



**February 2012 Caltrain Annual Passenger Counts
Key Findings**

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The 2012 annual Caltrain passenger counts, which were conducted in February 2012, followed the same methodology that has been used since the counts commenced in 1994. Physical headcounts of all boarding and alighting passengers, and bikes per station, are collected for all weekday and weekend trains. Weekday trains are counted five times each, once each day, Monday through Friday. Figures given are an average of the five days. On weekends, each train is only counted once on Saturday and once on Sunday. Counts are conducted in February to avoid special events, especially Giant's baseball games at AT&T Park in San Francisco, which can distort average ridership and interfere in sound planning.

These annual passenger counts are an actual census of passengers and are used to validate the monthly ridership estimations derived from ticket and pass sales.

The following report summarizes weekday and weekend ridership and provides comparisons to last year's ridership numbers. Additional detailed ridership information is provided in Attachment 1 located at the end of this report.

Recent Service Changes

The last service changes occurred in 2011. Due to budgetary restrictions, Caltrain reduced service on January 1, 2011 from 90 to 86 trains per weekday through the removal of four midday trains (two in each direction). In addition, Caltrain began a weekend pilot service with two northbound and two southbound Baby Bullet trains in the midday and early evening on Saturday and on Sunday.

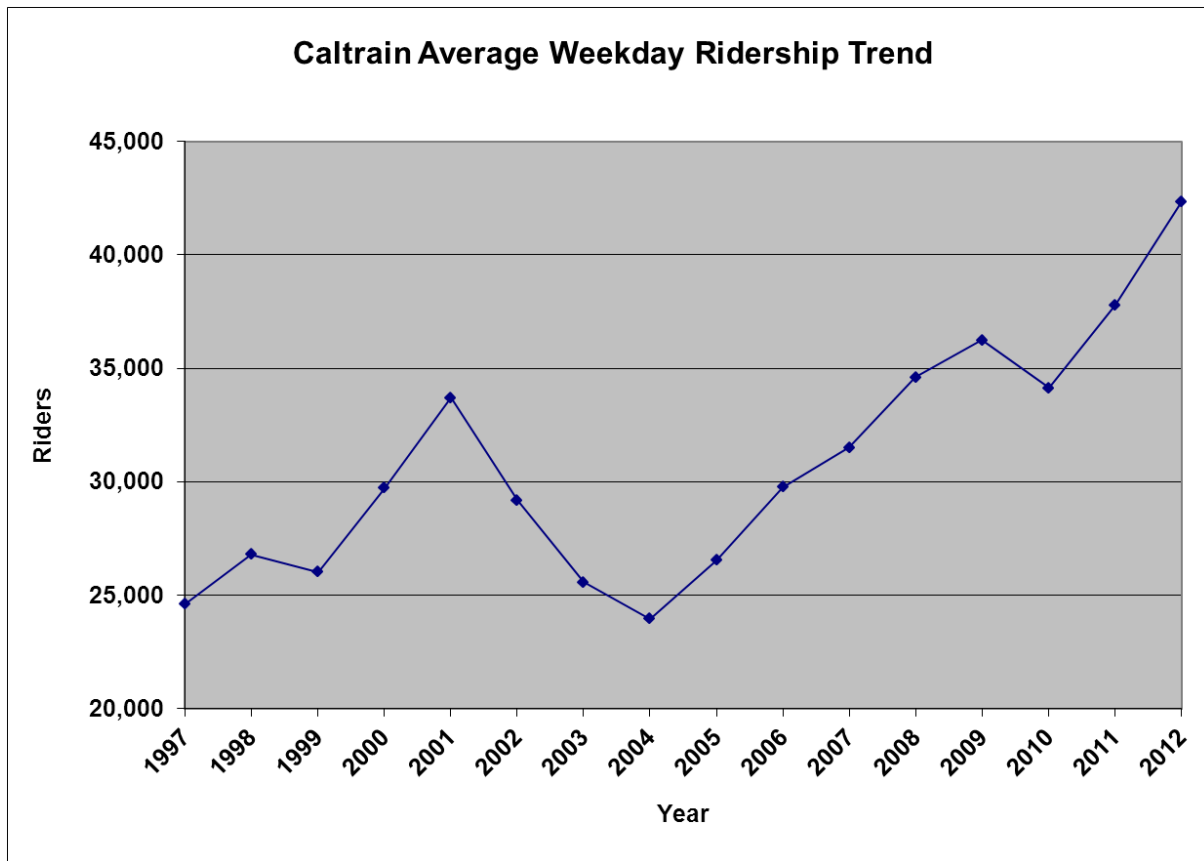
Previous service levels and changes are described in Attachment 2 of this report.

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 for each train is then averaged over the five weekdays to get a single average weekday ridership count (AWR).

The total AWR per day increased 12.1 percent compared to February 2011, with a total of 42,354 boardings. Since 1997, Caltrain AWR has increased by more than 70 percent, as shown in Figure 1. 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, with the exception of a slight decrease seen in 2010. Ridership has grown nearly 77 percent since the implementation of Baby Bullet service. This year, ridership continued to increase as the region recovered from the tough economic environment of 2009 and 2010. Ridership growth appears to be associated with regional job growth and increased gas prices.

Figure 1: CALTRAIN ANNUAL WEEKDAY RIDERSHIP TREND



The total ridership in the peak this year increased 12.2 percent compared to 2011 peak-period ridership which is slightly more than the increase in overall ridership. 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 are operated at the shoulders of the peak periods and serve to transition the service from peak to off-peak. This year saw an overall increase in ridership for all types of service within the peak hour. The average number of passengers on each type of service in 2011 and 2012 is provided below in Table 1. The low passenger loads for Local trains are largely due to the fact that the Local trains have the longest travel time and are in the shoulder of the peak.

Table 1: AVERAGE PASSENGERS PER TRAIN (peak hours)

Train Type	Feb 2011	Feb 2012	Percent Change
Baby Bullet	547	615	12.4%
Limited	472	532	12.9%
Local	288	304	5.5%

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 2011 and 2012.

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

Service Type	Feb 2011	Feb 2012	Percent Change
Baby Bullet	547	615	12.4%
Express/Local	491	557	13.3%
Uniform Limited	420	470	11.8%
Local	288	304	5.5%

Stations

When ranked by average weekday boardings, the top 10 stations remained in the same order from 2011 to 2012.

Among all stations, the other changes in ranking were by one place:

- California Avenue moved from 13th to 12th
- San Carlos moved from 12th to 13th
- San Antonio moved from 18th to 17th
- Lawrence moved from 17th to 18th
- Belmont moved from 20th to 19th
- San Bruno moved from 19th to 20th

Table 3 provides numeric change in AWR from 2011 to 2012 among the 10 stations with the highest AWR.

Table 3: TOP 10 RIDERSHIP STATIONS – NUMERIC COMPARISON 2011 TO 2012

Station	Feb 2011		Feb 2012		Change in AWR
	Rank	AWR	Rank	AWR	
San Francisco	1	8,897	1	9,670	774
Palo Alto	2	4,028	2	4,661	632
Mountain View	3	3,368	3	3,670	301
San Jose Diridon	4	2,681	4	3,187	507
Millbrae	5	2,600	5	2,880	279
Redwood City	6	2,106	6	2,399	293
Hillsdale	7	1,883	7	2,097	214
Sunnyvale	8	1,787	8	1,965	177
San Mateo	9	1,347	9	1,477	130
Menlo Park	10	1,312	10	1,471	159

Table 4 lists the 10 stations with the highest AWR and their share of system total AWR in 2011 and 2012.

