

# Caltrain Overview

October 2025  
SFMTA Update



# Caltrain Corridor

- 77 miles of track from end to end
- 51 electrified miles San Francisco to San Jose
- 3 counties; 20 Jurisdictions
- 31 stations
- 41 at-grade crossings
- Tenant railroads: UP, ACE, CC, Amtrak
- Connections: MUNI, BART, SamTrans, VTA
- Future connections: HSR, Portal
- Transportation Spine of the Peninsula



# Caltrain (Peninsula Corridor Joint Powers Board)

The Peninsula Corridor Joint Powers Board (JPB), which owns and operates Caltrain, consists of representatives from San Francisco, San Mateo, and Santa Clara Counties.

The City and County of San Francisco are one of the three member agencies that make up the JPB. SFMTA appoints a member to the JPB's Board of Directors, giving MUNI a direct role in the governance and decision-making for Caltrain. Furthermore, Muni offers service connectivity with Caltrain, providing a direct link at the San Francisco and 22<sup>nd</sup> Street Caltrain Stations.

## Representing City and County of San Francisco



**Steve Heminger**

Chair, Appointed by San Francisco MTA



**Monique Zmuda**

Appointed by San Francisco Mayor



**Shamann Walton**

Appointed by San Francisco County Board of Supervisors

## Representing San Mateo County



**Rico E. Medina**

Vice Chair, Appointed by San Mateo County Transit District



**David J. Canepa**

Appointed by the San Mateo County Board of Supervisors



**Jeff Gee**

Appointed by City Selection Committee

## Representing Santa Clara Valley Transportation Authority (VTA)



**Margaret Abe-Koga**

Appointed by the VTA



**David Cohen**

Appointed by the VTA



**Pat Burt**

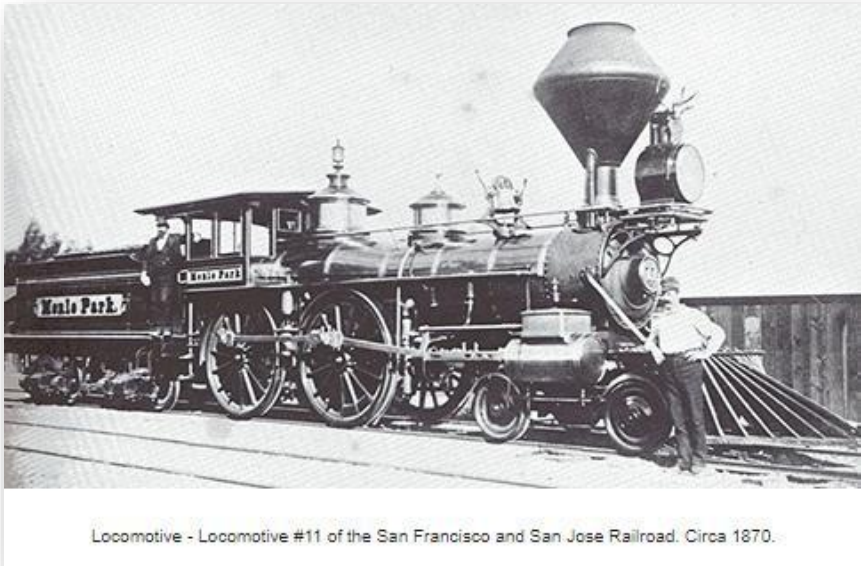
Appointed by the VTA





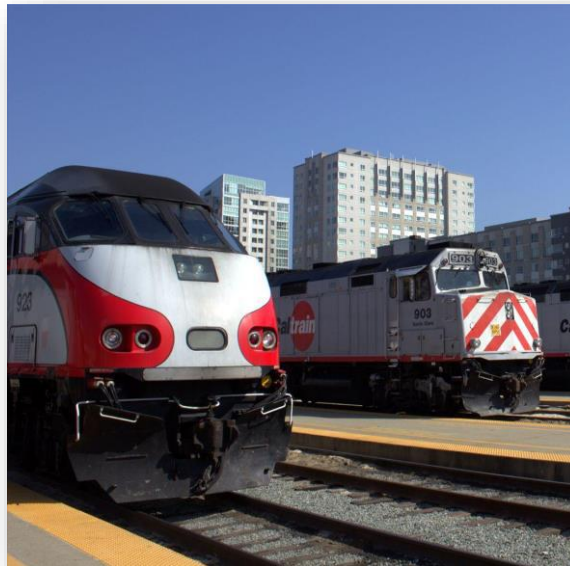
# 160 Years: Transformational Moment

First Time in 30 years any US diesel system fully converted to electric system



Locomotive - Locomotive #11 of the San Francisco and San Jose Railroad. Circa 1870.

