

# Caltrain Overview

Caltrain CTC Update  
May 15, 2025



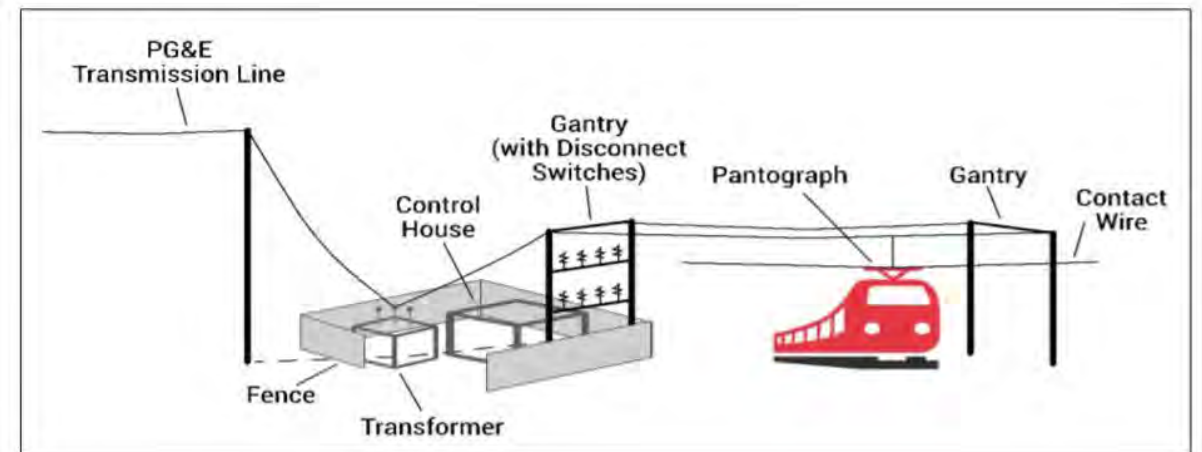
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# Caltrain Electrification



# Overview

- Faster: under 60 mins San – San Jose
- More Frequent: Trains every 15-20 minutes during weekday rush hours and trains every 30 minute everyday
- Better Experience: Free wi-fi, outlets at every seat, bathrooms, and digital displays
- San Francisco to San Jose, 51 miles





# Electrified Service Launched!





# Community Celebrations



# Ridership Highlights

- Total ridership reached a new post-pandemic record in March, with over 831,000 riders
- Weekend ridership has exceeded pre-pandemic levels
- Overall nearly 50% increase in ridership over the same period the previous year

**SFGATE**

**Caltrain's electrification project is paying off big-time**

**The Mercury News**

**Caltrain ridership gets big uptick since electric trains introduced**  
Bay Area passengers respond to convenience, reliability

# Capital Initiatives



# Corridor Crossing Strategy



**Improved Safety**  
*by Eliminating  
Auto-Train Conflicts*



**Reduced Noise**  
*(No Train Horns)*



**Decrease in  
Traffic Congestion**



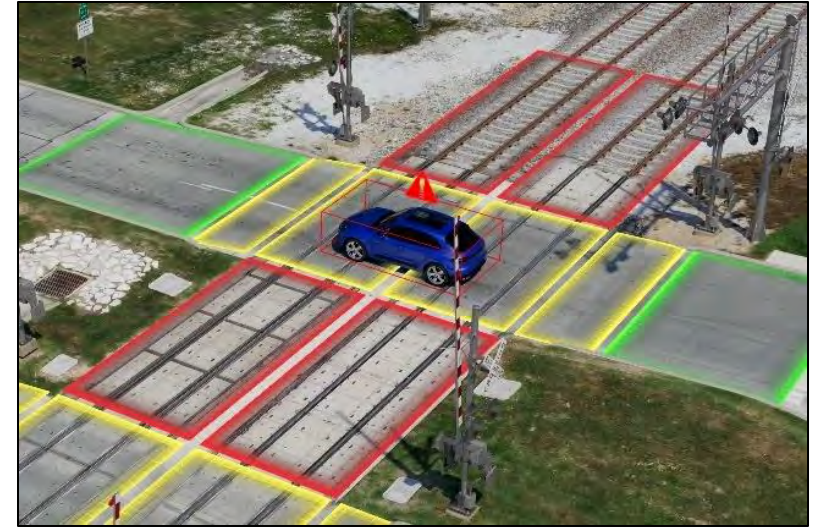
**Reduction in  
GHG Emissions**  
*from Idling Vehicles*

- Develop a corridor-wide approach to crossings
- 41 grade crossings on Caltrain owned corridor between San Francisco and San Jose
- Created a Crossings Delivery Guide
  - Defines a clear project delivery process
- Develop and facilitate trainings for Caltrain, transportation authority, and corridor jurisdiction staff on the purpose and application of the Delivery Guide
- Identify short-term safety improvements at grade crossings that can be implemented quickly and cost effectively



# Near-Term Safety Improvements

- Artificial Intelligence based intrusion detection at 2 crossings, more planned
- Camera installations at grade crossings, stations and other high-risk areas
- Fencing, roadway channelization/barriers and other quick installs
- Worked with technology companies on enhanced verbal directions to cross the tracks
- Example Broadway: Before improvements 3 cars per week turning on to the tracks. Zero incidents after safety installation.



