

Caltrain Overview and Budget

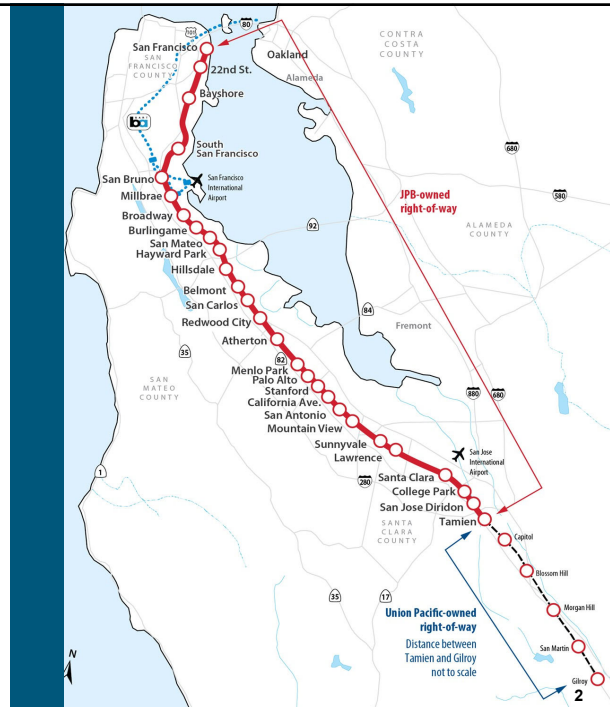
Santa Clara June 9, 2026



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Caltrain Connects

- 77 miles connecting San Francisco, San Mateo, and Santa Clara counties
- 31 stations across 20 communities
- Over 160 years of continuous rail service
- 82% favorability rating voters
- 91% favorability with riders



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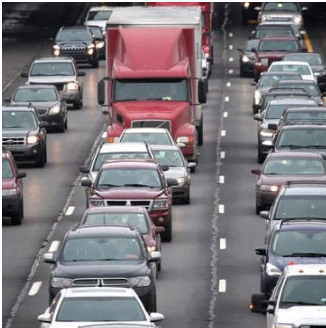
Caltrain is Part of Everyday Life



- Helps millions of people get to work, school, and events
- Reduces traffic on major highways like US-101
- Connects communities across the Peninsula
- Supports access to jobs and opportunities

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Every Day, Caltrain provides regional benefits



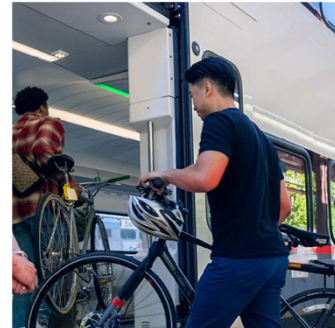
Less Traffic:

Removes the equivalent of ~3 freeway lanes of traffic at peak times * US-101 traffic is 93% of pre-pandemic levels at rush hour.**



Stronger Economy:

Today, 2.9 million people, or 37% of the 9-County Bay Area's population, live in the 20 cities served by Caltrain. Corridor economic driver of the state and country.



Cleaner Air

- Reduces greenhouse gas emissions with 100% renewable electric service
- Improves local air quality and reduces noise

*Based on Caltrain's average weekday ridership for Tuesdays. **Caltrans most recent AADT available for 2023. ***2025 Triennial Survey.



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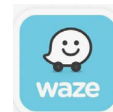
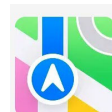
Partnerships on Major Initiatives

- Corridor Crossing Strategy
- Transit Oriented Development
- Redwood City Transit District
- Battery Electric Multiple Unit Train
- Diridon Station Business Case
- Portal (SF Downtown Extension)
- One Dollar Youth fare, Two Dollars all day.

Innovative, Cost Effective: Safety Enhancements



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



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Improved Service

- **Faster:** Express and local trains
- **More Frequent:**
 - Every 15-20 mins weekday rush hour
 - Every 30 mins, every station, 7 days a week (compared to once an hour)
 - 20% more service (26% equity priority stations)
- **Better Experience:** Free wi-fi, outlets at every seat, bathrooms, digital displays, quieter inside and outside the trains
- **On-Time Performance:** over 95%



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Growing Ridership

- **Since electrification:** **fastest growing transit system US** (APTA); over 50% growth year over year; weekend highest ever; Giants/Sharks/Warriors 30%-50%+ increase from previous season
- **Diversified ridership:** **50%** moderate or above income and **37%** low income; **10%** youth, seniors, or people with disabilities

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Caltrain Ridership Trends by City

