

# Caltrain Overview

Senate Select Committee on Bay Area Public Transit  
November 27, 2023



# Community and Connectivity

- Support Regional Network Management and recommendations in Transit Transformation Action Plan
  - Improve customer experience (safety, fare and schedule coordination, wayfinding etc)
- Key Project Partnerships: Electrification, Grade Separations, Portal, Diridon, Battery EMU
- Caltrain existing and future tenants
  - Union Pacific Freight, Capitol Corridor, Amtrak, Altamont Corridor Express
  - California High Speed Rail



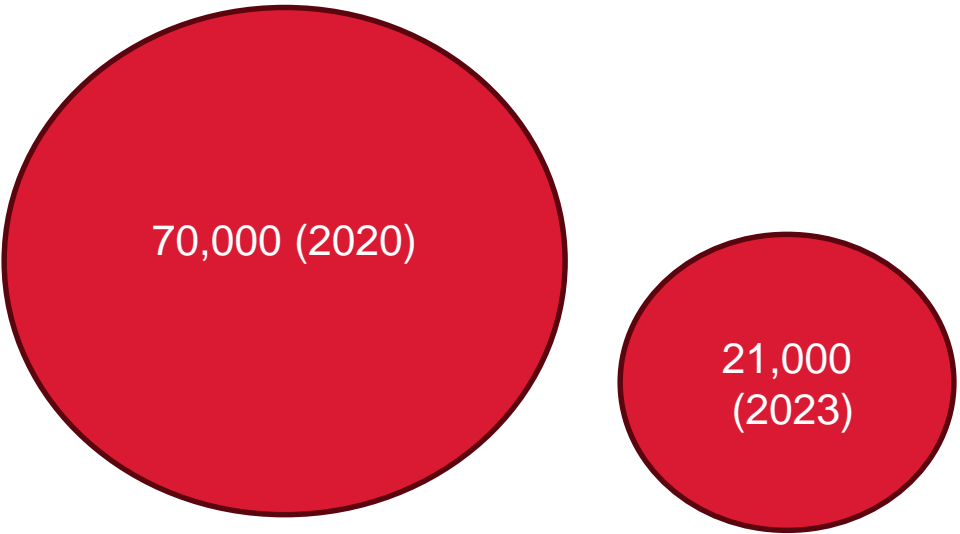
California High-Speed Rail, Draft Business Plan

# Ridership Growth / Cost Containment Actions

- Board Adopted **Equity, Growth, and Recovery Policy**
- **Revised schedule:** Standard and balanced schedule, focused on more midday, evening and weekend service (diversify ridership)
- **Regional Coordination:** coordinated transfers, better signage Millbrae, GM group, Bay Pass participation, Clipper Start
- **Pass Forward Program:** Bringing in new riders by providing free passes for low-income and equity priority community riders
- **Fare promotions:** \$1 youth; hybrid worker pass; 50% off ticket sales
- **Customer Experience:** 300 new bicycle eLockers, new ticket options, new visual display signs being installed, positive brand recognition
- **Cost Containment:** Smaller trainsets, scheduling efficiencies, reduced overtime
- **Electrification Planned 2024**