# Grade Crossing Eliminations

- Along the Caltrain Corridor: 41 at grade crossings; 18 Active Projects (covers 37 crossings)
- Last Completed Caltrain Grade Separation Project Cost: \$206M (2022)
- Total State available funding FY26: \$240M
- Total Federal available funding FY26: \$1.2B

## 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



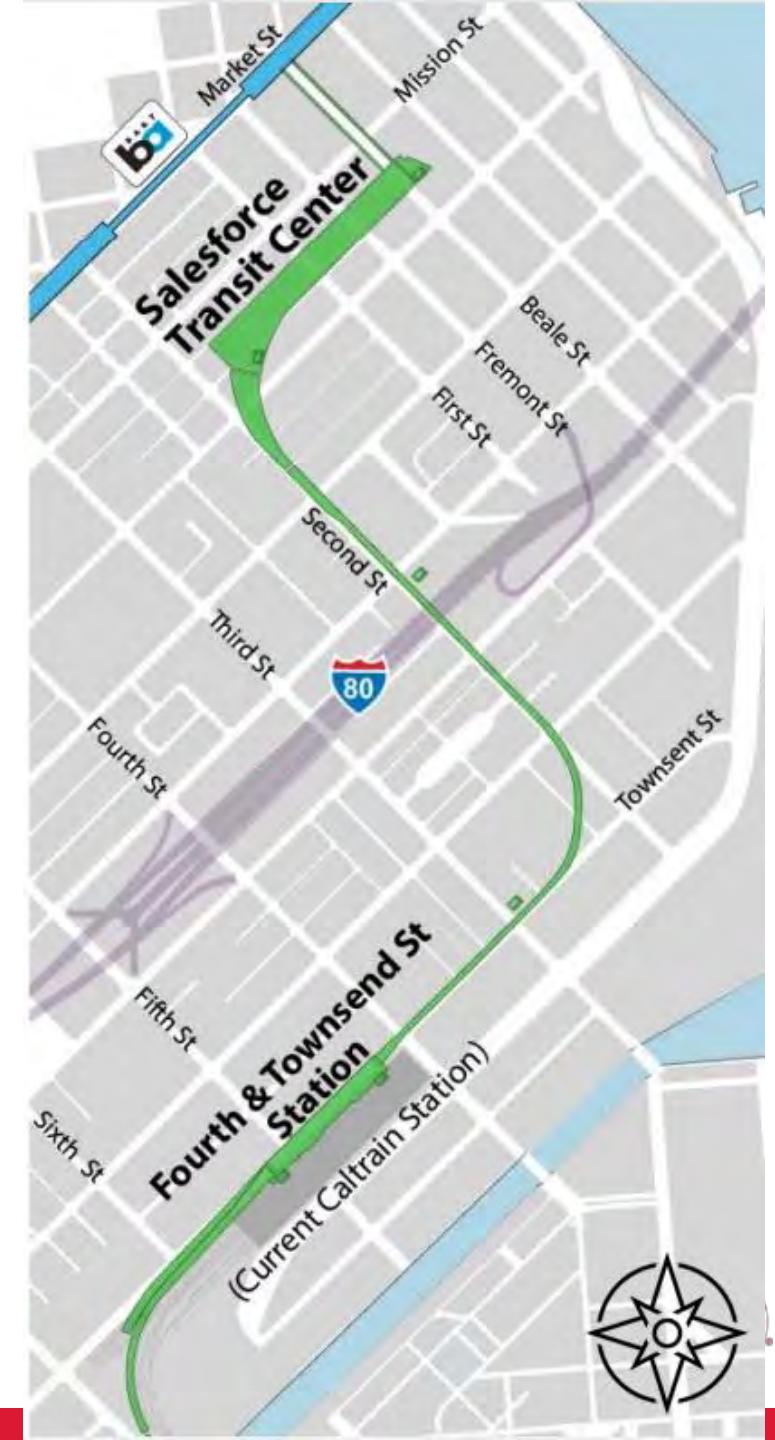
> \$1 B



# The Portal (DTX)

**The Portal will extend underground for 1.2 miles Caltrain service and ultimately, bring the California High-Speed Rail system to the Salesforce Transit Center, into the heart of downtown San Francisco and connect 11 transit systems.**

- Granted entry into engineering by Federal Transit Administration (FTA) in May 2024.
- Capital Investment Grant (CIG) funding of ~\$3.4 billion (41% of Project cost) to be provided by FTA upon approval of a Full-Funding Grant Agreement (FFGA).
- Ready for construction when funding secured





# Railyards (Public Private Partnership)

**Transform the existing station and rail yard into a world-class transit station**

- Improve Caltrain service and regional connectivity
- Develop a mixed-use, transit-oriented community
- Includes jobs, housing, retail, and public spaces
- Prioritize community-serving spaces and amenities
- Planning phase



