

Key Findings

February 2009 Caltrain Annual Passenger Counts

The 2009 annual Caltrain passenger counts, which were conducted starting in late-January and were complete by mid-February, 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.

Service Recap

In March 2008, service was increased from 96 to 98 daily trains, with two new trains added to non-peak evening service. This is the first schedule change in the last three years. The last service change was in 2005 with the implementation of the “re-invented” 96-train schedule 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.

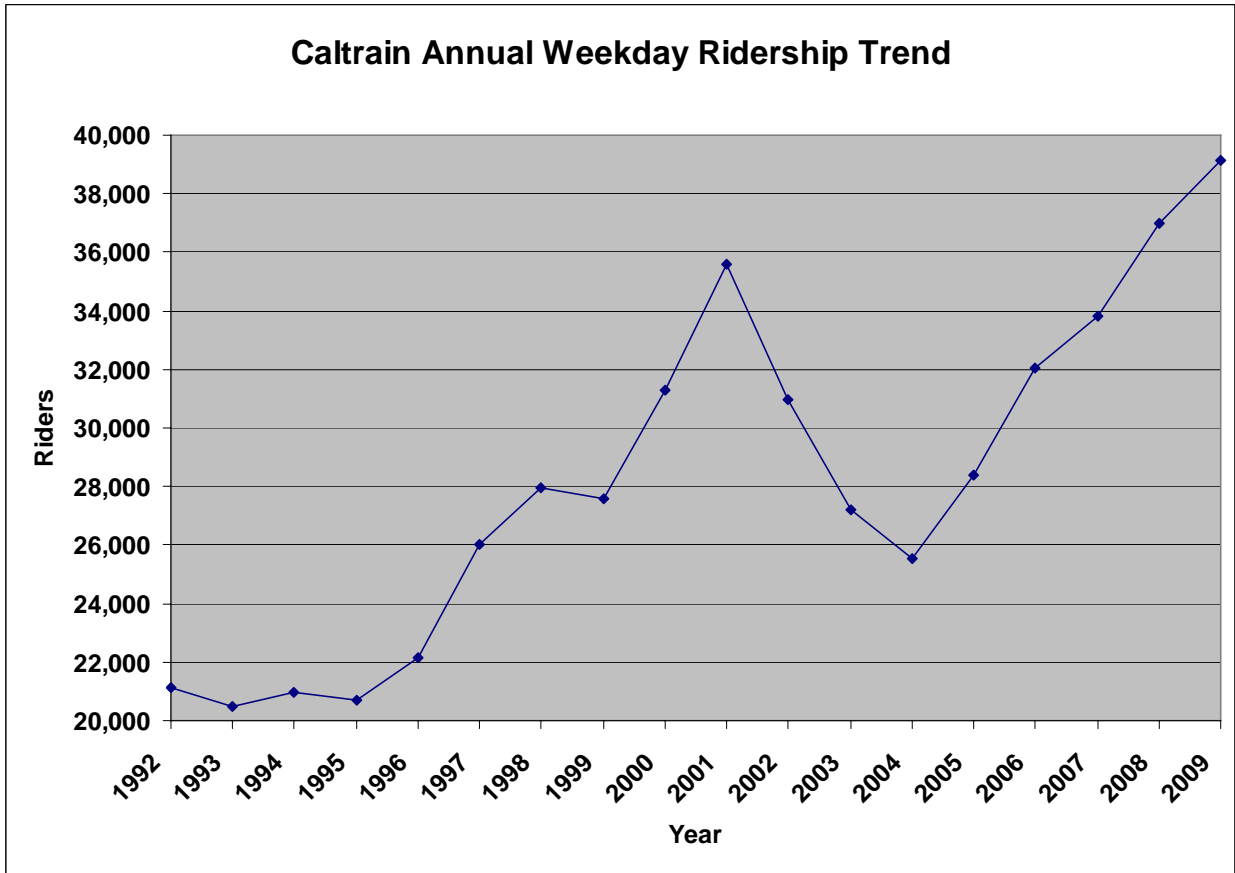
The following sections summarize weekday and weekend ridership and provide comparisons to last year’s ridership numbers. Additional ridership information is provided in tables attached at the end of this report.

Weekday Ridership

Weekday boarding and alighting headcounts for every train are collected Monday through Friday at all stations with weekday service. The total number of passengers 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 has increased 5.8 percent as compared to February 2008, with a total of 39,122 boardings. Since 1992, Caltrain AWR has increased by more than 85 percent, as shown in Figure 1. The 2009 AWR also has surpassed the previous highest AWR, which was seen in 2008. 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 53.1 percent since the implementation of Baby Bullet service. This year, with the added service, ridership continued to grow, however at a lower rate than was seen from 2007 to 2008.

Figure 1: CALTRAIN ANNUAL WEEKDAY RIDERSHIP TREND



Although some trains saw a decrease in ridership from 2008 to 2009, 2009 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 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 2008 and 2009 is provided below in Table 1.

Table 1: AVERAGE PASSENGERS PER TRAIN (peak hours)

| Train Type | Feb 2008 | Feb 2009 | Percent Change |
|-------------|----------|----------|----------------|
| Baby Bullet | 524 | 549 | 4.8% |
| Limited | 458 | 476 | 4.1% |
| Local | 260 | 273 | 5.0% |

The rate of growth in the peak this year, 5.0 percent increase compared to 2008 peak period ridership, is less than the overall rate of growth. Baby Bullet and Limited trains are carrying an average of 4.5 percent more 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 2008 and 2009.

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

| Service Type | Feb 2008 | Feb 2009 |
|---------------------|-----------------|-----------------|
| Baby Bullet | 524 | 549 |
| Express/Local | 480 | 501 |
| Uniform Limited | 399 | 431 |
| Local | 260 | 273 |

Stations

When ranked by average weekday boardings, the top 10 stations did not change from 2008 to 2009. However, San Mateo and Menlo Park switched places. Other movement in the rankings, which were also subtle, are:

- 22nd Street and California Avenue switched places and are now 12th and 13th, respectively
- San Antonio and Lawrence switched places and are now 17th and 18th, respectively
- Gilroy and Bayshore 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 2008 and 2009.

Table 3: TOP 10 RIDERSHIP STATIONS – NUMERIC COMPARISON 2008 TO 2009

| Station | Feb 2008 | | Feb 2009 | | Change in AWR |
|-------------------------|-----------------|------------|-----------------|------------|----------------------|
| | Rank | AWR | Rank | AWR | |
| San Francisco | 1 | 8,306 | 1 | 8,646 | 340 |
| Palo Alto | 2 | 3,672 | 2 | 3,962 | 290 |
| Mountain View | 3 | 3,137 | 3 | 3,455 | 318 |
| San Jose Diridon | 4 | 2,750 | 4 | 2,983 | 233 |
| Millbrae | 5 | 2,425 | 5 | 2,724 | 299 |
| Redwood City | 6 | 2,154 | 6 | 2,187 | 33 |
| Hillsdale | 7 | 1,957 | 7 | 1,941 | -16 |
| Sunnyvale | 8 | 1,825 | 8 | 1,916 | 91 |
| Menlo Park | 10 | 1,393 | 9 | 1,446 | 53 |
| San Mateo | 9 | 1,441 | 10 | 1,436 | -5 |

Table 4: TOP 10 RIDERSHIP STATIONS – PERCENT COMPARISON 2008 TO 2009

| Station | Feb 08 AWR | % of Total AWR | Feb 09 AWR | % of Total AWR | Change in % of Total |
|-------------------------|---------------|----------------------|---------------|----------------------|----------------------------|
| San Francisco | 8,306 | 22.5% | 8,646 | 22.1% | -0.4% |
| Palo Alto | 3,672 | 9.9% | 3,962 | 10.1% | 0.2% |
| Mountain View | 3,137 | 8.5% | 3,455 | 8.8% | 0.4% |
| San Jose Diridon | 2,750 | 7.4% | 2,983 | 7.6% | 0.2% |
| Millbrae | 2,425 | 6.6% | 2,724 | 7.0% | 0.4% |
| Redwood City | 2,154 | 5.8% | 2,187 | 5.6% | -0.2% |
| Hillsdale | 1,957 | 5.3% | 1,941 | 5.0% | -0.3% |
| Sunnyvale | 1,825 | 4.9% | 1,916 | 4.9% | 0.0% |
| Menlo Park | 1,393 | 3.8% | 1,446 | 3.7% | -0.1% |
| San Mateo | 1,441 | 3.9% | 1,436 | 3.7% | -0.2% |
| TOTAL | | 78.6% | | 78.5% | -0.1% |

The top 10 stations with the highest increase in AWR from 2008 to 2009, 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 2008 to Feb 2009 | Percent Change |
|-------------------------|---------------------------------------------------------------|---------------------------|
| San Francisco | 340 | 4.1% |
| Mountain View | 318 | 10.1% |
| Millbrae | 299 | 12.3% |
| Palo Alto | 290 | 7.9% |
| San Jose Diridon | 233 | 8.5% |
| San Antonio | 97 | 17.5% |
| Sunnyvale | 91 | 5.0% |
| Burlingame | 81 | 12.6% |
| San Carlos | 78 | 8.5% |
| Lawrence | 70 | 12.5% |

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 (2008 and 2009)

