

Key Findings

February 2008 Caltrain Annual Passenger Counts

The annual Caltrain passenger counts were conducted in February 2008 and followed the same methodology that has been used since commencement in 1994. Physical headcounts of all boarding and alighting passengers and bikes per station are collected for all weekday and weekend trains.

Service has been operated in a “steady state” from 2007 to 2008, as there have been no service or schedule changes within the last two years. This is in contrast to the 2005 and 2006 annual counts which reflected two drastic changes to Caltrain service: June 2004 saw the introduction of Baby Bullet express service, and in August 2005 Caltrain was “re-invented” with more express service. This is the fourth consecutive year of weekend counts after two years of discontinued weekend service during the CTX construction project in 2003 and 2004.

With the “re-invented” service in August 2005, weekday service to Atherton, Broadway and Paul Avenue was suspended. A peak-hour shuttle provides a connection for passengers from Broadway to Millbrae. Service to the Bay Meadows station was eliminated in December 2005 in conjunction with improvements to the Hillsdale station.

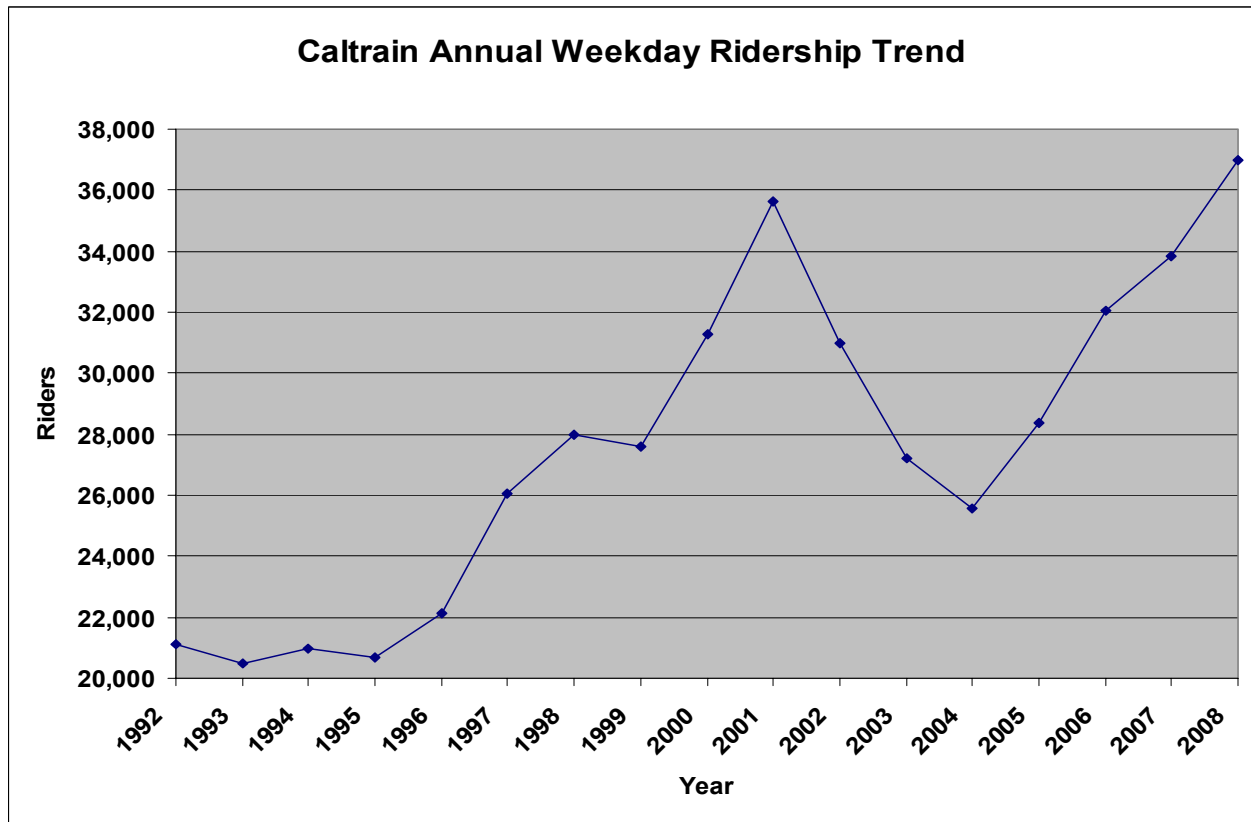
The following sections summarize weekday and weekend ridership and provide comparisons to last year’s ridership numbers. Additional ridership information is provided in tables attached at the end of this report.

Weekday Ridership

Weekday ridership headcounts for every train are collected Monday through Friday at all stations with weekday service. The total number of passengers riding each train is then averaged over the five weekdays to get a single average weekday ridership (AWR) per train at each station. Averaging the counts for five days ensures that changes in ridership that are seen over any given week are taken into account.

The total AWR per day has increased 9.3 percent as compared to February 2007, with a total of 36,993 boardings. Since 1992, Caltrain AWR has increased by more than 75 percent, as shown in Figure 1. The 2008 AWR also has surpassed the previous highest AWR, which was seen in 2001. Starting in 2001, ridership was in a steady decline until the implementation of Baby Bullet service in 2004 and the reinvention of the service in 2005. Since the summer of 2004, ridership has been steadily increasing. This year, with no added service, ridership continued to grow and at a higher rate than was seen from 2006 to 2007.

Figure 1: CALTRAIN ANNUAL WEEKDAY RIDERSHIP TREND



Although some trains saw a decrease in ridership from 2007 to 2008, 2008 saw an overall increase in ridership for all types of service within the peak hour. The peak throughout this document is defined as all trains departing the San Francisco or San Jose Diridon stations from start of service to 9:00 AM and between 2:59 PM and 7:00 PM. Each peak operates three types of service: Baby Bullet, Limited and Local. The average number of passengers on each type of service in 2007 and 2008 is provided below in Table 1.

Table 1: PASSENGERS PER TRAIN (peak hours)

Train Type	Feb 2007	Feb 2008
Baby Bullet	464	524
Limited	421	458
Local	258	260

The growth in the peak continues to exceed the overall rate of growth. Baby Bullet and Limited trains are carrying an average of 11 percent more passengers compared to last year. The low passenger loads for Local trains are largely due to the fact that there are no Local trains in the peak of the peak. Table 2 further breaks the Limited trains into ones with distinct local and express halves (labeled Express/Local) and ones that skip stations throughout their trip (labeled Uniform Limited) and displays their respective average number of passengers in 2007 and 2008.

Table 2: PASSENGERS PER TRAIN BY SERVICE TYPE (peak hours)

Service Type	Feb 2007	Feb 2008
Baby Bullet	464	524
Express/Local	447	480
Uniform Limited	368	399
Local	258	260

Stations

When ranked by average weekday boardings, the top 10 stations did not change from 2007 to 2008. However, Millbrae moved from 6th to 5th and switched places with Redwood City. Other movement in the rankings include:

- South San Francisco moved from 16th to 21st place
- 22nd Street, San Antonio, San Bruno, and Belmont all moved up one place
- California Avenue moved from 13th to 12th place
- Tamien moved from 18th to 16th place

Tables 3 and 4 provide numeric and percentage comparisons, respectively, between the 10 stations with the highest AWR in 2007 and 2008.