City	August 2024 (Pre-electrification)	April 2026 (Post-electrification)	% Increase
San Francisco	170,414	312,774	83.5%
South San Francisco	11,561	25,413	119.8%
San Bruno	8,034	14,687	82.8%
Millbrae	33,852	50,782	50.0%
Burlingame	13,809	25,313	83.3%
San Mateo	62,519	107,014	71.2%
Belmont	12,811	21,049	64.3%
San Carlos	13,168	23,129	75.6%
Redwood City	41,422	67,128	62.1%
Menlo Park	17,633	28,061	59.1%
Palo Alto	97,382	164,255	68.7%
Mountain View	46,936	72,458	54.4%
Sunnyvale	32,051	61,529	92.0%
Lawrence	12,824	25,214	96.6%
Santa Clara	17,001	34,799	104.7%
San Jose	46,090	81,539	76.9%
Blossom Hill	1,237	1,908	54.2%
Morgan Hill	1,985	3,269	64.7%
San Martin	451	991	119.6%
Gilroy	1,978	2,628	32.9%
Total	643,158	1,123,937	74.8%



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Welcome City Partnerships

- Go Pass Program: City benefits economic, parking and traffic relief, GHG reductions
- Creative partnership, example: Downtown destinations

GO PASS
CALTRAIN FOR BUSINESSES

FIRST-CLASS COMMUTING. ECONOMY-CLASS PRICING.

Introducing GoPass, a discounted and unlimited annual Caltrain pass that businesses can offer to employees. Make commuting easier while lowering your carbon footprint on Caltrain's electric fleet.

PROGRAM	CRITERIA*	ANNUAL PRICE PER PERSON
GoPass Silver	All city employees must be enrolled	\$1,152
GoPass Tiers	SMALL: 1-100 headcount	\$300 - \$400
	MEDIUM: 101-500 headcount	\$400 - \$600
	LARGE: 501+ headcount	\$600 - \$900

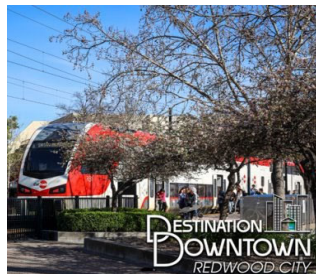
PASS VALUE \$1,152

*Based on total monthly cost prior to annual discount and taxes.

WHY GOPASS?

- Valuable benefit to retain and attract employees.
- Travel pricing offers flexibility for any workplace.
- Participating in GoPass and donating unused passes can qualify for tax benefits.
- Frequent service every 15-20 minutes during peak hours and every half hour during off-peak and weekends.
- Special offers with GoPass Parks.

Learn more: caltrain.com/gopass | info@caltrain.com



San Mateo

Discover Central Park, local shops, and waterfront dining. Hop off at San Mateo station for an afternoon adventure.

[EXPLORE SAN MATEO](#)

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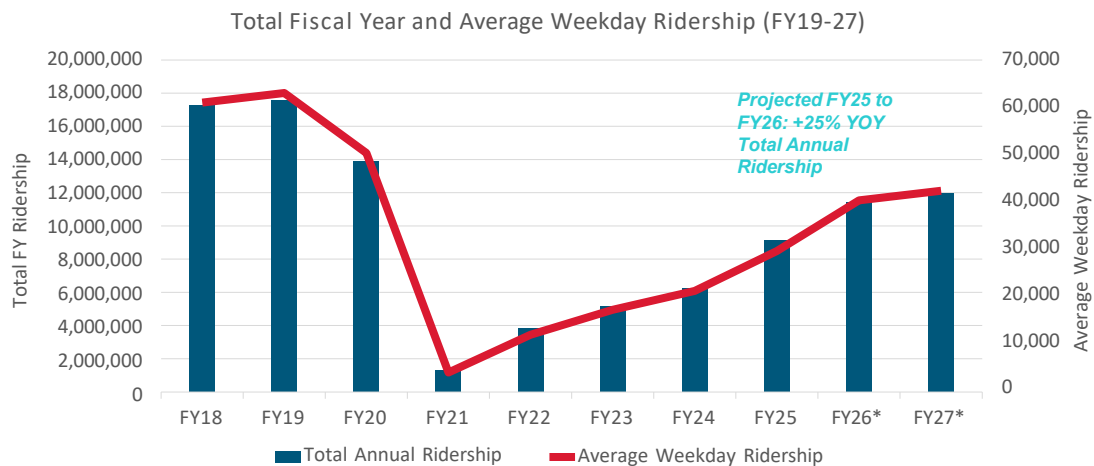
Caltrain Fiscal Outlook and Ridership



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Caltrain Ridership Trends

- Ridership demand continues to grow in response to Caltrain's electrified service improvements.



Sources: Caltrain Annual Ridership Reports; Caltrain Fare Media-Based Ridership Estimates.

*FY26 and FY27 projected.



