Caltrain 2019 Annual Passenger Count
Key Findings

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1 Background

Caltrain is a fixed guideway commuter rail system serving San Francisco, San Mateo and Santa Clara counties that spans 77.3 miles and includes 32 stations ― 29 of which are weekday service, 24 which are weekend service (including two weekend-only stations), and one special event service station which serves Stanford Stadium. Name, location, and days of service of these stations are presented the Caltrain System Map in **Attachment 1**.

The annual passenger counts are an actual census of passengers and are used to validate and calibrate the monthly ridership estimations derived from fare media sales. With the exception of bikes denied boarding, the analysis, tables and charts are derived from the basic data of the boarding and alighting at each station for each train. Bikes denied boarding are recorded, not averaged, thus are presented as single incidents and total numbers over the course of the counts.

The following report summarizes weekday ridership and provides comparisons to last year's ridership numbers. Additional detailed ridership information is provided in the tables and figures of **Attachment 6** located at the end of this report.

2 Methodology

The Caltrain 2019 Annual Passenger Count was conducted from Tuesday, January 22, 2019 to Tuesday, February 19, 2019. Physical headcounts of all boarding and alighting passengers, bicycles, and passengers needing assistance (PNA) are collected on each train at each station. Surveyors are staged at each train door for the entire train trip length to collect data. The onboard counting method has been used since the counts commenced in 1994. The weekday counts are then averaged and presented as average mid-weekday results. All weekday trains were counted twice each on two of three mid-weekdays (Tuesday, Wednesday, or Thursday), a total of 184 weekday trains.

Bicycle and PNA boardings and alightings are counted based on the state of the bicycle and provision of assistance by the conductors at the moment of boardings or alightings, respectively. For instance:

- If a passenger boarded with folded folding bike but alight with the bike in unfolded form, the passenger is counted as a boarding passenger at the boarding station but as an alighting bicycle at the alighting station.
- If a passenger used the wheelchair lift to board but walked out by oneself without any assistance or utilization of the wheelchair lift, the passenger is counted as a boarding PNA at the boarding station but as an alighting passenger at the alighting station.

It should be noted that passenger count for weekend train service was not conducted this year due to the Caltrain Weekend San Francisco Service Closure and associated bus bridge between Bayshore Station and San Francisco Station due to construction in the four SF tunnels. It was anticipated that the Closure would not only reduce the weekend ridership significantly, but also skew the customer behavior significantly due to: a) many potential riders give up traveling on Caltrain on weekends, or; b) promotion by Caltrain to use alternative transit service such as BART and parallel bus transit service. To minimize the impact of the Closure in weekend ridership trend, it was decided that the weekend count would not performed as a part of the Annual Count this year. However Caltrain counted the number of passengers that boarded on and alighted from all trains at Bayshore Station on every weekend day during the Closure and provided monthly weekend ridership updates to the JPB Board.

Counts are conducted during this time period each year to avoid special events, especially Giants baseball games at AT&T Park in San Francisco, which can distort average ridership and interfere with service planning. Other days the count is typically suspended include SF Giants Fan Fest and the President's Day Holiday. Limited counts are done on days with SJ Sharks Games so that additional special event ridership does not skew survey data.

Results and analysis of the ridership in following categories are directly based on the results from the Count survey:

- Denied bicycle boardings (number of all occurrences)
- PNA boardings (number of all occurrences)

As stressed in the 2018 Count report, due to advantages in use of average mid-weekday ridership for operations planning as well as the budget and resource constraints, the revised weekday count methodology will be used for Caltrain's Annual Counts moving forward.

2.1 Survey Count Days

There were several survey crews that conducted the survey counts on different trains on different dates. There were just a few recounts on trains due to unexpected events which would deter the accuracy of the survey results.

2.2 Annual Count Weather Data

During the Count survey, weather in each of the three counties was monitored and tracked due to different microclimates along the corridor. Weather data according to the National Weather Service was measured at the San Francisco International Airport (SFO), in Redwood City and at the San Jose International Airport (SJC) is presented in **Attachment 4**.

