

BATAC Correspondence Packet Summary List
(as of July 16, 2025)

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5.	Dan Lieberman	Caltrain Board of Directors Approves Budget for FY2026

From: liebermand@samtrans.com on behalf of [Dan Lieberman](#)
To: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Subject: NEWS: Caltrain Wins 2025 Commuter Rail Safety Gold Award After Reinventing its Service
Date: Tuesday, July 1, 2025 3:09:31 PM

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NEWS

July 1, 2025

Media Contact: Dan Lieberman, 650.622.2492

Caltrain Wins 2025 Commuter Rail Safety Gold Award After Reinventing its Service

Caltrain has received the 2025 Commuter Rail Safety Gold Award from the American Public Transportation Association (APTA) in recognition of the [many efforts](#) the agency has undertaken to make the railroad safer.

This award is presented to one agency each year that has demonstrated the best overall safety achievement. The award prioritizes agencies with a demonstrated commitment to the development and implementation of innovative safety initiatives that have proven benefits for operators, pedestrians and passengers, and that can also be replicated by other agencies.

Caltrain's main priority is the safety of the public and of our riders, contractors and staff. Caltrain has demonstrated its commitment to safety by developing and utilizing groundbreaking safety technologies at various crossings up and down the corridor while implementing several internal initiatives to ensure the agency's top priority remains safety.

"Safety is paramount at Caltrain, and the culture of safety we practice permeates every aspect of our service," said **Caltrain Executive Director Michelle Bouchard**. "Caltrain depends on both the riding public and its employees, and ensuring the safety of the people who ride our trains and keep them running is always our top priority."

Recent Safety Improvements

While the electrification of the railroad garnered a great deal of attention, Caltrain has also been making safety upgrades at key crossings throughout the system. New AI-based technology has been installed at the Broadway crossing in Burlingame, Churchill Avenue crossing in Palo Alto and 16th Street crossing in San Francisco to provide an additional level of security. This new technology uses a combination of LiDAR and cameras to monitor each crossing and alert railroad operations when it detects lingering vehicles or other objects. These alerts help prevent collisions between trains and vehicles, pedestrians or other

debris.

The new technology has also helped Caltrain to better understand driver and pedestrian behavior at crossings, enabling the agency to strengthen its safety measures. In January, Caltrain installed solar-powered lane markers at the Broadway Burlingame Crossing to clearly outline road boundaries and discourage drivers from turning too far onto the tracks, similar to existing markers at other pedestrian crossings. The installation of the markers follows the replacement of railroad ties and upgrading of concrete panels late last year, which were geared toward providing a smoother crossing for drivers.

Prior to these enhancements at the Broadway Burlingame crossing, Caltrain removed one vehicle every three months from the tracks. AI technology has revealed that three vehicles per week attempted to turn onto the tracks but left on their own. Since Caltrain installed solar-powered delineators in January, no vehicles have attempted to turn onto the tracks. The system now sends real-time alerts when a vehicle lingers on the tracks longer than expected, giving Caltrain time to notify train crews if needed.

The data has also helped Caltrain and the city of Burlingame adjust signal pre-emption timing and improve traffic flow. Crossings throughout the Caltrain system will receive additional safety enhancements throughout the course of the year, including updating paint striping, redoing pavement markings, moving signal stop bars, installing new signage, and placing flexible, reflective delineator posts to reduce speeds and help drivers safely navigate the intersection. Caltrain has also worked with technology providers to improve GPS navigation instructions near tracks to prevent drivers from getting stuck in the crossing.

Caltrain's Commitment to Safety

In 2022, Caltrain launched a systemwide effort to strengthen its safety culture, which has resulted in a 25% reduction in worker injuries year over year. The agency redefined its governance structure to allow the Executive Director greater oversight of safety functions, made safety central in its mission statement, and established an Executive Safety Committee while also creating a new Chief Safety Officer role.

Caltrain expanded its internal communications around safety to increase transparency and make it easier for employees to report concerns. The agency reviewed its training procedures and worker protection protocols were reviewed to reinforce the importance of safety and adherence to procedures. Caltrain embedded its Enhanced Employee Protection System (EEPS) into its Railroad Operations Control System (ROCS), allowing for real-time monitoring and communication to protect employees in the field. The agency also set a new policy which goes beyond federal regulations, requiring Road Workers in Charge (RWICs) to work no more than 60 hours, while also implementing a comprehensive fatigue management plan, which includes regular monitoring, employee education on the risks of fatigue and strategies to mitigate its effects.