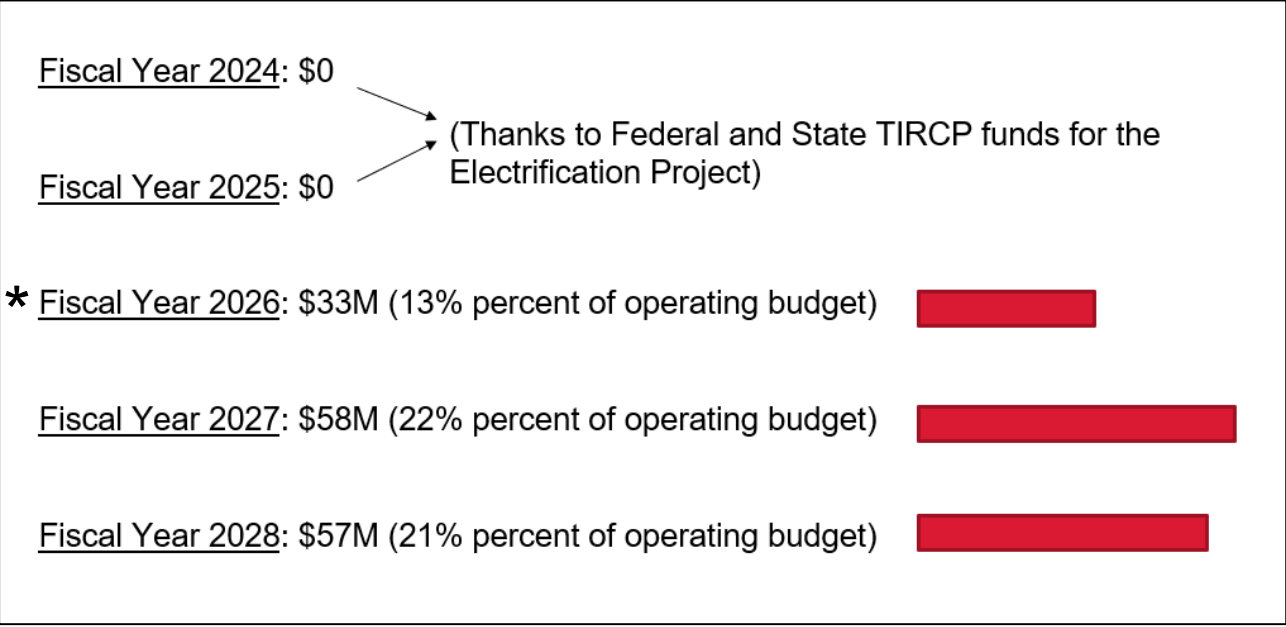
# Caltrain Ridership / Fiscal Cliff



Average Daily Riders

- Notes:**
- Farebox Recovery 74% (2020); 30% (2023)
  - 20+ closures in 2023 for electrification construction
  - Average weekday ridership increased by 14% compared to the same month in prior year