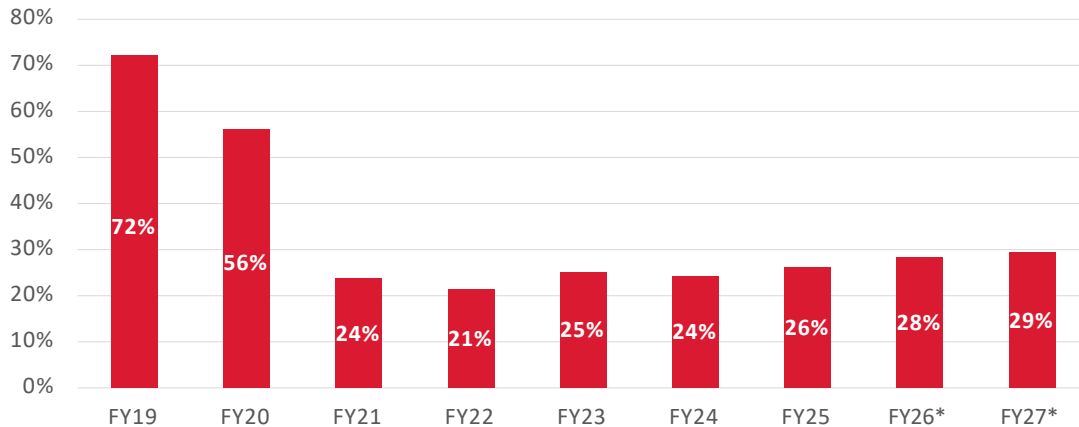
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Fares No Longer Cover the Same Share of Costs

- 2019, fare revenue comprised over 70% (\$100M) of operating revenue
- Today, while still nation leading, fare revenue accounts for ~30% (\$43M) of operating revenue.

Caltrain Farebox Recovery Ratios (FY19-27)



Notes: FY19-25 Actuals; FY26-27 projected.



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Why Does Caltrain Have a \$75M Annual Operating Deficit?



Commute Patterns Shifted

Sustained, significant changes in work patterns across San Francisco and Silicon Valley since the pandemic.



Ridership & Revenue Less Than Before

Fewer riders meant lower fare, parking, rental, and advertising income.



Costs Rose With Inflation

Operating costs grew faster than revenue across the transit industry.



Electrification Raised Fixed Costs

51 miles of new 25KV electrical infrastructure to maintain.

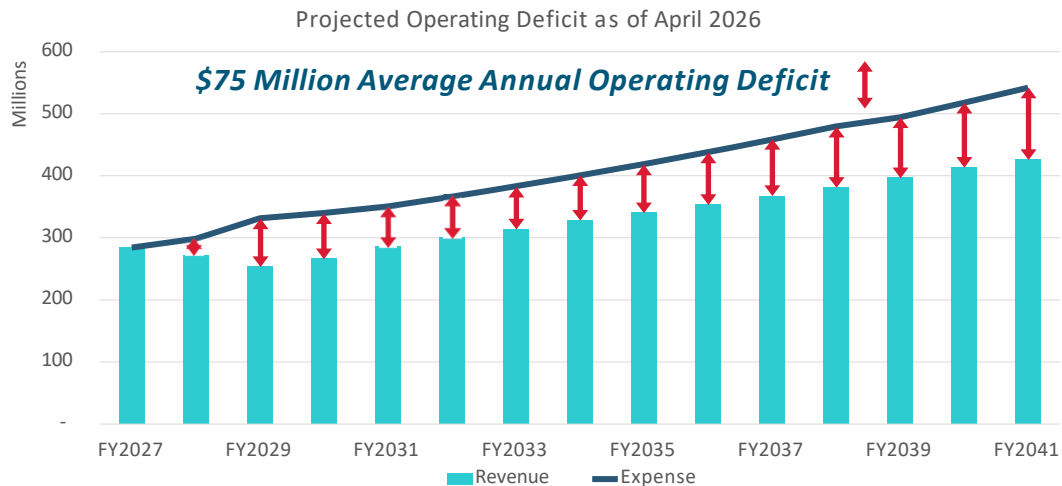


Combined result: These factors and the exhaustion of one-time COVID related funding sources have compounded to create a structural operating deficit that cannot be resolved through cuts or self-generated revenue alone.