Table 4: TOP 10 RIDERSHIP STATIONS – PERCENT COMPARISON 2011 TO 2012

Station	Feb 2011 AWR	% of Total AWR	Feb 2012 AWR	% of Total AWR
San Francisco	8,897	23.5%	9,670	22.8%
Palo Alto	4,028	10.7%	4,661	11.0%
Mountain View	3,368	8.9%	3,670	8.7%
San Jose Diridon	2,681	7.1%	3,187	7.5%
Millbrae	2,600	6.9%	2,880	6.8%
Redwood City	2,106	5.6%	2,399	5.7%
Hillsdale	1,883	5.0%	2,097	5.0%
Sunnyvale	1,787	4.7%	1,965	4.6%
San Mateo	1,347	3.6%	1,477	3.5%
Menlo Park	1,312	3.5%	1,471	3.5%
TOTAL		79.4%		79.0%

The top 10 stations with the highest absolute change in AWR from 2011 to 2012, and the resulting percentage increase, are provided in Table 5.

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

Station	Change in AWR 2011 to 2012	
	Numeric	Percent Change
San Francisco	774	8.7%
Palo Alto	632	15.7%
San Jose Diridon	507	18.9%
Mountain View	301	8.9%
Redwood City	293	13.9%
Millbrae	279	10.7%
22nd Street	216	20.8%
Hillsdale	214	11.4%
Sunnyvale	177	9.9%
California Ave.	175	19.5%

The two stations with the greatest percent increase in ridership are: San Antonio with an increase of 27.9 percent and Capitol with a 41.1 percent increase. While these increases are very high, the amount of boardings in 2012 at San Antonio (611) are low when compared to other stations and are subject to large percent changes when the base number of riders is relatively few. In the case of Capitol the number of boardings is so low at 27, that a very small number of riders (in this case only 8) can cause a large percent change.

Baby Bullet Stations

Table 6 shows the trend of AWR at stations with Baby Bullet service between 2011 and 2012.

Table 6: BABY BULLET STATION RIDERSHIP COMPARISON

Station	Feb 2011 AWR	Feb 2012 AWR	Percent Change
San Francisco	8,897	9,670	8.7%
22 nd Street	1,036	1,252	20.8%
Millbrae	2,600	2,880	10.7%
San Mateo	1,347	1,477	9.7%
Hillsdale	1,883	2,097	11.4%
Redwood City	2,106	2,399	13.9%
Menlo Park	1,312	1,471	12.1%
Palo Alto	4,028	4,661	15.7%
Mountain View	3,368	3,670	8.9%
Sunnyvale	1,787	1,965	9.9%
San Jose Diridon	2,681	3,187	18.9%
Tamien	577	653	13.1%
TOTAL	31,622	35,381	11.9%

The stations with Baby Bullet express service are continuing to show gains in ridership in both increased number and percentage. Ridership at Baby Bullet stations continues to make up approximately 83.5 percent of total daily boardings.

Average Trip Length

The following table shows the average passenger trip length for various types of train service for 2011 and 2012. For comparison purposes, the length of each Caltrain zone is 13 miles. Compared to 2011, trip length of each of those five train type groupings has decreased by less than one-half of a mile.

Table 7: TRIP LENGTH BY WEEKDAY TRAIN TYPE

Train Type	Average Trip Length (mi)	
	Feb 2011	Feb 2012
Weekday	23.1	22.8
Baby Bullet	28.6	28.3
Peak Non-Baby Bullet	20.3	20.1
Off Peak	20.8	20.5
All Locals	20.4	20.2

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 2012 counts show that the traditional peak (northbound morning and southbound evening) trains and Baby Bullets continue to have the highest loads.

Table 8 shows the five trains with the highest percent of seated capacity in each direction and they are all close to or over capacity. On average, the top five fullest trains in each direction are at approximately 97 percent of seated capacity; this is an increase from last year, which showed an average maximum load of approximately 89 percent of seated capacity. It is important to note that ridership in the peak summer months is approximately 16 percent higher than ridership in February. During the peak months, more trains would show a maximum load that is reaching or exceeding capacity.

Table 8: TOP 5 FULLEST TRAINS IN EACH DIRECTION

Northbound				Southbound					
Train Number	Depart SJ	Max Load	Percent of Seated Capacity	Train Number	Depart SF	Max Load	Percent of Seated Capacity		
b	329	8:03 AM	698	107%	b	378	5:33 PM	675	104%
b	323	7:45 AM	675	104%	b	324	8:14 AM	626	96%
b	369	4:45 PM	625	96%		280	5:56 PM	616	95%
b	319	7:03 AM	607	93%	b	372	5:14 PM	609	94%
g	217	6:57 AM	577	89%	b	314	7:14 AM	575	88%

b = Baby Bullet train, g = Gilroy train

For southbound trains, four of the top four trains remained the same from last year with the 2nd (Train 324) and 3rd (Train 280) switching places. Train 314, which was 6th last year moved into the top five this year, moving Train 382 to 6th place. This moved a traditional commute direction (southbound PM) train out of the top 5 to be replaced by a reverse commute direction train (southbound AM). For northbound trains, all of the top five trains from 2011 remained in the same order in the top five for 2012.

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 2011 to 2012. The reverse-peak market is showing slightly stronger growth than the traditional peak. The ratio of those traveling north in the morning to those traveling south in the morning continues to remain at approximately 60/40, as has been the case for quite some time.

Table 9 shows the AWR broken down by market (direction/time of day) and change since February 2011.

Table 9: WEEKDAY PASSENGERS BY MARKET (time of day/direction) – COMPARISON TO 2011

Market	Feb 2011 AWR	Feb 2012 AWR	Difference	% Change
Traditional Peak	18,262	20,473	2,211	12.1%
Midday	4,587	4,870	283	6.2%
Reverse Peak	12,768	14,353	1,585	12.4%
Night	2,162	2,658	497	23.0%
TOTAL	37,779	42,354	4,576	12.1%

Gilroy Extension Ridership

Table 10 shows the AWR from 2004 to 2012 for the Gilroy extension which serves five stations south of Tamien Station. Service is provided in the northbound direction in the morning peak period and in the southbound direction in the evening peak period. For the last two years there have been modest gains in ridership on the Gilroy extension. .

Table 10: Gilroy Extension Boardings by Year 2004 - 2012

Year	2004	2005	2006	2007	2008	2009	2010	2011	2012
Boardings	631	598	439	418	428	393	323	348	366
Change	-	-5.3%	-26.5%	-4.9%	2.5%	-8.2%	-17.9%	8.0%	4.9%

Service for the Gilroy extension decreased from four round trips per weekday in 2004 to three per weekday starting in August 2005. Ridership on the Gilroy extension declined from 2002 to 2010, with a small increase seen in 2008. Since the peak in 2001, Gilroy ridership has decreased by more than 1,000 daily passengers, a loss of approximately 75 percent of the riders. Some of the decrease in Gilroy ridership is attributable to major capacity improvements to Highway 101 between San Jose and Gilroy that were completed in 2003.

Midday Ridership

This was the second year in which hourly service was provided in the midday from 9 a.m. to 3 p.m. The following table compares the ridership of all midday trains in 2011 and 2012:

Table 11: MIDDAY RIDERSHIP – COMPARISION TO 2011

NORTHBOUND				SOUTHBOUND			
Train	Total Boardings		Change	Train	Total Boardings		Change
	2011	2012			2011	2012	
135	480	555	15.6%	134	395	474	19.8%
139	436	432	-1.0%	138	421	436	3.8%
143	339	328	-3.2%	142	328	343	4.5%
147	328	344	4.8%	146	329	330	0.4%
151	344	354	3.0%	150	358	344	-3.9%
155	391	441	12.7%	154	438	489	11.7%
Total	2319	2454	5.9%	Total	2268	2416	6.5%

There was an increase in midday ridership in both directions from 2011 to 2012. The midday trains that border the peak periods see significantly higher increases in ridership than other midday trains.

Boardings by County

The following tables provide the AWR by county. Table 12 displays the AWR by county for the entire day. Table 13 provides the AWR by county for the morning peak only.

