrified Service Launched!



- August: initial rollout with the first electric train ride (pictures above)
- September launch weekend: Over 16,000 RSVPs, 100+ organizations and celebrations in every jurisdiction along the corridor



Electrified Service Benefits

Improved service for all riders

Get There Faster

Express from SF to SJ in
under an hour

Quicker local service,
75 minutes instead of 100

Save more than 20
minutes on trips from
Southern Santa Clara
County to SF

Ride More, Wait Less

20% more train service

26% more train service at
equity priority stations

Half-hourly service during
weekends and off-peak

15-20 minute service peak
periods

First Class for Everyone

Free Wi-Fi

Smoother, quieter experience

Outlets at every seat

Digital trip information
onboard

Spacious, accessible
bathrooms with baby
changing table

Clean and Green

GHG emissions reduced by
250K MTCO₂ annually –
equivalent to taking 55,000
cars off the road each year

Improves local air quality

Quieter trains, both
onboard and off



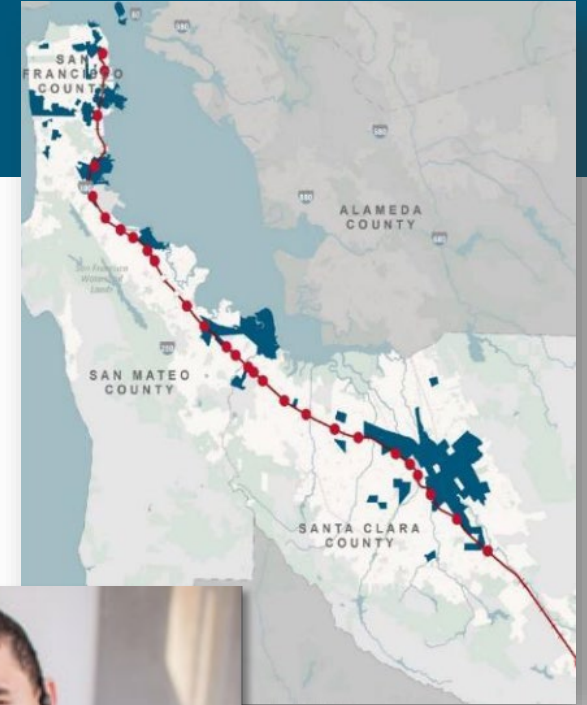
Equity Focused Growth

- Board Adopted **Equity, Growth, and Recovery Policy 2020**
- **Revised schedule:** Standard and balanced schedule, focused on more midday, evening and weekend service (diversify ridership)
- Participates in the regional **Clipper Start** program, half off fares
- Caltrain's **Pass Forward** program provides free passes for low income and equity priority community riders

Partnering with **23 Community Serving Organizations** in the 3 counties

Participants in the program: **nearly 70%** household income under \$50,000 and **83%** people of color

- **26% more service** at equity priority stations with electrification, compared to 20% at all stations.



"Taking transit saves me money so I have more to take care of my family." —
Geraldo Valencia, Pass Forward GoPass Holder

Feedback Electric Trains and Service

Finally!! I caught a @Caltrain EMU! It's soooooo smooth and quiet! I love the screens with realtime info on stations and connections.



