

Key Findings

February 2010 Caltrain Annual Passenger Counts

The 2010 annual Caltrain passenger counts, which were conducted in February 2010, followed the same methodology that has been used since commencing in 1994. Physical headcounts of all boarding and alighting passengers and bikes per station are collected for all weekday and weekend trains.

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.

Service Recap

There were two service changes in 2009. In March 2009, departure times for weekday evening and weekend trains in the southbound direction were adjusted to accommodate construction. Due to budgetary restrictions, Caltrain then reduced service in August 2009 from 98 to 90 trains per day through the removal of eight midday trains (four in each direction). Prior to 2009, two evening trains were added in March 2008 to increase service from 96 to 98 daily trains. The increase in service was the first major change since 2005 when the "re-invented" 96-train schedule was implemented that added additional express service.

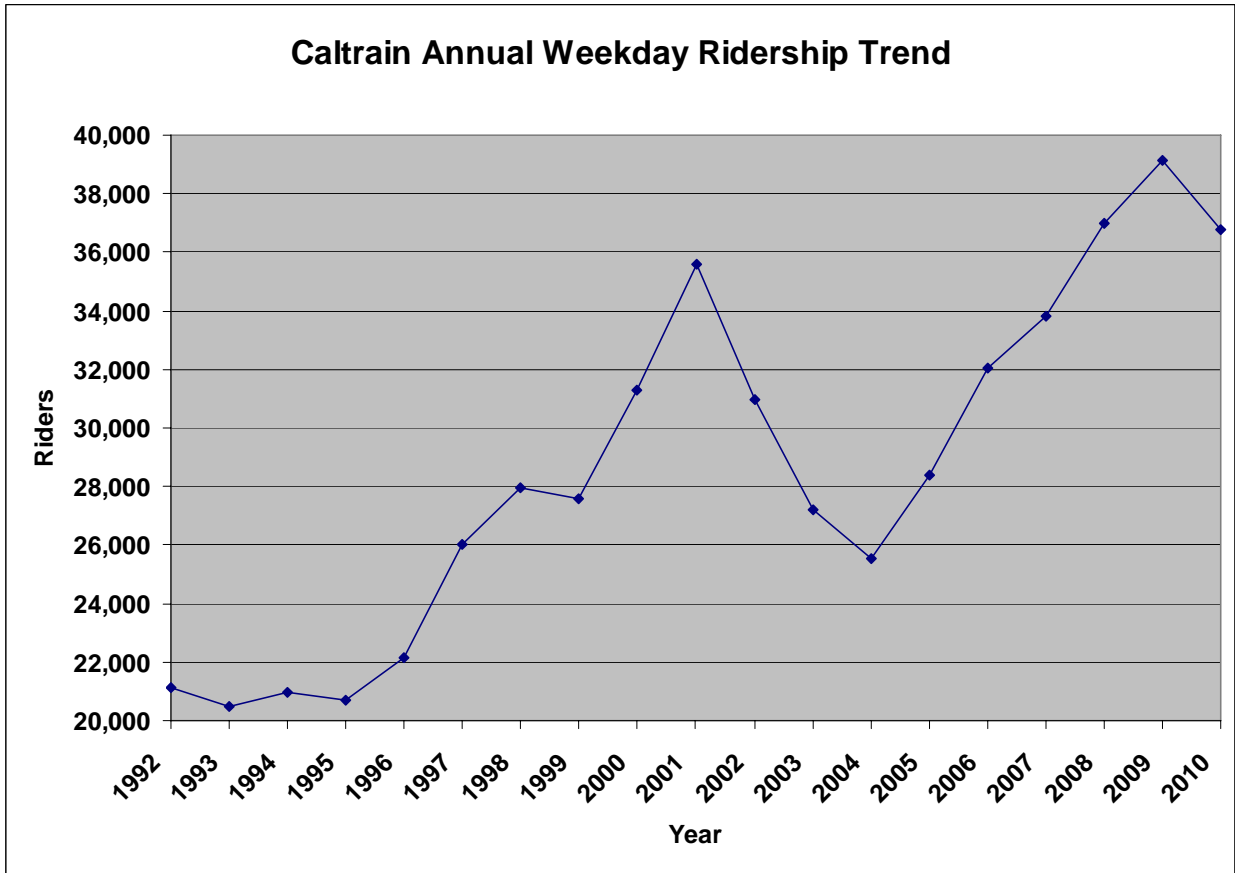
With the "re-invented" service in August 2005, weekday service to Atherton, Broadway and Paul Avenue was suspended. A peak-hour shuttle provides a connection for passengers from Broadway to Millbrae. Service to the Bay Meadows station was eliminated in December 2005 in conjunction with improvements to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

Weekday Ridership

Weekday boarding and alighting headcounts for every train are collected Monday through Friday at all stations with weekday service. The total number of passengers for each train is then averaged over the five weekdays to get a single average weekday boarding count and a single average weekday alighting count 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 average weekday boardings are then used as the average weekday ridership (AWR).

The total AWR per day decreased 6.0 percent as compared to February 2009, with a total of 36,778 boardings. Since 1992, Caltrain AWR has increased by more than 74 percent, as shown in Figure 1. The 2010 AWR, though slightly less than in 2009, remains higher than the AWR in 2001 during the dot com peak. Starting in 2001, ridership was in a steady decline until the implementation of Baby Bullet service in 2004 and the re-invention of the service in 2005. Since the summer of 2004, ridership has been steadily increasing. Ridership has grown 43.9 percent since the implementation of Baby Bullet service. This year, with the decrease in service and tough economic environment, ridership decreased for the first time since 2004.

Figure 1: CALTRAIN ANNUAL WEEKDAY RIDERSHIP TREND



Although midday trains saw a decrease in ridership partially due to the removal of four midday trains per direction, 2010 saw an overall decrease 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 a.m. and between 2:59 p.m. and 7:00 p.m. Each peak operates three types of service: Baby Bullet, Limited and Local. The local trains operated in the peak periods are at the shoulders of the periods and serve to transition the service from peak to off-peak. The average number of passengers on each type of service in 2009 and 2010 is provided below in Table 1.

Table 1: AVERAGE PASSENGERS PER TRAIN (peak hours)

Train Type	Feb 2009	Feb 2010	Percent Change
Baby Bullet	549	534	-2.8%
Limited	476	443	-7.0%
Local	273	230	-15.6%

The ridership in the peak this year decreased 6.2 percent compared to 2009 peak-period ridership which is more than the decrease in overall ridership. Baby Bullet and Limited trains are carrying an average of 5.5 percent less passengers compared to last year. The low passenger loads for Local trains are largely due to the fact that the Local trains have the longest travel time. 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 2009 and 2010.

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

Service Type	Feb 2009	Feb 2010
Baby Bullet	549	534
Express/Local	501	463
Uniform Limited	431	398
Local	273	230

Stations

When ranked by average weekday boardings, the top 10 stations did not change from 2009 to 2010. Other movement in the rankings, which were subtle, are:

- San Carlos moved from 11th to 13th
- Burlingame and Santa Clara switched places and are now 14th and 15th, respectively
- Lawrence and San Antonio switched places and are now 17th and 18th, respectively
- Belmont and San Bruno switched places and are now 19th and 20th, respectively
- Bayshore and Gilroy switched places and are now 23rd and 24th, respectively.