Table 12: COUNTY-BY-COUNTY COMPARISON OF ALL-DAY BOARDINGS

County	Feb 2011 AWR	% of Total AWR	Feb 2012 AWR	% of Total AWR	Difference '11 vs '12	% Change '11 vs '12
San Francisco	10,071	26.7%	11,088	26.2%	1,017	10.1%
San Mateo	12,285	32.5%	13,678	32.3%	1,393	11.3%
Santa Clara	15,423	40.8%	17,588	41.5%	2,165	14.0%
TOTAL	37,779	100.0%	42,354	100.0%	4,575	12.1%
Gilroy Extension#	348	0.9%	366	0.9%	18	5.1%

Included in Santa Clara County total

Table 13: AM PEAK BOARDINGS BY COUNTY

County	Feb 2011 AWR	% of Total AWR	Feb 2012 AWR	% of Total AWR
San Francisco	3,146	21.1%	3,490	20.8%
San Mateo	5,233	35.1%	5,861	35.0%
Santa Clara	6,519	43.8%	7,392	44.1%

Santa Clara AM peak boardings include the Gilroy extension stations

Bicycles

The February 2012 count showed 4,243 bike boardings. This is a 15.8 percent increase from February 2011, which had 3,664 bikes. This is a larger increase than the overall increase in AWR and can be attributed to a 30 percent increase in overall bicycle capacity from 2011 to 2012. During 2011, trains were modified so that all were equipped with two bicycle cars. This brought the bicycle carrying capacity of each Gallery train set to 80 and each Bombardier train set to 48. This also improved the consistency of bicycle capacity.

The average weekday bike ridership (AWBR) for the top five stations and top five trains are listed in Tables 14 and 15, respectively.

Table 14: TOP 5 STATIONS FOR BIKE USAGE

Station	AWBR
San Francisco	1,051
Palo Alto	520
Mountain View	374
Redwood City	263
San Jose Diridon	248

Table 15: TOP 5 TRAINS FOR BIKE USAGE

Train No.	Departs	AWBR	Max Load
220	7:44 AM	102	73
267	5:25 PM	95	70
227	8:40 AM	93	48
277	6:25 PM	92	69
230	8:44 AM	90	73

For the first time, data collection for the annual count included a count of passengers with bicycles who were denied boarding on trains because of bicycle capacity limitations. The findings for the number of passengers with bicycles denied boarding have to be considered in light of the fact that the count is conducted during the month of February and does not reflect peak biking season. It is useful in identifying trains and locations where boardings are being denied. Table 16 is a summary of the denied boardings that occurred during this year's counts.

Table 16: PASSENGERS WITH BIKES DENIED BOARDING SUMMARY

Northbound				
Day	Train	Number	Station	Total
Mon	369	1	Hillsdale	1
Tues	369	2	Palo Alto	2
Wed	369	2	Hillsdale	2
Thurs	-	-	-	-
Fri	-	-	-	-

Southbound								
Day	Train	Number	Station	Number	Station	Number	Station	Total
Mon	378	1	Millbrae	-	-	-	-	1
Tues	-	-	-	-	-	-	-	-
Wed	324	15	SF	9	22nd	-	-	24
Thurs	-	-	-	-	-	-	-	-
Fri	324	8	SF	9	22nd	4	Millbrae	21

Weekend Ridership

For weekend counts, each train is counted only once on Saturday and once on Sunday. Unlike the weekday, weekend numbers are not an average of five counts and are therefore more susceptible to variations in ridership, weather, and events that would influence ridership. This likely accounts for much of the year-to-year fluctuation of the weekend counts compared to the weekday counts.

This was the second year of operating Baby Bullet express service on weekends, with two Baby Bullet trains in each direction per weekend day. This was the first weekend service change since 2005 that changed the number of trains. See Attachment 2 for a summary of the history of weekend service.

Weekend ridership in 2012 saw a decrease on Saturday but an increase on Sunday as compared to 2011, which saw an increase on both days. Sunday ridership for 2012 is approximately 76 percent of Saturday's total. Overall weekend ridership has decreased 3.1 percent from last year's total. Table 17 provides a comparison of weekend ridership from 2011 to 2012.

Table 17: ONE-YEAR RIDERSHIP COMPARISON – 2011 TO 2012

	Feb 2011	Feb 2012	Difference	Percent Change
Saturday	12,309	11,460	-849	-6.9%
Sunday	8,554	8,746	192	2.2%
TOTAL	20,863	20,206	-657	-3.1%

The weekend pilot bullet service gained a small amount of ridership over last year. However this may be a function of the limited counting that is done on the weekends. Local trains adjacent to Baby Bullet trains all saw a decrease in ridership. Tables 18 and 19 provide the weekend Baby Bullet AWR along with the AWR of the adjacent trains for the northbound and southbound directions, respectively.

Table 18: NORTHBOUND WEEKEND BULLET TRAIN BOARDINGS

Northbound (Sat + Sun)			
Train	Feb 2011	Feb 2012	Change
427	750	626	-16.5%
801	589	618	4.9%
429	722	694	-3.9%
441	665	618	-7.1%
803	288	329	14.2%
443	542	474	-12.5%

Table 19: SOUTHBOUND WEEKEND BULLET TRAIN BOARDINGS

Southbound (Sat + Sun)			
Train	Feb 2011	Feb 2012	Change
428	700	565	-19.3%
802	365	373	2.2%
430	524	496	-5.3%
442	885	729	-17.6%
804	434	440	1.4%
444	477	389	-18.4%

ATTACHMENT 1 – Tables and Graphs

List of Tables and Graphs

- Average Weekday Passenger Boardings by Station, 2009-2012
- Average Weekday Passenger Activity
- Station Rank by All Day Passenger Boardings
- Morning Peak Passenger Activity
- Percent of Capacity and Passenger Boarding by Train (for both Northbound and Southbound)
- Total Boardings – Percent Change 2011 to 2012
- Percent Capacity by Time Period
- Boardings by Time Period
- Graphs - Maximum Northbound and Southbound Loads
- Average Weekday Bicycle Activity by Station
- Saturday and Sunday Passenger Activity
- Saturday and Sunday Boardings by Numeric Change 2011 to 2012
- Saturday and Sunday Boarding by Train 2011 vs. 2012

February 2012 Caltrain Annual Counts
AVERAGE WEEKDAY PASSENGER BOARDINGS BY STATION, 2009 - 2012

Passenger boardings for 2009, 2010, and 2011 are revised to fix an error in calculations.

STATION	Feb. '09	Feb. '10	Feb. '11	Feb. '12	% change (Feb '11 vs. Feb '12)	difference (Feb '11 vs. Feb '12)
San Francisco	7,996	8,038	8,897	9,670	8.7%	774
22nd Street	863	840	1,036	1,252	20.8%	216
Bayshore	134	125	138	165	19.7%	27
So. San Francisco	319	298	365	389	6.6%	24
San Bruno	414	343	403	432	7.0%	28
Millbrae	2,649	2,410	2,600	2,880	10.7%	279
Burlingame	674	606	675	749	10.9%	74
San Mateo	1,340	1,195	1,347	1,477	9.7%	130
Hayward Park	215	208	288	327	13.6%	39
Hillsdale	1,824	1,707	1,883	2,097	11.4%	214
Belmont	418	361	369	454	23.0%	85
San Carlos	921	802	937	1,004	7.2%	67
Redwood City	2,004	1,878	2,106	2,399	13.9%	293
Menlo Park	1,334	1,252	1,312	1,471	12.1%	159
Palo Alto	3,621	3,582	4,028	4,661	15.7%	632
California Ave.	786	777	895	1,069	19.5%	175
San Antonio	587	492	478	611	27.9%	133
Mountain View	3,209	3,049	3,368	3,670	8.9%	301
Sunnyvale	1,779	1,625	1,787	1,965	9.9%	177
Lawrence	567	497	531	606	14.3%	76
Santa Clara	683	591	656	715	9.1%	60
College Park	107	58	74	85	15.4%	11
San Jose Diridon	2,783	2,517	2,681	3,187	18.9%	507
Tamien	613	544	577	653	13.1%	76
Capitol	32	21	19	27	41.1%	8
Blossom Hill	61	45	68	66	-2.1%	-1
Morgan Hill	115	101	106	113	7.0%	7
San Martin	43	43	43	43	0.5%	0
Gilroy	142	113	113	116	2.8%	3
TOTAL	36,232	34,120	37,779	42,354	12.1%	4576
	-	-5.83%	10.72%	12.11%		
Gilroy Extension	393	323	348	366	4.9%	17
	-	-17.91%	8.00%	4.94%		
San Francisco	8,993	9,002	10,071	11,088	9.2%	1017
San Mateo	12,112	11,061	12,285	13,678	10.2%	1393
Santa Clara (Inc. Gilroy)	15,128	14,056	15,423	17,588	12.3%	2165
San Francisco	24.8%	26.4%	26.7%	26.2%		
San Mateo	33.4%	32.4%	32.5%	32.3%		
Santa Clara (Inc. Gilroy)	41.8%	41.2%	40.8%	41.5%		