Table 6: BABY BULLET STATION RIDERSHIP COMPARISON

| Station | 2004 AWR | 2008 AWR | 2009 AWR | '04-'09 5-year Change | '08-'09 1-year Change |
|-------------------------|---------------|---------------|---------------|-----------------------------|-----------------------------|
| San Francisco | 5,065 | 8,306 | 8,646 | 71% | 4% |
| 22 nd Street | 382 | 872 | 927 | 143% | 6% |
| Millbrae | 1,148 | 2,425 | 2,724 | 137% | 12% |
| San Mateo | 1,004 | 1,441 | 1,436 | 43% | 0% |
| Hillsdale | 1,080 | 1,957 | 1,941 | 80% | -1% |
| Redwood City | 1,360 | 2,154 | 2,187 | 61% | 2% |
| Menlo Park | 1,055 | 1,393 | 1,446 | 37% | 4% |
| Palo Alto | 1,849 | 3,672 | 3,962 | 114% | 8% |
| Mountain View | 1,519 | 3,137 | 3,455 | 127% | 10% |
| Sunnyvale | 1,149 | 1,825 | 1,916 | 67% | 5% |
| San Jose Diridon | 1,183 | 2,750 | 2,983 | 152% | 8% |
| Tamien | 480 | 610 | 652 | 36% | 7% |
| TOTAL | 17,274 | 30,541 | 32,275 | 87% | 6% |

The stations with Baby Bullet express service are continuing to show gains in ridership in terms of increased number and percentage. The only exception is Hillsdale which saw a slight decrease in ridership due to the closure of the Bay Meadows Racetrack in August 2008. However, these gains are not as large as when the service was initially introduced. The stations with the greatest percent increase in ridership are two non-Baby Bullet stations: San Antonio with an increase of 17.5 percent and Hayward Park with an increase of 13 percent.

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 | 22.3 |
| Baby Bullet | 27.9 |
| Peak Non-Baby Bullet | 19.6 |
| Off Peak | 20.2 |
| All Locals | 19.5 |

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 2009 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 85 percent of seated capacity. This is a

decrease from last year, which showed a maximum load of approximately 90 percent of seated capacity. This reduction in utilized seated capacity is due to the new passenger cars put into service last year, which transformed the fleet from a mix of four-and five-car consist trains to an all five-car consist fleet. As shown in Table 8, the average maximum load per train during the peak periods increased from 2008 to 2009 even though the total percent of seated passengers was less than in 2008. Also, even with an added car, Train 217, which operated with a four-car consist in 2008, still increased in total capacity and remained one of the top five fullest trains. Trains 323 and 378 are reaching seated capacity. 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 2008 | Feb 2009 | Percent Change |
|------------------|----------|----------|----------------|
| AM NB | 338 | 351 | 3.9% |
| PM NB | 273 | 287 | 5.4% |
| AM SB | 262 | 276 | 5.6% |
| PM SB | 365 | 385 | 5.5% |

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 | 582 | 90% | b | 378 | 5:33 PM | 627 | 97% |
| b | 329 | 8:03 AM | 559 | 86% | b | 372 | 5:14 PM | 564 | 87% |
| b | 319 | 7:03 AM | 553 | 85% | | 280 | 5:56 PM | 553 | 85% |
| b | 313 | 6:45 AM | 523 | 81% | b | 324 | 8:14 AM | 517 | 80% |
| g | 217 | 6:57 AM | 511 | 79% | b | 382 | 6:14 PM | 512 | 79% |

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 237, which was 4th last year while operating a four-car consist, is now operating a five-car consist and has moved to 7th. Train 313, which was 7th last year, has seen a 4 percent increase in ridership and has moved to 4th in 2009. For southbound trains, three of the top 5 trains from last year remained in the top 5 for 2009. Train 386, which was ranked 3rd last year while operating a four-car consist, is now operating a five-car consist. Although the max load for train 386 has increased by 10 percent since 2008, it has moved to 6th. Train 314 which was 4th last year has seen a 6 percent decrease in max load and is now 7th. Trains 324 and 382 have both seen a minor increase in ridership and have each moved up two places in 2009.

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 2008 to 2009. 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 10 shows the AWR broken down by market (direction/time of day) and change since February 2008.

Table 10: WEEKDAY PASSENGERS BY MARKET (time of day/direction) – COMPARISON TO 2008

| Market | Feb 2008 | Feb 2009 | Difference | % Change |
|-------------------------|---------------|---------------|--------------|-------------|
| Traditional Peak | 17,778 | 18,515 | 736 | 4.1% |
| Midday | 5,318 | 5,718 | 399 | 7.5% |
| Reverse Peak | 12,038 | 12,807 | 769 | 6.4% |
| Night | 1,858 | 2,082 | 224 | 12.1% |
| TOTAL | 36,993 | 39,122 | 2,129 | 5.8% |

Ridership on the commute/peak-only Gilroy extension declined from 2002 to 2007. Although last year saw a small increase in ridership, this year showed a 6.4 percent decrease in ridership. Since February 2004, Gilroy ridership has decreased by 246 daily passengers, a loss of 36.9 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 2008 AWR | % of Total AWR | Feb 2009 AWR | % of Total AWR | Difference 08 vs 09 | % Change 08 vs 09 |
|--------------------------|---------------|----------------|---------------|----------------|---------------------|-------------------|
| San Francisco | 9,344 | 25.3% | 9,727 | 24.9% | 383 | 4.1% |
| San Mateo | 12,403 | 33.5% | 12,973 | 33.2% | 570 | 4.6% |
| Santa Clara | 15,247 | 41.2% | 16,423 | 42.0% | 1,176 | 7.7% |
| TOTAL | 36,993 | 100.0% | 39,122 | 100.0% | 2,129 | 5.8% |
| Gilroy Extension# | 450 | 1.2% | 421 | 1.1% | -29 | -6.4% |

Included in Santa Clara County total

Table 12: AM PEAK BOARDINGS BY COUNTY

| County | Feb 2008 AWR | % of Total AWR | Feb 2009 AWR | % of Total AWR |
|----------------------|--------------|----------------|--------------|----------------|
| San Francisco | 2,719 | 18.6% | 2,908 | 19.1% |
| San Mateo | 5,361 | 36.8% | 5,482 | 36.1% |
| Santa Clara | 6,507 | 44.6% | 6,805 | 44.8% |

Bicycles

The February 2009 count showed 2,890 bike boardings. This is a 21.3 percent increase from the February 2008, which had 2,382 bikes, and is much higher than the 2.1 percent increase

seen from February 2007 to 2008. 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 | 650 |
| Palo Alto | 341 |
| Mountain View | 245 |
| San Jose Diridon | 200 |
| Redwood City | 183 |

Table 14: TOP 5 TRAINS FOR BIKE USAGE

| Train No. | Departs | AWBR |
|-----------|------------|------|
| 267 | 4:30 pm SJ | 63 |
| 270 | 4:56 pm SF | 61 |
| 225 | 7:50 am SJ | 58 |
| 217 | 6:57 am SJ | 55 |
| 233 | 8:40 am SJ | 54 |

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.

Weekend ridership in 2009 saw a decrease on both Sunday and Saturday, as compared to 2008 which saw an increase in Sunday ridership. Sunday ridership remains approximately 75 percent of Saturday's total. Overall weekend ridership has decreased 7.1 percent from last year's total, which is less than last year's 9.3 percent increase from 2007.

Table 15: ONE-YEAR RIDERSHIP COMPARISON – 2008 TO 2009

| | Feb 2008 | Feb 2009 | Difference | Percent Change |
|-----------------|---------------|---------------|---------------|----------------|
| Saturday | 11,121 | 10,439 | -682 | -6.1% |
| Sunday | 8,481 | 7,772 | -709 | -8.4% |
| TOTAL | 19,602 | 18,211 | -1,391 | -7.1% |

Ridership on Saturday and Sunday has recovered and is still above the ridership seen in 2002, before the two-year weekend shut-down. Table 16 below shows a comparison between 2002 and 2009 ridership.

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

| | Feb 2002 | Feb 2009 | Difference | Percent Change |
|-----------------|-----------------|-----------------|-------------------|-----------------------|
| Saturday | 10,653 | 10,439 | -214 | -2.0% |
| Sunday | 6,153 | 7,772 | 1,619 | 26.3% |
| TOTAL | 16,806 | 18,211 | 1,405 | 8.4% |

List of Attached Tables and Graphs

- Average Weekday Passenger Boardings by Station, 1992-2009
- 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 2008 to 2009
- 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 2008 to 2009
- Saturday and Sunday Boarding by Train with Comparison of 2002, 2008 and 2009