Table 3: TOP 10 RIDERSHIP STATIONS – NUMERIC COMPARISON 2007 TO 2008

Station	Feb 2007		Feb 2008		Change in AWR
	Rank	AWR	Rank	AWR	
San Francisco	1	7,672	1	8,306	634
Palo Alto	2	3,307	2	3,672	366
Mountain View	3	2,999	3	3,137	137
San Jose Diridon	4	2,422	4	2,750	328
Millbrae	6	1,917	5	2,425	508
Redwood City	5	1,934	6	2,154	220
Hillsdale	7	1,850	7	1,957	107
Sunnyvale	8	1,508	8	1,825	317
San Mateo	9	1,300	9	1,441	141
Menlo Park	10	1,224	10	1,393	169

Table 4: TOP 10 RIDERSHIP STATIONS – PERCENT COMPARISON 2007 TO 2008

Station	Feb 07 AWR	% of Total AWR	Feb 08 AWR	% of Total AWR	Change in % of Total
San Francisco	7,672	22.7%	8,306	22.5%	-0.2%
Palo Alto	3,307	9.8%	3,672	9.9%	0.2%
Mountain View	2,999	8.9%	3,137	8.5%	-0.4%
San Jose Diridon	2,422	7.2%	2,750	7.4%	0.3%
Millbrae	1,917	5.7%	2,425	6.6%	0.9%
Redwood City	1,934	5.7%	2,154	5.8%	0.1%
Hillsdale	1,850	5.5%	1,957	5.3%	-0.2%
Sunnyvale	1,508	4.5%	1,825	4.9%	0.5%
San Mateo	1,300	3.8%	1,441	3.9%	0.1%
Menlo Park	1,224	3.6%	1,393	3.8%	0.1%
TOTAL		77.2%		78.6%	1.3%

The top 10 stations with the highest increase in AWR from 2007 to 2008, and the resulting percentage change, are provided in Table 5. The drastic decrease in ridership at South San Francisco and a portion of the increase in ridership at Millbrae are due to the re-routing of a popular shuttle from South San Francisco to Millbrae.

Table 5: TOP 10 STATIONS – LARGEST ABSOLUTE CHANGE IN RIDERS

Largest Absolute Change (AWR) Feb 2007 to Feb 2008	Percent Change
San Francisco	634 8.3%
Millbrae	508 26.5%
Palo Alto	366 11.1%
San Jose Diridon	328 13.5%
Sunnyvale	317 21.0%
Redwood City	220 11.4%
South SF	-175 -32.0%
Menlo Park	169 13.8%
San Mateo	141 10.8%
Mountain View	137 4.6%

Baby Bullet Stations

Table 6 shows the trend of AWR at stations with Baby Bullet service, using two benchmarks:

- Pre-Baby Bullet (displayed in 2004)
- Two years of Steady-state service (2007 and 2008)

Table 6: BABY BULLET STATION RIDERSHIP COMPARISON

Station	2004 AWR	2007 AWR	2008 AWR	'04-'08 4-year Change	'07-'08 1-year Change
San Francisco	5,065	7,672	8,306	64%	8%
22nd Street	382	836	872	128%	4%
Millbrae	1,148	1,917	2,425	111%	27%
San Mateo	1,004	1,300	1,441	44%	11%
Hillsdale	1,080	1,850	1,957	81%	6%
Redwood City	1,360	1,934	2,154	58%	11%
Menlo Park	1,055	1,224	1,393	32%	14%
Palo Alto	1,849	3,307	3,672	99%	11%
Mountain View	1,519	2,999	3,137	106%	5%
Sunnyvale	1,149	1,508	1,825	59%	21%
San Jose Diridon	1,183	2,422	2,750	132%	14%
Tamien	480	532	610	27%	15%
TOTAL	17,274	27,501	30,541	77%	11%

Stations with Baby Bullet express service are showing the most gains in ridership in terms of increased number and percentage, but these gains are not as large as when the service was initially introduced. The stations with the greatest percent increase in ridership are Millbrae with an increase of 27 percent and Sunnyvale with an increase of 21 percent. Millbrae began Baby Bullet service in June 2004 and is currently served by 22 Baby Bullet trains per day. Sunnyvale began Baby Bullet service in August 2005 and is currently served by six Baby Bullet trains per day.

Average Trip Length

The following table shows the average passenger trip length for various types of train service. For comparison purposes, the length of each Caltrain zone is 13 miles.

Table 7: TRIP LENGTH BY TRAIN TYPE

Train Type	Average Trip Length (mi)
Weekday	24.5
Baby Bullet	31.7
Peak Non-Baby Bullet	21.1
Off Peak	21.8
All Locals	21.0

Train Capacity

The seated capacity per train measures the load per train, i.e. the total number of passengers on a train at a given time, over the total number of seats available per train. The maximum seated capacity, determined by using the maximum load per train, is used as a main component in determining fleet requirements for the system.

The February 2008 counts show that the traditional peak (northbound morning and southbound evening) trains and Baby Bullets continue to have the highest loads. The highest maximum loads seen on the average weekday are approximately 90 percent of seated capacity. This is an increase from last year, which showed a maximum load of approximately 80 percent of seated capacity. Train 319 has seen a 30 percent increase in ridership and is now over seated capacity. Trains 217, 378, 280 are reaching seated capacity. It is important to note that the total number of riders in February is approximately 16% less than that seen during the peak summer months. During the peak months, more trains would show a maximum load that is reaching or exceeding capacity.

The following table shows the five trains with the highest percent of seated capacity in each direction.

Table 8: TOP 5 FULLEST TRAINS IN EACH DIRECTION

Northbound				Southbound			
Train Number	Depart SJ	Max Load	Percent of Seated Capacity	Train Number	Depart SF	Max Load	Percent of Seated Capacity
319b	7:03 AM	663	102%	378b	5:33 PM	624	96%
217g*	6:57 AM	485	93%	280	5:56 PM	604	93%
323b	7:45 AM	562	86%	386b*	6:33 PM	446	86%
267*	4:39 PM	445	86%	314b	7:14 AM	532	82%
329b	8:03 AM	546	84%	372b	5:14 PM	512	79%

b = Baby Bullet train, g = Gilroy train, * = four-car consist

For northbound trains, four of the top 5 trains from last year remained in the top 5 for 2008. Train 313, which was 4th last year, has not seen an increase in ridership and is now 7th. Train 329, which was 7th last year, has seen a 20 percent increase in ridership and has moved to 5th in 2008. For southbound trains, four of the top 5 trains from last year remained in the top 5 for 2008. Train 270, which was ranked 3rd last year, has seen a minor decrease in ridership and is now in 8th place. Train 280, which was ranked 8th in 2007, has seen a 44 percent increase in ridership and has moved to 2nd place in 2008.

Commuter Patterns

The traditional peak (northbound morning and southbound evening) and the reverse peak (southbound morning and northbound evening) commute markets both showed growth from 2007 to 2008. The reverse peak market is showing stronger growth than the traditional peak. The ratio of those traveling north in the morning to those traveling south in the morning continues to remain at approximately 60/40, as has been the case for quite some time.

Table 9 shows the AWR broken down by market (direction/time of day) and change since February 2007.

Table 9: WEEKDAY PASSENGERS BY MARKET (time of day/direction) – COMPARISON TO 2007

Market	Feb 2007 AWR	Feb 2008 AWR	Difference	% Change
Traditional Peak	16,387	17,778	1,391	8.5%
Midday	5,095	5,318	223	4.4%
Reverse Peak	10,769	12,038	1,269	11.8%
Night	1,590	1,858	268	16.9%
TOTAL	33,841	36,993	3,152	9.3%

Ridership on the commute/peak-only Gilroy extension declined from 2002 to 2007. This year showed a 2 percent increase in ridership, the first increase since 2001. Since February 2004, Gilroy ridership has decreased by 217 daily passengers, a loss of 32.5 percent. Service was reduced from four trips to three trips per direction in this timeframe. Some of the decrease in Gilroy ridership is attributable to major capacity improvements to Highway 101 between San Jose and Gilroy.

Boardings by County

The following tables provide the AWR by county. Table 10 displays the AWR per county for the entire day. Table 11 provides the AWR per county for the morning peak only.