2.3 Post-Survey Analysis

As a part of the Annual Count, additional analyses were performed using the Count survey data to capture the usage trends and extract data needed for the daily operations and future planning. Whereas almost all of these analyses were conducted simply by grouping the average or actual boarding and alighting volumes, there are some analyses that require additional calculations. These items include but are not limited to:

- Passenger load: total number of the passengers, bikes, or PNAs on board on each train between adjacent station stop
    - Maximum load: location and number of passengers onboard when the loads on any given trains are the highest during the scheduled trip
    - Percentage of seating capacity (measured as seat occupancy percentage): computed from passenger load divided by seating capacity of the assigned train consist
    - Passenger mileage: computed from passengers onboard between two geographically-adjacent stations multiplied by the distance between these two stations
- Bike bump occurrence (measured as bike bumps per 1,000 bikes boarded): computed from number of all bikes denied boarding divided by all bicycle boardings during the survey period

3 Naming Convention and Assumptions

- Weekday Ridership Metrics:

    - Average Weekday Ridership (AWR): trains counts conducted on all five weekdays (Monday, Tuesday, Wednesday, Thursday and Friday) and then averaged
    - Average Mid-Weekday Ridership (AMWR): new terminology introduced with the 2018 Annual Count for train counts conducted twice on mid-weekdays (Tuesday, Wednesday and Thursday) and then averaged. This term is referenced throughout the report findings.
- Time of day category:
    - Peak trains: trains departing from its origin station; San Francisco (southbound) or San Jose/Tamien/Gilroy (northbound) from the beginning of the service day until before 9:00 a.m. (morning peak) and trains departing its origin station; San Francisco (southbound) or San Jose/Tamien (northbound) starting at 3:00 p.m. until before 7:00 p.m. (afternoon peak);
    - Midday trains: off-peak trains departing its origin station; from San Francisco (southbound) or San Jose/Tamien (northbound) between the end of the morning peak period and the beginning of the afternoon peak period; starting at 9:00 a.m. until before 3:00 p.m.
    - Evening trains: off-peak trains departing its origin station from San Francisco (southbound) or San Jose/Tamien (northbound) after the end of the afternoon peak period; starting at 7:00 p.m. until end of the service day
- Peak market and train category:
    - Traditional Peak: northbound morning peak trains and southbound afternoon peak trains, and;
    - Reverse Peak: southbound morning peak trains and northbound afternoon peak trains.
- Stopping pattern category:
    - Baby Bullet Express trains: trains with numbers in 300s (weekdays) and 800s (weekends) stopping at a few popular stations and travels between San Francisco and San Jose in about an hour;
    - Limited trains: trains with numbers in 200s, which further broken down into:
        - Express-Local trains: trains stopping at all stations for one half of the corridor and become express for the other half, or vice versa;
        - Unified Limited trains: trains skipping stations for the entire length of the scheduled trip;
    - Local trains: trains with numbers in 100s (weekdays) and 400s (weekends) stopping at all stations
- Capacity on each train consist by length and model:
    - 5-car Gallery train: average seating capacity of 650 and bike capacity of 80 with two bike cars
    - 6-car Gallery train: average seating capacity of 760 and bike capacity of 80 with two bike cars
    - 6-car Bombardier train: average seating capacity of 760 and bike capacity of 72 with three bike cars

4 Service Changes Took Place between the 2018 Count and the 2019 Count

There were two service changes that occurred after the Count was concluded last year:

- Timetable change (effective October 6th, 2018)
- Equipment cycle change (effective on December 3rd, 2018)

The October 2018 timetable incorporated the SF Weekend Service Closure and bus bridge service between Bayshore and San Francisco stations on weekends because the Closure was

anticipated to take place on every weekend through Spring 2019. No schedule changes were made to the weekday service and weekend service south of Bayshore station.

Caltrain revisited the fleet deployment strategy and changed the equipment cycles at the beginning of December 2018 to address crowding on some trains as identified in the 2018 Count by increasing number of revenue-service trains that operated with a 6-car consist. Three gallery car consists were lengthened from 5 cars to 6 cars to provide additional seating capacity. With this change, the number of revenue-service trains scheduled to be operated with 6-car consists increased from 42 to 54 (28.6 percent increase).