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15-Year Operating Budget Baseline Forecast Without External Funding



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Cost Containment Strategies

- Strategic hiring freeze
- Comprehensive cost reduction efficiency program
- FY27: Line by line review, held operator contract to previous level
- Implemented crew scheduling efficiencies
- Recouping costs for electricity returned to the grid through regenerative braking
- Develop and evaluate Battery Storage Plan



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Non-Fare Revenue Strategies

Exploring new revenue sources



Special Events

*Private car
Charter train
Sport events*



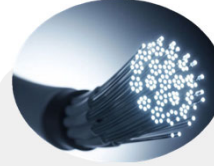
Advertising and Naming Rights

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



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

2-5 Year Medium Term

5-20 Year Long Term

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Schedule

March 2026:
State Loan

June 2026: Caltrain Board Adopt
FY27 Budget and Framework for
No External Funding Scenario

November 2026: General
Election

Summer 2027: Measure Funds
Flow for FY28

FY2026

FY2027

FY2028

Continue FY26 Service Levels

Maintain current service level using one-time State Loan funds through FY27.

Continue FY26 Service Levels

Plan and Prepare for Service Cuts

Service Cuts



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Fiscal Year 28+



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Current Service vs. Potential Cuts in a No External Funding Scenario

Today: Frequent Service 7 days a week



Frequent Weekday Service

Trains every 15 minutes peak; every 30 off-peak



Weekend Service

Trains every 30 minutes Saturday and Sunday



Long Hours of Service

Trains from ~5 AM to ~1 AM



Special Event Service

Extra trains support concerts, games and more



Hourly Weekday Service

Once per hour all day



No Weekend Service

All Saturday and Sunday trains eliminated



Early Shutdowns

End operations by 9 PM



No Special Event Service

Eliminate all special event trains



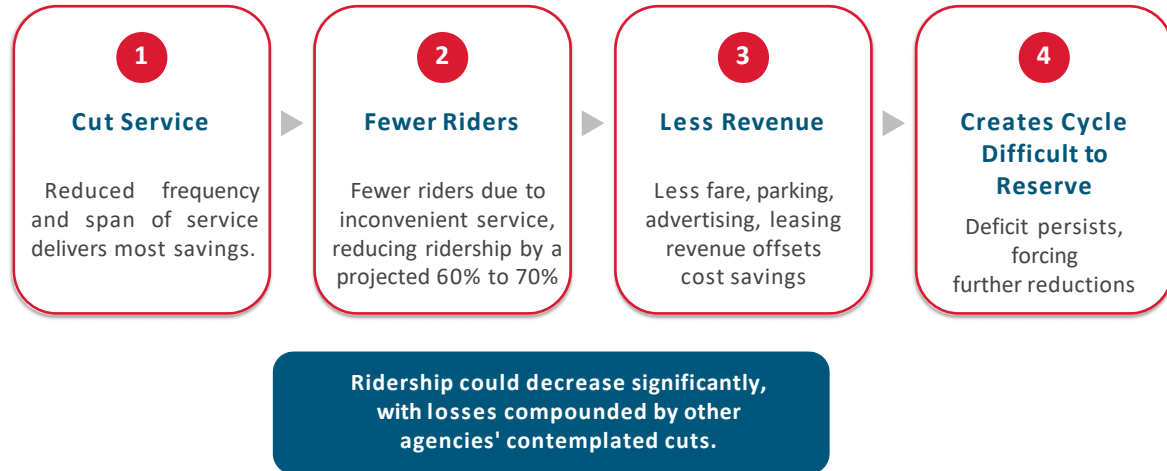
Station Closures

Close more than one-third of all stations. Potential for full service suspension if no external funding continues.

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Why Cuts Make the Problem Worse (Downward Spiral)

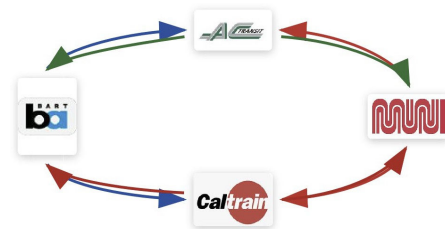


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Regional Transit – Connected Implications

- Specific cuts are not certain yet.
- Contemplated cuts other agencies in conjunction would increase Caltrain's ridership loss.
- If no external funding, could stop passenger service, and focus exclusively on maintenance and safety of the corridor and assets.
- Once shut down, minimum 2-4 years to resume Caltrain passenger service.



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Critical Inflection Point

No External Funding Scenario

- ✗ Reduce to hourly service
- ✗ Eliminate weekend service
- ✗ End service at 9:00 PM
- ✗ Close ~1/3 of stations
- ✗ Cut segments of service
- ✗ Cuts to administrative costs
- ✗ Eliminate special event service
- ✗ Suspend all Caltrain service

Ridership & Revenue Are Growing

Caltrain will continue to grow ridership, generate revenue, and find cost savings — but growth and cuts cannot close the gap.

Even Significant Cuts Won't Solve the Deficit

Cutting service drives away riders, reducing operating revenue in a downward spiral, offsetting much of the savings from cuts. Significant deficit remains.



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Important Crossroads



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Questions & Contact Info

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FOR MORE INFORMATION

WWW.CALTRAIN.COM



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