Oh my goodness it happened! We got to ride the new electric @Caltrain

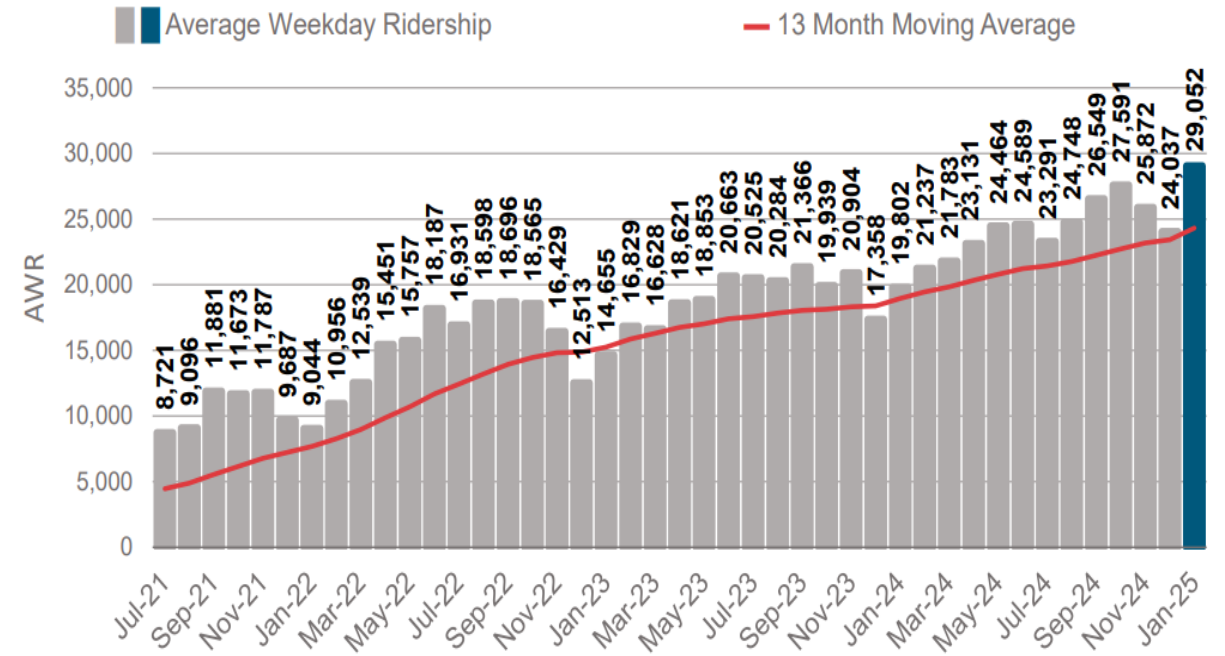
We are still crying with happiness!



91% Favorability Rating with Riders (January Poll)

Ridership

- Weekend: ridership higher than pre-pandemic
- Overall: nearly 50% increase since last year numbers





Summary

- Caltrain supports state budget efforts to secure operating funds for transit in the short and long term.
- Caltrain is actively engaged with partners on potential regional revenue measure; county level renewals or new measures; Plan B scenarios
- Important that Caltrain's three Joint Power Board member agencies participate, and solutions need to work for each
- Build on investments that support quality of life in the Bay Area