Steam 1860s



Diesel 1950s to 2024



Electric 2024





# Electrified Service Launched!



August & September 2024







# Electrification Celebrations

Over 15,000 RSVPs; Events in Every City Along the Corridor



# Service Overview

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- Faster: Local & Express (under 60 mins San Francisco – San Jose)
- More Frequent: Service every 30 minutes 7 days a week, with additional express service during rush hour (every 15-20 minutes)
- Better Experience: Free wi-fi, outlets at every seat, bathrooms, digital displays, quieter inside and outside the trains
- Reliable: On-Time Performance over 95%



# Caltrain Fiscal Outlook and Ridership



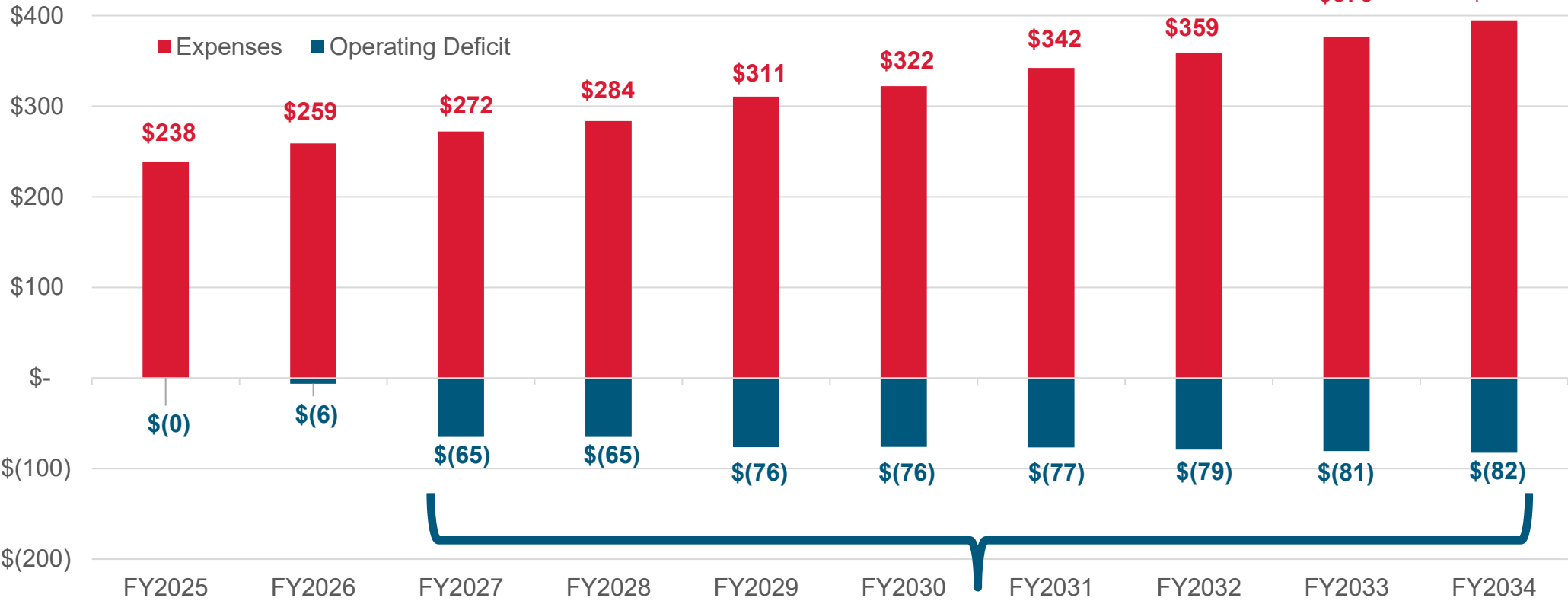
# Ridership

- Over 75% increase (July 2024 to July 2025)
- Over 1 million riders (July monthly total)
- ~40K daily weekday; ~23K daily weekend ridership
- Weekend ridership highest ever
- Strong Giants ridership (May-July exceeded 2019)
- Positive Brand (safe, reliable, frequent; 82% favorability voters & 91% riders)
- Ridership compared to 2019 - nearly 65%
  - 2019, over 70% operating revenue from fares
  - Ridership trends are positive, but not enough to ensure financial sustainability