# Diridon Station Project



**At Grade – Looking west  
from Cahill Plaza**

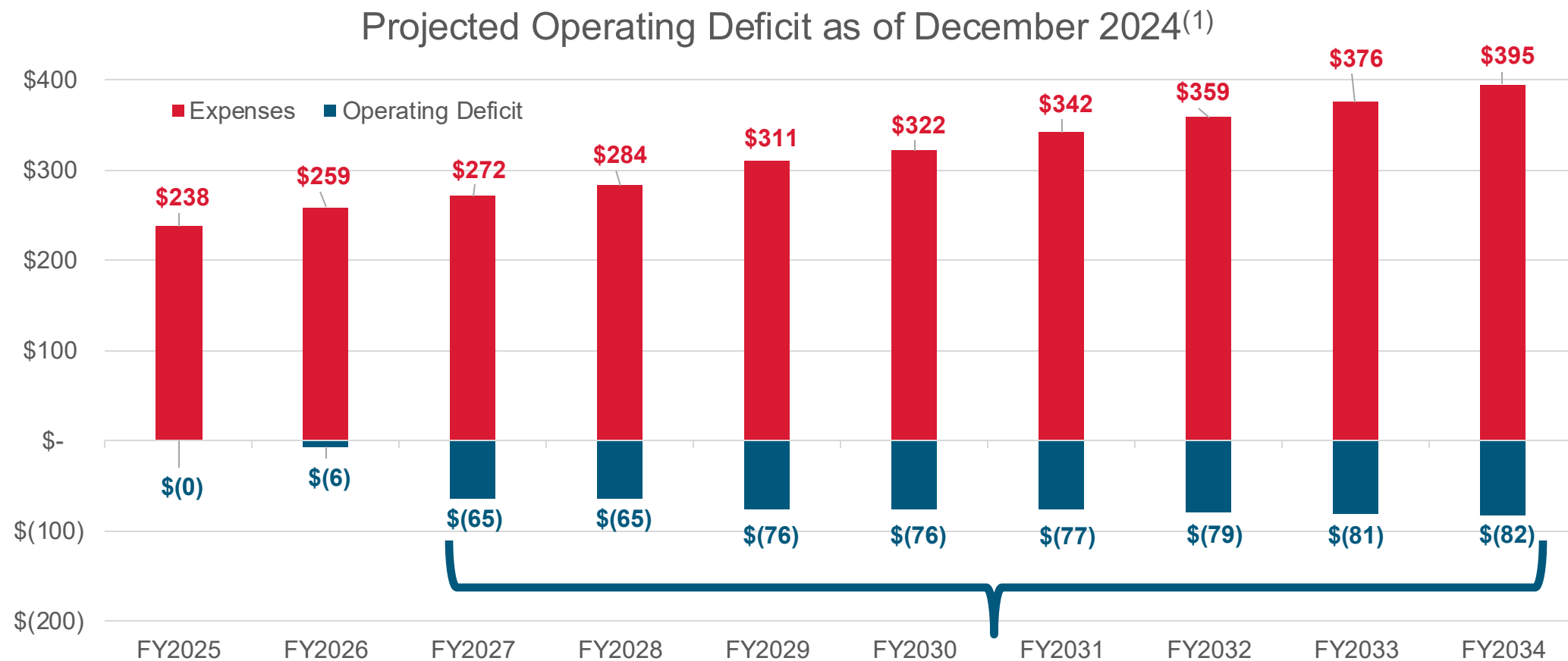
**Diridon Station, a key transit hub at the western edge of Downtown San José, will be expanded and redesigned to expand transit access, improve the station's integration with the surrounding area, positioning it as a catalyst for both economic and community development.**

- The five Partner Agencies (Caltrain, City of San Jose, VTA, HSR, MTC) have narrowed down to one station design, At-Grade.
- Planning phase

# Fiscal Outlook and Opportunities



# 10-Year Operating Budget With Deficit



Average Annual Deficit = \$75M/yr



# Ridership Growth/Cost Containment

## Ridership Growth Strategies

- **Electrification Launch**
- **Fare Programs:** \$1 youth; Go Pass Updates; 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. fiber cable leasing)

## Cost Containment

- Launched internal cost reduction efficiency program
- Freeze on new Full Time Employment hirings
- Implemented crew scheduling efficiencies
- Working with legislature & partners to receive credit for regenerative braking energy



# Recent Caltrain Polling – Key Takeaways

- Caltrain has a very high favorability rating (82%) and the highest favorability rating of any major transit agency of any of the counties we operate in
- Over 70% of people agree that transit has a need for funding and relieving traffic congestion on Highways 101, I-280 and El Camino Real priority
- Polling for Caltrain 1/8th cent sales tax is close to 2/3rds in San Mateo and San Francisco counties
- SB63 by Senator Weiner under discussion
- With Caltrain's high favorability rating, it would likely be an asset to any transit funding measure effort
- [Polling Press Release](#)

Note: January poll of likely voters taken in Caltrain's 3 counties



**FOR MORE INFORMATION**

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