Tables 3 and 4 provide numeric and percentage comparisons, respectively, between the 10 stations with the highest AWR in 2009 and 2010.

Table 3: TOP 10 RIDERSHIP STATIONS – NUMERIC COMPARISON 2009 TO 2010

Station	Feb 2009		Feb 2010		Change in AWR
	Rank	AWR	Rank	AWR	
San Francisco	1	8,646	1	8,673	26
Palo Alto	2	3,962	2	3,905	-58
Mountain View	3	3,455	3	3,264	-191
San Jose Diridon	4	2,983	4	2,698	-285
Millbrae	5	2,724	5	2,485	-239
Redwood City	6	2,187	6	2,036	-151
Hillsdale	7	1,941	7	1,835	-106
Sunnyvale	8	1,916	8	1,736	-180
Menlo Park	9	1,446	9	1,377	-69
San Mateo	10	1,436	10	1,282	-154

Table 4: TOP 10 RIDERSHIP STATIONS – PERCENT COMPARISON 2009 TO 2010

Station	Feb 09 AWR	% of Total AWR	Feb 10 AWR	% of Total AWR	Change in % of Total
San Francisco	8,646	22.5%	8,673	23.6%	1.1%
Palo Alto	3,962	9.9%	3,905	10.6%	0.7%
Mountain View	3,455	8.5%	3,264	8.9%	0.4%
San Jose Diridon	2,983	7.4%	2,698	7.3%	-0.1%
Millbrae	2,724	6.6%	2,485	6.8%	0.2%
Redwood City	2,187	5.8%	2,036	5.5%	-0.3%
Hillsdale	1,941	5.3%	1,835	5.0%	-0.3%
Sunnyvale	1,916	4.9%	1,736	4.7%	-0.2%
Menlo Park	1,446	3.8%	1,377	3.7%	-0.1%
San Mateo	1,436	3.9%	1,282	3.5%	-0.4%
TOTAL		78.6%		79.6%	1.0%

The top 10 stations with the highest absolute change in AWR from 2009 to 2010, and the resulting percentage change, are provided in Table 5.

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

	Largest Absolute Change (AWR) Feb 2009 to Feb 2010	Percent Change
San Jose Diridon	-285	-10.5%
Millbrae	-239	-9.6%
Mountain View	-191	-5.8%
Sunnyvale	-180	-10.4%
San Mateo	-154	-12.0%
Redwood City	-151	-7.4%
San Carlos	-142	-16.5%
Santa Clara	-109	-17.3%
Hillsdale	-106	-5.8%
San Antonio	-103	-18.9%

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 peak service (2009 and 2010)

Table 6: BABY BULLET STATION RIDERSHIP COMPARISON

Station	2004 AWR	2009 AWR	2010 AWR	'04-'10 6-year Change	'09-'10 1-year Change
San Francisco	5,065	8,646	8,673	71%	0%
22nd Street	382	927	917	140%	-1%
Millbrae	1,148	2,724	2,485	116%	-9%
San Mateo	1,004	1,436	1,282	28%	-11%
Hillsdale	1,080	1,941	1,835	70%	-5%
Redwood City	1,360	2,187	2,036	50%	-7%
Menlo Park	1,055	1,446	1,377	30%	-5%
Palo Alto	1,849	3,962	3,905	111%	-1%
Mountain View	1,519	3,455	3,264	115%	-6%
Sunnyvale	1,149	1,916	1,736	51%	-9%
San Jose Diridon	1,183	2,983	2,698	128%	-10%
Tamien	480	652	579	21%	-11%
TOTAL	17,274	32,275	30,786	78%	-5%

On average, the stations with Baby Bullet service showed a smaller decrease in ridership than the non-Baby Bullet stations. San Francisco and San Martin (a non-Baby Bullet station) were the only stations that saw an increase in ridership with a minimal increase of 0.3% and 1.8%, respectively, from 2009. 22nd Street, California Avenue, and Palo Alto all showed a decrease in ridership of 1.5 percent or less.

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	23.0
Baby Bullet	28.5
Peak Non-Baby Bullet	20.2
Off Peak	20.8
All Locals	20.5

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 2010 counts show that the traditional peak (northbound morning and southbound evening) trains and Baby Bullets continue to have the highest loads. The five highest maximum loads for each direction seen on the average weekday are approximately 84 percent of seated

capacity. This is a minimal decrease from last year, which showed a maximum load of approximately 85 percent of seated capacity. This reduction in utilized seated capacity reflects the negative effect of the current economic downturn. As shown in Table 8, the average maximum load per train during the peak periods decreased from 2009 to 2010. It is important to note that the total number of riders in February is approximately 16 percent 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.

Table 8: PEAK-PERIOD AVERAGE MAXIMUM LOAD PER TRAIN

Peak Time Period	Feb 2009	Feb 2010	Percent Change
AM NB (Traditional)	351	334	-4.8%
PM NB (Reverse)	287	279	-2.9%
AM SB (Reverse)	276	267	-3.3%
PM SB (Traditional)	385	370	-3.9%

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

Table 9: 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
b 323	7:45 AM	598	92%	b 378	5:33 PM	607	93%
b 329	8:03 AM	553	85%	b 372	5:14 PM	556	85%
b 319	7:03 AM	534	82%	b 324	8:14 AM	554	85%
b 369	4:45 PM	493	76%		280	5:56 PM	551
b 313	6:45 AM	493	76%	b 382	6:14 PM	498	77%

b = Baby Bullet train, g = Gilroy train

For northbound trains, four of the top five trains from last year remained in the top five for 2009. Train 217, which was 5th last year moved to 6th in 2010. Train 369, which was 6th in 2009, saw a 2.5% increase in ridership and has moved to 4th. For southbound trains, all of the top 5 trains from last year remained in the top 5 for 2010. Train 324, which was ranked 4th last year, saw a 7.4 percent increase in ridership and has moved to 3rd. Ridership for all other top five fullest trains decreased or remained relatively steady.

Commuter Patterns

The traditional peak (northbound morning and southbound evening) and the reverse peak (southbound morning and northbound evening) commute markets both showed a decrease from 2009 to 2010. 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.

Although the addition of two evening trains occurred in March 2008, there continues to be an increase in Night ridership after last years 12% gain.

Table 10 shows the AWR broken down by market (direction/time of day) and change since February 2009.

Table 10: WEEKDAY PASSENGERS BY MARKET (time of day/direction) – COMPARISON TO 2009

Market	Feb 2009	Feb 2010	Difference	% Change
Traditional Peak	18,515	17,299	-1,215	-6.6%
Midday	5,718	5,222	-495	-8.7%
Reverse Peak	12,807	12,095	-712	-5.6%
Night	2,082	2,162	79	3.8%
TOTAL	39,122	36,778	-2,344	-6.0%

Ridership on the commute/peak-only Gilroy extension declined from 2002 to 2007. Although 2008 saw a small increase in ridership, ridership decreased in 2009 and continued to do so in 2010 with a 19.1% decrease from 2009 numbers. Since February 2004, Gilroy ridership has decreased by 326 daily passengers, a loss of 48.9 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 11 displays the AWR per county for the entire day. Table 12 provides the AWR per county for the morning peak only.