# Operating Budget With Deficit

Projected Operating Deficit as of December 2024<sup>(1)</sup>



**Average Annual Deficit = \$75M/yr**





# FY27 Scenarios

## Scenario 1: Measure Succeeds

- Maintain and enhance customer experience
- Continue cost containment and reductions related to rail operator costs and Admin FTEs
- Maintain operating transfers for State of Good Repair
- Seek bridge funding until external revenue is available (subject to availability)

## Scenario 2: Measure Fails & External Support

- Pursue new funding, including member contributions for operations
- Aggressive cost reduction such as hiring freeze, reduce reliance on consultant support, reduce rail operator costs
- Service cuts

## Scenario 3: Measure Fails & No External Funding

- Drastic service cuts including hourly service, reduced operating hours, eliminating sections of service, weekend service, and some station closures
- Reduction in Force

# Ridership Growth / Cost Containment

## Ridership Growth Strategies

- **Electrification Launch:** Nearly 60% ridership growth April 2024 to April 2025
- **Fare Programs:** \$1 youth; Go Pass Updates (business partnership); Pass Forward
- **Customer Experience:** Wi-fi, service frequency increase, personalized alerts, station repairs, 300 bicycle eLockers, new visual display signs, special event and sport partnerships, positive brand recognition
- **Regional Coordination:** Coordinated transfers, schedule alignment (big sync), fare programs; better signage

## Cost Containment Strategies

- Launched internal cost reduction efficiency program
- Freeze on new full-time employees, strategic freeze on existing vacancies
- Implemented crew scheduling efficiencies
- Working with legislature & partners to receive credit for regenerative braking energy (nearly 25% energy back to the grid)





# Non-Fare Revenue Strategies

*Monetize assets - exploring new revenue sources*



## Special Events

*Private car  
Charter train  
Sport events*



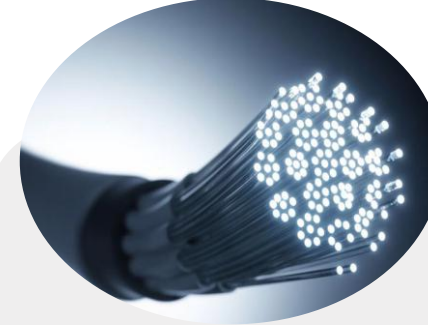
## Advertising and Naming Rights

*Expand advertising & media package  
train wrapping  
naming rights of rolling stock and station asserts*



## Solar, Energy Storage Systems, EV Charging Leasing

*Solar farm, energy storage facility for traction power and station energy needs*



## Fiber Optic Cable and Telecommunications Leasing

*Cell tower leasing  
fiber leasing*



## TOD and Commercial Leasing

*Property conveyance lease  
commercial leasing  
Transit-Oriented Development*

*1-2 Year Short Term  
Estimate \$200K- \$1M*

*2-5 Year Medium Term  
Estimate \$5 - \$20M*

# Major Events, Capital Projects and Safety Culture





The Portal (led by TJPA)

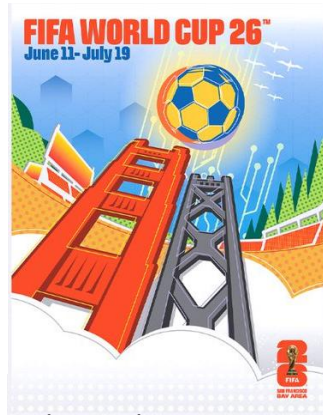


SF Railyards (Public/Private Partnership)





# Events and Capital Projects Continued



Superbowl & World Cup (2026)



San Jose TOD Project (Entitled)