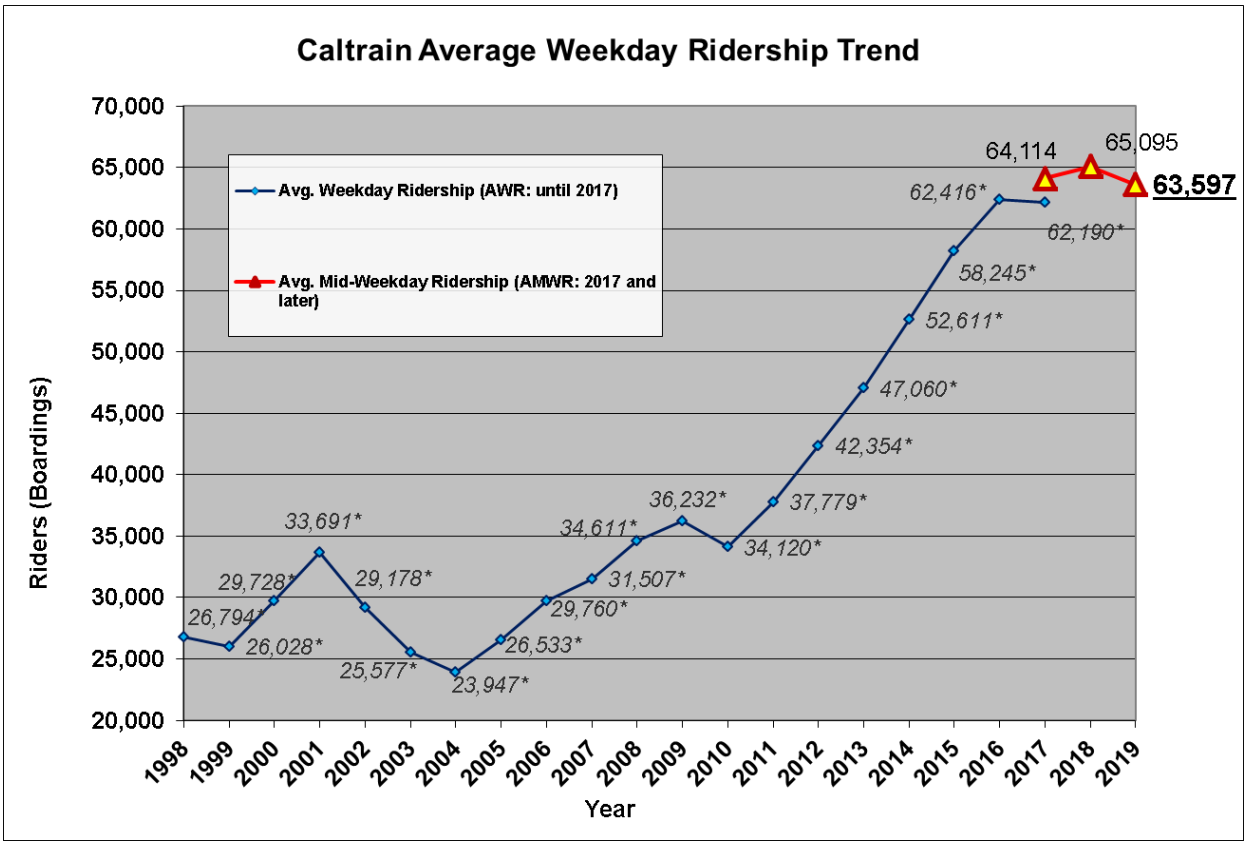
5 Results

5.1 Weekday Ridership

Average mid-weekday ridership (AMWR) was 63,597, a 2.3 percent decrease from the AMWR in 2018 (65,095).

As depicted in **Figure 1**, average daily ridership on mid-weekdays slightly decreased even though the weekday ridership had increased significantly each year during the current economic cycle since the introduction of Baby Bullet Express service in 2004 until 2016 except for years during the Great Recession. The trend after 2017 could potentially indicate that the weekday ridership might be entering to a phase of maturity as ridership growth has been stagnating.

Figure 1: Caltrain Average Weekday Ridership Trend



Note: *Numbers for years in 2017 and prior (in italics with an asterisk) are Average Weekday Ridership (AWR); Numbers in non-italic with no asterisk are Average Mid-weekday Ridership (AMWR).*

5.1.1 Station Boardings

When ranked by average mid-weekday boardings, the top 10 stations remained the same from 2018 to 2019 even though there are some changes in the rankings within the top 10. Like the last year, all of the top 10 ridership stations are served by Baby Bullet service. From 2018 to 2019, average mid-weekday boardings decreased at 8 of the top 10 stations, namely, San Francisco, Palo Alto, San Jose Diridon, Mountain View, Hillsdale, Sunnyvale, Millbrae, and 22nd Street.