Table 10: COUNTY-BY-COUNTY COMPARISON OF ALL-DAY BOARDINGS

County	Feb 2007 AWR	% of Total AWR	Feb 2008 AWR	% of Total AWR	Difference 07 vs 08	% Change 07 vs 08
San Francisco	8,678	25.6%	9,344	25.3%	666	7.7%
San Mateo	11,299	33.4%	12,403	33.5%	1,104	9.8%
Santa Clara	13,863	41.0%	15,247	41.2%	1,384	10.0%
TOTAL	33,840	100.0%	36,993	100.0%	3,153	9.3%
Gilroy Extension#	441		450		9	2.1%

Included in Santa Clara County total

Table 11: AM PEAK BOARDINGS BY COUNTY

County	Feb 2007 AWR	% of Total AWR	Feb 2008 AWR	% of Total AWR
San Francisco	2,456	18.4%	2,719	18.6%
San Mateo	5,019	37.6%	5,361	36.8%
Santa Clara	5,888	44.1%	6,507	44.6%

Bicycles

The February 2008 count showed 2,382 bike boardings. This is a 2.1 percent increase from the February 2007, which had 2,334 bikes, and is slightly lower than the 2.8 percent increase seen from February 2006 to 2007. The average weekday bike ridership (AWBR) for the top five stations and top five trains are listed in Tables 12 and 13, respectively.

Table 12: TOP 5 STATIONS FOR BIKE USAGE

Station	AWBR
San Francisco	547
Palo Alto	270
Mountain View	190
San Jose Diridon	160
Redwood City	158

Table 13: TOP 5 TRAINS FOR BIKE USAGE

Train No.	Departs	AWBR
267	4:39 pm SJ	68
230	8:44 am SF	54
280	5:56 pm SF	53
277	5:39 pm SJ	50
275	5:31 pm SJ	50

Weekend Ridership

The weekend counts are conducted only once for each train (i.e. each train is counted only once on Saturday and once on Sunday). Unlike the weekday, weekend numbers are not an average of five counts.

Weekend service resumed in June 2004, with the implementation of the original Baby Bullet schedule, after a two-year hiatus to accommodate construction. Sunday service was essentially doubled by operating trains every hour, as opposed to every two hours. In order to operate a more efficient service, weekend service to Tamien was terminated and replaced with a bus shuttle. In August 2005, weekend service was adjusted as part of the Caltrain re-invented service change. Weekend service has remained unchanged since 2005.

Changes in weekend ridership is the exact opposite of what was seen in 2007. In 2007, Saturday ridership increased by 25 percent, while Sunday ridership decreased by almost 7 percent. In 2008, Sunday ridership increased by an impressive 25 percent from 2007, and Saturday ridership declined, but by only 0.4 percent. Sunday ridership is now 75 percent of Saturday's total. Overall weekend ridership is up almost 25 percent from 2007, which is higher than last year's 11 percent increase over 2006.

Table 14: ONE YEAR RIDERSHIP COMPARISON – 2007 TO 2008

	2007 Count	2008 Count	Difference	Percent Change
Saturday	11,164	11,121	-43	-0.4%
Sunday	6,765	8,481	1,716	25.4%
TOTAL	17,929	19,602	1,673	9.3%

Ridership on Saturday and Sunday has recovered and increased beyond the ridership seen in 2002, before the two-year weekend shut-down. Table 15 below shows a comparison between 2002 and 2008 ridership.

Table 15: FIVE YEAR WEEKEND RIDERSHIP COMPARISON – 2002 TO 2008

	2002 Count	2008 Count	Difference	Percent Change
Saturday	10,653	11,121	468	4.4%
Sunday	6,153	8,481	2,328	37.8%
TOTAL	16,806	19,602	2,796	16.6%

List of Attached Tables and Graphs

- Average Weekday Passenger Boardings by Station, 1992-2008
- Average Weekday Passenger Activity
- Station Rank by All Day Passenger Boardings
- Morning Peak Passenger Activity
- Percent Capacity and Passenger Boarding by Train (for both Northbound and Southbound)
- Percent Change in Total Boardings from 2007 to 2008
- Percent Capacity by Time Period
- Passenger Boarding by Time Period
- Graphs - Maximum Northbound and Southbound Loads
- Weekday Bicycle Activity by Station
- Saturday and Sunday Passenger Activity
- Saturday and Sunday Station Rank by Numeric Change 2007 to 2008
- Saturday and Sunday Boarding by Train with Comparison of 2002, 2007 and 2008

2008 ANNUAL COUNT
CALTRAIN AVERAGE WEEKDAY PASSENGER BOARDINGS

STATION	Oct. '92	Feb. '95	Mar. '96	Feb. '97	Feb. '98	Feb. '99	Feb. '00	Feb. '01	Feb. '02	Feb. '03	Feb. '04	Feb. '05	Feb. '06	Feb. '07	Feb. '08	% change (Feb '07 vs. Feb '08)	difference (Feb '07 vs. Feb '08)	
San Francisco	6,280	5,303	5,536	6,126	6,302	5,898	6,602	6,807	6,180	5,846	5,065	5,910	7,155	7,672	8,306	8.3%	634	San Francisco
22nd Street	208	235	297	397	517	510	574	673	524	456	382	545	797	836	872	4.3%	36	22nd Street
Paul Avenue	52	37	37	17	20	6	11	10	25	9	6	1	-	-	-	-	-	Paul Avenue
Bayshore	169	170	241	316	402	403	458	513	463	403	344	247	166	171	166	-2.8%	-5	Bayshore
So. San Francisco	418	392	398	521	509	517	549	621	597	510	472	487	521	548	373	-32.0%	-175	So. San Francisco
San Bruno	454	529	578	650	694	704	723	844	762	659	505	488	412	414	450	8.7%	36	San Bruno
Millbrae	501	549	543	618	698	655	782	870	776	657	1,148	1,507	1,816	1,917	2,425	26.5%	508	Millbrae
Broadway	336	392	377	430	464	423	495	567	492	433	333	205	-	-	-	-	-	Broadway
Burlingame	546	618	638	674	686	755	842	985	884	726	645	604	588	610	646	5.9%	36	Burlingame
San Mateo	589	633	719	845	905	957	1,105	1,389	1,302	1,084	1,004	1,062	1,238	1,300	1,441	10.8%	141	San Mateo
Hayward Park	211	198	216	299	275	320	381	607	565	447	417	347	244	231	210	-9.1%	-21	Hayward Park
Bay Meadows	127	2	134	180	167	154	62	67	70	57	65	71	10	-	-	-	-	Bay Meadows
Hillsdale	920	961	1,038	1,156	1,193	1,163	1,278	1,318	1,193	1,065	1,080	1,487	1,815	1,850	1,957	5.8%	107	Hillsdale
Belmont	554	529	554	506	548	590	648	892	770	629	568	518	435	412	426	3.4%	14	Belmont
San Carlos	620	749	716	835	878	865	1,028	1,216	987	848	816	836	867	860	928	7.9%	68	San Carlos
Redwood City	764	778	874	1,142	1,286	1,331	1,597	1,804	1,597	1,356	1,360	1,423	1,870	1,934	2,154	11.4%	220	Redwood City
Atherton	299	240	230	250	206	225	266	260	246	198	182	122	-	-	-	-	-	Atherton
Menlo Park	859	863	847	1,017	1,133	1,104	1,174	1,321	1,194	1,034	1,055	1,009	1,171	1,224	1,393	13.8%	169	Menlo Park
Palo Alto	1,020	1,162	1,242	1,610	1,706	1,693	1,960	2,249	2,016	1,880	1,849	2,425	3,054	3,307	3,672	11.1%	366	Palo Alto
Stanford	-	-	-	-	18	14	12	11	-	-	-	-	-	-	-	-	-	Stanford
California Ave.	881	974	950	1,125	1,163	1,211	1,280	1,376	1,225	1,026	976	839	822	825	917	11.2%	92	California Ave.
San Antonio	-	-	-	-	-	-	550	841	694	644	697	610	488	525	551	5.0%	26	San Antonio
Castro	276	263	236	246	281	271	111	-	-	-	-	-	-	-	-	-	-	Castro
Mountain View	962	1,023	1,162	1,369	1,477	1,478	1,640	2,200	1,854	1,644	1,519	2,423	2,764	2,999	3,137	4.6%	137	Mountain View
Sunnyvale	814	828	1,001	1,204	1,214	1,230	1,363	1,427	1,222	1,020	1,149	970	1,342	1,508	1,825	21.0%	317	Sunnyvale
Lawrence	601	558	687	822	965	981	1,124	1,309	956	773	593	534	514	544	565	4.0%	22	Lawrence
Santa Clara	558	579	554	770	809	863	1,031	1,124	991	853	798	706	657	663	673	1.5%	10	Santa Clara
College Park	161	150	154	167	197	178	206	185	180	184	192	133	97	98	97	-1.8%	-2	College Park
San Jose Diridon	1,352	1,092	1,197	1,486	1,616	1,492	1,454	1,747	1,421	1,244	1,183	1,906	2,270	2,422	2,750	13.5%	328	San Jose Diridon
Tamien	287	382	468	492	531	526	676	821	634	520	480	343	446	532	610	14.7%	78	Tamien
Capitol	-	33	39	54	76	63	95	121	82	67	56	57	29	36	34	-5.6%	-2	Capitol
Blossom Hill	52	84	91	128	148	119	161	177	136	130	101	99	77	69	67	-2.9%	-2	Blossom Hill
Morgan Hill	138	128	151	195	318	297	387	437	340	276	194	191	151	129	143	10.7%	14	Morgan Hill
San Martin	-	63	51	95	170	175	200	252	164	158	91	78	72	63	57	-9.5%	-6	San Martin
Gilroy	112	198	182	300	394	420	468	569	421	357	226	210	141	144	149	4.0%	6	Gilroy
TOTAL	21,121	20,695	22,138	26,043	27,967	27,591	31,291	35,609	30,961	27,191	25,550	28,393	32,031	33,841	36,993	9.3%	3,152	
			6.97%	17.64%	7.39%	-1.35%	13.41%	13.80%	-13.05%	-12.18%	-6.03%	11.13%	12.81%	5.65%	9.32%			
Gilroy Extension	302	506	514	773	1,107	1,074	1,311	1,555	1,143	987	667	636	471	441	450	2.2%	10	
		67.55%	1.58%	50.39%	43.18%	-2.96%	22.07%	18.64%	-26.53%	-13.62%	-32.41%	-4.74%	-25.87%	-6.49%	2.18%			
San Francisco	6,709	5,745	6,111	6,856	7,241	6,817	7,646	8,004	7,191	6,714	5,797	6,703	8,118	8,678	9,344	7.7%	666	
San Mateo	7,198	7,433	7,862	9,123	9,644	9,763	10,928	12,760	11,433	9,701	9,650	10,166	10,987	11,299	12,403	9.8%	1,103	
Santa Clara (Inc. Gilr	7,214	7,517	8,165	10,065	11,082	11,011	12,717	14,845	12,337	10,776	10,103	11,524	12,926	13,863	15,247	10.0%	1,384	
San Francisco	31.8%	27.8%	27.6%	26.3%	25.9%	24.7%	24.4%	22.5%	23.2%	24.7%	22.7%	23.6%	25.3%	25.6%	25.3%			
San Mateo	34.1%	35.9%	35.5%	35.0%	34.5%	35.4%	34.9%	35.8%	36.9%	35.7%	37.8%	35.8%	34.3%	33.4%	33.5%			
Santa Clara (Inc. Gilr	34.2%	36.3%	36.9%	38.6%	39.6%	39.9%	40.6%	41.7%	39.8%	39.6%	39.5%	40.6%	40.4%	41.0%	41.2%			