Table 11: COUNTY-BY-COUNTY COMPARISON OF ALL-DAY BOARDINGS

County	Feb 2009 AWR	% of Total AWR	Feb 2010 AWR	% of Total AWR	Difference 09 vs 10	% Change 09 vs 10
San Francisco	9,727	24.9%	9,726	26.4%	-1	0.0%
San Mateo	12,973	33.2%	11,842	32.2%	-1,131	-8.7%
Santa Clara	16,423	42.0%	15,210	41.4%	-1,212	-7.4%
TOTAL	39,122	100.0%	36,778	100.0%	-2,344	-6.0%
Gilroy Extension#	421	1.1%	341	0.9%	-81	-19.1%

Included in Santa Clara County total

Table 12: AM PEAK BOARDINGS BY COUNTY

County	Feb 2009 AWR	% of Total AWR	Feb 2010 AWR	% of Total AWR
San Francisco	2,908	19.1%	2,945	20.8%
San Mateo	5,482	36.1%	5,018	35.4%
Santa Clara	6,805	44.8%	6,226	43.9%

Bicycles

The February 2010 count showed 2,659 bike boardings. This is an 8 percent decrease from the February 2009, which had 2,890 bikes. This is a larger decrease than the overall decrease in

AWR. The average weekday bike ridership (AWBR) for the top five stations and top five trains are listed in Tables 13 and 14, respectively.

Table 13: TOP 5 STATIONS FOR BIKE USAGE

Station	AWBR
San Francisco	635
Palo Alto	323
Mountain View	215
San Jose Diridon	181
Redwood City	158

Table 14: TOP 5 TRAINS FOR BIKE USAGE

Train No.	Departs	AWBR
267	4:39 PM SJ	64
220	7:44 AM SF	61
324	8:14 AM SF	57
230	8:44 AM SF	55
277	5:39 PM SJ	53

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 nearly 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-invention service change. Weekend service has remained unchanged since 2005.

Weekend ridership in 2010 saw an increase on Saturday and a decrease on Sunday as compared to 2009 which saw an increase on both days compared to 2008. Sunday ridership for 2010 is approximately 67 percent of Saturday's total, which is a decrease from previous years where Sunday ridership was approximately 75 percent of Saturday's total. Overall weekend ridership has increased 1.1 percent from last year's total, which is higher than last year's -7.1 percent change compared to 2008.

Table 15: ONE-YEAR RIDERSHIP COMPARISON – 2009 TO 2010

	Feb 2009	Feb 2010	Difference	Percent Change
Saturday	10,439	11,010	571	5.5%
Sunday	7,772	7,393	-379	-4.9%
TOTAL	18,211	18,403	192	1.1%

Ridership on Saturday and Sunday has surpassed the ridership from before the nearly two-year weekend shutdown (2002 to 2004). Table 16 below shows a comparison between 2002 and 2010 ridership.

Table 16: FIVE-YEAR WEEKEND RIDERSHIP COMPARISON – 2002 TO 2009

	Feb 2002	Feb 2010	Difference	Percent Change
Saturday	10,653	11,010	357	3.4%
Sunday	6,153	7,393	1,240	20.2%
TOTAL	16,806	18,403	1,597	9.5%

List of Attached Tables and Graphs

- Average Weekday Passenger Boardings by Station, 1992-2010
- 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 2009 to 2010
- 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 2009 to 2010
- Saturday and Sunday Boarding by Train with Comparison of 2002, 2009 and 2010

February 2010 Caltrain Annual Counts
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	Feb. '09	Feb. '10	% change (Feb '09 vs. Feb '10)	difference (Feb '09 vs. Feb '10)	
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	8,646	8,673	0.3%	26	San Francisco
22nd Street	208	235	297	397	517	510	574	673	524	456	382	545	797	836	872	927	917	-1.1%	-11	22nd Street
Paul Avenue	52	37	37	17	20	6	11	10	25	9	6	1	-	-	-	-	-	-	0	Paul Avenue
Bayshore	169	170	241	316	402	403	458	513	463	403	344	247	166	171	166	153	137	-10.7%	-16	Bayshore
So. San Francisco	418	392	398	521	509	517	549	621	597	510	472	487	521	548	373	353	332	-6.1%	-21	So. San Francisco
San Bruno	454	529	578	650	694	704	723	844	762	659	505	488	412	414	450	458	370	-19.1%	-88	San Bruno
Millbrae	501	549	543	618	698	655	782	870	776	657	1,148	1,507	1,816	1,917	2,425	2,724	2,485	-8.8%	-239	Millbrae
Broadway	336	392	377	430	464	423	495	567	492	433	333	205	-	-	-	-	-	-	0	Broadway
Burlingame	546	618	638	674	686	755	842	985	884	726	645	604	588	610	646	727	648	-10.9%	-79	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	1,436	1,282	-10.7%	-154	San Mateo
Hayward Park	211	198	216	299	275	320	381	607	565	447	417	347	244	231	210	237	227	-4.3%	-10	Hayward Park
Bay Meadows	127	2	134	180	167	154	62	67	70	57	65	71	10	-	-	-	-	-	0	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	1,941	1,835	-5.5%	-106	Hillsdale
Belmont	554	529	554	506	548	590	648	892	770	629	568	518	435	412	426	457	387	-15.4%	-71	Belmont
San Carlos	620	749	716	835	878	865	1,028	1,216	987	848	816	836	867	860	928	1,006	864	-14.1%	-142	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	2,187	2,036	-6.9%	-151	Redwood City
Atherton	299	240	230	250	206	225	266	260	246	198	182	122	-	-	-	-	-	-	0	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	1,446	1,377	-4.8%	-69	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	3,962	3,905	-1.5%	-58	Palo Alto
Stanford	-	-	-	-	18	14	12	11	-	-	-	-	-	-	-	-	-	-	0	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	901	891	-1.1%	-10	California Ave.
San Antonio	-	-	-	-	-	-	550	841	694	644	697	610	488	525	551	648	545	-15.9%	-103	San Antonio
Castro	276	263	236	246	281	271	111	-	-	-	-	-	-	-	-	-	-	-	0	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	3,455	3,264	-5.5%	-191	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	1,916	1,736	-9.4%	-180	Sunnyvale
Lawrence	601	558	687	822	965	981	1,124	1,309	956	773	593	534	514	544	565	636	561	-11.7%	-74	Lawrence
Santa Clara	558	579	554	770	809	863	1,031	1,124	991	853	798	706	657	663	673	741	632	-14.7%	-109	Santa Clara
College Park	161	150	154	167	197	178	206	185	180	184	192	133	97	98	97	108	59	-45.8%	-50	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	2,983	2,698	-9.5%	-285	San Jose Diridon
Tamien	287	382	468	492	531	526	676	821	634	520	480	343	446	532	610	652	579	-11.2%	-73	Tamien
Capitol	-	33	39	54	76	63	95	121	82	67	56	57	29	36	34	34	23	-30.4%	-10	Capitol
Blossom Hill	52	84	91	128	148	119	161	177	136	130	101	99	77	69	67	64	47	-25.7%	-16	Blossom Hill
Morgan Hill	138	128	151	195	318	297	387	437	340	276	194	191	151	129	143	123	105	-14.5%	-18	Morgan Hill
San Martin	-	63	51	95	170	175	200	252	164	158	91	78	72	63	57	45	45	1.8%	1	San Martin
Gilroy	112	198	182	300	394	420	468	569	421	357	226	210	141	144	149	156	119	-23.7%	-37	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	39,122	36,778	-6.0%	-2344	
			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%	5.76%	-5.99%			
Gilroy Extension	302	506	514	773	1,107	1,074	1,311	1,555	1,143	987	667	636	471	441	450	421	341	-19.1%	-81	
		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%	-6.40%	-19.13%			
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	9,727	9,726	0.0%	-1	
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	12,973	11,842	-8.7%	-1131	
Santa Clara (Inc. Gilroy)	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	16,423	15,210	-7.4%	-1212	
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%	24.9%	26.4%			
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%	33.2%	32.2%			
Santa Clara (Inc. Gilroy)	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%	42.0%	41.4%			