February 2012 Caltrain Annual Counts
AVERAGE WEEKDAY PASSENGER ACTIVITY - ALL DAY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	9,712	9,670	0	9,670	9,712
22nd Street	20	1,188	1,233	21	1,252	1,209
Bayshore	22	147	144	22	165	168
South SF	137	254	253	156	389	410
San Bruno	208	232	224	215	432	446
Millbrae	365	2,557	2,515	390	2,880	2,947
Burlingame	353	374	396	348	749	722
San Mateo	681	762	796	682	1,477	1,444
Hayward Park	168	155	159	170	327	325
Hillsdale	1,272	812	825	1,241	2,097	2,053
Belmont	232	197	222	221	454	419
San Carlos	510	568	494	507	1,004	1,075
Redwood City	1,560	839	839	1,541	2,399	2,379
Menlo Park	857	651	614	899	1,471	1,550
Palo Alto	3,116	1,569	1,544	3,295	4,661	4,863
California Ave.	747	341	322	734	1,069	1,076
San Antonio	529	91	82	445	611	536
Mountain View	3,307	342	362	3,261	3,670	3,604
Sunnyvale	1,843	133	122	1,774	1,965	1,907
Lawrence	507	108	99	495	606	603
Santa Clara	660	52	56	641	715	693
College Park	51	42	34	96	85	138
San Jose Diridon	3,104	37	84	3,107	3,187	3,144
Tamien	648	84	5	520	653	604
Capitol	25	3	2	19	27	22
Blossom Hill	62	5	5	57	66	61
Morgan Hill	113	1	0	90	113	91
San Martin	43	0	0	36	43	36
Gilroy	116	0	0	117	116	117
TOTAL	21,254	21,254	21,100	21,100	42,354	42,354

Ridership Ons and Offs are averaged over five days and rounded which may lead to single-digit discrepancies in Total Ons and Offs.

February 2012 Caltrain Annual Counts
STATION RANK BY ALL DAY PASSENGER BOARDINGS

STATION	TOTAL ON	% OF TOTAL	2012 RANK	2011 RANK
San Francisco	9,670	22.83%	1	1
Palo Alto	4,661	11.00%	2	2
Mountain View	3,670	8.66%	3	3
San Jose Diridon	3,187	7.53%	4	4
Millbrae	2,880	6.80%	5	5
Redwood City	2,399	5.66%	6	6
Hillsdale	2,097	4.95%	7	7
Sunnyvale	1,965	4.64%	8	8
San Mateo	1,477	3.49%	9	9
Menlo Park	1,471	3.47%	10	10
22nd Street	1,252	2.96%	11	11
California Ave.	1,069	2.52%	12	13
San Carlos	1,004	2.37%	13	12
Burlingame	749	1.77%	14	14
Santa Clara	715	1.69%	15	15
Tamien	653	1.54%	16	16
San Antonio	611	1.44%	17	18
Lawrence	606	1.43%	18	17
Belmont	454	1.07%	19	20
San Bruno	432	1.02%	20	19
South SF	389	0.92%	21	21
Hayward Park	327	0.77%	22	22
Bayshore	165	0.39%	23	23
Gilroy	116	0.27%	24	24
Morgan Hill	113	0.27%	25	25
College Park	85	0.20%	26	26
Blossom Hill	66	0.16%	27	27
San Martin	43	0.10%	28	28
Capitol	27	0.06%	29	29
TOTAL	42,354	100.00%		

February 2012 Caltrain Annual Counts
MORNING PEAK PASSENGER ACTIVITY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	5,708	2,358	0	2,358	5,708
22nd Street	8	38	1,042	9	1,049	46
Bayshore	12	20	71	2	83	22
South SF	61	153	50	45	111	198
San Bruno	158	63	102	14	260	77
Millbrae	250	797	988	50	1,238	847
Burlingame	187	87	152	45	339	132
San Mateo	363	223	363	130	725	354
Hayward Park	38	61	50	61	88	122
Hillsdale	856	258	365	218	1,222	477
Belmont	76	43	91	50	167	93
San Carlos	173	164	256	222	429	386
Redwood City	629	320	282	551	911	870
Menlo Park	224	345	147	470	371	815
Palo Alto	726	1,037	186	1,803	912	2,840
California Ave.	195	194	47	335	242	529
San Antonio	242	22	24	75	266	97
Mountain View	1,292	156	96	1,473	1,388	1,629
Sunnyvale	1,356	61	23	135	1,379	196
Lawrence	193	66	14	206	207	272
Santa Clara	271	31	16	159	287	190
College Park	2	42	0	92	3	134
San Jose Diridon	1,738	33	5	559	1,743	592
Tamien	607	84	0	25	607	109
Capitol	25	3	0	0	25	3
Blossom Hill	62	5	0	0	62	5
Morgan Hill	113	1	0	0	113	1
San Martin	43	0	0	0	43	0
Gilroy	116	0	0	0	116	0
TOTAL	10,014	10,014	6,729	6,729	16,743	16,743

Ridership Ons and Offs are averaged over five days and rounded which may lead to single-digit discrepancies in Total Ons and Offs.

February 2012 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	75	650	12%	104
103	5:05a	Burlingame	94	650	15%	147
305	5:45a	Hillsdale	243	650	37%	273
207	5:57a	Hillsdale	257	650	39%	354
309	6:03a	San Mateo	327	650	50%	429
211	6:22a	Burlingame	137	650	21%	285
313	6:45a	Hillsdale	574	650	88%	695
215	6:50a	South SF	417	650	64%	555
217	6:57a	Hillsdale	577	650	89%	900
319	7:03a	Sunnyvale	607	650	93%	879
221	7:20a	Mountain View	300	650	46%	640
323	7:45a	Hillsdale	675	650	104%	906
225	7:50a	San Bruno	502	650	77%	754
227	7:55a	Hillsdale	485	650	75%	954
329	8:03a	Sunnyvale	698	650	107%	957
231	8:22a	Mountain View	243	650	37%	441
233	8:40a	San Antonio	463	650	71%	743
135	9:10a	San Antonio	319	650	49%	555
139	10:10a	Burlingame	242	650	37%	432
143	11:10a	Hillsdale	200	650	31%	328
147	12:10p	Hayward Park	202	650	31%	344
151	1:10p	Hayward Park	212	650	33%	354
155	2:10p	Palo Alto	250	650	38%	441
159	3:05p	Redwood City	340	650	52%	582
261	3:44p	Redwood City	437	650	67%	604
263	4:05p	San Mateo	169	650	26%	321
365	4:25p	Redwood City	316	650	49%	365
267	4:39p	Redwood City	549	650	84%	807
369	4:45p	Palo Alto	625	650	96%	735
271	5:05p	San Carlos	238	650	37%	420
373	5:25p	Redwood City	492	650	76%	563
275	5:31p	Menlo Park	377	650	58%	543
277	5:39p	Redwood City	420	650	65%	601
379	5:45p	Palo Alto	506	650	78%	577
281	6:05p	San Carlos	146	650	22%	268
383	6:25p	Redwood City	345	650	53%	396
285	6:31p	Menlo Park	203	650	31%	283
287	6:45p	Redwood City	259	650	40%	345
189	6:50p	Redwood City	131	650	20%	214
191	7:30p	Redwood City	251	650	39%	356
193	8:30p	Redwood City	202	650	31%	296
195	9:30p	Redwood City	150	650	23%	231
197	10:30p	Palo Alto	162	650	25%	277
			14416	31850	45%	21254