Other changes in the station ranking by average mid-weekday boardings include:

- Hillsdale moved from 8th to 6th

- Sunnyvale moved from 6th to 7th
- Millbrae moved from 7th to 8th
- Tamien moved from 14th to 13th
- San Carlos moved from 13th to 14th
- San Antonio moved from 18th to 17th
- Lawrence moved from 17th to 18th
- San Bruno moved from 20th to 19th
- Belmont moved from 19th to 20th
- Bayshore moved from 24th to 23rd
- Morgan Hill moved from 25th to 24th
- Gilroy moved from 23rd to 25th

The numeric change in AMWR from 2018 to 2019 among the 10 stations with the highest Average Weekday Ridership is presented in **Table 1**.

Table 1: Top 10 Ridership Stations – Numeric Comparison 2018 To 2019

	2018		2019		Change in
Station	**Rank**	**AMWR**	**Rank**	**AMWR**	**AMWR**
San Francisco	1	15,427	1	15,027	-400
Palo Alto	2	7,764	2	7,384	-380
San Jose Diridon	3	4,876	3	4,795	-81
Mountain View	4	4,810	4	4,560	-251
Redwood City	5	4,212	5	4,220	8
Hillsdale	8	3,229	6	3,217	-12
Sunnyvale	6	3,364	7	3,208	-156
Millbrae	7	3,340	8	3,194	-146
San Mateo	9	2,291	9	2,324	33
22nd Street	10	1,977	10	1,872	-106

The 10 stations with the highest AMWR and percentage of system total AMWR in 2018 and 2019 are listed in **Table 2**. With daily boardings decreased at 6 out of 10 stations with the highest daily passenger boardings in the Caltrain system, the percentage of daily boardings at these 10 stations over the Caltrain system daily boardings slightly decreased from 78.8 percent to 78.3 percent.

Table 2: Top 10 Ridership Stations – % Comparison 2018 To 2019

Station	2018 AMWR	% of Total AMWR	2019 AMWR	% of Total AMWR	Change in % of Total
San Francisco	15,427	23.7%	15,027	23.6%	-0.1%
Palo Alto	7,764	11.9%	7,384	11.6%	-0.3%
San Jose Diridon	4,876	7.5%	4,795	7.5%	0.0%
Mountain View	4,810	7.4%	4,560	7.2%	-0.2%
Redwood City	4,212	6.5%	4,220	6.6%	0.2%
Hillsdale	3,229	5.0%	3,217	5.1%	0.1%
Sunnyvale	3,364	5.2%	3,208	5.0%	-0.1%
Millbrae	3,340	5.1%	3,194	5.0%	-0.1%
San Mateo	2,291	3.5%	2,324	3.7%	0.1%
22nd Street	1,977	3.0%	1,872	2.9%	-0.1%
TOTAL		**78.8%**		**78.3%**	**-0.5%**

The top 10 stations with the largest absolute change in AMWR from 2018 to 2019 and the resulting percentage change are provided in **Table 3**.

Table 3: Top 10 Stations – Largest Absolute Change In Riders

	Largest Absolute Change (AMWR): 2018 to 2019	% Change
San Francisco	-400	-2.6%
Palo Alto	-380	-4.9%
Mountain View	-251	-5.2%
Sunnyvale	-156	-4.6%
Millbrae	-146	-4.4%
22nd Street	-106	-5.3%
San Jose Diridon	-81	-1.7%
San Mateo	33	1.4%
Hillsdale	-12	-0.4%
Redwood City	8	0.2%

5.1.2 Baby Bullet Station Boardings

The change in AMWR at stations with Baby Bullet service between 2018 and 2019 is shown in **Table 4**.

Table 4: Baby Bullet Station Ridership Comparison

Station	2018 AMWR	2019 AMWR	% Change
San Francisco	15,427	15,027	-2.6%
22nd Street	1,977	1,872	-5.3%
Millbrae	3,340	3,194	-4.4%
San Mateo	2,291	2,324	1.4%
Hillsdale	3,229	3,217	-0.4%
Redwood City	4,212	4,220	0.2%
Menlo Park	1,728	1,639	-5.1%
Palo Alto	7,764	7,384	-4.9%
Mountain View	4,810	4,560	-5.2%
Sunnyvale	3,364	3,208	-4.6%
San Jose Diridon	4,876	4,795	-1.7%
Tamien	1,286	1,422	10.6%
TOTAL	**54,301**	**52,859**	**-2.7%**

Mid-weekday boardings at almost all stations with Baby Bullet express service decreased this year. Overall, Baby Bullet station ridership decreased by 2.7 percent from last year, larger decrease than the system-wide AMWR decrease. This could be potentially because majority of stations where the boarding increased from last year were non-Baby Bullet stations.