2009 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 | Feb. '09 | % change (Feb '08 vs. Feb '09) | difference (Feb '08 vs. Feb '09) | |
|---------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|----------------|---------------|----------------|---------------|---------------|---------------|--------------------------------------|----------------------------------------|-------------------|
| 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 | 4.4% | 340 | San Francisco |
| 22nd Street | 208 | 235 | 297 | 397 | 517 | 510 | 574 | 673 | 524 | 456 | 382 | 545 | 797 | 836 | 872 | 927 | 6.7% | 56 | 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 | -7.5% | -13 | Bayshore |
| So. San Francisco | 418 | 392 | 398 | 521 | 509 | 517 | 549 | 621 | 597 | 510 | 472 | 487 | 521 | 548 | 373 | 353 | -3.6% | -20 | So. San Francisco |
| San Bruno | 454 | 529 | 578 | 650 | 694 | 704 | 723 | 844 | 762 | 659 | 505 | 488 | 412 | 414 | 450 | 458 | 1.8% | 8 | 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 | 15.6% | 299 | 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 | 13.3% | 81 | 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 | -0.4% | -5 | San Mateo |
| Hayward Park | 211 | 198 | 216 | 299 | 275 | 320 | 381 | 607 | 565 | 447 | 417 | 347 | 244 | 231 | 210 | 237 | 11.8% | 27 | 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 | -0.9% | -16 | Hillsdale |
| Belmont | 554 | 529 | 554 | 506 | 548 | 590 | 648 | 892 | 770 | 629 | 568 | 518 | 435 | 412 | 426 | 457 | 7.7% | 32 | Belmont |
| San Carlos | 620 | 749 | 716 | 835 | 878 | 865 | 1,028 | 1,216 | 987 | 848 | 816 | 836 | 867 | 860 | 928 | 1,006 | 9.1% | 78 | 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 | 1.7% | 33 | 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 | 4.3% | 53 | 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 | 8.8% | 290 | 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 | -2.0% | -17 | California Ave. |
| San Antonio | - | - | - | - | - | - | 550 | 841 | 694 | 644 | 697 | 610 | 488 | 525 | 551 | 648 | 18.4% | 97 | 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 | 10.6% | 318 | 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 | 6.0% | 91 | Sunnyvale |
| Lawrence | 601 | 558 | 687 | 822 | 965 | 981 | 1,124 | 1,309 | 956 | 773 | 593 | 534 | 514 | 544 | 565 | 636 | 13.0% | 70 | Lawrence |
| Santa Clara | 558 | 579 | 554 | 770 | 809 | 863 | 1,031 | 1,124 | 991 | 853 | 798 | 706 | 657 | 663 | 673 | 741 | 10.3% | 68 | Santa Clara |
| College Park | 161 | 150 | 154 | 167 | 197 | 178 | 206 | 185 | 180 | 184 | 192 | 133 | 97 | 98 | 97 | 108 | 11.8% | 12 | 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 | 9.6% | 233 | San Jose Diridon |
| Tamien | 287 | 382 | 468 | 492 | 531 | 526 | 676 | 821 | 634 | 520 | 480 | 343 | 446 | 532 | 610 | 652 | 7.9% | 42 | Tamien |
| Capitol | - | 33 | 39 | 54 | 76 | 63 | 95 | 121 | 82 | 67 | 56 | 57 | 29 | 36 | 34 | 34 | 0.0% | 0 | Capitol |
| Blossom Hill | 52 | 84 | 91 | 128 | 148 | 119 | 161 | 177 | 136 | 130 | 101 | 99 | 77 | 69 | 67 | 64 | -4.9% | -3 | Blossom Hill |
| Morgan Hill | 138 | 128 | 151 | 195 | 318 | 297 | 387 | 437 | 340 | 276 | 194 | 191 | 151 | 129 | 143 | 123 | -15.2% | -20 | Morgan Hill |
| San Martin | - | 63 | 51 | 95 | 170 | 175 | 200 | 252 | 164 | 158 | 91 | 78 | 72 | 63 | 57 | 45 | -20.2% | -13 | San Martin |
| Gilroy | 112 | 198 | 182 | 300 | 394 | 420 | 468 | 569 | 421 | 357 | 226 | 210 | 141 | 144 | 149 | 156 | 4.9% | 7 | 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 | 5.8% | 2,129 | |
| | | | 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% | | | |
| Gilroy Extension | 302 | 506 | 514 | 773 | 1,107 | 1,074 | 1,311 | 1,555 | 1,143 | 987 | 667 | 636 | 471 | 441 | 450 | 421 | -6.4% | -29 | |
| | | 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% | | | |
| 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 | 4.1% | 383 | |
| 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 | 4.6% | 570 | |
| 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 | 7.7% | 1,176 | |
| 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% | | | |
| 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% | | | |
| 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% | | | |

February 2009 Caltrain Annual Counts
AVERAGE WEEKDAY PASSENGER ACTIVITY - ALL DAY

| STATION | NORTHBOUND | | SOUTHBOUND | | TOTAL | |
|------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | On | Off | On | Off | On | Off |
| San Francisco | 0 | 8,554 | 8,646 | 0 | 8,646 | 8,554 |
| 22nd Street | 9 | 916 | 918 | 12 | 927 | 928 |
| Bayshore | 17 | 141 | 136 | 23 | 153 | 163 |
| South SF | 126 | 229 | 227 | 130 | 353 | 359 |
| San Bruno | 188 | 329 | 270 | 186 | 458 | 515 |
| Millbrae | 386 | 2,422 | 2,339 | 385 | 2,724 | 2,807 |
| Burlingame | 324 | 390 | 403 | 316 | 727 | 706 |
| San Mateo | 647 | 709 | 789 | 675 | 1,436 | 1,384 |
| Hayward Park | 121 | 128 | 116 | 125 | 237 | 253 |
| Hillsdale | 1,167 | 758 | 774 | 1,204 | 1,941 | 1,962 |
| Belmont | 216 | 213 | 242 | 219 | 457 | 433 |
| San Carlos | 503 | 542 | 503 | 519 | 1,006 | 1,060 |
| Redwood City | 1,378 | 831 | 809 | 1,416 | 2,187 | 2,247 |
| Menlo Park | 802 | 661 | 644 | 913 | 1,446 | 1,574 |
| Palo Alto | 2,551 | 1,435 | 1,411 | 2,734 | 3,962 | 4,169 |
| California Ave. | 588 | 327 | 313 | 574 | 901 | 901 |
| San Antonio | 535 | 118 | 113 | 401 | 648 | 520 |
| Mountain View | 3,061 | 378 | 394 | 3,067 | 3,455 | 3,445 |
| Sunnyvale | 1,774 | 137 | 142 | 1,675 | 1,916 | 1,812 |
| Lawrence | 524 | 111 | 111 | 520 | 636 | 631 |
| Santa Clara | 674 | 65 | 67 | 631 | 741 | 697 |
| College Park | 65 | 46 | 43 | 104 | 108 | 150 |
| San Jose Diridon | 2,882 | 45 | 101 | 2,834 | 2,983 | 2,879 |
| Tamien | 643 | 79 | 9 | 515 | 652 | 593 |
| Capitol | 27 | 8 | 6 | 28 | 34 | 36 |
| Blossom Hill | 57 | 10 | 7 | 48 | 64 | 59 |
| Morgan Hill | 122 | 2 | 1 | 115 | 123 | 117 |
| San Martin | 45 | 2 | 0 | 29 | 45 | 31 |
| Gilroy | 156 | 0 | 0 | 138 | 156 | 138 |
| TOTAL | 19,587 | 19,587 | 19,535 | 19,535 | 39,122 | 39,122 |

February 2009 Caltrain Annual Counts
STATION RANK BY ALL DAY PASSENGER BOARDINGS

| STATION | TOTAL ON | % OF TOTAL | 2009 RANK | 2008 RANK |
|------------------|---------------|----------------|-----------|-----------|
| San Francisco | 8,646 | 22.10% | 1 | 1 |
| Palo Alto | 3,962 | 10.13% | 2 | 2 |
| Mountain View | 3,455 | 8.83% | 3 | 3 |
| San Jose Diridon | 2,983 | 7.62% | 4 | 4 |
| Millbrae | 2,724 | 6.96% | 5 | 5 |
| Redwood City | 2,187 | 5.59% | 6 | 6 |
| Hillsdale | 1,941 | 4.96% | 7 | 7 |
| Sunnyvale | 1,916 | 4.90% | 8 | 8 |
| Menlo Park | 1,446 | 3.70% | 9 | 10 |
| San Mateo | 1,436 | 3.67% | 10 | 9 |
| San Carlos | 1,006 | 2.57% | 11 | 11 |
| 22nd Street | 927 | 2.37% | 12 | 13 |
| California Ave. | 901 | 2.30% | 13 | 12 |
| Santa Clara | 741 | 1.90% | 14 | 14 |
| Burlingame | 727 | 1.86% | 15 | 15 |
| Tamien | 652 | 1.67% | 16 | 16 |
| San Antonio | 648 | 1.66% | 17 | 18 |
| Lawrence | 636 | 1.62% | 18 | 17 |
| San Bruno | 458 | 1.17% | 19 | 19 |
| Belmont | 457 | 1.17% | 20 | 20 |
| South SF | 353 | 0.90% | 21 | 21 |
| Hayward Park | 237 | 0.61% | 22 | 22 |
| Gilroy | 156 | 0.40% | 23 | 24 |
| Bayshore | 153 | 0.39% | 24 | 23 |
| Morgan Hill | 123 | 0.31% | 25 | 25 |
| College Park | 108 | 0.28% | 26 | 26 |
| Blossom Hill | 64 | 0.16% | 27 | 27 |
| San Martin | 45 | 0.11% | 28 | 28 |
| Capitol | 34 | 0.09% | 29 | 29 |
| TOTAL | 39,122 | 100.00% | | |