To recognize employee contributions, Caltrain launched a Safety Champions Program that celebrates safety achievements across the organization. Incident reviews now occur more frequently and focus on a data-driven analysis to help prevent repeat occurrences.

Caltrain is the oldest continuously operated railroad in the West, starting steam train passenger service over 160 years ago when Abraham Lincoln served as President. After 70 years of diesel trains, the Caltrain Electrification Project, with substantial federal and state investment, introduced the new era of

electrified service on the corridor in 2024.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides rail service from San Francisco to San Jose, with commute service to Gilroy. Serving the region since 1863, Caltrain is the oldest continually operating rail system west of the Mississippi and the first railroad to convert from diesel to electric power in a generation.

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Free translation assistance is available.

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This email was sent to batac@caltrain.com

San Mateo County Transit District, 1250 San Carlos Ave., San Carlos, California 94070, USA

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From: liebermand@samtrans.com on behalf of [Dan Lieberman](#)
To: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Subject: NEWS: Caltrain Increases Base Fare 25 Cents
Date: Friday, June 27, 2025 3:02:49 PM

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NEWS

June 27, 2025

Media Contact: Dan Lieberman, 650.622.2492

Caltrain Increases Base Fare 25 Cents

As of July 1, Caltrain will be raising its base fare by 25 cents.

In 2022, Caltrain adopted an updated Fare Structure that included a schedule of fare increases and changes. Two of those fare increases, a 50-cent base fare increase and an increase of the Monthly Pass Trip Multiplier from 24 trips to 30, were planned to go into effect July 1, 2023. Those increases were delayed in order to avoid discouraging riders from getting on board during the post-quarantine recovery.

Caltrain is currently running its highest ever service levels of 104 trains per weekday, and more weekend service than ever before. Since the launch of electric service, Caltrain has seen substantial ridership gains, with the agency seeing a 55% increase in ridership in May 2025 vs. May 2024.

Caltrain is [projecting](#) an average annual deficit of close to \$75 million between FY2027 and FY2035. Without an injection of funding from a regional sales tax measure or other external sources, Caltrain will need to explore drastic service reductions, station closures and administrative cost reductions. The agency is reducing internal costs and exploring new revenue strategies to address the funding deficit, as well as working closely with regional and state partners to secure external funding.

For more information about Caltrain schedules and fares, call 1.800.660.4287 (TTY 650.508.6448) or visit www.caltrain.com.

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To: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Subject: NEWS: Caltrain Installs 500th Bike Locker
Date: Friday, June 13, 2025 2:59:16 PM

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NEWS

June 13, 2025

Media Contact: Dan Lieberman, 650.622.2492

Caltrain Installs 500th Bike Locker

Today, Caltrain installed its 500th [BikeLink e-locker](#), with the latest now serving Sunnyvale Station.

Caltrain first began installing e-lockers in 2021, and they are now available at 24 of Caltrain's 31 stations. Currently, approximately 20% of Caltrain riders access the system via [bike](#), and the agency carries more bikes than any other rail system in the United States, making easily accessible bike parking a priority for the agency.

In the past three months alone, over 1600 people have used a Caltrain e-locker, with a total of 7500 rentals totaling 80,000 hours of use during that time.

In order to use the e-lockers, download the BikeLink app, which will grant you access to a locker. Pricing is dynamic, but the standard rate is five cents per hour. Caltrain is holding a promotional contest offering five lucky winners a free 500 hours of e-locker use. Stay tuned to Caltrain's social media channels and use the e-lockers before the end of June for a chance to win.

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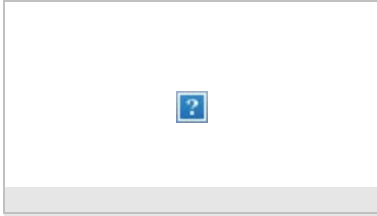
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To: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Subject: NEWS: Caltrain Suspending Electric Train Service Between San Jose Diridon and Tamien to Repair Guadalupe Bridge
Date: Tuesday, June 10, 2025 10:10:01 AM

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NEWS

June 10, 2025

Media Contact: Dan Lieberman, 650.622.2492

Caltrain Suspending Electric Train Service Between San Jose Diridon and Tamien to Repair Guadalupe Bridge

Starting Monday, June 16, Caltrain is [suspending electric train travel](#) between Tamien and San Jose Diridon Stations to perform necessary repairs to [Guadalupe Bridge](#).