February 2010 Caltrain Annual Counts
AVERAGE WEEKDAY PASSENGER ACTIVITY - ALL DAY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	8,614	8,672	0	8,673	8,614
22nd Street	15	936	902	17	917	953
Bayshore	17	123	120	18	137	141
South SF	114	233	218	129	332	362
San Bruno	163	225	207	165	370	390
Millbrae	351	2,261	2,134	347	2,485	2,608
Burlingame	301	337	346	278	648	616
San Mateo	603	600	679	600	1,282	1,199
Hayward Park	125	107	102	124	227	231
Hillsdale	1,111	688	724	1,131	1,835	1,819
Belmont	212	175	175	190	387	365
San Carlos	442	459	422	457	864	916
Redwood City	1,339	751	697	1,314	2,036	2,065
Menlo Park	814	555	562	824	1,377	1,378
Palo Alto	2,629	1,276	1,276	2,737	3,905	4,013
California Ave.	607	274	284	587	891	861
San Antonio	462	83	82	383	545	466
Mountain View	2,907	317	357	2,879	3,264	3,195
Sunnyvale	1,628	107	108	1,577	1,736	1,684
Lawrence	457	98	104	432	561	530
Santa Clara	568	63	64	568	632	632
College Park	39	32	20	103	59	134
San Jose Diridon	2,626	33	73	2,730	2,698	2,763
Tamien	570	79	8	454	579	533
Capitol	21	3	3	18	23	21
Blossom Hill	43	4	4	41	47	45
Morgan Hill	105	0	0	93	105	93
San Martin	45	0	0	36	45	36
Gilroy	119	0	0	114	119	114
TOTAL	18,434	18,434	18,344	18,344	36,778	36,778

February 2010 Caltrain Annual Counts
STATION RANK BY ALL DAY PASSENGER BOARDINGS

STATION	TOTAL ON	% OF TOTAL	2010 RANK	2009 RANK
San Francisco	8,673	23.58%	1	1
Palo Alto	3,905	10.62%	2	2
Mountain View	3,264	8.87%	3	3
San Jose Diridon	2,698	7.34%	4	4
Millbrae	2,485	6.76%	5	5
Redwood City	2,036	5.54%	6	6
Hillsdale	1,835	4.99%	7	7
Sunnyvale	1,736	4.72%	8	8
Menlo Park	1,377	3.74%	9	9
San Mateo	1,282	3.49%	10	10
22nd Street	917	2.49%	11	12
California Ave.	891	2.42%	12	13
San Carlos	864	2.35%	13	11
Burlingame	648	1.76%	14	15
Santa Clara	632	1.72%	15	14
Tamien	579	1.57%	16	16
Lawrence	561	1.53%	17	18
San Antonio	545	1.48%	18	17
Belmont	387	1.05%	19	20
San Bruno	370	1.01%	20	19
South SF	332	0.90%	21	21
Hayward Park	227	0.62%	22	22
Bayshore	137	0.37%	23	24
Gilroy	119	0.32%	24	23
Morgan Hill	105	0.29%	25	25
College Park	59	0.16%	26	26
Blossom Hill	47	0.13%	27	27
San Martin	45	0.12%	28	28
Capitol	23	0.06%	29	29
TOTAL	36,778	100.00%		

February 2010 Caltrain Annual Counts
AM PEAK PASSENGER ACTIVITY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	4,900	2,104	0	2,104	4,900
22nd Street	1	33	773	10	774	43
Bayshore	11	15	56	3	67	18
South SF	51	147	37	48	87	196
San Bruno	108	55	88	17	196	72
Millbrae	216	770	795	49	1,011	819
Burlingame	167	67	133	49	299	117
San Mateo	324	150	353	123	677	273
Hayward Park	27	30	34	40	61	70
Hillsdale	718	229	312	203	1,030	432
Belmont	65	33	60	45	125	78
San Carlos	140	124	229	206	369	330
Redwood City	529	252	250	458	779	710
Menlo Park	228	247	156	429	384	676
Palo Alto	659	790	161	1,399	819	2,189
California Ave.	186	144	53	224	239	368
San Antonio	190	13	28	62	219	76
Mountain View	1,108	117	108	1,254	1,217	1,371
Sunnyvale	1,180	57	19	113	1,199	169
Lawrence	121	51	18	217	139	268
Santa Clara	208	42	5	138	213	180
College Park	0	32	0	101	0	133
San Jose Diridon	1,339	30	2	562	1,341	592
Tamien	506	79	0	23	506	103
Capitol	21	3	0	0	21	3
Blossom Hill	43	4	0	0	43	4
Morgan Hill	105	0	0	0	105	0
San Martin	45	0	0	0	45	0
Gilroy	119	0	0	0	119	0
TOTAL	8,416	8,416	5,773	5,773	14,189	14,188

February 2010 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	102	650	16%	127
103	5:05a	San Bruno	83	650	13%	133
305	5:45a	Hillsdale	259	650	40%	305
207	5:57a	Hillsdale	250	650	38%	351
309	6:03a	San Mateo	316	650	49%	397
211	6:22a	Burlingame	128	650	20%	256
313	6:45a	Hillsdale	493	650	76%	601
215	6:50a	San Bruno	359	650	55%	487
217	6:57a	Hillsdale	486	650	75%	777
319	7:03a	Redwood City	534	650	82%	793
221	7:20a	Mountain View	219	650	34%	445
323	7:45a	Hillsdale	598	650	92%	775
225	7:50a	San Bruno	379	650	58%	559
227	7:55a	Hillsdale	407	650	63%	757
329	8:03a	Sunnyvale	553	650	85%	738
231	8:22a	Mountain View	158	650	24%	286
233	8:40a	San Antonio	359	650	55%	629
135	9:10a	San Antonio	208	650	32%	350
237	9:40a	Hillsdale	194	650	30%	323
139	10:10a	San Mateo	186	650	29%	316
143	11:10a	Burlingame	219	650	34%	353
147	12:10p	Belmont	206	650	32%	335
151	1:10p	Belmont	219	650	34%	370
155	2:10p	Palo Alto	203	650	31%	382
257	2:40p	Redwood City	176	650	27%	288
159	3:05p	Hayward Park	198	650	30%	360
261	3:44p	Redwood City	370	650	57%	515
263	4:05p	Hayward Park	150	650	23%	283
365	4:25p	Redwood City	312	650	48%	359
267	4:39p	Redwood City	412	650	63%	654
369	4:45p	Palo Alto	493	650	76%	625
271	5:05p	Hayward Park	184	650	28%	356
373	5:25p	Redwood City	407	650	63%	484
275	5:31p	Menlo Park	287	650	44%	445
277	5:39p	Redwood City	309	650	48%	480
379	5:45p	Palo Alto	420	650	65%	466
281	6:05p	Hayward Park	120	650	19%	222
383	6:25p	Redwood City	301	650	46%	352
285	6:31p	Menlo Park	179	650	28%	260
287	6:45p	Hillsdale	217	650	33%	300
189	6:50p	San Carlos	102	650	16%	162
191	7:30p	Redwood City	199	650	31%	287
193	8:30p	San Carlos	188	650	29%	275
195	9:30p	San Carlos	125	650	19%	189
197	10:30p	Palo Alto	153	650	24%	228
			12421	31850	39%	18434