February 2008 Caltrain Annual Counts
AVERAGE WEEKDAY PASSENGER ACTIVITY - ALL DAY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	8,329	8,306	0	8,306	8,329
22nd Street	11	871	861	10	872	881
Bayshore	22	136	144	18	166	154
South SF	119	267	254	132	373	400
San Bruno	175	235	275	169	450	404
Millbrae	405	2,165	2,020	411	2,425	2,576
Burlingame	293	347	353	267	646	614
San Mateo	633	740	808	612	1,441	1,352
Hayward Park	121	111	89	123	210	235
Hillsdale	1,187	728	770	1,225	1,957	1,953
Belmont	210	188	216	210	426	398
San Carlos	474	495	454	498	928	993
Redwood City	1,356	751	798	1,355	2,154	2,106
Menlo Park	755	626	638	796	1,393	1,422
Palo Alto	2,441	1,303	1,231	2,550	3,672	3,853
California Ave.	621	291	296	550	917	841
San Antonio	450	93	101	444	551	537
Mountain View	2,759	352	378	2,815	3,137	3,167
Sunnyvale	1,670	127	155	1,537	1,825	1,664
Lawrence	471	102	94	458	565	561
Santa Clara	616	62	57	607	673	669
College Park	65	57	31	124	97	181
San Jose Diridon	2,649	69	101	2,697	2,750	2,766
Tamien	597	74	13	467	610	541
Capitol	29	5	4	26	34	31
Blossom Hill	60	6	7	55	67	61
Morgan Hill	140	4	2	128	143	131
San Martin	57	2	0	41	57	43
Gilroy	149	0	0	131	149	131
TOTAL	18,536	18,536	18,457	18,457	36,993	36,993

February 2008 Caltrain Annual Counts
STATION RANK BY ALL DAY PASSENGER BOARDINGS

STATION	TOTAL ON	% OF TOTAL	2008 RANK	2007 RANK
San Francisco	8,306	22.45%	1	1
Palo Alto	3,672	9.93%	2	2
Mountain View	3,137	8.48%	3	3
San Jose Diridon	2,750	7.43%	4	4
Millbrae	2,425	6.56%	5	6
Redwood City	2,154	5.82%	6	5
Hillsdale	1,957	5.29%	7	7
Sunnyvale	1,825	4.93%	8	8
San Mateo	1,441	3.89%	9	9
Menlo Park	1,393	3.77%	10	10
San Carlos	928	2.51%	11	11
California Ave.	917	2.48%	12	13
22nd Street	872	2.36%	13	12
Santa Clara	673	1.82%	14	14
Burlingame	646	1.75%	15	15
Tamien	610	1.65%	16	18
Lawrence	565	1.53%	17	17
San Antonio	551	1.49%	18	19
San Bruno	450	1.22%	19	20
Belmont	426	1.15%	20	21
South SF	373	1.01%	21	16
Hayward Park	210	0.57%	22	22
Bayshore	166	0.45%	23	23
Gilroy	149	0.40%	24	24
Morgan Hill	143	0.39%	25	25
College Park	97	0.26%	26	26
Blossom Hill	67	0.18%	27	27
San Martin	57	0.16%	28	28
Capitol	34	0.09%	29	29
TOTAL	36,993	100.00%		

February 2008 Caltrain Annual Counts
AM PEAK PASSENGER ACTIVITY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	4,891	1,880	0	1,880	4,891
22nd Street	1	37	749	4	750	41
Bayshore	10	19	79	2	89	21
South SF	49	182	45	46	94	228
San Bruno	111	51	119	14	230	65
Millbrae	292	785	750	56	1,042	841
Burlingame	162	62	150	44	313	106
San Mateo	341	194	407	132	748	326
Hayward Park	30	44	30	39	60	84
Hillsdale	747	235	343	195	1,090	430
Belmont	77	53	66	39	143	92
San Carlos	138	148	237	232	376	379
Redwood City	584	270	314	437	897	708
Menlo Park	183	288	186	436	369	723
Palo Alto	674	818	184	1,274	858	2,092
California Ave.	199	163	45	225	244	388
San Antonio	168	20	34	124	202	144
Mountain View	1,129	151	118	1,197	1,247	1,348
Sunnyvale	1,245	64	35	110	1,281	174
Lawrence	152	73	13	203	165	276
Santa Clara	254	44	4	155	258	199
College Park	1	57	0	123	1	180
San Jose Diridon	1,300	60	0	684	1,301	744
Tamien	514	74	0	18	514	92
Capitol	29	5	0	0	29	5
Blossom Hill	60	6	0	0	60	6
Morgan Hill	140	4	0	0	140	4
San Martin	57	2	0	0	57	2
Gilroy	149	0	0	0	149	0
TOTAL	8,799	8,799	5,788	5,788	14,587	14,587