February 2012 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	53	650	8%	80
104	5:25a	Redwood City	108	650	17%	153
206	6:11a	San Carlos	203	650	31%	286
208	6:24a	San Carlos	185	650	29%	290
210	6:44a	Redwood City	368	650	57%	562
312	6:59a	Millbrae	344	650	53%	392
314	7:14a	Hillsdale	575	650	88%	653
216	7:19a	San Carlos	250	650	38%	355
218	7:24a	San Carlos	260	650	40%	434
220	7:44a	San Mateo	506	650	78%	690
322	7:59a	Millbrae	421	650	65%	474
324	8:14a	Millbrae	626	650	96%	718
226	8:19a	San Carlos	233	650	36%	362
228	8:24a	San Mateo	199	650	31%	336
230	8:44a	San Mateo	468	650	72%	599
332	8:59a	Millbrae	304	650	47%	345
134	9:07a	San Mateo	301	650	46%	474
138	10:07a	San Mateo	316	650	49%	436
142	11:07a	San Mateo	222	650	34%	343
146	12:07p	San Mateo	205	650	31%	330
150	1:07p	Burlingame	210	650	32%	344
154	2:07p	Hayward Park	253	650	39%	489
158	3:07p	California Ave.	394	650	61%	846
260	3:37p	California Ave.	273	650	42%	476
362	4:09p	Palo Alto	375	650	58%	534
264	4:19p	California Ave.	281	650	43%	469
266	4:27p	Menlo Park	296	650	45%	478
368	4:33p	Palo Alto	476	650	73%	685
270	4:56p	California Ave.	530	650	82%	1019
372	5:14p	Millbrae	609	650	94%	769
274	5:20p	San Francisco	490	650	75%	748
276	5:27p	Menlo Park	234	650	36%	481
378	5:33p	Millbrae	675	650	104%	886
280	5:56p	Millbrae	616	650	95%	878
382	6:14p	Millbrae	566	650	87%	676
284	6:27p	Millbrae	196	650	30%	353
386	6:33p	Millbrae	511	650	79%	625
288	6:56p	Millbrae	380	650	58%	536
190	7:30p	Millbrae	288	650	44%	452
192	8:30p	Millbrae	280	650	43%	420
194	9:30p	Millbrae	183	650	28%	278
196	10:30p	Millbrae	151	650	23%	214
198	12:01a	Millbrae	101	650	16%	133
			14520	31850	46%	21100

February 2012 Caltrain Annual Counts
TOTAL BOARDINGS - PERCENT CHANGE 2011 TO 2012

NORTHBOUND			
Train Number	Total Boardings		% Change
	2011	2012	
101	108	104	-3.7%
103	149	147	-1.2%
305	265	273	2.9%
207	337	354	4.9%
309	354	429	21.1%
211	256	285	11.3%
313	600	695	15.8%
215	568	555	-2.4%
217	830	900	8.4%
319	793	879	10.9%
221	534	640	20.0%
323	802	906	12.9%
225	585	754	28.7%
227	821	954	16.2%
329	823	957	16.3%
231	442	441	-0.4%
233	634	743	17.1%
135	480	555	15.6%
237	0	0	-
139	436	432	-1.0%
241	0	0	-
143	339	328	-3.2%
245	0	0	-
147	328	344	4.8%
249	0	0	-
151	344	354	3.0%
253	0	0	-
155	391	441	12.7%
257	0	0	-
159	574	582	1.4%
261	514	604	17.5%
263	276	321	16.2%
365	340	365	7.3%
267	734	807	10.0%
369	686	735	7.2%
271	373	420	12.7%
373	515	563	9.5%
275	452	543	20.2%
277	497	601	21.0%
379	507	577	13.8%
281	236	268	13.5%
383	341	396	16.1%
285	273	283	3.7%
287	271	345	27.4%
189	186	214	15.2%
191	277	356	28.8%
193	280	296	5.9%
195	195	231	18.7%
197	140	277	98.7%

SOUTHBOUND			
Train Number	Total Boardings		% Change
	2011	2012	
102	82	80	-3.2%
104	135	153	13.2%
206	306	286	-6.4%
208	263	290	10.1%
210	533	562	5.6%
312	327	392	20.0%
314	596	653	9.6%
216	340	355	4.4%
218	322	434	34.9%
220	595	690	16.0%
322	422	474	12.3%
324	653	718	9.9%
226	321	362	12.7%
228	281	336	19.4%
230	498	599	20.3%
332	322	345	7.2%
134	395	474	19.8%
236	0	0	-
138	421	436	3.8%
240	0	0	-
142	328	343	4.5%
244	0	0	-
146	329	330	0.4%
248	0	0	-
150	358	344	-3.9%
252	0	0	-
154	438	489	11.7%
256	0	0	-
158	780	846	8.4%
260	462	476	3.2%
362	489	534	9.3%
264	414	469	13.4%
266	428	478	11.8%
368	603	685	13.6%
270	934	1019	9.1%
372	689	769	11.6%
274	674	748	11.0%
276	445	481	8.0%
378	765	886	15.8%
280	819	878	7.2%
382	599	676	12.7%
284	286	353	23.6%
386	552	625	13.3%
288	422	536	27.0%
190	394	452	14.8%
192	348	420	20.7%
194	232	278	19.9%
196	170	214	25.6%
198	127	133	4.9%

**February 2012 Caltrain Annual Counts
PERCENT CAPACITY BY TIME PERIOD
AT MAXIMUM LOAD POINT**

Northbound Summary

Time Period	Max.	Cap.	% Cap.
AM NB	6,674	11,050	60.4%
Off Peak NB	2,189	7,800	28.1%
PM NB	5,553	10,400	53.4%
ALL NB	14,416	29,250	49.3%

Southbound Summary

Time Period	Max.	Cap.	% Cap.
AM SB	5,106	10,400	49.1%
Off Peak SB	2,513	8,450	29.7%
PM SB	6,902	10,400	66.4%
ALL SB	14,520	29,250	49.6%

Overall Summary

Time Period	Max.	Cap.	% Cap.
Traditional	13,576	21,450	63.3%
Reverse	10,658	20,800	51.2%
Off Peak	4,701	16,250	28.9%
ALL TRAINS	28,936	58,500	49.5%