February 2009 Caltrain Annual Counts
AM PEAK PASSENGER ACTIVITY

| STATION | NORTHBOUND | | SOUTHBOUND | | TOTAL | |
|------------------|--------------|--------------|--------------|--------------|---------------|---------------|
| | On | Off | On | Off | On | Off |
| San Francisco | 0 | 4,927 | 2,050 | 0 | 2,050 | 4,927 |
| 22nd Street | 2 | 35 | 792 | 5 | 794 | 39 |
| Bayshore | 6 | 28 | 59 | 5 | 65 | 33 |
| South SF | 58 | 155 | 45 | 44 | 102 | 199 |
| San Bruno | 116 | 58 | 112 | 20 | 228 | 78 |
| Millbrae | 252 | 876 | 837 | 54 | 1,090 | 930 |
| Burlingame | 169 | 70 | 155 | 49 | 325 | 119 |
| San Mateo | 339 | 186 | 403 | 134 | 741 | 320 |
| Hayward Park | 31 | 41 | 40 | 34 | 71 | 75 |
| Hillsdale | 740 | 262 | 349 | 232 | 1,088 | 494 |
| Belmont | 75 | 55 | 80 | 51 | 155 | 106 |
| San Carlos | 163 | 161 | 263 | 247 | 427 | 409 |
| Redwood City | 567 | 265 | 305 | 468 | 872 | 734 |
| Menlo Park | 198 | 305 | 186 | 492 | 384 | 797 |
| Palo Alto | 645 | 893 | 186 | 1,401 | 831 | 2,294 |
| California Ave. | 205 | 182 | 57 | 203 | 262 | 385 |
| San Antonio | 219 | 25 | 39 | 70 | 258 | 94 |
| Mountain View | 1,227 | 145 | 139 | 1,310 | 1,365 | 1,455 |
| Sunnyvale | 1,288 | 69 | 30 | 143 | 1,318 | 213 |
| Lawrence | 157 | 72 | 17 | 253 | 174 | 325 |
| Santa Clara | 249 | 45 | 6 | 156 | 255 | 201 |
| College Park | 2 | 46 | 0 | 103 | 2 | 149 |
| San Jose Diridon | 1,384 | 40 | 4 | 662 | 1,387 | 702 |
| Tamien | 545 | 79 | 0 | 16 | 545 | 95 |
| Capitol | 27 | 8 | 0 | 0 | 27 | 8 |
| Blossom Hill | 57 | 10 | 0 | 0 | 57 | 10 |
| Morgan Hill | 122 | 2 | 0 | 0 | 122 | 2 |
| San Martin | 45 | 2 | 0 | 0 | 45 | 2 |
| Gilroy | 156 | 0 | 0 | 0 | 156 | 0 |
| TOTAL | 9,043 | 9,043 | 6,153 | 6,153 | 15,196 | 15,196 |

February 2009 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 | 99 | 650 | 15% | 131 |
| 103 | 5:05a | San Bruno | 94 | 650 | 15% | 156 |
| 305 | 5:45a | Hillsdale | 281 | 650 | 43% | 321 |
| 207 | 5:57a | Hillsdale | 265 | 650 | 41% | 379 |
| 309 | 6:03a | San Mateo | 321 | 650 | 49% | 417 |
| 211 | 6:22a | Burlingame | 155 | 650 | 24% | 301 |
| 313 | 6:45a | Hillsdale | 523 | 650 | 81% | 655 |
| 215 | 6:50a | San Bruno | 383 | 650 | 59% | 538 |
| 217 | 6:57a | Hillsdale | 511 | 650 | 79% | 864 |
| 319 | 7:03a | Sunnyvale | 553 | 650 | 85% | 819 |
| 221 | 7:20a | Mountain View | 285 | 650 | 44% | 565 |
| 323 | 7:45a | Hillsdale | 582 | 650 | 90% | 774 |
| 225 | 7:50a | San Bruno | 387 | 650 | 60% | 603 |
| 227 | 7:55a | Hillsdale | 378 | 650 | 58% | 789 |
| 329 | 8:03a | Sunnyvale | 559 | 650 | 86% | 745 |
| 231 | 8:22a | Mountain View | 186 | 650 | 29% | 334 |
| 233 | 8:40a | San Antonio | 405 | 650 | 62% | 651 |
| 135 | 9:10a | San Antonio | 235 | 650 | 36% | 366 |
| 237 | 9:40a | California Ave. | 200 | 650 | 31% | 339 |
| 139 | 10:10a | San Mateo | 129 | 650 | 20% | 229 |
| 241 | 10:40a | San Mateo | 123 | 650 | 19% | 209 |
| 143 | 11:10a | Hillsdale | 102 | 650 | 16% | 177 |
| 245 | 11:40a | San Mateo | 115 | 650 | 18% | 192 |
| 147 | 12:10p | San Mateo | 96 | 650 | 15% | 179 |
| 249 | 12:40p | Hillsdale | 107 | 650 | 16% | 183 |
| 151 | 1:10p | Belmont | 92 | 650 | 14% | 180 |
| 253 | 1:40p | Hillsdale | 213 | 650 | 33% | 311 |
| 155 | 2:10p | Palo Alto | 185 | 650 | 28% | 309 |
| 257 | 2:40p | Redwood City | 177 | 650 | 27% | 307 |
| 159 | 3:05p | Redwood City | 249 | 650 | 38% | 450 |
| 261 | 3:44p | San Carlos | 376 | 650 | 58% | 535 |
| 263 | 4:05p | Hayward Park | 157 | 650 | 24% | 300 |
| 365 | 4:25p | Redwood City | 269 | 650 | 41% | 329 |
| 267 | 4:39p | Redwood City | 469 | 650 | 72% | 747 |
| 369 | 4:45p | Palo Alto | 481 | 650 | 74% | 591 |
| 271 | 5:05p | Redwood City | 196 | 650 | 30% | 366 |
| 373 | 5:25p | Redwood City | 409 | 650 | 63% | 512 |
| 275 | 5:31p | Menlo Park | 320 | 650 | 49% | 481 |
| 277 | 5:39p | Redwood City | 299 | 650 | 46% | 491 |
| 379 | 5:45p | Palo Alto | 421 | 650 | 65% | 497 |
| 281 | 6:05p | Hayward Park | 133 | 650 | 21% | 237 |
| 383 | 6:25p | Redwood City | 297 | 650 | 46% | 367 |
| 285 | 6:31p | San Carlos | 197 | 650 | 30% | 281 |
| 287 | 6:45p | Hillsdale | 212 | 650 | 33% | 293 |
| 189 | 6:50p | Redwood City | 111 | 650 | 17% | 176 |
| 191 | 7:30p | Redwood City | 198 | 650 | 30% | 283 |
| 193 | 8:30p | Redwood City | 172 | 650 | 26% | 255 |
| 195 | 9:30p | Redwood City | 129 | 650 | 20% | 197 |
| 197 | 10:30p | Palo Alto | 104 | 650 | 16% | 173 |
| | | | 12941 | 31850 | 41% | 19587 |

February 2009 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 | 72 | 650 | 11% | 113 |
| 104 | 5:25a | Menlo Park | 119 | 650 | 18% | 173 |
| 206 | 6:11a | San Carlos | 239 | 650 | 37% | 362 |
| 208 | 6:24a | San Carlos | 178 | 650 | 27% | 287 |
| 210 | 6:44a | Redwood City | 426 | 650 | 66% | 641 |
| 312 | 6:59a | Millbrae | 292 | 650 | 45% | 346 |
| 314 | 7:14a | Hillsdale | 492 | 650 | 76% | 593 |
| 216 | 7:19a | San Carlos | 208 | 650 | 32% | 348 |
| 218 | 7:24a | Belmont | 218 | 650 | 33% | 378 |
| 220 | 7:44a | San Mateo | 373 | 650 | 57% | 579 |
| 322 | 7:59a | Millbrae | 341 | 650 | 53% | 400 |
| 324 | 8:14a | Millbrae | 517 | 650 | 80% | 611 |
| 226 | 8:19a | San Mateo | 232 | 650 | 36% | 355 |
| 228 | 8:24a | Belmont | 141 | 650 | 22% | 256 |
| 230 | 8:44a | Millbrae | 326 | 650 | 50% | 434 |
| 332 | 8:59a | Millbrae | 246 | 650 | 38% | 276 |
| 134 | 9:07a | San Mateo | 182 | 650 | 28% | 308 |
| 236 | 9:37a | Burlingame | 165 | 650 | 25% | 227 |
| 138 | 10:07a | San Mateo | 175 | 650 | 27% | 267 |
| 240 | 10:37a | Burlingame | 133 | 650 | 20% | 195 |
| 142 | 11:07a | Hayward Park | 121 | 650 | 19% | 189 |
| 244 | 11:37a | Burlingame | 115 | 650 | 18% | 178 |
| 146 | 12:07p | Hayward Park | 128 | 650 | 20% | 209 |
| 248 | 12:37p | San Mateo | 118 | 650 | 18% | 196 |
| 150 | 1:07p | Hayward Park | 110 | 650 | 17% | 214 |
| 252 | 1:37p | San Mateo | 104 | 650 | 16% | 181 |
| 154 | 2:07p | Palo Alto | 144 | 650 | 22% | 305 |
| 256 | 2:37p | Burlingame | 141 | 650 | 22% | 269 |
| 158 | 3:07p | California Ave. | 311 | 650 | 48% | 712 |
| 260 | 3:37p | California Ave. | 267 | 650 | 41% | 512 |
| 362 | 4:09p | Millbrae | 343 | 650 | 53% | 504 |
| 264 | 4:19p | California Ave. | 263 | 650 | 41% | 446 |
| 266 | 4:27p | Menlo Park | 259 | 650 | 40% | 447 |
| 368 | 4:33p | Palo Alto | 402 | 650 | 62% | 609 |
| 270 | 4:56p | California Ave. | 477 | 650 | 73% | 962 |
| 372 | 5:14p | Millbrae | 564 | 650 | 87% | 711 |
| 274 | 5:20p | San Francisco | 389 | 650 | 60% | 605 |
| 276 | 5:27p | Menlo Park | 192 | 650 | 30% | 415 |
| 378 | 5:33p | Millbrae | 627 | 650 | 97% | 791 |
| 280 | 5:56p | Millbrae | 553 | 650 | 85% | 796 |
| 382 | 6:14p | Millbrae | 512 | 650 | 79% | 611 |
| 284 | 6:27p | Millbrae | 159 | 650 | 24% | 293 |
| 386 | 6:33p | Millbrae | 500 | 650 | 77% | 602 |
| 288 | 6:56p | Millbrae | 341 | 650 | 52% | 456 |
| 190 | 7:30p | Millbrae | 228 | 650 | 35% | 364 |
| 192 | 8:30p | Millbrae | 213 | 650 | 33% | 317 |
| 194 | 9:30p | Millbrae | 161 | 650 | 25% | 244 |
| 196 | 10:30p | Burlingame | 109 | 650 | 17% | 152 |
| 198 | 12:01a | Millbrae | 68 | 650 | 11% | 97 |
| | | | 12995 | 31850 | 41% | 19535 |