February 2008 Caltrain Annual Counts
NORTHBOUND - PERCENT OF CAPACITY

Train Number	Depart SJ	Leaving Station	Max Load	Train Capacity	Percent of Capacity	Total Boardings
101	4:30a	Burlingame	90	650	14%	122
103	5:05a	Burlingame	110	650	17%	167
305	5:45a	Hillsdale	270	650	42%	313
207	5:57a	Hillsdale	264	650	41%	364
309	6:03a	San Mateo	308	650	47%	409
211	6:22a	Burlingame	135	520	26%	275
313	6:45a	Hillsdale	499	650	77%	625
215	6:50a	San Bruno	401	520	77%	543
217	6:57a	Hillsdale	485	520	93%	812
319	7:03a	Redwood City	663	650	102%	978
221	7:20a	Mountain View	224	650	35%	480
323	7:45a	Hillsdale	562	650	86%	762
225	7:50a	San Bruno	344	650	53%	530
227	7:55a	California Ave.	350	650	54%	803
329	8:03a	Sunnyvale	546	650	84%	763
231	8:22a	Mountain View	170	650	26%	295
233	8:40a	California Ave.	323	650	50%	557
135	9:10a	San Antonio	217	650	33%	369
237	9:40a	Hillsdale	159	650	25%	283
139	10:10a	San Mateo	131	650	20%	244
241	10:40a	Redwood City	105	520	20%	171
143	11:10a	Hillsdale	87	520	17%	143
245	11:40a	Belmont	125	520	24%	203
147	12:10p	Redwood City	100	650	15%	177
249	12:40p	Hillsdale	101	650	16%	175
151	1:10p	Hayward Park	99	650	15%	175
253	1:40p	San Carlos	99	650	15%	186
155	2:10p	Palo Alto	169	650	26%	298
257	2:40p	Hillsdale	174	650	27%	288
159	3:05p	Redwood City	226	650	35%	409
261	3:44p	San Carlos	342	650	53%	524
263	4:05p	Hayward Park	167	650	26%	294
365	4:25p	Redwood City	234	650	36%	290
267	4:39p	Redwood City	445	520	86%	678
369	4:45p	Palo Alto	459	650	71%	551
271	5:05p	San Carlos	212	650	33%	366
373	5:25p	Redwood City	377	650	58%	450
275	5:31p	Menlo Park	289	520	56%	436
277	5:39p	Redwood City	310	650	48%	475
379	5:45p	Palo Alto	398	650	61%	460
281	6:05p	Hayward Park	123	650	19%	236
383	6:25p	Redwood City	260	650	40%	308
285	6:31p	Menlo Park	195	650	30%	271
287	6:45p	San Carlos	206	650	32%	296
189	6:50p	Menlo Park	120	650	18%	206
191	8:10p	Hayward Park	232	650	36%	348
193	9:10p	Hillsdale	164	650	25%	241
195	10:30p	Menlo Park	112	520	22%	185
			12186	30030	41%	18536

February 2008 Caltrain Annual Counts
SOUTHBOUND - PERCENT OF CAPACITY

Train Number	Depart SF	Leaving Station	Max Load	Train Capacity	Percent of Capacity	Total Boardings
102	4:55a	San Carlos	69	650	11%	102
104	5:25a	Menlo Park	97	650	15%	148
206	6:11a	Hillsdale	222	650	34%	325
208	6:24a	San Carlos	175	650	27%	281
210	6:44a	Redwood City	384	650	59%	605
312	6:59a	Millbrae	251	650	39%	309
314	7:14a	Hillsdale	532	650	82%	607
216	7:19a	San Carlos	202	650	31%	313
218	7:24a	Belmont	219	650	34%	387
220	7:44a	Redwood City	383	650	59%	559
322	7:59a	Millbrae	301	650	46%	348
324	8:14a	Millbrae	495	650	76%	573
226	8:19a	Hillsdale	195	520	38%	328
228	8:24a	Burlingame	129	520	25%	240
230	8:44a	Millbrae	321	520	62%	430
332	8:59a	Millbrae	211	650	33%	232
134	9:07a	San Mateo	180	520	35%	288
236	9:37a	Burlingame	186	650	29%	249
138	10:07a	San Mateo	136	650	21%	216
240	10:37a	Burlingame	120	650	18%	175
142	11:07a	San Mateo	113	650	17%	186
244	11:37a	Belmont	98	650	15%	148
146	12:07p	San Mateo	121	650	19%	207
248	12:37p	San Mateo	98	650	15%	155
150	1:07p	Belmont	111	520	21%	215
252	1:37p	San Mateo	118	650	18%	202
154	2:07p	San Mateo	147	520	28%	302
256	2:37p	Palo Alto	137	650	21%	264
158	3:07p	California Ave.	274	650	42%	665
260	3:37p	California Ave.	248	650	38%	464
362	4:09p	Millbrae	287	650	44%	420
264	4:19p	California Ave.	219	650	34%	393
266	4:27p	Menlo Park	250	650	38%	426
368	4:33p	Palo Alto	371	650	57%	573
270	4:56p	California Ave.	477	650	73%	934
372	5:14p	Millbrae	512	650	79%	645
274	5:20p	San Francisco	355	650	55%	559
276	5:27p	Menlo Park	220	520	42%	462
378	5:33p	Millbrae	624	650	96%	771
280	5:56p	Millbrae	604	650	93%	833
382	6:14p	Millbrae	499	650	77%	586
284	6:27p	Millbrae	142	650	22%	269
386	6:33p	Millbrae	446	520	86%	552
288	6:56p	Millbrae	310	650	48%	427
190	7:20p	Millbrae	195	650	30%	315
192	8:25p	Millbrae	254	650	39%	375
194	10:00p	Burlingame	192	520	37%	276
196	12:01a	Millbrae	93	650	14%	119
			12320	30030	41%	18457

February 2008 Caltrain Annual Counts
TOTAL BOARDINGS - PERCENT CHANGE 2007 TO 2008

NORTHBOUND			
Train Number	Total Boardings		% Change
	2007	2008	
101	120	122	1.5%
103	149	167	12.7%
305	309	313	1.4%
207	374	364	-2.6%
309	368	409	11.1%
211	288	275	-4.2%
313	624	625	0.1%
215	512	543	6.1%
217	906	812	-10.5%
319	751	978	30.2%
221	512	480	-6.1%
323	680	762	12.1%
225	399	530	32.7%
227	734	803	9.4%
329	627	763	21.6%
231	301	295	-2.1%
233	522	557	6.7%
135	359	369	2.8%
237	282	283	0.5%
139	211	244	15.6%
241	186	171	-7.8%
143	180	143	-20.4%
245	180	203	13.0%
147	186	177	-4.8%
249	165	175	6.2%
151	198	175	-11.8%
253	201	186	-7.1%
155	247	298	20.8%
257	306	288	-6.1%
159	426	409	-3.8%
261	439	524	19.4%
263	269	294	9.3%
365	250	290	16.1%
267	578	678	17.3%
369	516	551	6.7%
271	350	366	4.7%
373	397	450	13.4%
275	371	436	17.4%
277	398	475	19.1%
379	428	460	7.3%
281	208	236	13.9%
383	302	308	1.9%
285	214	271	26.6%
287	237	296	25.0%
189	198	206	4.0%
191	271	348	28.3%
193	192	241	25.2%
195	142	185	29.8%