FOR MORE INFORMATION

WWW.CALTRAIN.COM



Caltrain Core Values



SAFETY



EXCELLENCE



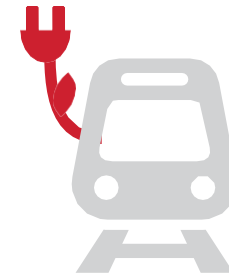
RESILIENCE



INTEGRITY



**EQUITY &
INCLUSION**

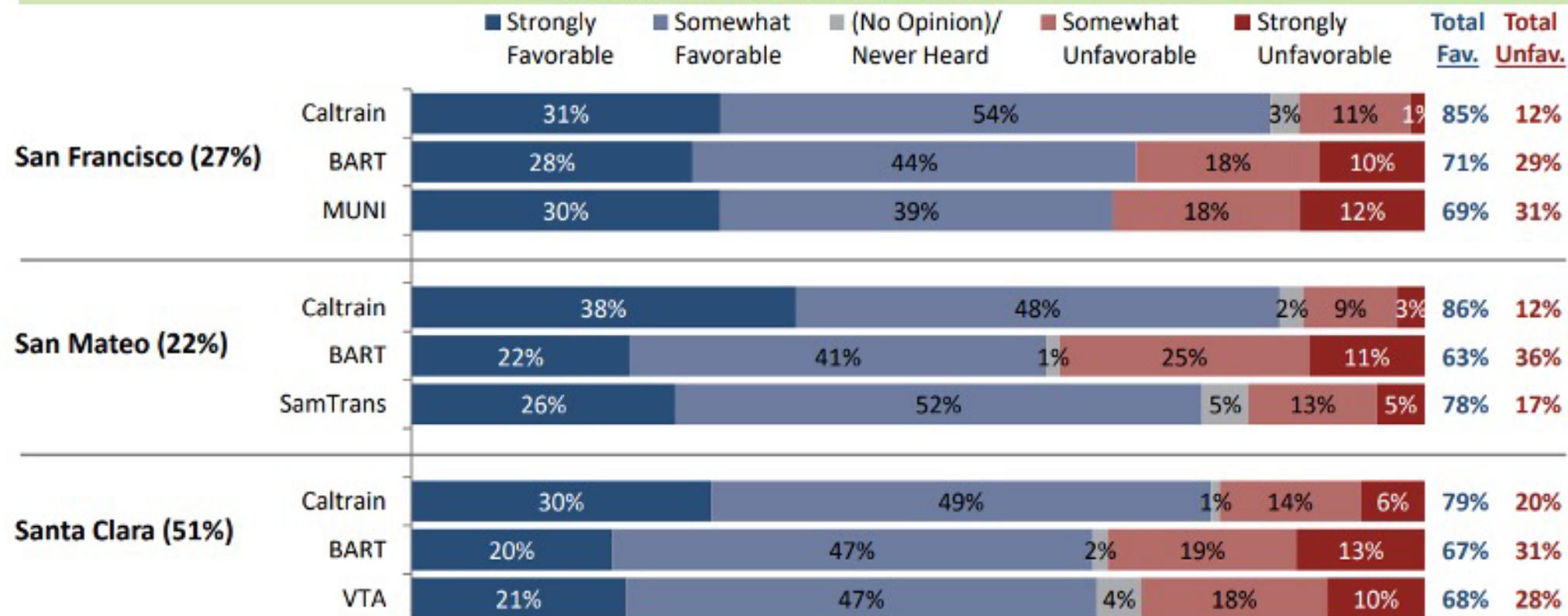


SUSTAINABILITY

Caltrain Polling - Key Takeaways

- Caltrain Favorability

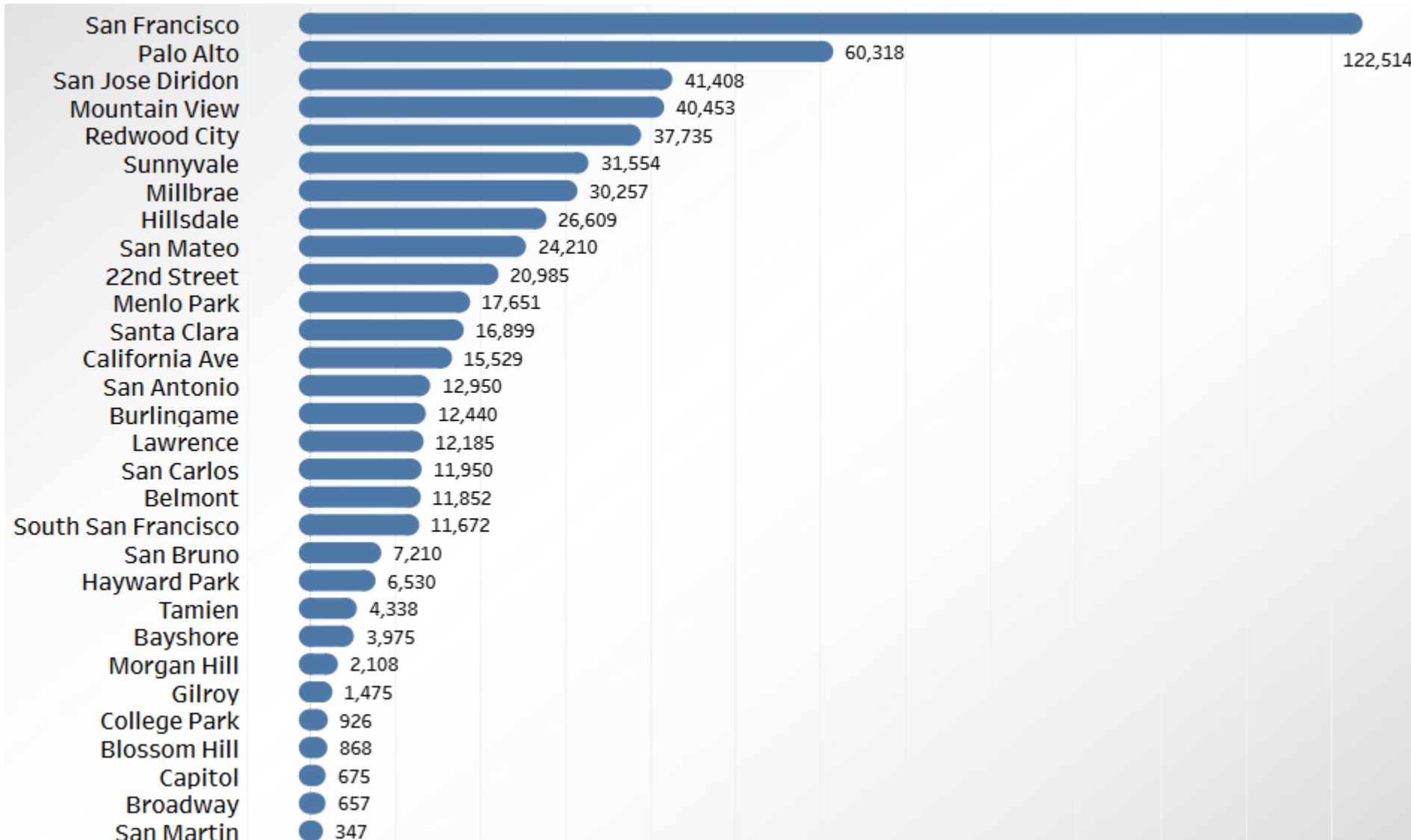
Most voters have a positive view of their county's largest transit agencies, with Caltrain often receiving the highest overall and most intense favorable ratings.