February 2009 Caltrain Annual Counts
TOTAL BOARDINGS - PERCENT CHANGE 2008 TO 2009

| NORTHBOUND | | | |
|--------------|-----------------|------|----------|
| Train Number | Total Boardings | | % Change |
| | 2008 | 2009 | |
| 101 | 122 | 131 | 7.0% |
| 103 | 167 | 156 | -6.6% |
| 305 | 313 | 321 | 2.4% |
| 207 | 364 | 379 | 4.0% |
| 309 | 409 | 417 | 1.9% |
| 211 | 275 | 301 | 9.3% |
| 313 | 625 | 655 | 4.9% |
| 215 | 543 | 538 | -1.0% |
| 217 | 812 | 864 | 6.4% |
| 319 | 978 | 819 | -16.3% |
| 221 | 480 | 565 | 17.7% |
| 323 | 762 | 774 | 1.6% |
| 225 | 530 | 603 | 13.7% |
| 227 | 803 | 789 | -1.6% |
| 329 | 763 | 745 | -2.3% |
| 231 | 295 | 334 | 13.3% |
| 233 | 557 | 651 | 16.9% |
| 135 | 369 | 366 | -0.8% |
| 237 | 283 | 339 | 19.8% |
| 139 | 244 | 229 | -6.1% |
| 241 | 171 | 209 | 21.8% |
| 143 | 143 | 177 | 23.6% |
| 245 | 203 | 192 | -5.3% |
| 147 | 177 | 179 | 1.0% |
| 249 | 175 | 183 | 4.5% |
| 151 | 175 | 180 | 3.1% |
| 253 | 186 | 311 | 66.6% |
| 155 | 298 | 309 | 3.8% |
| 257 | 288 | 307 | 6.7% |
| 159 | 409 | 450 | 9.9% |
| 261 | 524 | 535 | 2.1% |
| 263 | 294 | 300 | 1.8% |
| 365 | 290 | 329 | 13.4% |
| 267 | 678 | 747 | 10.2% |
| 369 | 551 | 591 | 7.3% |
| 271 | 366 | 366 | -0.1% |
| 373 | 450 | 512 | 13.8% |
| 275 | 436 | 481 | 10.4% |
| 277 | 475 | 491 | 3.5% |
| 379 | 460 | 497 | 8.2% |
| 281 | 236 | 237 | 0.2% |
| 383 | 308 | 367 | 19.2% |
| 285 | 271 | 281 | 3.8% |
| 287 | 296 | 293 | -1.1% |
| 189 | 206 | 176 | -14.5% |
| 191 | 348 | 283 | -18.6% |
| 193 | 241 | 255 | 5.8% |
| 195 | 185 | 197 | 6.6% |

| SOUTHBOUND | | | |
|--------------|-----------------|------|----------|
| Train Number | Total Boardings | | % Change |
| | 2008 | 2009 | |
| 102 | 102 | 113 | 10.6% |
| 104 | 148 | 173 | 17.5% |
| 206 | 325 | 362 | 11.6% |
| 208 | 281 | 287 | 2.1% |
| 210 | 605 | 641 | 5.9% |
| 312 | 309 | 346 | 12.0% |
| 314 | 607 | 593 | -2.4% |
| 216 | 313 | 348 | 11.4% |
| 218 | 387 | 378 | -2.3% |
| 220 | 559 | 579 | 3.7% |
| 322 | 348 | 400 | 15.0% |
| 324 | 573 | 611 | 6.6% |
| 226 | 328 | 355 | 8.0% |
| 228 | 240 | 256 | 6.5% |
| 230 | 430 | 434 | 0.9% |
| 332 | 232 | 276 | 18.7% |
| 134 | 288 | 308 | 6.7% |
| 236 | 249 | 227 | -8.8% |
| 138 | 216 | 267 | 23.9% |
| 240 | 175 | 195 | 11.3% |
| 142 | 186 | 189 | 1.6% |
| 244 | 148 | 178 | 20.6% |
| 146 | 207 | 209 | 1.1% |
| 248 | 155 | 196 | 26.6% |
| 150 | 215 | 214 | -0.5% |
| 252 | 202 | 181 | -10.6% |
| 154 | 302 | 305 | 0.9% |
| 256 | 264 | 269 | 2.0% |
| 158 | 665 | 712 | 7.0% |
| 260 | 464 | 512 | 10.2% |
| 362 | 420 | 504 | 20.0% |
| 264 | 393 | 446 | 13.4% |
| 266 | 426 | 447 | 5.1% |
| 368 | 573 | 609 | 6.3% |
| 270 | 934 | 962 | 3.0% |
| 372 | 645 | 711 | 10.2% |
| 274 | 559 | 605 | 8.2% |
| 276 | 462 | 415 | -10.2% |
| 378 | 771 | 791 | 2.6% |
| 280 | 833 | 796 | -4.4% |
| 382 | 586 | 611 | 4.2% |
| 284 | 269 | 293 | 9.2% |
| 386 | 552 | 602 | 9.1% |
| 288 | 427 | 456 | 6.7% |
| 190 | 315 | 364 | 15.5% |
| 192 | 375 | 317 | -15.3% |
| 194 | 276 | 244 | -11.5% |
| 198 | 119 | 97 | -18.7% |

**February 2009 Caltrain Annual Counts
PERCENT CAPACITY BY TIME PERIOD
AT MAXIMUM LOAD POINT**

Northbound Summary

| Time Period | Max. | Cap. | % Cap. |
|-------------|--------|--------|--------|
| AM NB | 5,968 | 11,050 | 54.0% |
| Off Peak NB | 2,375 | 10,400 | 22.8% |
| PM NB | 4,597 | 10,400 | 44.2% |
| ALL NB | 12,941 | 31,850 | 40.6% |

Southbound Summary

| Time Period | Max. | Cap. | % Cap. |
|-------------|--------|--------|--------|
| AM SB | 4,420 | 10,400 | 42.5% |
| Off Peak SB | 2,418 | 11,050 | 21.9% |
| PM SB | 6,158 | 10,400 | 59.2% |
| ALL SB | 12,995 | 31,850 | 40.8% |

Overall Summary

| Time Period | Max. | Cap. | % Cap. |
|-------------|--------|--------|--------|
| Traditional | 12,126 | 21,450 | 56.5% |
| Reverse | 9,017 | 20,800 | 43.4% |
| Off Peak | 4,793 | 21,450 | 22.3% |
| ALL TRAINS | 25,936 | 63,700 | 40.7% |

February 2009 Caltrain Annual Counts

BOARDINGS BY TIME PERIOD

| Traditional Peak | |
|-------------------------|---------------|
| AM Northbound | 9,043 |
| PM Southbound | 9,472 |
| Total | 18,515 |