February 2012 Caltrain Annual Counts

BOARDINGS BY TIME PERIOD

Traditional Peak	
AM Northbound	10,014
PM Southbound	10,459
Total	20,473

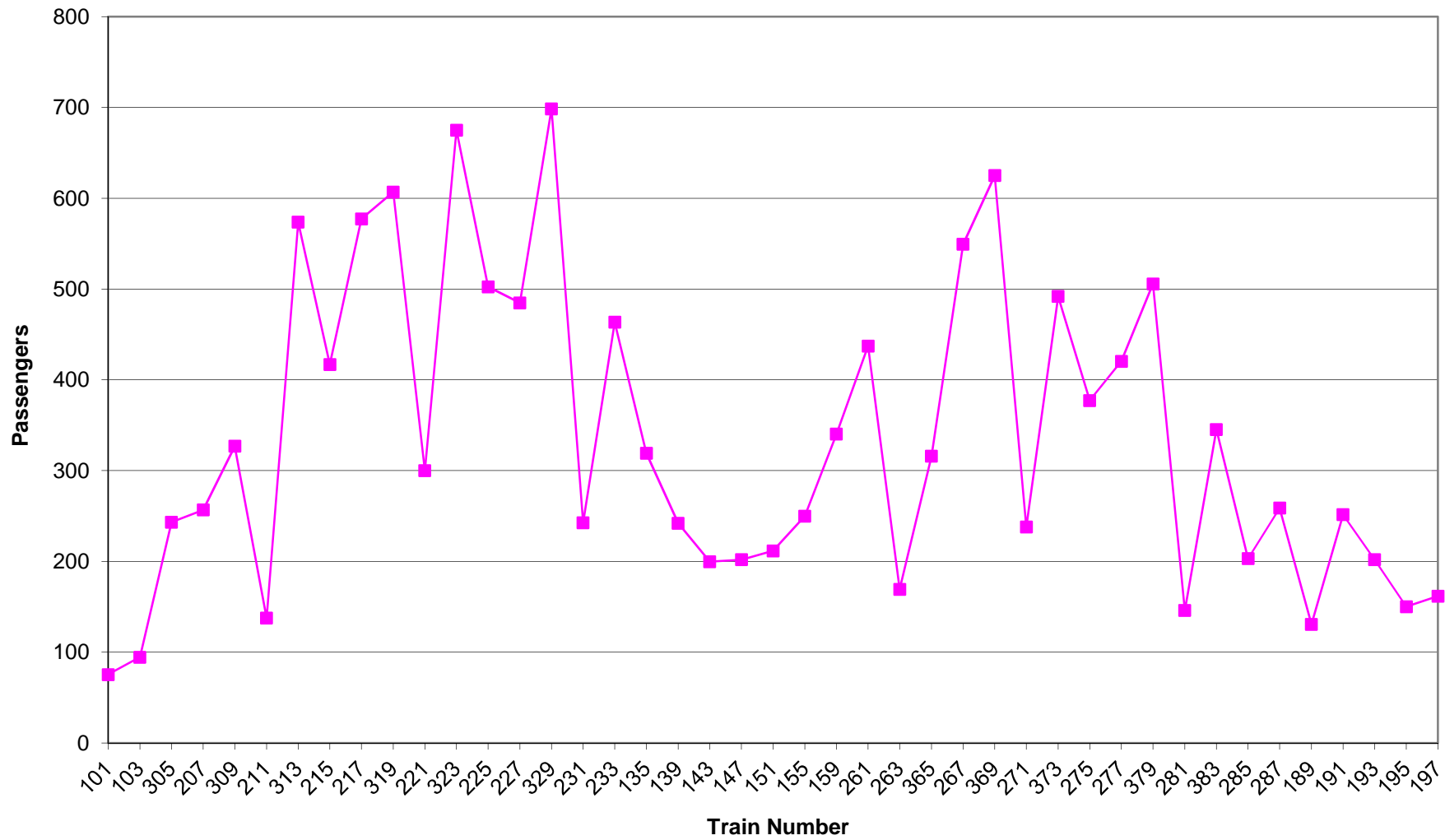
Reverse Peak	
AM Southbound	6,729
PM Northbound	7,624
Total	14,353

Midday	
Northbound	2,454
Southbound	2,416
Total	4,870

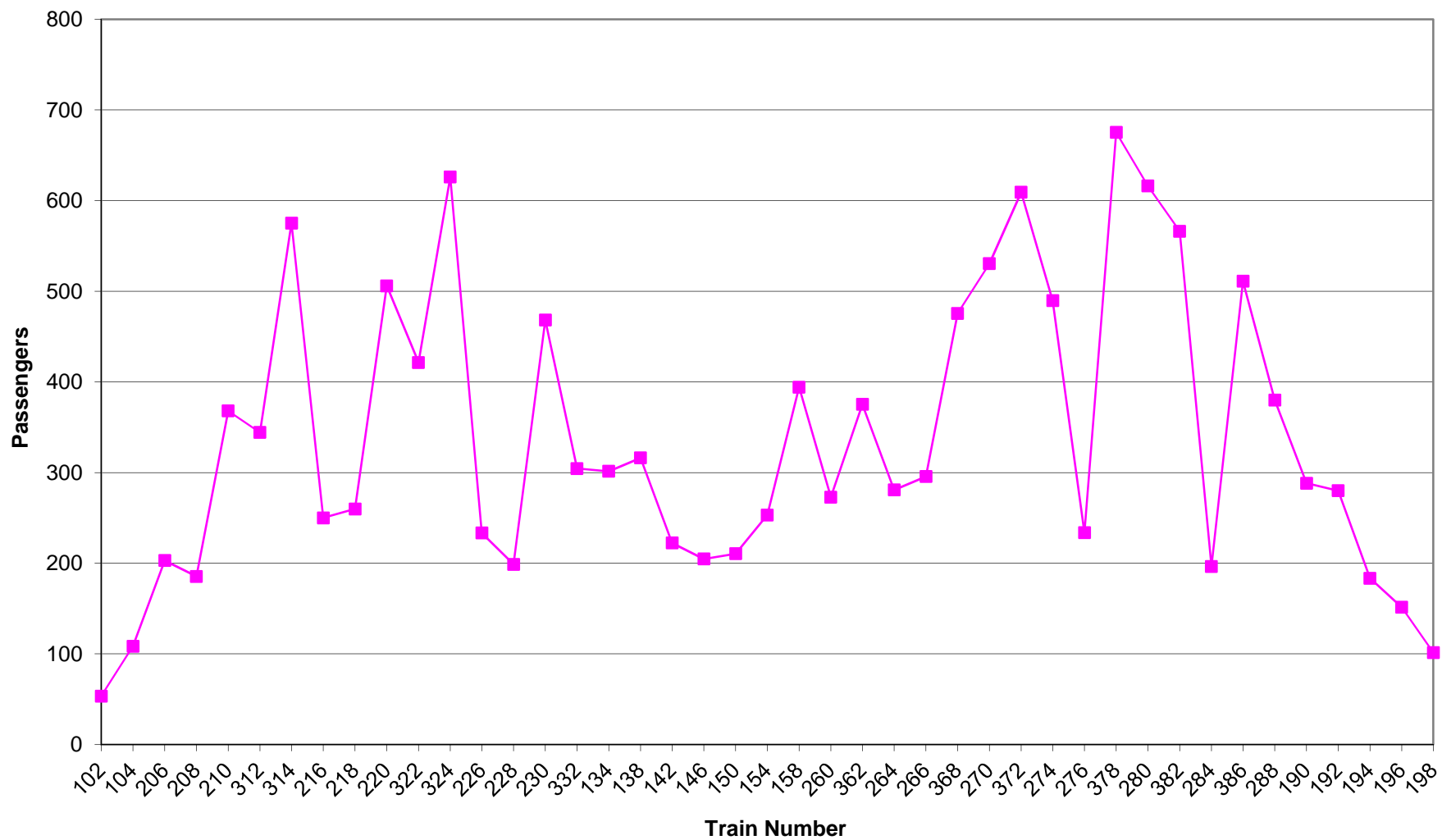
Evening	
Northbound	1,161
Southbound	1,497
Total	2,658

Total	
Northbound	21,254
Southbound	21,100
Total	42,354

Maximum Load - Northbound February 2012



Maximum Load - Southbound February 2012



February 2012 Caltrain Annual Counts

AVERAGE WEEKDAY BICYCLE ACTIVITY BY STATION - ALL DAY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	998	1,051	0	1,051	998
22nd Street	2	195	151	2	152	197
Bayshore	3	20	14	2	17	22
South SF	17	30	27	24	44	54
San Bruno	13	24	24	14	37	38
Millbrae	32	100	89	35	120	136
Burlingame	29	40	38	31	67	71
San Mateo	68	70	67	72	135	142
Hayward Park	17	14	15	18	33	32
Hillsdale	91	74	71	100	162	174
Belmont	26	18	26	25	52	44
San Carlos	55	47	40	51	94	99
Redwood City	169	87	94	161	263	247
Menlo Park	117	70	75	124	191	194
Palo Alto	339	173	181	354	520	527
California Ave.	126	50	48	104	174	153
San Antonio	82	18	14	79	96	97
Mountain View	329	43	45	324	374	367
Sunnyvale	146	22	24	132	170	154
Lawrence	76	13	14	74	90	87
Santa Clara	61	4	5	62	66	67
College Park	2	0	0	2	2	2
San Jose Diridon	243	5	5	254	248	260
Tamien	53	4	1	48	54	52
Capitol	3	1	1	4	4	5
Blossom Hill	5	1	2	5	6	6
Morgan Hill	8	0	0	7	8	7
San Martin	0	0	0	1	0	1
Gilroy	12	0	0	10	12	10
TOTAL	2,122	2,122	2,121	2,121	4,243	4,243

Bicycle Ons and Offs are averaged over five days and rounded which may lead to single-digit discrepancies in Total Ons and Offs.