Battery EMU Pilot Project (Launch 2028)



Diridon Station (Environmental Starts 2026 )

# Caltrain Corridor Crossing Strategy

- Corridor-wide approach and delivery guide for local partners
- Prioritization of crossings (in progress)
- Federal funding (\$600M/yr Rail Crossing Elimination Program); State (\$240M/yr); county measures (varies)

## Spectrum of Grade Crossing Improvement Costs

At-Grade Crossing  
Safety Enhancements

Crossing Closures

Bicycle and Pedestrian  
Crossings

Larger Grade  
Separations

Mega Projects  
(Multiple Crossings)



≤ \$10 M



< \$50 M



< \$75 M



> \$500 M



> \$1 B

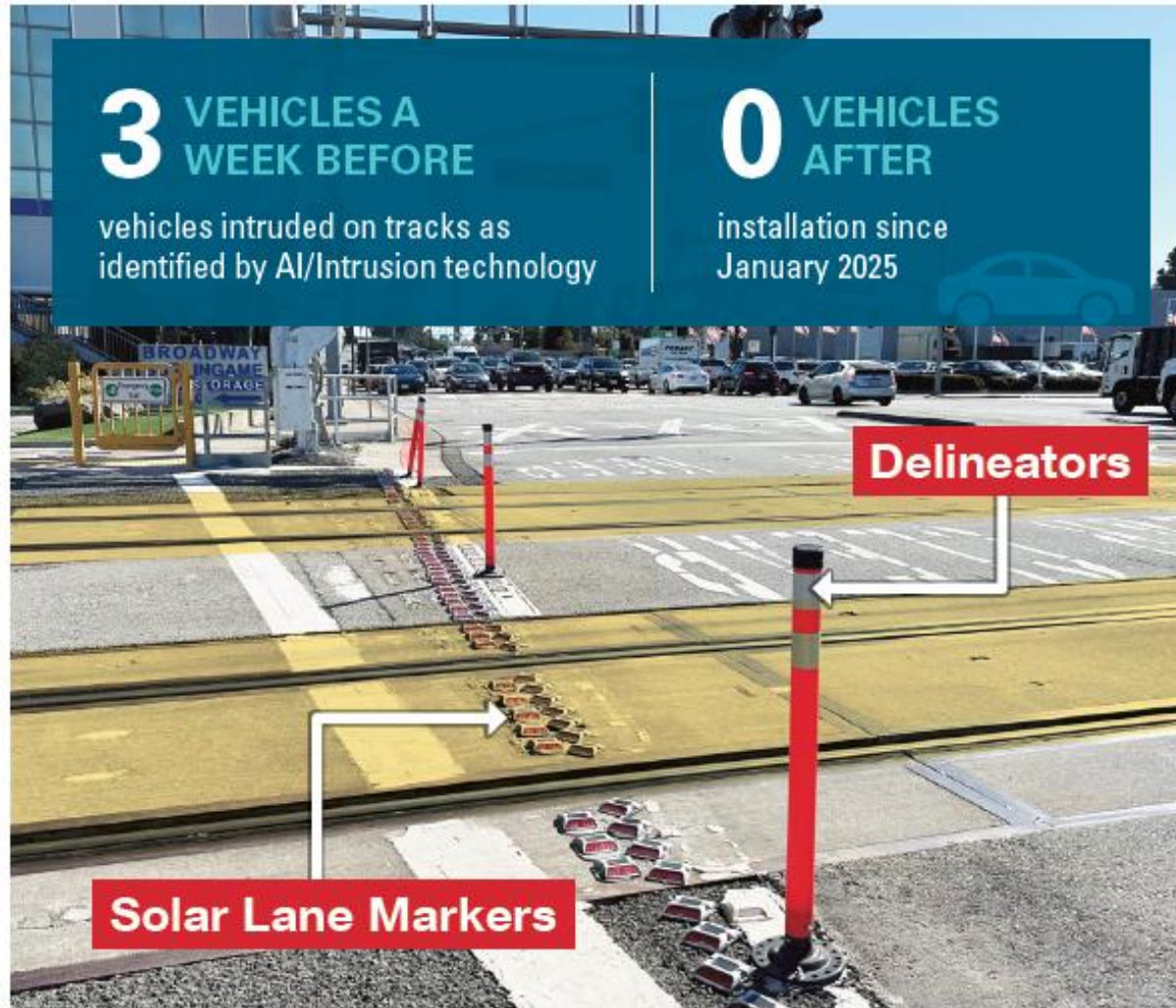
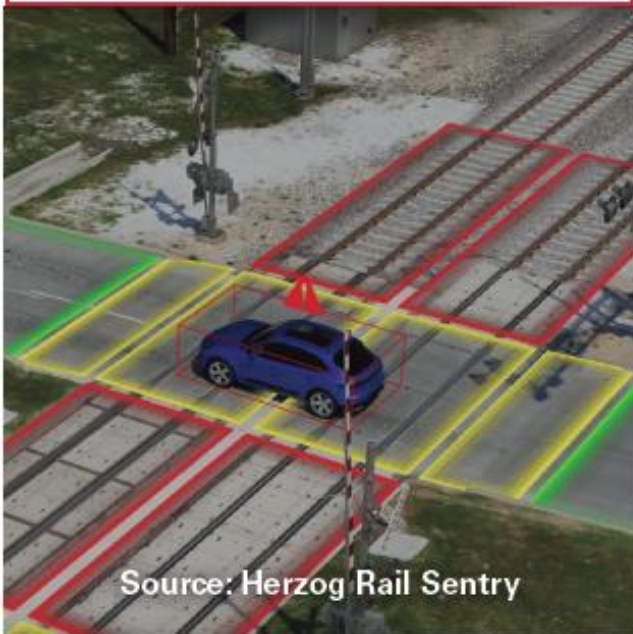