February 2010 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	Menlo Park	61	650	9%	82
104	5:25a	Menlo Park	103	650	16%	157
206	6:11a	San Carlos	205	650	32%	301
208	6:24a	San Carlos	143	650	22%	238
210	6:44a	Redwood City	353	650	54%	545
312	6:59a	Millbrae	260	650	40%	306
314	7:14a	Hillsdale	479	650	74%	557
216	7:19a	San Carlos	215	650	33%	327
218	7:24a	San Carlos	204	650	31%	352
220	7:44a	San Mateo	394	650	61%	560
322	7:59a	Millbrae	332	650	51%	386
324	8:14a	Millbrae	554	650	85%	632
226	8:19a	Hillsdale	206	650	32%	327
228	8:24a	Burlingame	141	650	22%	252
230	8:44a	Millbrae	342	650	53%	450
332	8:59a	Millbrae	282	650	43%	300
134	9:07a	San Mateo	189	650	29%	294
236	9:37a	Millbrae	167	650	26%	249
138	10:07a	San Mateo	194	650	30%	312
142	11:07a	San Mateo	210	650	32%	333
146	12:07p	Burlingame	191	650	29%	310
150	1:07p	San Mateo	228	650	35%	353
154	2:07p	Burlingame	210	650	32%	393
256	2:37p	Burlingame	143	650	22%	263
158	3:07p	California Ave.	281	650	43%	592
260	3:37p	California Ave.	241	650	37%	450
362	4:09p	Millbrae	333	650	51%	471
264	4:19p	California Ave.	240	650	37%	405
266	4:27p	Menlo Park	226	650	35%	410
368	4:33p	Palo Alto	425	650	65%	640
270	4:56p	Millbrae	448	650	69%	870
372	5:14p	Millbrae	556	650	85%	683
274	5:20p	San Francisco	390	650	60%	572
276	5:27p	Menlo Park	193	650	30%	402
378	5:33p	Millbrae	607	650	93%	772
280	5:56p	Millbrae	551	650	85%	769
382	6:14p	Millbrae	498	650	77%	579
284	6:27p	Millbrae	155	650	24%	288
386	6:33p	Millbrae	447	650	69%	528
288	6:56p	Millbrae	324	650	50%	453
190	7:30p	Millbrae	254	650	39%	382
192	8:30p	Millbrae	226	650	35%	328
194	9:30p	Burlingame	143	650	22%	220
196	10:30p	Millbrae	118	650	18%	158
198	12:01a	Millbrae	69	650	11%	95
			12533	31850	39%	18344

February 2010 Caltrain Annual Counts
TOTAL BOARDINGS - PERCENT CHANGE 2009 TO 2010

NORTHBOUND			
Train Number	Total Boardings		% Change
	2009	2010	
101	131	127	-2.9%
103	156	133	-14.8%
305	321	305	-4.9%
207	379	351	-7.3%
309	417	397	-4.8%
211	301	256	-15.0%
313	655	601	-8.3%
215	538	487	-9.4%
217	864	777	-10.1%
319	819	793	-3.2%
221	565	445	-21.2%
323	774	775	0.0%
225	603	559	-7.3%
227	789	757	-4.2%
329	745	738	-1.0%
231	334	286	-14.2%
233	651	629	-3.4%
135	366	350	-4.4%
237	339	323	-4.7%
139	229	316	37.8%
241	209	-	-
143	177	353	99.0%
245	192	-	-
147	179	335	87.6%
249	183	-	-
151	180	370	105.6%
253	311	-	-
155	309	382	23.7%
257	307	288	-6.2%
159	450	360	-20.0%
261	535	515	-3.8%
263	300	283	-5.5%
365	329	359	9.1%
267	747	654	-12.6%
369	591	625	5.8%
271	366	356	-2.8%
373	512	484	-5.5%
275	481	445	-7.4%
277	491	480	-2.3%
379	497	466	-6.3%
281	237	222	-6.2%
383	367	352	-3.9%
285	281	260	-7.5%
287	293	300	2.4%
189	176	162	-8.4%
191	283	287	1.2%
193	255	275	8.0%
195	197	189	-4.3%
197	173	228	31.8%

SOUTHBOUND			
Train Number	Total Boardings		% Change
	2009	2010	
102	113	82	-27.5%
104	173	157	-9.3%
206	362	301	-16.8%
208	287	238	-17.1%
210	641	545	-15.0%
312	346	306	-11.5%
314	593	557	-6.0%
216	348	327	-6.3%
218	378	352	-7.0%
220	579	560	-3.3%
322	400	386	-3.5%
324	611	632	3.4%
226	355	327	-7.8%
228	256	252	-1.3%
230	434	450	3.8%
332	276	300	8.7%
134	308	294	-4.6%
236	227	249	9.7%
138	267	312	16.7%
240	195	-	-
142	189	333	76.3%
244	178	-	-
146	209	310	48.1%
248	196	-	-
150	214	353	65.1%
252	181	-	-
154	305	393	29.0%
256	269	263	-2.3%
158	712	592	-16.8%
260	512	450	-12.2%
362	504	471	-6.6%
264	446	405	-9.1%
266	447	410	-8.2%
368	609	640	5.2%
270	962	870	-9.6%
372	711	683	-4.0%
274	605	572	-5.5%
276	415	402	-3.1%
378	791	772	-2.3%
280	796	769	-3.4%
382	611	579	-5.2%
284	293	288	-1.9%
386	602	528	-12.4%
288	456	453	-0.7%
190	364	382	4.9%
192	317	328	3.5%
194	244	220	-9.9%
196	152	158	4.1%
198	97	95	-2.1%

**February 2010 Caltrain Annual Counts
PERCENT CAPACITY BY TIME PERIOD
AT MAXIMUM LOAD POINT**

Northbound Summary

Time Period	Max.	Cap.	% Cap.
AM NB	5,684	11,050	51.4%
Off Peak NB	2,276	7,800	29.2%
PM NB	4,462	10,400	42.9%
ALL NB	12,421	29,250	42.5%

Southbound Summary

Time Period	Max.	Cap.	% Cap.
AM SB	4,273	10,400	41.1%
Off Peak SB	2,345	8,450	27.7%
PM SB	5,915	10,400	56.9%
ALL SB	12,533	29,250	42.8%

Overall Summary

Time Period	Max.	Cap.	% Cap.
Traditional	11,599	21,450	54.1%
Reverse	8,735	20,800	42.0%
Off Peak	4,620	16,250	28.4%
ALL TRAINS	24,954	58,500	42.7%

