Overview

• Railroad operates on the concept of “system capacity”
  • Rolling stock (capacity and performance)
  • Signal system
  • Platform
  • Terminal
  • Bikes
  • Station facilities-Access
Average Weekday Bike Ridership

- 2013 saw a 15.7% increase in AWBR
- Nearly the same increase as last year
Gilroy Extension Ridership

- Gilroy extension ridership was declining prior to introduction of Baby Bullet service
  - 2001: 1,524
  - 2005: 598
  - 2009 counts: 393
  - 2012 counts: 366 (+18 AWR)
  - 2013 counts: 422 (+57 AWR)
- Ridership has increased 12.1% since last year
- Ridership has increased 7.4% since 2009

Numbers represent cumulative ridership for 4 stations

**2013 Maximum Loads - Top 5**

<table>
<thead>
<tr>
<th>Train Number</th>
<th>Depart SJ</th>
<th>Leaving Station</th>
<th>Max Load</th>
<th>Percent of Seated Capacity</th>
<th>High Season Max Load</th>
<th>High Season Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northbound</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>329</td>
<td>8:03 AM</td>
<td>Sunnyvale</td>
<td>730</td>
<td>112%</td>
<td>854</td>
<td>131%</td>
</tr>
<tr>
<td>323</td>
<td>7:45 AM</td>
<td>Hillsdale</td>
<td>678</td>
<td>104%</td>
<td>793</td>
<td>122%</td>
</tr>
<tr>
<td>319</td>
<td>7:03 AM</td>
<td>Sunnyvale</td>
<td>670</td>
<td>103%</td>
<td>783</td>
<td>121%</td>
</tr>
<tr>
<td>375</td>
<td>5:23 PM</td>
<td>Redwood City</td>
<td>636</td>
<td>98%</td>
<td>744</td>
<td>114%</td>
</tr>
<tr>
<td>217</td>
<td>6:57 AM</td>
<td>Hillsdale</td>
<td>612</td>
<td>94%</td>
<td>716</td>
<td>110%</td>
</tr>
</tbody>
</table>

<p>| Southbound   |           |                 |          |                           |                      |                     |</p>
<table>
<thead>
<tr>
<th>Train Number</th>
<th>Depart SF</th>
<th>Leaving Station</th>
<th>Max Load</th>
<th>Percent of Seated Capacity</th>
<th>High Season Max Load</th>
<th>High Season Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>376</td>
<td>5:33 PM</td>
<td>Millbrae</td>
<td>780</td>
<td>120%</td>
<td>912</td>
<td>140%</td>
</tr>
<tr>
<td>370</td>
<td>5:14 PM</td>
<td>Millbrae</td>
<td>672</td>
<td>103%</td>
<td>786</td>
<td>121%</td>
</tr>
<tr>
<td>278</td>
<td>5:56 PM</td>
<td>Millbrae</td>
<td>649</td>
<td>100%</td>
<td>759</td>
<td>117%</td>
</tr>
<tr>
<td>366</td>
<td>4:33 PM</td>
<td>Palo Alto</td>
<td>647</td>
<td>99%</td>
<td>757</td>
<td>116%</td>
</tr>
<tr>
<td>324</td>
<td>8:14 AM</td>
<td>Hillsdale</td>
<td>590</td>
<td>91%</td>
<td>690</td>
<td>106%</td>
</tr>
</tbody>
</table>
Average Trip Length

Weekday average trip length for 2013 is unchanged from 2012

<table>
<thead>
<tr>
<th>Train Type</th>
<th>Average Trip Length (miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday</td>
<td>22.8</td>
</tr>
<tr>
<td>Baby Bullet</td>
<td>28.2</td>
</tr>
<tr>
<td>Peak Non-Baby Bullet</td>
<td>20.3</td>
</tr>
<tr>
<td>Off Peak</td>
<td>20.6</td>
</tr>
<tr>
<td>All Locals</td>
<td>20.2</td>
</tr>
</tbody>
</table>

Rolling Stock

- Current fleet
- Seats per 5-car consist-650
- 1720 seats removed to accommodate bikes
- Standing room
Options for capacity increase (lengthen trains)

- Lengthen trains
- Performance issue
  - Weight = time
  - Dedicating trains to dedicated trips
- Infrastructure

Platform

- Every platform has a different configuration
- Platform capacity determined by fixed assets
  - Road crossings
  - Pedestrian crossings
  - Minihigh platforms
Platform (continued)

- Every platform has a different configuration
- Platform capacity determined by fixed assets
  - Road crossings
  - Pedestrian crossings
  - Minihigh platforms
- 5 stations require changes (7 have limited operational flexibility)
Options for capacity increase (Increase service)
• Current service pattern designed to balance many competing interests
  • It does cause capacity constraints
• 2 options
  • “blow up” the schedule
  • Find the gaps

Signal system
• Fixed wayside
• Limits the number of slots that can be provided
• Practical signal system headway is anywhere between 5-8 minutes