Caltrain Polling - Key Takeaways

Issues	Polling
Caltrain Favorability in 3 Counties	82%
Caltrain Favorability among Monthly+ Caltrain Riders	91%
Percent of Voters who see great or some need for transit funding	73%

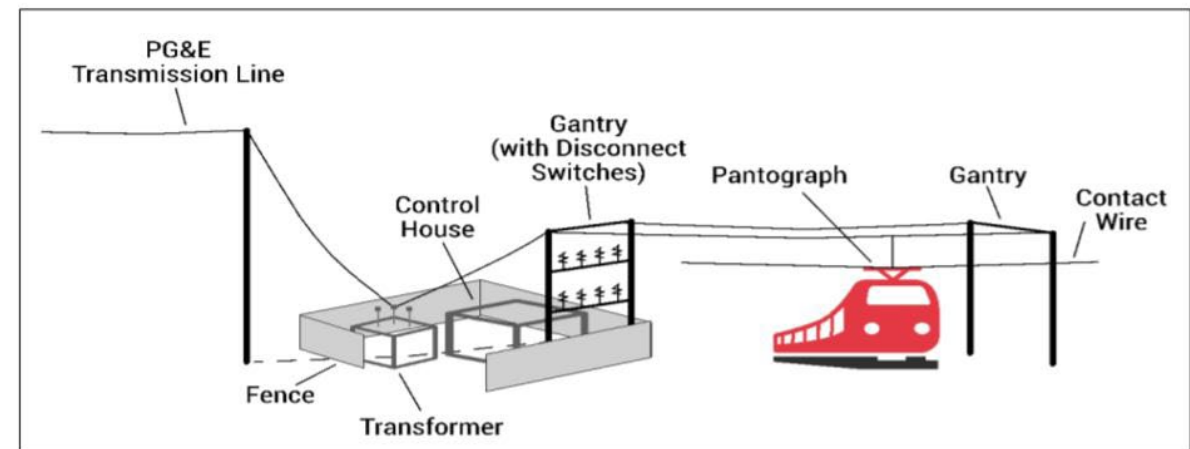
Caltrain Ridership – Station by Station



- December 2024 snapshot
- Sorted by highest ridership

Overview

- San Francisco to San Jose, 51 miles
- 25KV Overhead Contact System (used by California high-speed rail system)
- 19 EMU 7-car trainsets
- Project Cost: \$2.44B (Fully Funded)
- Construction Started 2017; Revenue Service: September 2024



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