SOUTHBOUND			
Train Number	Total Boardings		% Change
	2007	2008	
102	103	102	-1.0%
104	129	148	14.6%
206	318	325	2.0%
208	285	281	-1.2%
210	557	605	8.7%
312	281	309	9.9%
314	531	607	14.4%
216	277	313	12.9%
218	365	387	6.2%
220	502	559	11.2%
322	287	348	21.2%
324	483	573	18.8%
226	239	328	37.2%
228	244	240	-1.7%
230	349	430	23.0%
332	237	232	-1.9%
134	256	288	12.5%
236	201	249	23.9%
138	218	216	-1.1%
240	146	175	19.8%
142	195	186	-4.8%
244	145	148	1.8%
146	189	207	9.5%
248	159	155	-2.9%
150	200	215	7.4%
252	170	202	19.1%
154	248	302	21.6%
256	267	264	-1.1%
158	684	665	-2.7%
260	448	464	3.7%
362	420	420	0.1%
264	397	393	-1.2%
266	406	426	4.9%
368	458	573	25.0%
270	954	934	-2.1%
372	573	645	12.6%
274	479	559	16.6%
276	428	462	8.1%
378	629	771	22.5%
280	582	833	43.1%
382	547	586	7.1%
284	267	269	0.6%
386	507	552	8.9%
288	432	427	-1.1%
190	310	315	1.8%
192	336	375	11.4%
194	239	276	15.1%
196	98	119	20.7%

**February 2008 Caltrain Annual Counts
PERCENT CAPACITY BY TIME PERIOD
AT MAXIMUM LOAD POINT**

Northbound Summary

Time Period	Max.	Cap.	% Cap.
AM NB	5,746	10,660	53.9%
Off Peak NB	2,076	9,230	22.5%
PM NB	4,364	10,140	43.0%
ALL NB	12,186	30,030	40.6%

Southbound Summary

Time Period	Max.	Cap.	% Cap.
AM SB	4,186	10,010	41.8%
Off Peak SB	2,298	9,880	23.3%
PM SB	5,836	10,140	57.6%
ALL SB	12,320	30,030	41.0%

Overall Summary

Time Period	Max.	Cap.	% Cap.
Traditional	11,582	20,800	55.7%
Reverse	8,550	20,150	42.4%
Off Peak	4,374	19,110	22.9%
ALL TRAINS	24,506	60,060	40.8%

February 2008 Caltrain Annual Counts

BOARDINGS BY TIME PERIOD

Traditional Peak	
AM Northbound	8,799
PM Southbound	8,980
Total	17,778

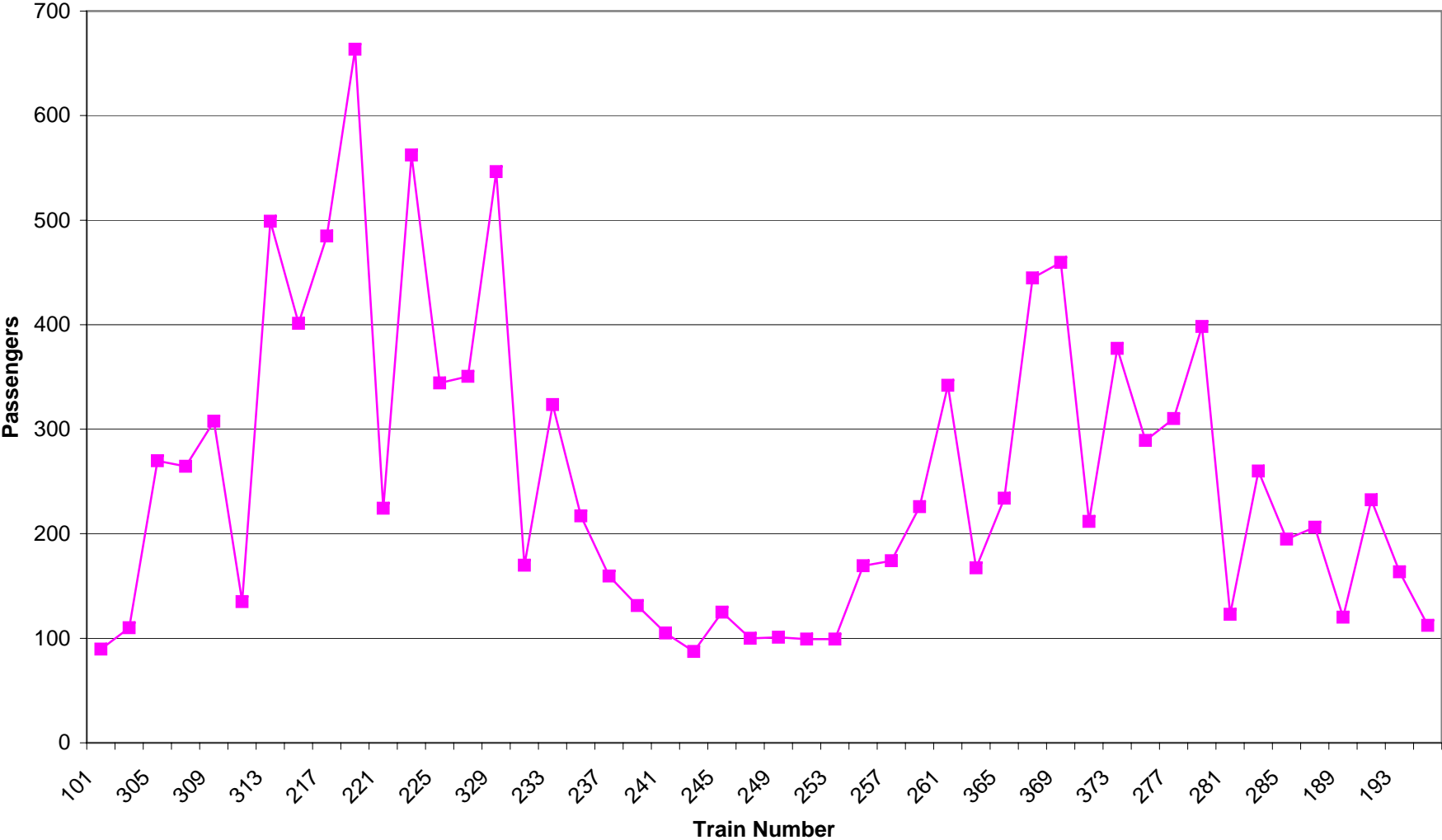
Reverse Peak	
AM Southbound	5,788
PM Northbound	6,251
Total	12,038