February 2010 Caltrain Annual Counts

BOARDINGS BY TIME PERIOD

Traditional Peak	
AM Northbound	8,416
PM Southbound	8,883
Total	17,299

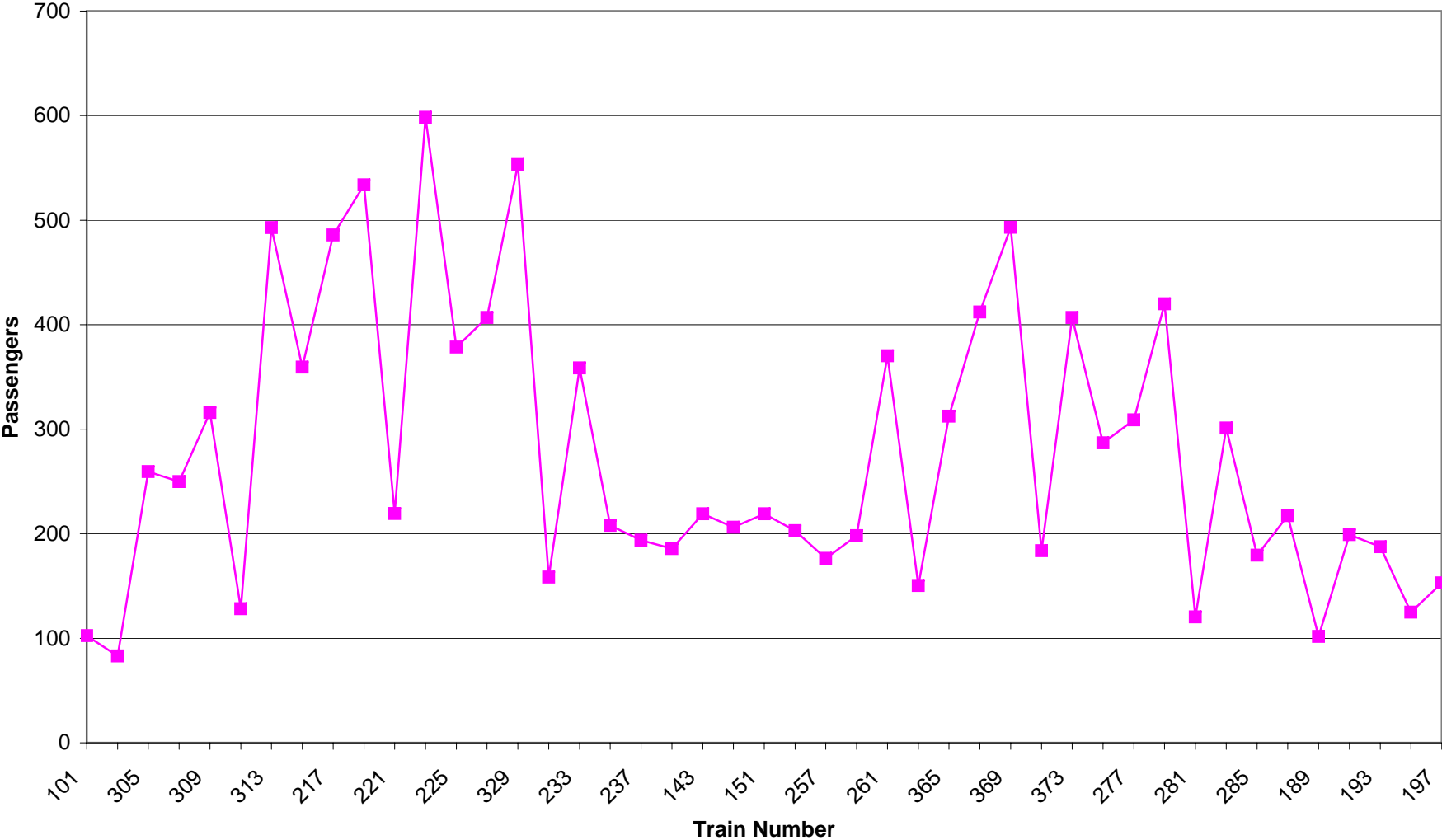
Reverse Peak	
AM Southbound	5,773
PM Northbound	6,322
Total	12,095

Midday	
Northbound	2,717
Southbound	2,505
Total	5,222

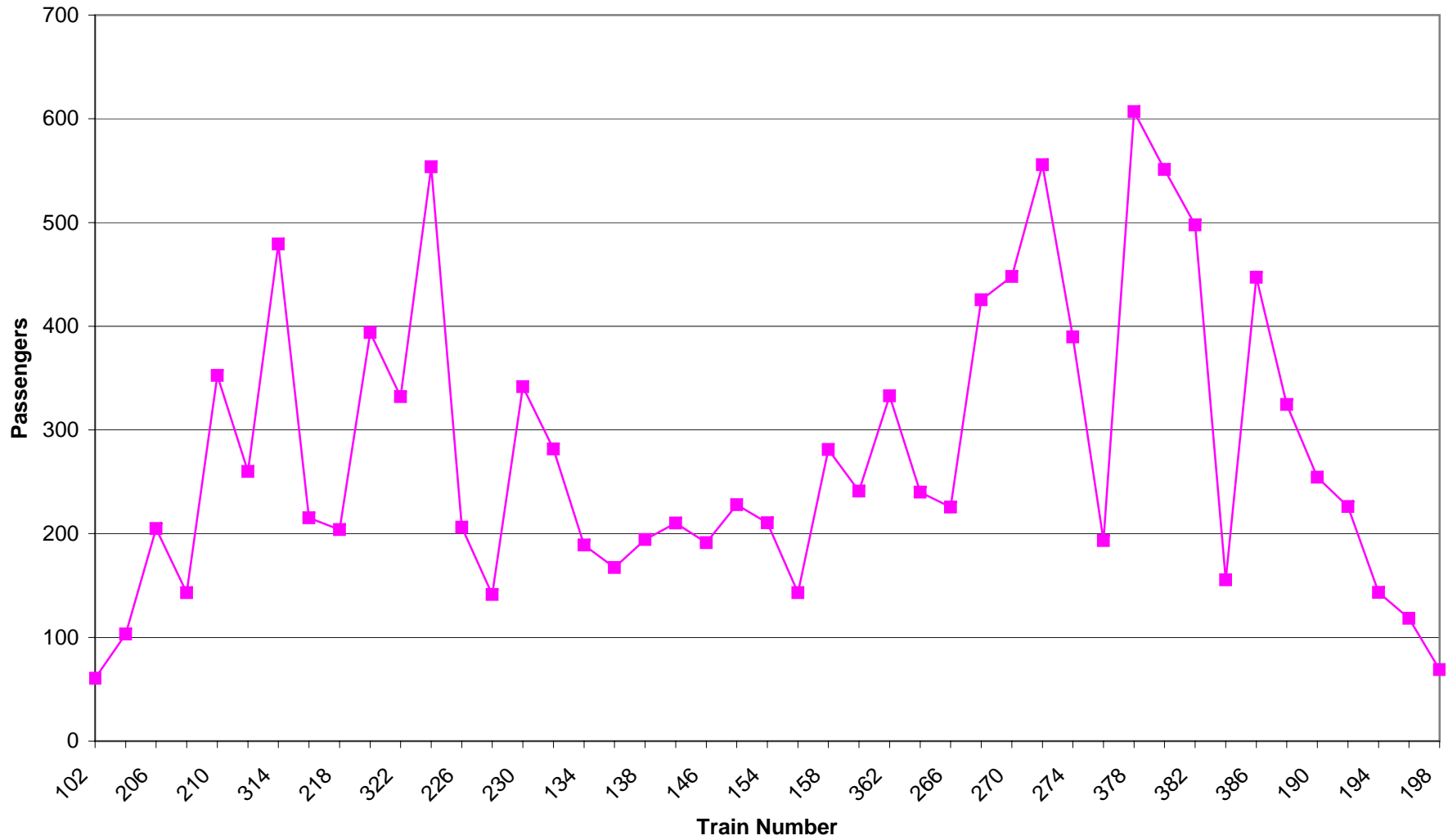
Evening	
Northbound	978
Southbound	1,183
Total	2,162