Free bus service will replace electrified rail service for the eight-month construction period to ensure riders can get around the disruption with minimal inconvenience. Caltrain's [South County Connector](#) service will be unaffected by construction and will continue to serve Tamien Station eight times per weekday (four northbound trains in the morning and four southbound trains in the evening). Caltrain riders not traveling to Tamien Station should not be affected by construction.

Free replacement bus service between [San Jose Diridon](#) and [Tamien](#) stations will be provided by VTA and operate every 30 to 40 minutes, with the trip taking approximately 10 to 15 minutes per run depending on traffic conditions. On weekdays, buses will run from 5:35 a.m. to 11:55 p.m. and on weekends, from 6:35 a.m. to 11:55 p.m. Buses are ADA accessible and have limited space available for bicycles.

Clipper users utilizing the free VTA bus should tap on and off at San Jose Diridon Station to ensure they are correctly charged. Riders using the South County Connector trains can continue to tap on and off at Tamien Station. Further details can be found at www.caltrain.com/status.

The Guadalupe Bridge Replacement Project will replace the wooden trestle bridge that supports the northbound track, which was built in 1935. Additionally, the project will extend the southern end of the concrete bridge that supports the southbound track to protect against riverbank erosion. Construction will take place primarily during typical work hours. Construction activities include vegetation work, removal of bridge segments, utility relocation, grading, drilling, piledriving, concrete work, bridge installation and track removal and replacement.

Work in this area is complex, due to the need to protect the environment of the Guadalupe River. As such, Caltrain has worked with many regulatory agencies, including the Army Corps of Engineers and the Santa Clara Valley Water District, to approve the work plan. Construction is estimated to cost approximately \$171.4 million.

In addition to Caltrain, the Guadalupe Bridge supports Union Pacific, Amtrak and the Altamont Commuter Express rail service.

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To: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Subject: NEWS: Caltrain Board of Directors Approves Budget for FY2026
Date: Monday, June 9, 2025 10:19:44 AM

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NEWS

June 9, 2025

Media Contact: Dan Lieberman, 650.622.2492

Caltrain Board of Directors Approves Budget for FY2026

A \$75 million per year deficit looms as ridership continues to boom

Caltrain's Board of Directors approved its [operating and capital budgets](#) for Fiscal Year (FY) 2026 at the rail agency's monthly board meeting.

The FY2026 operating budget is nearly \$260 million, with funds coming from fares, Measure RR, state SB 125 funding and utilization of State Transit Assistance (STA) carryforward funds. Caltrain identified \$10.9 million in operating cost reductions compared to its earlier financial projections by reducing both labor and non-labor expenses. These reductions were achieved while maintaining current service levels and reflect Caltrain's commitment to cost control and financial stewardship.

The balanced FY2026 operating budget will continue to fund Caltrain's popular electric service, running trains every 15 minutes at most stations during peak hours and half hourly service at all other times including on the weekend. The agency continues to break post-quarantine ridership records. April's ridership saw a 60% increase over the same month the previous year, and weekend ridership is currently higher than it has been in the 161-year history of the rail corridor.

Caltrain's FY2026 \$34.8 million capital budget will be funded through a combination of federal, regional and state grants, local funding and member agency funding.

Caltrain's capital budget focuses on state of good repair and safety and includes funding for grade crossing safety improvements. At the Broadway Burlingame crossing, three vehicles a week were turning down the tracks. After the installation of new AI technology, solar markers, delineator posts and other cost-effective solutions, there have been zero incidents at the crossing. Similar safety investments are planned throughout the corridor.

Caltrain is projecting an average annual deficit of close to \$75 million between FY2027 and FY2035. Without an injection of funding from a regional sales tax measure or other external sources, Caltrain will need to explore drastic service

reductions, station closures and administrative cost reductions. This operational funding shortfall could be exacerbated by proposed cuts in the Governor's May Revise budget, which would further reduce Caltrain's operating funding through SB 125 in FY2026 by \$10.4 million.

The agency is reducing internal costs and exploring new revenue strategies to address the funding deficit, as well as working closely with regional and state partners to secure external funding. Caltrain's base ticket fare will increase by 25 cents on July 1, in accordance with the Board-approved fare policy. Caltrain is also working hard to increase ridership, and revenues along with it, by increasing marketing and promotion around special events, redesigning the GoPass Program, and partnering with local cities to pursue land use and development policies that encourage transit use.

Additionally, Caltrain is pursuing opportunities outside of fares to generate revenue. The agency is also exploring charter trains for special events, advertising and naming rights prospects, solar and energy storage and leasing fiber optic conduits.

FY2026 begins on July 1, 2025 and ends on June 30, 2026.

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