Midday	
Northbound	2,713
Southbound	2,605
Total	5,318

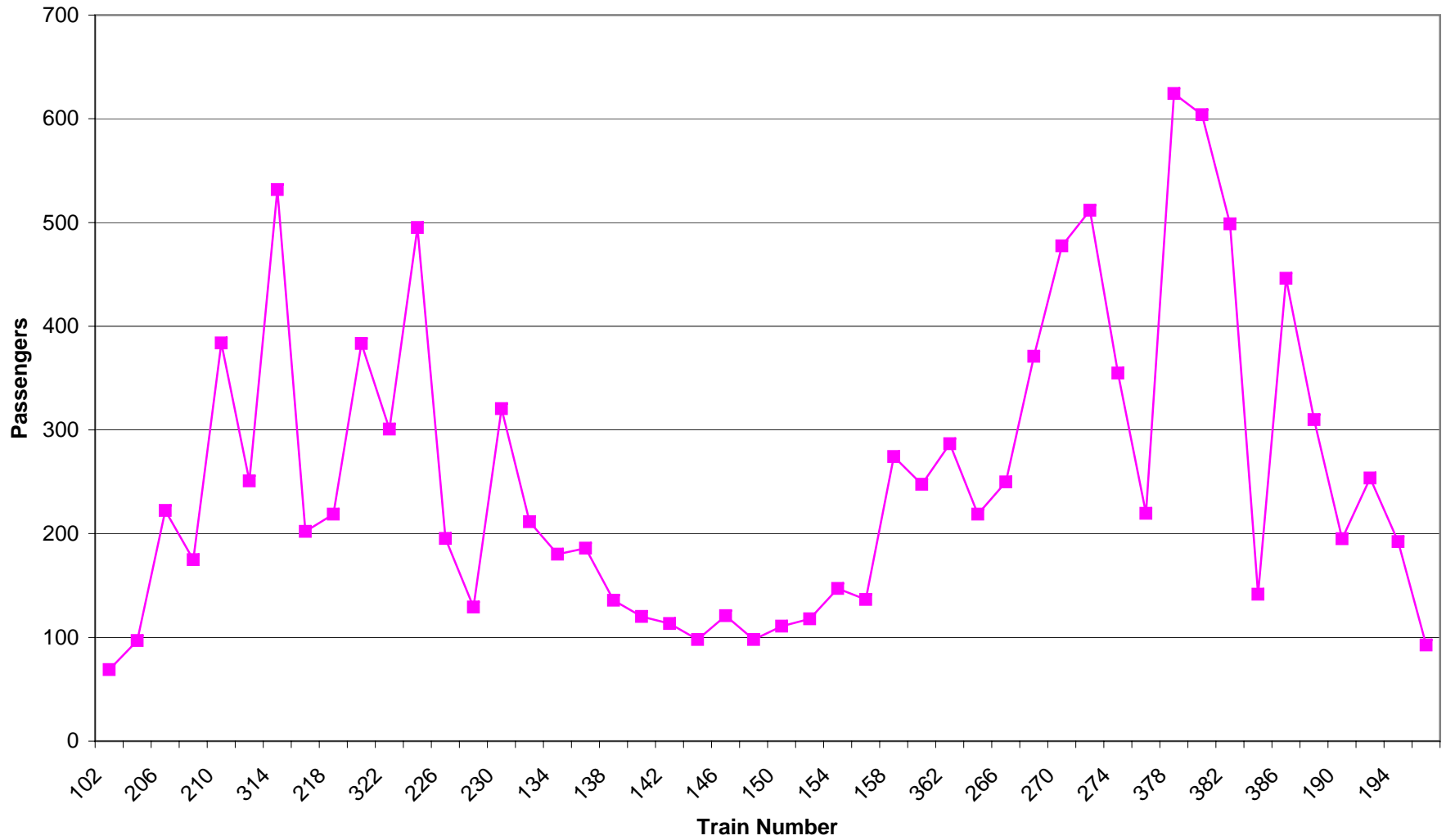
Evening	
Northbound	774
Southbound	1,084
Total	1,858

Total	
Northbound	18,536
Southbound	18,457
Total	36,993

**Maximum Load - Northbound
February 2008**



**Maximum Load - Southbound
February 2008**



February 2008 Caltrain Annual Counts

AVERAGE WEEKDAY BICYCLE ACTIVITY BY STATION - ALL DAY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	480	547	0	547	480
22nd Street	1	85	54	0	55	86
Bayshore	3	14	13	2	16	16
South SF	10	21	17	9	27	30
San Bruno	14	21	28	14	41	35
Millbrae	18	56	41	20	59	76
Burlingame	15	26	26	15	41	41
San Mateo	50	52	51	49	101	101
Hayward Park	12	10	7	10	19	20
Hillsdale	51	55	50	58	102	113
Belmont	16	14	17	18	34	32
San Carlos	39	33	31	40	70	73
Redwood City	95	64	63	87	158	151
Menlo Park	57	45	38	65	95	110
Palo Alto	174	119	96	189	270	308
California Ave.	72	33	34	51	106	84
San Antonio	39	12	12	42	51	54
Mountain View	161	30	29	158	190	188
Sunnyvale	91	13	14	90	105	103
Lawrence	51	4	3	42	54	46
Santa Clara	30	5	3	30	33	35
College Park	0	1	0	1	0	2
San Jose Diridon	156	1	4	147	160	148
Tamien	27	3	1	24	27	27
Capitol	1	0	0	2	1	2
Blossom Hill	1	0	1	2	2	2
Morgan Hill	7	2	1	8	8	10
San Martin	1	1	0	1	1	2
Gilroy	10	0	0	7	10	7
TOTAL	1,200	1,200	1,181	1,181	2,382	2,382

February 2008 Caltrain Annual Counts
SATURDAY PASSENGER ACTIVITY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	3,141	2,804	0	2,804	3,141
22nd Street	3	85	102	2	105	87
Bayshore	10	95	81	6	91	101
South SF	85	63	52	78	137	141
San Bruno	102	93	74	98	176	191
Millbrae	97	659	608	82	705	741
Broadway	45	57	48	45	93	102
Burlingame	149	159	164	110	313	269
San Mateo	243	190	214	166	457	356
Hayward Park	51	45	35	63	86	108
Hillsdale	340	179	180	315	520	494
Belmont	176	93	92	123	268	216
San Carlos	316	94	92	245	408	339
Redwood City	542	211	206	468	748	679
Atherton	52	48	29	48	81	96
Menlo Park	267	104	96	246	363	350
Palo Alto	611	273	229	633	840	906
California Ave.	226	71	59	232	285	303
San Antonio	201	41	38	179	239	220
Mountain View	590	73	66	498	656	571
Sunnyvale	409	16	18	353	427	369
Lawrence	139	18	17	171	156	189
Santa Clara	365	7	2	279	367	286
San Jose Diridon	796	0	0	865	796	865
TOTAL	5,815	5,815	5,306	5,306	11,121	11,121

February 2008 Caltrain Annual Counts
SUNDAY PASSENGER ACTIVITY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	1,901	2,112	0	2,112	1,901
22nd Street	1	101	79	3	80	104
Bayshore	2	58	69	2	71	60
South SF	22	60	38	28	60	88
San Bruno	43	81	90	42	133	123
Millbrae	38	539	621	58	659	597
Broadway	20	44	26	29	46	73
Burlingame	84	119	156	77	240	196
San Mateo	104	133	140	127	244	260
Hayward Park	61	38	24	54	85	92
Hillsdale	301	184	194	318	495	502
Belmont	108	57	54	117	162	174
San Carlos	88	60	62	109	150	169
Redwood City	326	123	127	328	453	451
Atherton	22	44	26	20	48	64
Menlo Park	202	137	128	187	330	324
Palo Alto	450	223	192	472	642	695
California Ave.	183	51	47	225	230	276
San Antonio	144	52	40	150	184	202
Mountain View	414	63	60	420	474	483
Sunnyvale	342	29	36	363	378	392
Lawrence	120	15	16	121	136	136
Santa Clara	252	7	25	289	277	296
San Jose Diridon	792	0	0	823	792	823
TOTAL	4,119	4,119	4,362	4,362	8,481	8,481

February 2008 Caltain Annual Count
SATURDAY BOARDING BY NUMERIC CHANGE 2007 TO 2008

STATION	2007 Boardings	2008 Boardings	Numeric Change	Percentage Change
San Carlos	254	408	154	60.6%
Redwood City	676	748	72	10.7%
Palo Alto	779	840	61	7.8%
Belmont	213	268	55	25.8%
San Mateo	419	457	38	9.1%
Atherton	44	81	37	84.1%
22nd Street	72	105	33	45.8%
South SF	113	137	24	21.2%
Lawrence	143	156	13	9.1%
Broadway	84	93	9	10.7%
Sunnyvale	426	427	1	0.2%
Bayshore	93	91	-2	-2.2%
Santa Clara	372	367	-5	-1.3%
Mountain View	662	656	-6	-0.9%
Burlingame	322	313	-9	-2.8%
California Ave.	313	285	-28	-8.9%
Menlo Park	395	363	-32	-8.1%
San Francisco	2,837	2,804	-33	-1.2%
Millbrae	742	705	-37	-5.0%
San Antonio	281	239	-42	-14.9%
San Bruno	225	176	-49	-21.8%
Hayward Park	138	86	-52	-37.7%
San Jose Diridon	902	796	-106	-11.8%
Hillsdale	659	520	-139	-21.1%
TOTAL	11,164	11,121	-43	-0.4%