Ridership at Baby Bullet stations makes up approximately 83 percent of total weekday boardings at all stations in 2019, the same percentage observed in the 2018 Annual Count.

5.1.3 Passenger Boardings, Alightings and Load

Total weekday passenger boardings (ons) and alightings (offs) at each station and passenger load (onboard passengers) between each pair of adjacent stations in each direction based on the Annual Count in 2018 and 2019 are plotted in **Figure 2** (northbound) and **Figure 3** (southbound).

Figure 2: Total Passenger Boardings, Alightings And Load – Average Mid-Weekday Northbound (All Day)

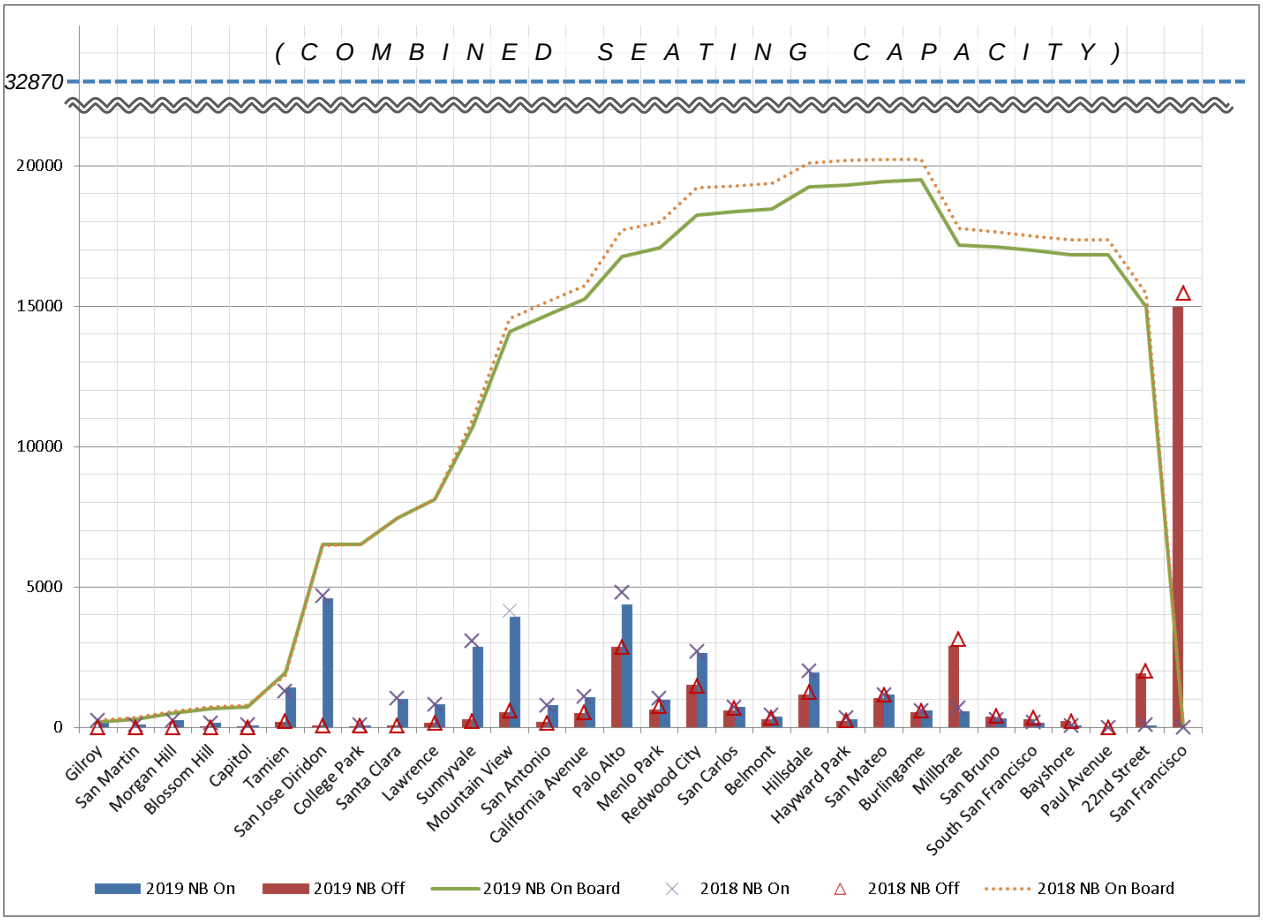
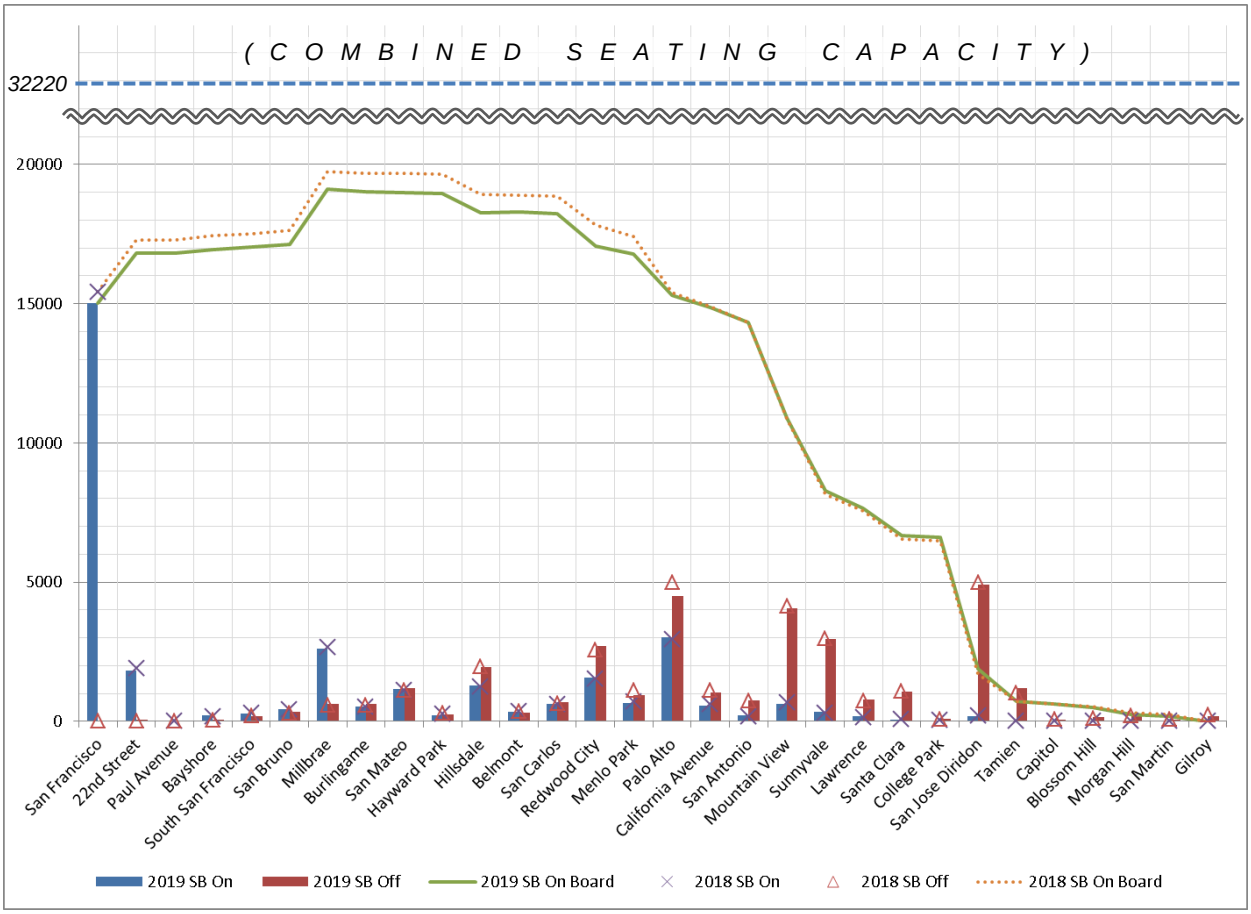


Figure 3: Total Passenger Boardings, Alightings And Load – Average Mid-Weekday Southbound (All Day)



Average boardings per train in each service pattern and the comparison of those in the 2018 Count is summarized in **Table 5** and **Table 6**.