## Operating Deficit, Subject to Change



\* Current MTC recommendation \$25M, reduce deficit to \$8M in FY26

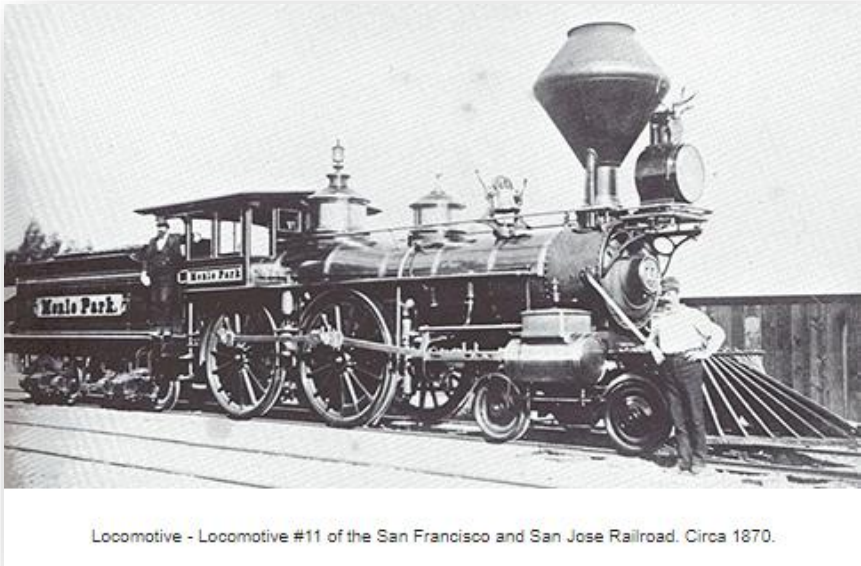


# Caltrain Electrification

# Transformational Moment

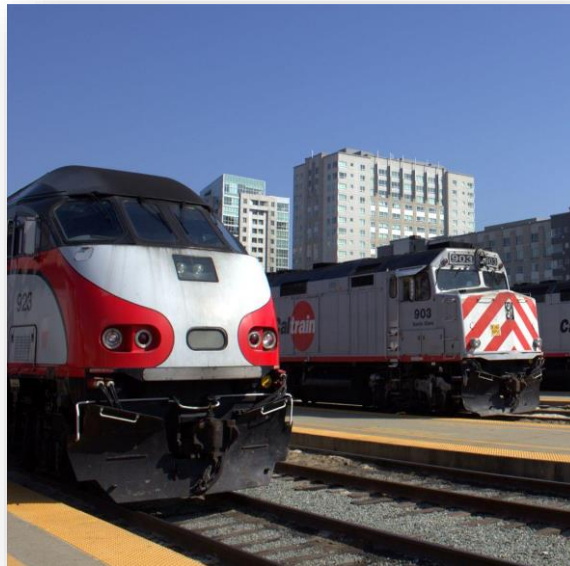
First Time in 30 years any US system fully converted from diesel to electric system

## 160-Year-Old History of Caltrain's Passenger Rail



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

Steam 1860s



Diesel 1950s to present



Electric 2024



# Key Milestones

## Complete:

- Foundations (3,000+)
- Poles (2,500+)
- Traction Power Facilities (10)
- Overhead Wire (2.5 million feet)
- Upgraded the Signal System San Francisco to San Jose (31 at grade crossings)
- Energized: Mountain View to San Jose (15 miles)
- Trainsets running on the corridor (1,000 mile passed by 2 trains)
- Over 1,000 First Responders Trained



## Upcoming:

- Energization: San Francisco to Mountain View (Early 2024)
- Additional trainsets on property and testing (2024)
- **Passenger Service: September 2024**



# Public Train Tours – 8,000 People (San Jose + San Francisco; Next one San Mateo County)





# Project Benefits



## **SUSTAINABILITY**

Reduce greenhouse gas emissions and air pollution through electrification



## **SAFETY**

State-of-the-art trainsets with better crash safety ratings and improved braking



## **JOB CREATION**

Create nearly 33,000 jobs locally and in 36 states across the country



## **EQUITY**

Decrease emissions and noise pollution in communities of concern



## **READY FOR THE FUTURE**

Set the foundation for future Caltrain service growth and HSR



## **ENERGY INDEPENDENCE**

Reduce dependence on foreign energy and rely on renewable domestic energy



## **BUY AMERICA**

Electric trainsets manufactured by Stadler in Salt Lake City, Utah



## **CAPACITY**

Expand service and capacity to carry more people



## **TRAFFIC RELIEF**

Remove congestion on streets and highways

# Faster



*Note: Top speed remains 79 MPH but enhanced acceleration / deceleration capabilities improve overall speed*

## Express Service

- San Francisco to San Jose < 60 mins (rush hour drive time ~90 mins)
- Increase from 7 to 11 Express Stations

## Local Service

- Save 25 mins San Francisco to San Jose

## Gilroy/Morgan Hill Service

- Save nearly 30 mins to San Francisco

# Ride More Less Wait



*Note: These high-performance trains accelerate/decelerate faster than diesel trains, which enables Caltrain to provide more stops/service without additional trains.*

- Show up and go schedule
- 20% more train service (26% at equity priority stations)
- 30 mins service weekends / off peak (hourly today)
- 11 stations (4 trains per peak hour); 5 stations (3 trains per peak hour)
- More Frequency Capable

# Clean, Green, & Serene



\*Zero emission corridor planned for the future  
Gilroy/Morgan Hill service with Battery EMUs

- Zero emission corridor San Francisco to San Jose\*
- Reduces GHG emissions by 250K MTCO<sub>2</sub> per year
  - 55,000 cars driven for a year or
  - 4 million trees grown for 10 years
- Improves local air quality
- Quieter trains for riders and public

# 1<sup>st</sup> Class Experience For Everyone

- **Technology:** Free Wi-Fi, outlets at every seat, digital displays
- **Quality:** Well-designed environment, smoother ride, secure, pleasant lighting, better storage, and spacious bathroom (with a baby changing table)
- **Convenient:** Simplified schedule, faster, and reliable



Our success will mean that we make everyday life easier for the people who live and work in our communities



FOR MORE INFORMATION

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