February 2012 Caltrain Annual Counts
SATURDAY PASSENGER ACTIVITY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	2,717	2,563	0	2,563	2,717
22nd Street	3	170	125	3	128	173
Bayshore	11	82	96	11	107	93
South SF	33	54	68	41	101	95
San Bruno	44	89	85	38	129	127
Millbrae	31	909	821	65	852	974
Broadway	36	47	50	43	86	90
Burlingame	130	194	192	100	322	294
San Mateo	202	218	226	194	428	412
Hayward Park	76	62	59	75	135	137
Hillsdale	258	215	243	259	501	474
Belmont	142	78	84	155	226	233
San Carlos	147	108	85	145	232	253
Redwood City	525	192	205	476	730	668
Atherton	33	28	23	34	56	62
Menlo Park	292	117	113	261	405	378
Palo Alto	777	315	288	755	1,065	1,070
California Ave.	276	62	97	222	373	284
San Antonio	206	37	42	215	248	252
Mountain View	763	74	99	686	862	760
Sunnyvale	532	22	30	509	562	531
Lawrence	112	28	20	131	132	159
Santa Clara	278	16	12	267	290	283
San Jose Diridon	927	0	0	941	927	941
TOTAL	5,834	5,834	5,626	5,626	11,460	11,460

Ridership Ons and Offs are averaged over five days and rounded which may lead to single-digit discrepancies in Total Ons and Offs.

February 2012 Caltrain Annual Counts
SUNDAY PASSENGER ACTIVITY

STATION	NORTHBOUND		SOUTHBOUND		TOTAL	
	On	Off	On	Off	On	Off
San Francisco	0	1,974	2,025	0	2,025	1,974
22nd Street	2	110	135	4	137	114
Bayshore	84	99	98	16	182	115
South SF	34	43	54	37	88	80
San Bruno	43	88	70	37	113	125
Millbrae	38	641	760	51	798	692
Broadway	26	36	42	19	68	55
Burlingame	101	117	92	65	193	182
San Mateo	138	167	133	127	271	294
Hayward Park	73	47	36	63	109	110
Hillsdale	158	157	150	187	308	344
Belmont	101	57	56	90	157	147
San Carlos	102	76	65	80	167	156
Redwood City	348	148	153	324	501	472
Atherton	29	15	16	34	45	49
Menlo Park	164	92	79	201	243	293
Palo Alto	523	257	271	574	794	831
California Ave.	201	67	52	208	253	275
San Antonio	163	37	32	173	195	210
Mountain View	552	74	42	553	594	627
Sunnyvale	383	16	28	362	411	378
Lawrence	102	15	11	99	113	114
Santa Clara	232	7	6	259	238	266
San Jose Diridon	743	0	0	843	743	843
TOTAL	4,340	4,340	4,406	4,406	8,746	8,746

Ridership Ons and Offs are averaged over five days and rounded which may lead to single-digit discrepancies in Total Ons and Offs.

February 2012 Caltain Annual Count
SATURDAY BOARDINGS BY NUMERIC CHANGE 2011 TO 2012

STATION	2011 Boardings	2012 Boardings	Numeric Change	Percentage Change
Redwood City	705	730	25	3.5%
Bayshore	83	107	24	28.9%
Hayward Park	121	135	14	11.6%
Millbrae	842	852	10	1.2%
Hillsdale	491	501	10	2.0%
South SF	97	101	4	4.1%
22nd Street	126	128	2	1.6%
San Antonio	252	248	-4	-1.6%
Atherton	69	56	-13	-18.8%
Sunnyvale	576	562	-14	-2.4%
Broadway	105	86	-19	-18.1%
Mountain View	886	862	-24	-2.7%
California Ave.	398	373	-25	-6.3%
San Jose Diridon	954	927	-27	-2.8%
Lawrence	164	132	-32	-19.5%
San Bruno	170	129	-41	-24.1%
Santa Clara	334	290	-44	-13.2%
Belmont	271	226	-45	-16.6%
Palo Alto	1,112	1,065	-47	-4.2%
San Mateo	478	428	-50	-10.5%
Menlo Park	460	405	-55	-12.0%
San Carlos	309	232	-77	-24.9%
Burlingame	435	322	-113	-26.0%
San Francisco	2,871	2,563	-308	-10.7%
TOTAL	12,309	11,460	-849	-6.9%

February 2012 Caltain Annual Count
SUNDAY BOARDING BY NUMERIC CHANGE 2011 TO 2012

STATION	2011 Boardings	2012 Boardings	Numeric Change	Percentage Change
Palo Alto	686	794	108	15.7%
San Jose Diridon	657	743	86	13.1%
Millbrae	715	798	83	11.6%
Bayshore	104	182	78	75.0%
Sunnyvale	358	411	53	14.8%
Hayward Park	60	109	49	81.7%
22nd Street	102	137	35	34.3%
Santa Clara	220	238	18	8.2%
Broadway	53	68	15	28.3%
San Bruno	105	113	8	7.6%
San Antonio	188	195	7	3.7%
Mountain View	588	594	6	1.0%
Lawrence	109	113	4	3.7%
Atherton	43	45	2	4.7%
San Mateo	270	271	1	0.4%
Burlingame	192	193	1	0.5%
Redwood City	504	501	-3	-0.6%
South SF	92	88	-4	-4.3%
Belmont	172	157	-15	-8.7%
San Carlos	183	167	-16	-8.7%
California Ave.	274	253	-21	-7.7%
Hillsdale	330	308	-22	-6.7%
Menlo Park	280	243	-37	-13.2%
San Francisco	2,269	2,025	-244	-10.8%
TOTAL	8,554	8,746	192	2.2%

February 2012 Caltrain Annual Count
SATURDAY NORTHBOUND
PASSENGERS BY TRAIN 2011 vs 2012

SJ Depart	Train	Feb 2011 AWR	Feb 2012 AWR	Difference	Percent Change
7:00 a	421	241	198	-43	-17.8%
8:00 a	423	279	272	-7	-2.5%
9:00 a	425	513	365	-148	-28.8%
10:00 a	427	433	322	-111	-25.6%
10:35 a	801	352	328	-24	-6.8%
11:00 a	429	422	350	-72	-17.1%
12:00 p	431	469	463	-6	-1.3%
1:00 p	433	466	477	11	2.4%
2:00 p	435	376	386	10	2.7%
3:00 p	437	422	430	8	1.9%
4:00 p	439	373	410	37	9.9%
5:00 p	441	405	362	-43	-10.6%
5:35 a	803	189	259	70	37.0%
6:00 p	443	343	319	-24	-7.0%
7:00 p	445	288	261	-27	-9.4%
8:00 p	447	203	208	5	2.5%
9:00 p	449	178	225	47	26.4%
10:30 p	451	190	199	9	4.7%
	Total	6142	5834	-308	-5.0%

February 2012 Caltrain Annual Count
SATURDAY SOUTHBOUND
PASSENGERS BY TRAIN 2011 vs 2012