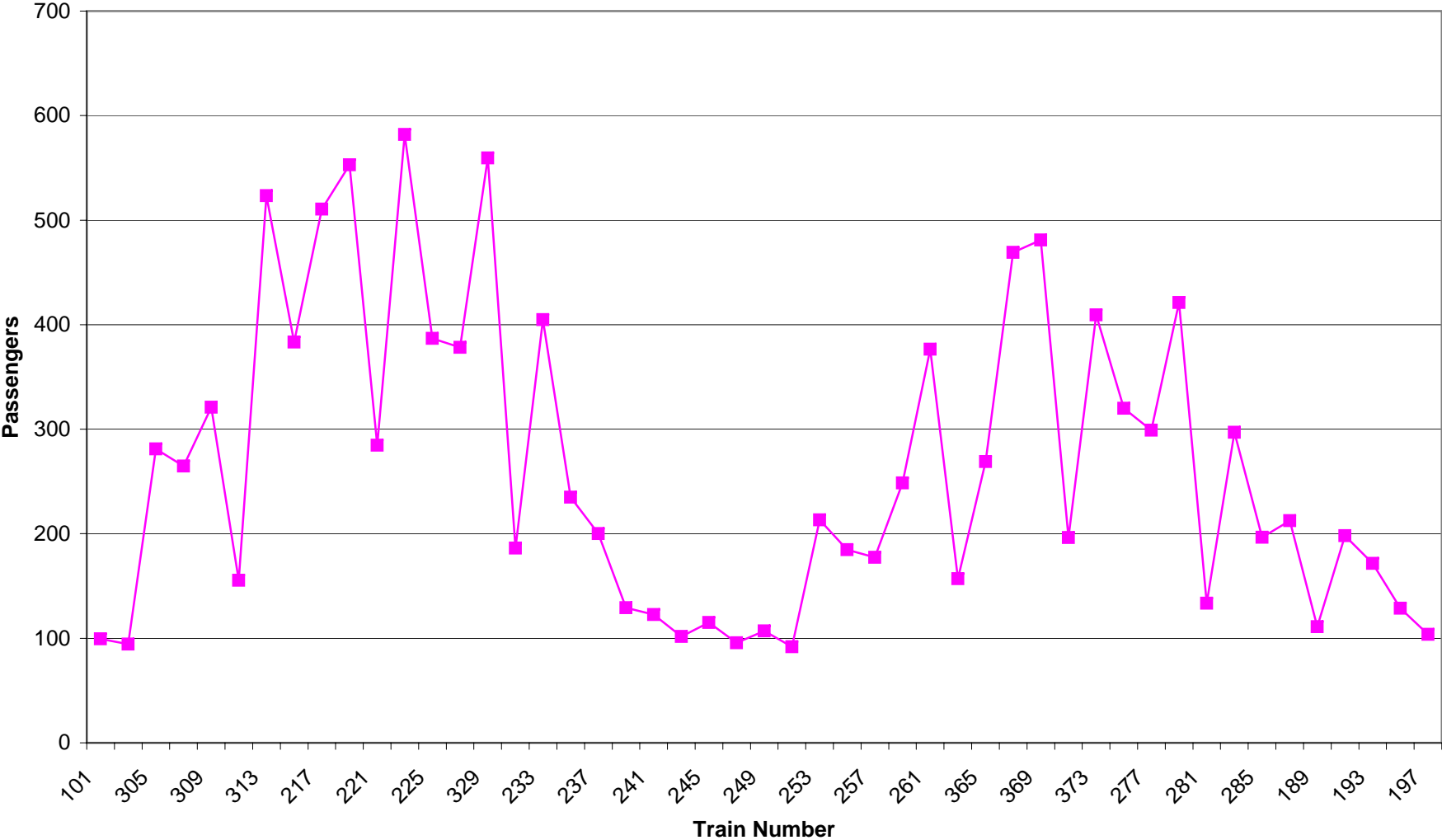
| Reverse Peak | |
|---------------------|---------------|
| AM Southbound | 6,153 |
| PM Northbound | 6,654 |
| Total | 12,807 |

| Midday | |
|---------------|--------------|
| Northbound | 2,981 |
| Southbound | 2,736 |
| Total | 5,718 |

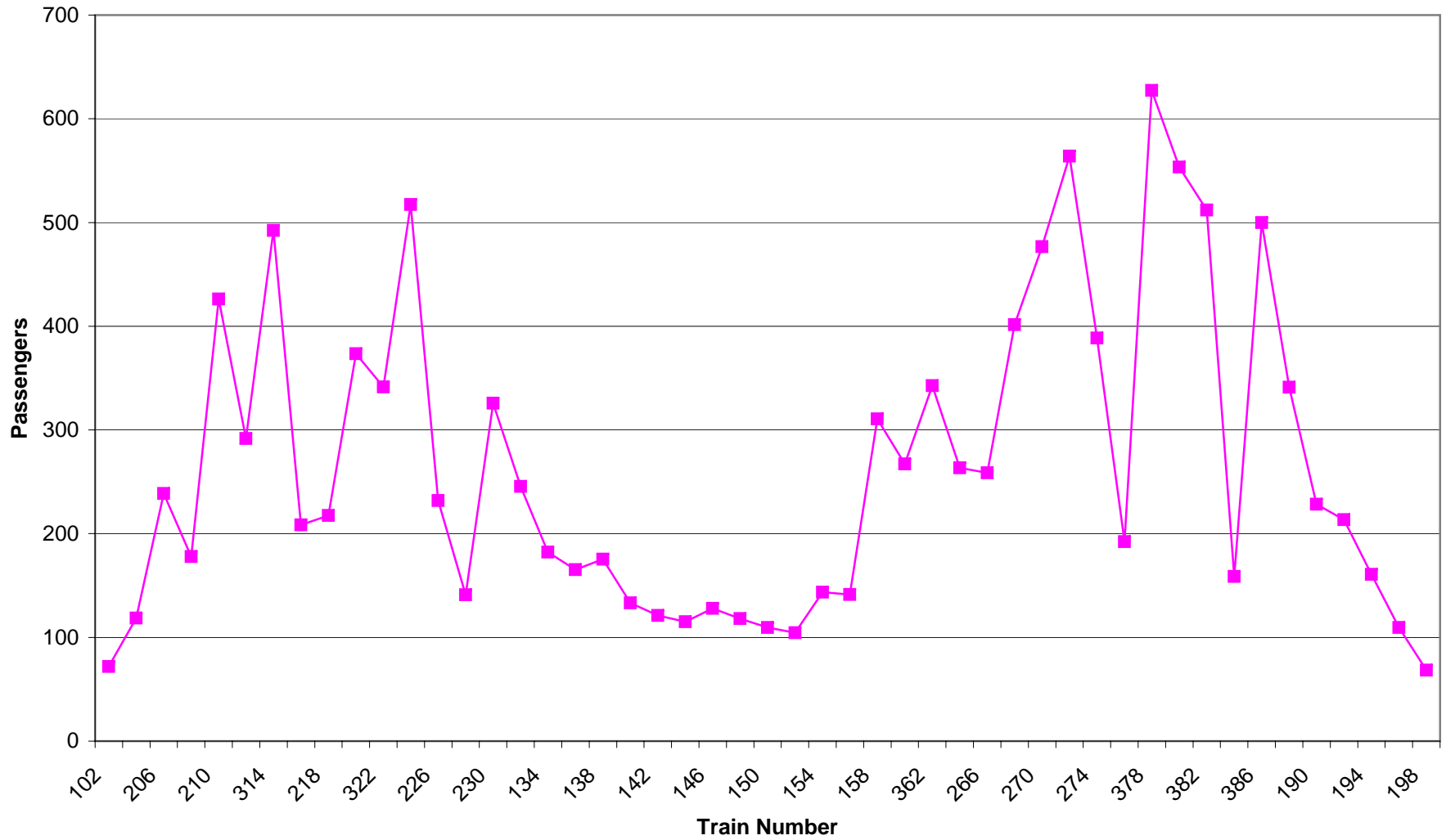
| Evening | |
|----------------|--------------|
| Northbound | 908 |
| Southbound | 1,174 |
| Total | 2,082 |

| Total | |
|--------------|---------------|
| Northbound | 19,587 |
| Southbound | 19,535 |
| Total | 39,122 |

**Maximum Load - Northbound
February 2009**



**Maximum Load - Southbound
February 2009**



February 2009 Caltrain Annual Counts

AVERAGE WEEKDAY BICYCLE ACTIVITY BY STATION - ALL DAY

| STATION | NORTHBOUND | | SOUTHBOUND | | TOTAL | |
|------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | On | Off | On | Off | On | Off |
| San Francisco | 0 | 580 | 650 | 0 | 650 | 580 |
| 22nd Street | 0 | 92 | 64 | 1 | 65 | 93 |
| Bayshore | 5 | 11 | 14 | 5 | 19 | 16 |
| South SF | 15 | 23 | 19 | 14 | 34 | 37 |
| San Bruno | 20 | 25 | 24 | 19 | 44 | 44 |
| Millbrae | 22 | 69 | 53 | 21 | 75 | 91 |
| Burlingame | 22 | 32 | 31 | 21 | 53 | 54 |
| San Mateo | 47 | 50 | 50 | 52 | 96 | 101 |
| Hayward Park | 12 | 10 | 10 | 13 | 22 | 23 |
| Hillsdale | 58 | 67 | 60 | 56 | 117 | 123 |
| Belmont | 13 | 25 | 27 | 15 | 39 | 40 |
| San Carlos | 43 | 39 | 43 | 35 | 85 | 75 |
| Redwood City | 97 | 83 | 86 | 97 | 183 | 179 |
| Menlo Park | 64 | 52 | 49 | 78 | 112 | 130 |
| Palo Alto | 201 | 140 | 141 | 219 | 341 | 359 |
| California Ave. | 74 | 42 | 40 | 60 | 114 | 102 |
| San Antonio | 49 | 18 | 12 | 49 | 61 | 67 |
| Mountain View | 208 | 41 | 37 | 228 | 245 | 269 |
| Sunnyvale | 120 | 13 | 17 | 121 | 137 | 134 |
| Lawrence | 59 | 10 | 10 | 60 | 69 | 70 |
| Santa Clara | 53 | 6 | 6 | 49 | 58 | 55 |
| College Park | 1 | 0 | 0 | 1 | 1 | 2 |
| San Jose Diridon | 194 | 3 | 6 | 178 | 200 | 180 |
| Tamien | 38 | 3 | 0 | 36 | 39 | 39 |
| Capitol | 1 | 1 | 1 | 2 | 2 | 3 |
| Blossom Hill | 1 | 2 | 2 | 2 | 3 | 4 |
| Morgan Hill | 7 | 1 | 0 | 7 | 8 | 8 |
| San Martin | 2 | 0 | 0 | 1 | 2 | 1 |
| Gilroy | 14 | 0 | 0 | 13 | 14 | 13 |
| TOTAL | 1,437 | 1,437 | 1,453 | 1,453 | 2,890 | 2,890 |