Total	
Northbound	18,434
Southbound	18,344
Total	36,778

**Maximum Load - Northbound
February 2010**



**Maximum Load - Southbound
February 2010**



February 2010 Caltrain Annual Counts

AVERAGE WEEKDAY BICYCLE ACTIVITY BY STATION - ALL DAY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	599	635	0	635	599
22nd Street	1	110	76	1	77	111
Bayshore	2	12	10	2	12	14
South SF	13	22	20	15	34	36
San Bruno	10	18	17	13	27	31
Millbrae	19	69	56	22	75	91
Burlingame	21	20	20	19	42	39
San Mateo	54	37	33	46	87	82
Hayward Park	9	9	11	9	19	18
Hillsdale	63	62	64	62	128	124
Belmont	12	14	14	10	26	24
San Carlos	34	34	28	38	62	72
Redwood City	98	69	60	88	158	158
Menlo Park	77	44	47	80	124	123
Palo Alto	209	122	113	228	323	350
California Ave.	76	33	38	63	114	96
San Antonio	42	10	10	39	52	49
Mountain View	181	33	33	181	215	214
Sunnyvale	103	8	8	102	111	110
Lawrence	56	8	8	45	64	52
Santa Clara	35	5	6	35	41	40
College Park	1	0	0	2	1	2
San Jose Diridon	178	1	3	172	181	174
Tamien	34	4	0	26	35	30
Capitol	1	1	1	1	2	2
Blossom Hill	2	1	1	2	3	3
Morgan Hill	4	0	0	4	4	4
San Martin	3	0	0	1	3	1
Gilroy	7	0	0	9	7	9
TOTAL	1,345	1,345	1,313	1,313	2,659	2,659

February 2010 Caltrain Annual Counts
SATURDAY PASSENGER ACTIVITY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	2,530	2,621	0	2,621	2,530
22nd Street	3	137	133	1	136	138
Bayshore	10	83	80	14	90	97
South SF	23	64	48	31	71	95
San Bruno	62	100	124	78	186	178
Millbrae	53	680	627	63	680	743
Broadway	51	45	35	45	86	90
Burlingame	115	185	193	113	308	298
San Mateo	219	209	229	198	448	407
Hayward Park	64	45	48	71	112	116
Hillsdale	228	191	182	249	410	440
Belmont	141	87	102	174	243	261
San Carlos	161	107	86	141	247	248
Redwood City	438	269	284	444	722	713
Atherton	19	34	26	20	45	54
Menlo Park	285	136	154	248	439	384
Palo Alto	672	298	297	717	969	1,015
California Ave.	278	72	70	264	348	336
San Antonio	268	47	47	260	315	307
Mountain View	552	71	73	575	625	646
Sunnyvale	400	25	37	403	437	428
Lawrence	109	33	29	115	138	148
Santa Clara	327	19	18	283	345	302
San Jose Diridon	989	0	0	1,036	989	1,036
TOTAL	5,467	5,467	5,543	5,543	11,010	11,010

February 2010 Caltrain Annual Counts
SUNDAY PASSENGER ACTIVITY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	1,691	1,809	0	1,809	1,691
22nd Street	2	71	76	2	78	73
Bayshore	4	56	79	4	83	60
South SF	35	46	57	23	92	69
San Bruno	38	66	69	44	107	110
Millbrae	43	582	611	46	654	628
Broadway	12	63	22	31	34	94
Burlingame	81	108	103	75	184	183
San Mateo	110	126	112	112	222	238
Hayward Park	43	29	26	56	69	85
Hillsdale	131	110	103	131	234	241
Belmont	65	33	40	57	105	90
San Carlos	106	53	47	95	153	148
Redwood City	264	126	127	234	391	360
Atherton	18	17	16	20	34	37
Menlo Park	156	111	120	188	276	299
Palo Alto	447	166	158	479	605	645
California Ave.	170	54	50	189	220	243
San Antonio	141	37	41	157	182	194
Mountain View	371	46	60	413	431	459
Sunnyvale	281	11	17	306	298	317
Lawrence	106	10	19	117	125	127
Santa Clara	211	12	7	217	218	229
San Jose Diridon	789	0	0	773	789	773
TOTAL	3,624	3,624	3,769	3,769	7,393	7,393

February 2010 Caltain Annual Count
SATURDAY BOARDING BY NUMERIC CHANGE 2009 TO 2010

STATION	2009 Boardings	2010 Boardings	Numeric Change	Percentage Change
San Francisco	2,353	2,621	268	11.4%
San Jose Diridon	809	989	180	22.2%
Redwood City	566	722	156	27.6%
Palo Alto	874	969	95	10.9%
San Antonio	224	315	91	40.6%
Belmont	178	243	65	36.5%
San Bruno	130	186	56	43.1%
Menlo Park	385	439	54	14.0%
California Ave.	299	348	49	16.4%
San Mateo	418	448	30	7.2%
22nd Street	117	136	19	16.2%
Santa Clara	329	345	16	4.9%
Bayshore	88	90	2	2.3%
Broadway	87	86	-1	-1.1%
South SF	82	71	-11	-13.4%
Burlingame	319	308	-11	-3.4%
Lawrence	150	138	-12	-8.0%
Atherton	62	45	-17	-27.4%
Sunnyvale	456	437	-19	-4.2%
Hillsdale	432	410	-22	-5.1%
Hayward Park	145	112	-33	-22.8%
San Carlos	306	247	-59	-19.3%
Mountain View	696	625	-71	-10.2%
Millbrae	934	680	-254	-27.2%
TOTAL	10,439	11,010	571	5.5%

February 2010 Caltain Annual Count
SUNDAY BOARDING BY NUMERIC CHANGE 2009 TO 2010

STATION	2009 Boardings	2010 Boardings	Numeric Change	Percentage Change
San Jose Diridon	601	789	188	31.3%
South SF	62	92	30	48.4%
San Carlos	145	153	8	5.5%
San Bruno	102	107	5	4.9%
Palo Alto	600	605	5	0.8%
Lawrence	120	125	5	4.2%
Bayshore	80	83	3	3.8%
22nd Street	76	78	2	2.6%
California Ave.	231	220	-11	-4.8%
Broadway	50	34	-16	-32.0%
Hayward Park	86	69	-17	-19.8%
Menlo Park	293	276	-17	-5.8%
Hillsdale	255	234	-21	-8.2%
San Antonio	203	182	-21	-10.3%
Santa Clara	241	218	-23	-9.5%
Belmont	133	105	-28	-21.1%
Burlingame	214	184	-30	-14.0%
Atherton	69	34	-35	-50.7%
San Mateo	264	222	-42	-15.9%
Millbrae	697	654	-43	-6.2%
Sunnyvale	362	298	-64	-17.7%
Mountain View	514	431	-83	-16.1%
San Francisco	1,896	1,809	-87	-4.6%
Redwood City	478	391	-87	-18.2%
TOTAL	7,772	7,393	-379	-4.9%