SF Depart	Train	Feb 2011 AWR	Feb 2012 AWR	Difference	Percent Change
8:15 a	422	301	251	-50	-16.6%
9:15 a	424	276	260	-16	-5.8%
10:15 a	426	320	305	-15	-4.7%
11:15 a	428	373	314	-59	-15.8%
11:59 a	802	198	217	19	9.6%
12:15 p	430	284	250	-34	-12.0%
1:15 p	432	329	299	-30	-9.1%
2:15 p	434	379	346	-33	-8.7%
3:15 p	436	449	436	-13	-2.9%
4:15 p	438	485	523	38	7.8%
5:15 p	440	703	591	-112	-15.9%
6:15 p	442	492	389	-103	-20.9%
6:59 p	804	255	261	6	2.4%
7:15 p	444	241	206	-35	-14.5%
8:15 p	446	347	248	-99	-28.5%
9:15 p	448	245	278	33	13.5%
10:15 p	450	246	210	-36	-14.6%
12:01 a	454	244	242	-2	-0.8%
	Total	6167	5626	-541	-8.8%

February 2012 Caltrain Annual Count
SUNDAY NORTHBOUND
PASSENGERS BY TRAIN 2011 vs 2012

SJ Depart	Train	Feb 2011 AWR	Feb 2012 AWR	Difference	Percent Change
8:00 a	423	237	223	-14	-5.9%
9:00 a	425	311	328	17	5.5%
10:00 a	427	317	304	-13	-4.1%
10:35 a	801	237	290	53	22.4%
11:00 a	429	300	344	44	14.7%
12:00 p	431	300	379	79	26.3%
1:00 p	433	285	363	78	27.4%
2:00 p	435	306	309	3	1.0%
3:00 p	437	322	249	-73	-22.7%
4:00 p	439	275	328	53	19.3%
5:00 p	441	260	256	-4	-1.5%
5:35 p	803	99	70	-29	-29.3%
6:00 p	443	199	155	-44	-22.1%
7:00 p	445	205	252	47	22.9%
8:00 p	447	178	312	134	75.3%
9:00 p	449	181	178	-3	-1.7%
	Total	4012	4340	328	8.2%

February 2012 Caltrain Annual Count
SUNDAY SOUTHBOUND
PASSENGERS BY TRAIN 2011 vs 2012

SF Depart	Train	Feb 2011 AWR	Feb 2012 AWR	Difference	Percent Change
7:00 a	-	-	-		
8:15 a	422	170	162	-8	-4.7%
9:15 a	424	230	215	-15	-6.5%
10:15 a	426	290	257	-33	-11.4%
11:15 a	428	327	251	-76	-23.2%
11:59 a	802	167	156	-11	-6.6%
12:15 p	430	240	246	6	2.5%
1:15 p	432	301	353	52	17.3%
2:15 p	434	314	432	118	37.6%
3:15 p	436	392	464	72	18.4%
4:15 p	438	365	336	-29	-7.9%
5:15 p	440	428	350	-78	-18.2%
6:15 p	442	393	340	-53	-13.5%
6:59 p	804	179	179	0	0.0%
7:15 p	444	236	183	-53	-22.5%
8:15 p	446	307	289	-18	-5.9%
9:15 p	448	203	193	-10	-4.9%
10:00 p		-	-		
	Total	4542	4406	-136	-3.0%

ATTACHMENT 2 – Caltrain Service History

Caltrain Service History

The following is a summary of service history from 1991 to present.

January 2011

- Operating
 - 86 Weekday trains
 - 36 Saturday trains
 - 32 Sunday trains
- Impacts/Changes to Service
 - Weekday: 4 midday trains eliminated
 - Saturday and Sunday: 4 Baby Bullet trains added per day

August 2009

- Operating
 - 90 Weekday trains
 - 32 Saturday trains
 - 28 Sunday trains
- Impacts/Changes to Service
 - 8 midday trains eliminated

March 2009

- Operating
 - 98 Weekday trains
 - 32 Saturday trains
 - 28 Sunday trains
- Impacts/Changes to Service
 - SF weekday evening departures adjusted from :30 to :40
 - SF weekend departures adjusted from :00 to :15, except 12:01 am

March 2008

- Operating
 - 98 Weekday trains
 - 32 Saturday trains
 - 28 Sunday trains
- Impacts/Changes to Service
 - Weekday
 - Addition of 2 evening trains to schedule
 - SF weekday evening departures adjusted to 7:30 to 10:30 pm
 - SJ weekday evening departures adjusted from 8:10 & 9:10 to 7:30 to 10:30 pm

December 2005

- Operating
 - 96 Weekday trains
 - 32 Saturday trains
 - 28 Sunday trains
- Impacts/Changes to Service
 - Bay Meadows station eliminated with improvements to Hillsdale

August 2005

- Operating
 - 96 Weekday trains
 - 32 Saturday trains
 - 28 Sunday trains
- Impacts/Changes to Service
 - Suspension of service to Paul Ave.
 - Weekday
 - Addition of 10 Baby Bullet trains (now two per peak hour)
 - Addition of peak-hour local transfer at Redwood City
 - Broadway and Atherton weekday service suspended
 - Reduction of service to College Park from 12 to 4 trains per day
 - Reduction of service to Gilroy from 8 to 6 trains per day
 - Saturday
 - Shift early morning train to 9 p.m. out of San Francisco
 - Sunday
 - Eliminated first train in each direction on Sunday for a total of 28 Sunday trains

May 2005

- Operating
 - 88 Weekday trains
 - 32 Saturday trains
 - 30 Sunday trains
- Impacts/Changes to Service
 - Addition of 2 reverse commute Baby Bullet trains

June 2004

- Operating
 - 86 Weekday trains
 - 32 Saturday trains
 - 30 Sunday trains
- Impacts/Changes to Service
 - Start of Baby Bullet Service
 - 10 Baby Bullet trains per day
 - SF to SJ in less than one hour
 - One Baby Bullet per hour
 - One local train per hour
 - Two limited stop trains per hour
- Saturday restored to 32 trains
- Sunday restored and increased from 20 to 30 trains

2002 – 2004

- Operating
 - 76 Weekday trains
- Impacts/Changes to Service
 - Two year CTX Construction Project
 - Weekend service shut down
 - Construction of 4-track passing segments

April 2001

- Operating

- 80 Weekday trains
- 32 Saturday trains
- 20 Sunday trains
- Impacts/Changes to Service
 - Added two weekday trains

November 2000 to February 2001

- Operating
 - 78 Weekday trains
 - 32 Saturday trains
 - 20 Sunday trains
- Impacts/Changes to Service
 - Pilot program of weekend service to Gilroy (two roundtrips per day)

September 2000

- Operating
 - 78 Weekday trains
 - 32 Saturday trains
 - 20 Sunday trains
- Impacts/Changes to Service
 - Added 10 weekday trains
 - Added 4 Saturday trains

April 1999

- Operating
 - 68 Weekday trains
 - 28 Saturday trains
 - 20 Sunday trains
- Impacts/Changes to Service
 - Added 2 weekday trains
 - Added 1 Sunday train

July 1997

- Operating
 - 66 Weekday trains
 - 28 Saturday trains
 - 19 Sunday trains
- Impacts/Changes to Service
 - Added 6 weekday trains
 - Added 2 Saturday trains

February 1994

- Operating
 - 60 Weekday trains
 - 26 Saturday trains
 - 19 Sunday trains
- Impacts/Changes to Service
 - Added 4 round trips to Gilroy

July 1992

- Operating
 - 60 Weekday trains
 - 26 Saturday trains
 - 19 Sunday trains
- Impacts/Changes to Service
 - Added 6 Weekday trains
 - Service to Gilroy added
 - Tamien Station opens

September 1991

- Operating
 - 54 Weekday trains
 - 26 Saturday trains
 - 19 Sunday trains