February 2009 Caltrain Annual Counts
SATURDAY PASSENGER ACTIVITY

| STATION | NORTHBOUND | | SOUTHBOUND | | TOTAL | |
|------------------|--------------|--------------|--------------|--------------|---------------|---------------|
| | On | Off | On | Off | On | Off |
| San Francisco | 0 | 2,294 | 2,353 | 0 | 2,353 | 2,294 |
| 22nd Street | 7 | 101 | 110 | 7 | 117 | 108 |
| Bayshore | 8 | 80 | 80 | 17 | 88 | 97 |
| South SF | 24 | 46 | 58 | 27 | 82 | 73 |
| San Bruno | 40 | 79 | 90 | 46 | 130 | 125 |
| Millbrae | 46 | 725 | 888 | 54 | 934 | 779 |
| Broadway | 27 | 69 | 60 | 30 | 87 | 99 |
| Burlingame | 115 | 192 | 204 | 118 | 319 | 310 |
| San Mateo | 198 | 201 | 220 | 195 | 418 | 396 |
| Hayward Park | 88 | 63 | 57 | 101 | 145 | 164 |
| Hillsdale | 223 | 194 | 209 | 228 | 432 | 422 |
| Belmont | 109 | 72 | 69 | 119 | 178 | 191 |
| San Carlos | 195 | 82 | 111 | 158 | 306 | 240 |
| Redwood City | 380 | 182 | 186 | 377 | 566 | 559 |
| Atherton | 34 | 31 | 28 | 41 | 62 | 72 |
| Menlo Park | 272 | 146 | 113 | 250 | 385 | 396 |
| Palo Alto | 619 | 266 | 255 | 647 | 874 | 913 |
| California Ave. | 235 | 70 | 64 | 236 | 299 | 306 |
| San Antonio | 174 | 54 | 50 | 226 | 224 | 280 |
| Mountain View | 623 | 76 | 73 | 622 | 696 | 698 |
| Sunnyvale | 417 | 33 | 39 | 426 | 456 | 459 |
| Lawrence | 127 | 14 | 23 | 126 | 150 | 140 |
| Santa Clara | 312 | 12 | 17 | 331 | 329 | 343 |
| San Jose Diridon | 809 | 0 | 0 | 975 | 809 | 975 |
| TOTAL | 5,082 | 5,082 | 5,357 | 5,357 | 10,439 | 10,439 |

February 2009 Caltrain Annual Counts
SUNDAY PASSENGER ACTIVITY

| STATION | NORTHBOUND | | SOUTHBOUND | | TOTAL | |
|------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | On | Off | On | Off | On | Off |
| San Francisco | 0 | 1,494 | 1,896 | 0 | 1,896 | 1,494 |
| 22nd Street | 4 | 69 | 72 | 4 | 76 | 73 |
| Bayshore | 3 | 75 | 77 | 5 | 80 | 80 |
| South SF | 21 | 42 | 41 | 26 | 62 | 68 |
| San Bruno | 39 | 89 | 63 | 41 | 102 | 130 |
| Millbrae | 32 | 544 | 665 | 29 | 697 | 573 |
| Broadway | 17 | 40 | 33 | 29 | 50 | 69 |
| Burlingame | 72 | 145 | 142 | 92 | 214 | 237 |
| San Mateo | 105 | 138 | 159 | 146 | 264 | 284 |
| Hayward Park | 51 | 25 | 35 | 79 | 86 | 104 |
| Hillsdale | 132 | 127 | 123 | 141 | 255 | 268 |
| Belmont | 83 | 44 | 50 | 124 | 133 | 168 |
| San Carlos | 72 | 59 | 73 | 105 | 145 | 164 |
| Redwood City | 330 | 170 | 148 | 275 | 478 | 445 |
| Atherton | 33 | 28 | 36 | 27 | 69 | 55 |
| Menlo Park | 163 | 113 | 130 | 206 | 293 | 319 |
| Palo Alto | 421 | 257 | 179 | 483 | 600 | 740 |
| California Ave. | 178 | 40 | 53 | 174 | 231 | 214 |
| San Antonio | 157 | 37 | 46 | 178 | 203 | 215 |
| Mountain View | 457 | 63 | 57 | 458 | 514 | 521 |
| Sunnyvale | 338 | 24 | 24 | 362 | 362 | 386 |
| Lawrence | 109 | 13 | 11 | 111 | 120 | 124 |
| Santa Clara | 225 | 7 | 16 | 261 | 241 | 268 |
| San Jose Diridon | 601 | 0 | 0 | 773 | 601 | 773 |
| TOTAL | 3,643 | 3,643 | 4,129 | 4,129 | 7,772 | 7,772 |

February 2009 Caltain Annual Count
SATURDAY BOARDING BY NUMERIC CHANGE 2008 TO 2009

| STATION | 2008 Boardings | 2009 Boardings | Numeric Change | Percentage Change |
|------------------|----------------|----------------|----------------|-------------------|
| Millbrae | 705 | 934 | 229 | 32.5% |
| Hayward Park | 86 | 145 | 59 | 68.6% |
| Mountain View | 656 | 696 | 40 | 6.1% |
| Palo Alto | 840 | 874 | 34 | 4.0% |
| Sunnyvale | 427 | 456 | 29 | 6.8% |
| Menlo Park | 363 | 385 | 22 | 6.1% |
| California Ave. | 285 | 299 | 14 | 4.9% |
| San Jose Diridon | 796 | 809 | 13 | 1.6% |
| 22nd Street | 105 | 117 | 12 | 11.4% |
| Burlingame | 313 | 319 | 6 | 1.9% |
| Bayshore | 91 | 88 | -3 | -3.3% |
| Lawrence | 156 | 150 | -6 | -3.8% |
| Broadway | 93 | 87 | -6 | -6.5% |
| San Antonio | 239 | 224 | -15 | -6.3% |
| Atherton | 81 | 62 | -19 | -23.5% |
| Santa Clara | 367 | 329 | -38 | -10.4% |
| San Mateo | 457 | 418 | -39 | -8.5% |
| San Bruno | 176 | 130 | -46 | -26.1% |
| South SF | 137 | 82 | -55 | -40.1% |
| Hillsdale | 520 | 432 | -88 | -16.9% |
| Belmont | 268 | 178 | -90 | -33.6% |
| San Carlos | 408 | 306 | -102 | -25.0% |
| Redwood City | 748 | 566 | -182 | -24.3% |
| San Francisco | 2,804 | 2,353 | -451 | -16.1% |
| TOTAL | 11,121 | 10,439 | -682 | -6.1% |

February 2009 Caltain Annual Count
SUNDAY BOARDING BY NUMERIC CHANGE 2008 TO 2009

| STATION | 2008 Boardings | 2009 Boardings | Numeric Change | Percentage Change |
|------------------|----------------|----------------|----------------|-------------------|
| Mountain View | 474 | 514 | 40 | 8.4% |
| Millbrae | 659 | 697 | 38 | 5.8% |
| Redwood City | 453 | 478 | 25 | 5.5% |
| Atherton | 48 | 69 | 21 | 43.8% |
| San Mateo | 244 | 264 | 20 | 8.2% |
| San Antonio | 184 | 203 | 19 | 10.3% |
| Bayshore | 71 | 80 | 9 | 12.7% |
| Broadway | 46 | 50 | 4 | 8.7% |
| South SF | 60 | 62 | 2 | 3.3% |
| Hayward Park | 85 | 86 | 1 | 1.2% |
| California Ave. | 230 | 231 | 1 | 0.4% |
| 22nd Street | 80 | 76 | -4 | -5.0% |
| San Carlos | 150 | 145 | -5 | -3.3% |
| Sunnyvale | 378 | 362 | -16 | -4.2% |
| Lawrence | 136 | 120 | -16 | -11.8% |
| Burlingame | 240 | 214 | -26 | -10.8% |
| Belmont | 162 | 133 | -29 | -17.9% |
| San Bruno | 133 | 102 | -31 | -23.3% |
| Santa Clara | 277 | 241 | -36 | -13.0% |
| Palo Alto | 642 | 600 | -42 | -6.5% |
| San Jose Diridon | 792 | 601 | -191 | -24.1% |
| San Francisco | 2,112 | 1,896 | -216 | -10.2% |
| Hillsdale | 495 | 255 | -240 | -48.5% |
| TOTAL | 8,481 | 7,772 | -709 | -8.4% |