February 2010 Caltrain Annual Count
SATURDAY NORTHBOUND
PASSENGERS BY TRAIN 2002 vs 2009 vs 2010

SJ Depart	2002		02 to 09 Change		2009		09 to 10 Change		2010	
	Train	Total	Difference	Percent	Train	Total	Difference	Percent	Train	Total
6:00 a	127	135			-	-			-	-
7:00 a	139	249	-50	-20.1%	421	170	29	17.1%	421	199
8:00 a	147	550	-279	-50.7%	423	290	-19	-6.6%	423	271
9:00 a	149	424	-28	-6.6%	425	383	13	3.4%	425	396
10:00 a	153	476	-38	-8.0%	427	402	36	9.0%	427	438
11:00 a	157	435	-29	-6.7%	429	487	-81	-16.6%	429	406
12:00 p	161	393	28	7.1%	431	414	7	1.7%	431	421
1:00 p	165	276	137	49.6%	433	338	75	22.2%	433	413
2:00 p	169	456	-24	-5.3%	435	373	59	15.8%	435	432
3:00 p	173	417	-31	-7.4%	437	348	38	10.9%	437	386
4:00 p	177	368	5	1.4%	439	403	-30	-7.4%	439	373
5:00 p	181	384	-3	-0.8%	441	414	-33	-8.0%	441	381
6:00 p	187	278	34	12.2%	443	319	-7	-2.2%	443	312
7:00 p	191	126	106	84.1%	445	206	26	12.6%	445	232
8:00 p	195	139	107	77.0%	447	169	77	45.6%	447	246
9:00 p	-	-			449	224	-45	-20.1%	449	179
10:30 p	199	271	111	41.0%	451	142	240	169.0%	451	382
	Total	5377	90	1.7%	Total	5082	385	7.6%	Total	5467

February 2010 Caltrain Annual Count
SATURDAY SOUTHBOUND
PASSENGERS BY TRAIN 2002 vs 2009 vs 2010

SF Depart	2002		02 to 09 Change		2009		09 to 10 Change		2010	
	Train	Total	Numerical	Percent	Train	Total	Numerical	Percent	Train	Total
7:00 a	128	210			-	-			-	-
8:00 a	134	249	39	15.7%	422	253	35	13.8%	422	288
9:00 a	138	252	-5	-2.0%	424	269	-22	-8.2%	424	247
10:00 a	142	329	-29	-8.8%	426	298	2	0.7%	426	300
11:00 a	146	308	-6	-1.9%	428	299	3	1.0%	428	302
12:00 p	150	406	-128	-31.5%	430	357	-79	-22.1%	430	278
1:00 p	154	526	-186	-35.4%	432	361	-21	-5.8%	432	340
2:00 p	158	339	-12	-3.5%	434	419	-92	-22.0%	434	327
3:00 p	162	347	80	23.1%	436	434	-7	-1.6%	436	427
4:00 p	166	395	122	30.9%	438	459	58	12.6%	438	517
5:00 p	174	492	97	19.7%	440	507	82	16.2%	440	589
6:00 p	184	419	122	29.1%	442	449	92	20.5%	442	541
7:00 p	188	318	67	21.1%	444	365	20	5.5%	444	385
8:00 p	192	257	17	6.6%	446	271	3	1.1%	446	274
9:00 p	-	-			448	216	80	37.0%	448	296
10:00 p	196	279	-71	-25.4%	450	214	-6	-2.8%	450	208
12:00 a	198	150	74	49.3%	454	186	38	20.4%	454	224
	Total	5276	267	5.1%	Total	5357	186	3.5%	Total	5543

February 2010 Caltrain Annual Count
SUNDAY NORTHBOUND
PASSENGERS BY TRAIN 2002 vs 2009 vs 2010

SJ Depart	2002		02 to 09 Change		2009		09 to 10 Change		2010	
	Train	Total	Difference	Percent	Train	Total	Difference	Percent	Train	Total
7:30 a	247	169			-	-			-	-
8:00 a	-	-			423	254	12	4.7%	423	266
9:00 a	253	329	-61	-18.5%	425	251	17	6.8%	425	268
10:00 a	255	400	-58	-14.5%	427	304	38	12.5%	427	342
11:00 a	257	276	20	7.2%	429	340	-44	-12.9%	429	296
12:00 p	259	331	-44	-13.3%	431	305	-18	-5.9%	431	287
1:00 p	-	-			433	286	30	10.5%	433	316
2:00 p	263	407	-160	-39.3%	435	326	-79	-24.2%	435	247
3:00 p	-	-			437	333	-28	-8.4%	437	305
4:00 p	271	428	-147	-34.3%	439	299	-18	-6.0%	439	281
5:00 p	-	-			441	264	44	16.7%	441	308
6:00 p	281	363	-127	-35.0%	443	209	27	12.9%	443	236
7:00 p	-	-			445	206	-18	-8.7%	445	188
8:00 p	285	213	-61	-28.6%	447	153	-1	-0.7%	447	152
9:00 p	-	-			449	113	19	16.8%	449	132
10:30 p	289	83			-	-			-	-
	Total	2999	625	20.8%	Total	3643	-19	-0.5%	Total	3624

February 2010 Caltrain Annual Count
SUNDAY SOUTHBOUND
PASSENGERS BY TRAIN 2002 vs 2009 vs 2010

SJ Depart	2002		02 to 09 Change		2009		09 to 10 Change		2010	
	Train	Total	Difference	Percent	Train	Total	Difference	Percent	Train	Total
7:00 a	-	-			-	-			-	-
8:00 a	234	242	-99	-40.9%	422	132	11	8.3%	422	143
9:00 a	-	-			424	197	39	19.8%	424	236
10:00 a	242	370	-95	-25.7%	426	272	3	1.1%	426	275
11:00 a	-	-			428	280	-20	-7.1%	428	260
12:00 p	250	458	-207	-45.2%	430	318	-67	-21.1%	430	251
1:00 p	-	-			432	317	-51	-16.1%	432	266
2:00 p	258	423	-82	-19.4%	434	354	-13	-3.7%	434	341
3:00 p	-	-			436	310	-2	-0.6%	436	308
4:00 p	266	418	-106	-25.4%	438	389	-77	-19.8%	438	312
5:00 p	274	292	78	26.7%	440	459	-89	-19.4%	440	370
6:00 p	284	338	-48	-14.2%	442	388	-98	-25.3%	442	290
7:00 p	288	208	50	24.0%	444	357	-99	-27.7%	444	258
8:00 p	292	227	1	0.4%	446	176	52	29.5%	446	228
9:00 p	-	-			448	180	51	28.3%	448	231
10:00 p	296	178			-	-			-	-
	Total	3154	615	19.5%	Total	4129	-360	-8.7%	Total	3769