February 2008 Caltain Annual Count
SUNDAY BOARDING BY NUMERIC CHANGE 2007 TO 2008

STATION	2007 Boardings	2008 Boardings	Numeric Change	Percentage Change
San Francisco	1,705	2,112	407	23.9%
San Jose Diridon	581	792	211	36.3%
Hillsdale	332	495	163	49.1%
Millbrae	498	659	161	32.3%
Palo Alto	518	642	124	23.9%
Sunnyvale	254	378	124	48.8%
Menlo Park	229	330	101	44.1%
Redwood City	372	453	81	21.8%
Mountain View	407	474	67	16.5%
Belmont	108	162	54	50.0%
Santa Clara	223	277	54	24.2%
Hayward Park	35	85	50	142.9%
San Bruno	96	133	37	38.5%
Burlingame	212	240	28	13.2%
San Carlos	122	150	28	23.0%
California Ave.	206	230	24	11.7%
Lawrence	120	136	16	13.3%
22nd Street	67	80	13	19.4%
Atherton	37	48	11	29.7%
Broadway	40	46	6	15.0%
South SF	64	60	-4	-6.3%
Bayshore	79	71	-8	-10.1%
San Antonio	199	184	-15	-7.5%
San Mateo	261	244	-17	-6.5%
TOTAL	6,765	8,481	1,716	25.4%

February 2008 Caltrain Annual Count
SATURDAY NORTHBOUND
PASSENGERS BY TRAIN 2002 vs 2007 vs 2008

SJ Depart	2002		02 to 08 Change		2007		07 to 08 Change		2008	
	Train	Total	Difference	Percent	Train	Total	Difference	Percent	Train	Total
6:00 a	127	135			-	-			-	-
7:00 a	139	249	-52	-20.9%	421	187	10	5.3%	421	197
8:00 a	147	550	-306	-55.6%	423	310	-66	-21.3%	423	244
9:00 a	149	424	-120	-28.3%	425	572	-268	-46.9%	425	304
10:00 a	153	476	-90	-18.9%	427	669	-283	-42.3%	427	386
11:00 a	157	435	-17	-3.9%	429	542	-124	-22.9%	429	418
12:00 p	161	393	72	18.3%	431	442	23	5.2%	431	465
1:00 p	165	276	161	58.3%	433	464	-27	-5.8%	433	437
2:00 p	169	456	44	9.6%	435	366	134	36.6%	435	500
3:00 p	173	417	173	41.5%	437	350	240	68.6%	437	590
4:00 p	177	368	195	53.0%	439	388	175	45.1%	439	563
5:00 p	181	384	142	37.0%	441	320	206	64.4%	441	526
6:00 p	187	278	86	30.9%	443	266	98	36.8%	443	364
7:00 p	191	126	137	108.7%	445	177	86	48.6%	445	263
8:00 p	195	139	88	63.3%	447	168	59	35.1%	447	227
9:00 p	-	-			449	143	56	39.2%	449	199
10:30 p	199	271	-139	-51.3%	451	253	-121	-47.8%	451	132
	Total	5377	438	8.1%	Total	5617	198	3.5%	Total	5815

February 2008 Caltrain Annual Count
SATURDAY SOUTHBOUND
PASSENGERS BY TRAIN 2002 vs 2007 vs 2008

SF Depart	2002		02 to 08 Change		2007		07 to 08 Change		2008	
	Train	Total	Numerical	Percent	Train	Total	Numerical	Percent	Train	Total
7:00 a	128	210			-	-			-	-
8:00 a	134	249	-24	-9.6%	422	241	-16	-6.6%	422	225
9:00 a	138	252	-37	-14.7%	424	215	0	0.0%	424	215
10:00 a	142	329	-79	-24.0%	426	261	-11	-4.2%	426	250
11:00 a	146	308	-9	-2.9%	428	348	-49	-14.1%	428	299
12:00 p	150	406	-91	-22.4%	430	304	11	3.6%	430	315
1:00 p	154	526	-247	-47.0%	432	354	-75	-21.2%	432	279
2:00 p	158	339	34	10.0%	434	409	-36	-8.8%	434	373
3:00 p	162	347	11	3.2%	436	538	-180	-33.5%	436	358
4:00 p	166	395	164	41.5%	438	559	0	0.0%	438	559
5:00 p	174	492	-56	-11.4%	440	691	-255	-36.9%	440	436
6:00 p	184	419	-73	-17.4%	442	491	-145	-29.5%	442	346
7:00 p	188	318	27	8.5%	444	366	-21	-5.7%	444	345
8:00 p	192	257	-34	-13.2%	446	211	12	5.7%	446	223
9:00 p	-	-			448	203	20	9.9%	448	223
10:00 p	196	279	257	92.1%	450	196	340	173.5%	450	536
12:00 a	198	150	174	116.0%	454	160	164	102.5%	454	324
	Total	5276	30	0.6%	Total	5547	-241	-4.3%	Total	5306

February 2008 Caltrain Annual Count
SUNDAY NORTHBOUND
PASSENGERS BY TRAIN 2002 vs 2007 vs 2008

SJ Depart	2002		02 to 08 Change		2007		07 to 08 Change		2008	
	Train	Total	Difference	Percent	Train	Total	Difference	Percent	Train	Total
7:30 a	247	169			-	-			-	-
8:00 a	-	-			423	199	52	26.1%	423	251
9:00 a	253	329	-36	-10.9%	425	251	42	16.7%	425	293
10:00 a	255	400	-5	-1.3%	427	281	114	40.6%	427	395
11:00 a	257	276	111	40.2%	429	328	59	18.0%	429	387
12:00 p	259	331	14	4.2%	431	286	59	20.6%	431	345
1:00 p	-	-			433	250	105	42.0%	433	355
2:00 p	263	407	-71	-17.4%	435	228	108	47.4%	435	336
3:00 p	-	-			437	281	70	24.9%	437	351
4:00 p	271	428	-86	-20.1%	439	250	92	36.8%	439	342
5:00 p	-	-			441	203	106	52.2%	441	309
6:00 p	281	363	-161	-44.4%	443	182	20	11.0%	443	202
7:00 p	-	-			445	147	81	55.1%	445	228
8:00 p	285	213	-57	-26.8%	447	150	6	4.0%	447	156
9:00 p	-	-			449	128	41	32.0%	449	169
10:30 p	289	83			-	-			-	-
	Total	2999	1120	37.3%	Total	3164	955	30.2%	Total	4119

February 2008 Caltrain Annual Count
SUNDAY SOUTHBOUND
RIDERSHIP BY TRAIN 2002 vs 2007 vs 2008

SJ Depart	2002		02 to 08 Change		2007		07 to 08 Change		2008	
	Train	Total	Difference	Percent	Train	Total	Difference	Percent	Train	Total
7:00 a	-	-			-	-			-	-
8:00 a	234	242	-87	-36.0%	422	105	50	47.6%	422	155
9:00 a	-	-			424	169	36	21.3%	424	205
10:00 a	242	370	-114	-30.8%	426	265	-9	-3.4%	426	256
11:00 a	-	-			428	257	55	21.4%	428	312
12:00 p	250	458	-172	-37.6%	430	250	36	14.4%	430	286
1:00 p	-	-			432	263	53	20.2%	432	316
2:00 p	258	423	-105	-24.8%	434	286	32	11.2%	434	318
3:00 p	-	-			436	352	48	13.6%	436	400
4:00 p	266	418	-27	-6.5%	438	301	90	29.9%	438	391
5:00 p	274	292	168	57.5%	440	332	128	38.6%	440	460
6:00 p	284	338	46	13.6%	442	354	30	8.5%	442	384
7:00 p	288	208	138	66.3%	444	288	58	20.1%	444	346
8:00 p	292	227	33	14.5%	446	210	50	23.8%	446	260
9:00 p	-	-			448	169	104	61.5%	448	273
10:00 p	296	178			-	-			-	-
	Total	3154	1208	38.3%	Total	3601	761	21.1%	Total	4362