February 2009 Caltrain Annual Count
SATURDAY NORTHBOUND
PASSENGERS BY TRAIN 2002 vs 2008 vs 2009

| SJ Depart | 2002 | | 02 to 08 Change | | 2008 | | 08 to 09 Change | | 2009 | |
|-----------|--------------|-------------|-----------------|--------------|--------------|-------------|-----------------|---------------|--------------|-------------|
| | Train | Total | Difference | Percent | Train | Total | Difference | Percent | Train | Total |
| 6:00 a | 127 | 135 | | | - | - | | | - | - |
| 7:00 a | 139 | 249 | -79 | -31.7% | 421 | 197 | -27 | -13.7% | 421 | 170 |
| 8:00 a | 147 | 550 | -260 | -47.3% | 423 | 244 | 46 | 18.9% | 423 | 290 |
| 9:00 a | 149 | 424 | -41 | -9.7% | 425 | 304 | 79 | 26.0% | 425 | 383 |
| 10:00 a | 153 | 476 | -74 | -15.5% | 427 | 386 | 16 | 4.1% | 427 | 402 |
| 11:00 a | 157 | 435 | 52 | 12.0% | 429 | 418 | 69 | 16.5% | 429 | 487 |
| 12:00 p | 161 | 393 | 21 | 5.3% | 431 | 465 | -51 | -11.0% | 431 | 414 |
| 1:00 p | 165 | 276 | 62 | 22.5% | 433 | 437 | -99 | -22.7% | 433 | 338 |
| 2:00 p | 169 | 456 | -83 | -18.2% | 435 | 500 | -127 | -25.4% | 435 | 373 |
| 3:00 p | 173 | 417 | -69 | -16.5% | 437 | 590 | -242 | -41.0% | 437 | 348 |
| 4:00 p | 177 | 368 | 35 | 9.5% | 439 | 563 | -160 | -28.4% | 439 | 403 |
| 5:00 p | 181 | 384 | 30 | 7.8% | 441 | 526 | -112 | -21.3% | 441 | 414 |
| 6:00 p | 187 | 278 | 41 | 14.7% | 443 | 364 | -45 | -12.4% | 443 | 319 |
| 7:00 p | 191 | 126 | 80 | 63.5% | 445 | 263 | -57 | -21.7% | 445 | 206 |
| 8:00 p | 195 | 139 | 30 | 21.6% | 447 | 227 | -58 | -25.6% | 447 | 169 |
| 9:00 p | - | - | | | 449 | 199 | 25 | 12.6% | 449 | 224 |
| 10:30 p | 199 | 271 | -129 | -47.6% | 451 | 132 | 10 | 7.6% | 451 | 142 |
| | Total | 5377 | -295 | -5.5% | Total | 5815 | -733 | -12.6% | Total | 5082 |

February 2009 Caltrain Annual Count
SATURDAY SOUTHBOUND
PASSENGERS BY TRAIN 2002 vs 2008 vs 2009

| SF Depart | 2002 | | 02 to 08 Change | | 2008 | | 08 to 09 Change | | 2009 | |
|-----------|--------------|-------------|-----------------|-------------|--------------|-------------|-----------------|-------------|--------------|-------------|
| | Train | Total | Numerical | Percent | Train | Total | Numerical | Percent | Train | Total |
| 7:00 a | 128 | 210 | | | - | - | | | - | - |
| 8:00 a | 134 | 249 | 4 | 1.6% | 422 | 225 | 28 | 12.4% | 422 | 253 |
| 9:00 a | 138 | 252 | 17 | 6.7% | 424 | 215 | 54 | 25.1% | 424 | 269 |
| 10:00 a | 142 | 329 | -31 | -9.4% | 426 | 250 | 48 | 19.2% | 426 | 298 |
| 11:00 a | 146 | 308 | -9 | -2.9% | 428 | 299 | 0 | 0.0% | 428 | 299 |
| 12:00 p | 150 | 406 | -49 | -12.1% | 430 | 315 | 42 | 13.3% | 430 | 357 |
| 1:00 p | 154 | 526 | -165 | -31.4% | 432 | 279 | 82 | 29.4% | 432 | 361 |
| 2:00 p | 158 | 339 | 80 | 23.6% | 434 | 373 | 46 | 12.3% | 434 | 419 |
| 3:00 p | 162 | 347 | 87 | 25.1% | 436 | 358 | 76 | 21.2% | 436 | 434 |
| 4:00 p | 166 | 395 | 64 | 16.2% | 438 | 559 | -100 | -17.9% | 438 | 459 |
| 5:00 p | 174 | 492 | 15 | 3.0% | 440 | 436 | 71 | 16.3% | 440 | 507 |
| 6:00 p | 184 | 419 | 30 | 7.2% | 442 | 346 | 103 | 29.8% | 442 | 449 |
| 7:00 p | 188 | 318 | 47 | 14.8% | 444 | 345 | 20 | 5.8% | 444 | 365 |
| 8:00 p | 192 | 257 | 14 | 5.4% | 446 | 223 | 48 | 21.5% | 446 | 271 |
| 9:00 p | - | - | | | 448 | 223 | -7 | -3.1% | 448 | 216 |
| 10:00 p | 196 | 279 | -65 | -23.3% | 450 | 536 | -322 | -60.1% | 450 | 214 |
| 12:00 a | 198 | 150 | 36 | 24.0% | 454 | 324 | -138 | -42.6% | 454 | 186 |
| | Total | 5276 | 81 | 1.5% | Total | 5306 | 51 | 1.0% | Total | 5357 |

February 2009 Caltrain Annual Count
SUNDAY NORTHBOUND
PASSENGERS BY TRAIN 2002 vs 2008 vs 2009

| SJ Depart | 2002 | | 02 to 08 Change | | 2008 | | 08 to 09 Change | | 2009 | |
|-----------|-------|-------|-----------------|---------|-------|-------|-----------------|---------|-------|-------|
| | Train | Total | Difference | Percent | Train | Total | Difference | Percent | Train | Total |
| 7:30 a | 247 | 169 | | | - | - | | | - | - |
| 8:00 a | - | - | | | 423 | 251 | 3 | 1.2% | 423 | 254 |
| 9:00 a | 253 | 329 | -78 | -23.7% | 425 | 293 | -42 | -14.3% | 425 | 251 |
| 10:00 a | 255 | 400 | -96 | -24.0% | 427 | 395 | -91 | -23.0% | 427 | 304 |
| 11:00 a | 257 | 276 | 64 | 23.2% | 429 | 387 | -47 | -12.1% | 429 | 340 |
| 12:00 p | 259 | 331 | -26 | -7.9% | 431 | 345 | -40 | -11.6% | 431 | 305 |
| 1:00 p | - | - | | | 433 | 355 | -69 | -19.4% | 433 | 286 |
| 2:00 p | 263 | 407 | -81 | -19.9% | 435 | 336 | -10 | -3.0% | 435 | 326 |
| 3:00 p | - | - | | | 437 | 351 | -18 | -5.1% | 437 | 333 |
| 4:00 p | 271 | 428 | -129 | -30.1% | 439 | 342 | -43 | -12.6% | 439 | 299 |
| 5:00 p | - | - | | | 441 | 309 | -45 | -14.6% | 441 | 264 |
| 6:00 p | 281 | 363 | -154 | -42.4% | 443 | 202 | 7 | 3.5% | 443 | 209 |
| 7:00 p | - | - | | | 445 | 228 | -22 | -9.6% | 445 | 206 |
| 8:00 p | 285 | 213 | -60 | -28.2% | 447 | 156 | -3 | -1.9% | 447 | 153 |
| 9:00 p | - | - | | | 449 | 169 | -56 | -33.1% | 449 | 113 |
| 10:30 p | 289 | 83 | | | - | - | | | - | - |
| | Total | 2999 | 644 | 21.5% | Total | 4119 | -476 | -11.6% | Total | 3643 |

February 2009 Caltrain Annual Count
SUNDAY SOUTHBOUND
PASSENGERS BY TRAIN 2002 vs 2008 vs 2009

| SJ Depart | 2002 | | 02 to 08 Change | | 2008 | | 08 to 09 Change | | 2009 | |
|-----------|-------|-------|-----------------|---------|-------|-------|-----------------|---------|-------|-------|
| | Train | Total | Difference | Percent | Train | Total | Difference | Percent | Train | Total |
| 7:00 a | - | - | | | - | - | | | - | - |
| 8:00 a | 234 | 242 | -110 | -45.5% | 422 | 155 | -23 | -14.8% | 422 | 132 |
| 9:00 a | - | - | | | 424 | 205 | -8 | -3.9% | 424 | 197 |
| 10:00 a | 242 | 370 | -98 | -26.5% | 426 | 256 | 16 | 6.3% | 426 | 272 |
| 11:00 a | - | - | | | 428 | 312 | -32 | -10.3% | 428 | 280 |
| 12:00 p | 250 | 458 | -140 | -30.6% | 430 | 286 | 32 | 11.2% | 430 | 318 |
| 1:00 p | - | - | | | 432 | 316 | 1 | 0.3% | 432 | 317 |
| 2:00 p | 258 | 423 | -69 | -16.3% | 434 | 318 | 36 | 11.3% | 434 | 354 |
| 3:00 p | - | - | | | 436 | 400 | -90 | -22.5% | 436 | 310 |
| 4:00 p | 266 | 418 | -29 | -6.9% | 438 | 391 | -2 | -0.5% | 438 | 389 |
| 5:00 p | 274 | 292 | 167 | 57.2% | 440 | 460 | -1 | -0.2% | 440 | 459 |
| 6:00 p | 284 | 338 | 50 | 14.8% | 442 | 384 | 4 | 1.0% | 442 | 388 |
| 7:00 p | 288 | 208 | 149 | 71.6% | 444 | 346 | 11 | 3.2% | 444 | 357 |
| 8:00 p | 292 | 227 | -51 | -22.5% | 446 | 260 | -84 | -32.3% | 446 | 176 |
| 9:00 p | - | - | | | 448 | 273 | -93 | -34.1% | 448 | 180 |
| 10:00 p | 296 | 178 | | | - | - | | | - | - |
| | Total | 3154 | 975 | 30.9% | Total | 4362 | -233 | -5.3% | Total | 4129 |