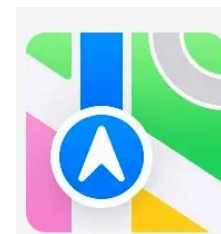
# Rapid Safety Enhancement Program



Caltrain is deploying **AI/Intrusion technology** learning software that uses a combination of LIDAR and cameras to observe crossings and send alerts to operations about potential hazards to mitigate collisions.

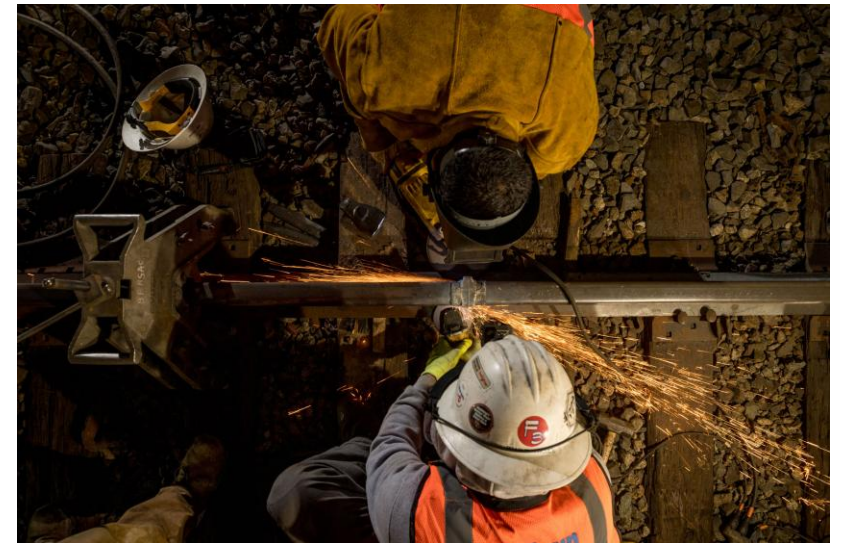


Worked with technology providers to improve audio and visual directions by tracks



# Safety Culture

- 2022, launched broad effort to strengthen safety culture
- Resulted 25% reduction injuries year over year
- Established Executive Safety Committee and created dedicated Chief Safety Officer
- Expanded communication and ease of reporting concerns
- Implemented new policies, beyond federal requirements, for Road Workers in Charge and fatigue management
- Launched Safety Champion Program
- 2025, received APTA Commuter Rail Safety Gold Award



**FOR MORE INFORMATION**

**[WWW.CALTRAIN.COM](http://WWW.CALTRAIN.COM)**