Table 5: Weekday Average Boardings per Train by Service Type – Northbound

	Northbound (AMWR) - All Day			
Service Type	2018	2019	Change	% Change
Baby Bullet	906	868	-38	-4.2%
Express/Local	940	844	-96	-10.2%
Uniform Limited	725	739	14	1.9%
Local	357	354	-3	-0.8%
All Trains	712	687	-25	-3.6%

Table 6: Weekday Average Boardings per Train by Service Type – Southbound

	Southbound (AMWR) - All Day			
Service Type	2018	2019	Change	% Change
Baby Bullet	922	940	18	2.0%
Express/Local	806	774	-32	-4.0%
Uniform Limited	761	791	30	4.0%
Local	405	395	-11	-2.6%
All Trains	703	695	-8	-1.1%

5.1.4 Time-of-Day Ridership Breakdown

AMWR by market (direction/time of day) and change from 2018 is presented in **Table 7**. It indicates that while overall ridership slightly decreased, traditional peak and midday ridership increased. Also, reverse peak and evening ridership decreased more significantly than the overall ridership. This is opposite from the ridership trend last year, when reverse peak ridership increased more than that in traditional peak period.

Table 7: Weekday Passengers By Market – Comparision To 2018

Market	2018 AMWR	2019 AMWR	Change	% Change
Traditional Peak (AM Peak NB + PM Peak SB)	34,373	34,552	179	0.5%
Midday	6,642	7,010	368	5.5%
Reverse Peak (AM Peak SB + PM Peak NB)	20,745	19,247	-1,498	-7.2%
Evening	3,335	2,789	-546	-16.4%
TOTAL	**65,095**	**63,597**	**-1,498**	**-2.3%**

The total peak-period ridership on an average mid-weekday decreased by 2.4 percent compared to 2018.

The split of the peak ridership between traditional direction and reverse direction is approximately 64:36, a slight increase in traditional peak share from 2018. This is likely because the traditional peak ridership increased slightly while reverse peak ridership decreased by more than 7 percent from the last year.

The split was 62:38 in 2018, 63:37 in 2017, 62:38 in 2016, and 61:39 in 2015. Data from past years indicates that the ratio is traditionally approximately 60:40.

5.1.5 Peak Trains

The average number of passengers on each type of service in 2018 and 2019 is summarized in **Table 8**. Unlike last year, ridership for all three non-local service types decreased. The ridership on Limited trains in uniform limited pattern decreased significantly more than that on other trains.

Table 8: Average Boardings per Train by Service Type (Peak Periods)

	Boardings - Peak Periods			
Service Type	2018	2019	Change	% Change
Baby Bullet	914	902	-11	-1.2%
Limited	856	832	-25	-2.9%
Local	412	421	9	2.1%
All Trains	835	817	-18	-2.2%

Total passenger boardings and alightings at each station and passenger load between each pair of adjacent stations in the northbound direction during morning (AM) peak period are summarized in **Figure 4.** The graph showing the same information in the southbound direction during morning peak period are presented as **Figure 5.** These figures depict overall trends in train usage in each direction during peak periods.

The results for the traditional AM peak direction indicate the following:

- The total passenger load during AM peak period in 2019 trends lower than that in 2018; the decrease in total passenger load is up to 300 passengers lower than that in 2018.
- In a segment between Tamien and Lawrence, total passenger load during AM peak period in 2019 is approximately up to 100 passengers lower than that in 2018.
- While there is no significant change in boarding and alighting volume trend, volumes in this year appear to be lower than that in 2018, especially at mid-line stations with relatively higher boardings observed in the 2018 Count.

The results for the reverse AM peak direction indicate the following:

- Like northbound AM peak service, total passenger load during AM peak period in 2019 generally trends lower than that in 2018.
- Both amount which and segment where the year to year load decrease is observed slightly differs from those of the traditional AM peak directions:
    - The total load decreased in the entire Caltrain corridor.
    - In a segment north of Palo Alto, the total load in 2019 is approximately up to 600 passengers lower than that in 2018.
- Alighting volume at Redwood City increased between 2018 and 2019 while boarding and alighting volumes generally decreased throughout the system: potentially indicating that more customers using Redwood City Station as the destination station.

Figure 4: Total Passenger Boardings, Alightings And Load – Average Mid-Weekday Traditional Peak (AM Peak Northbound)

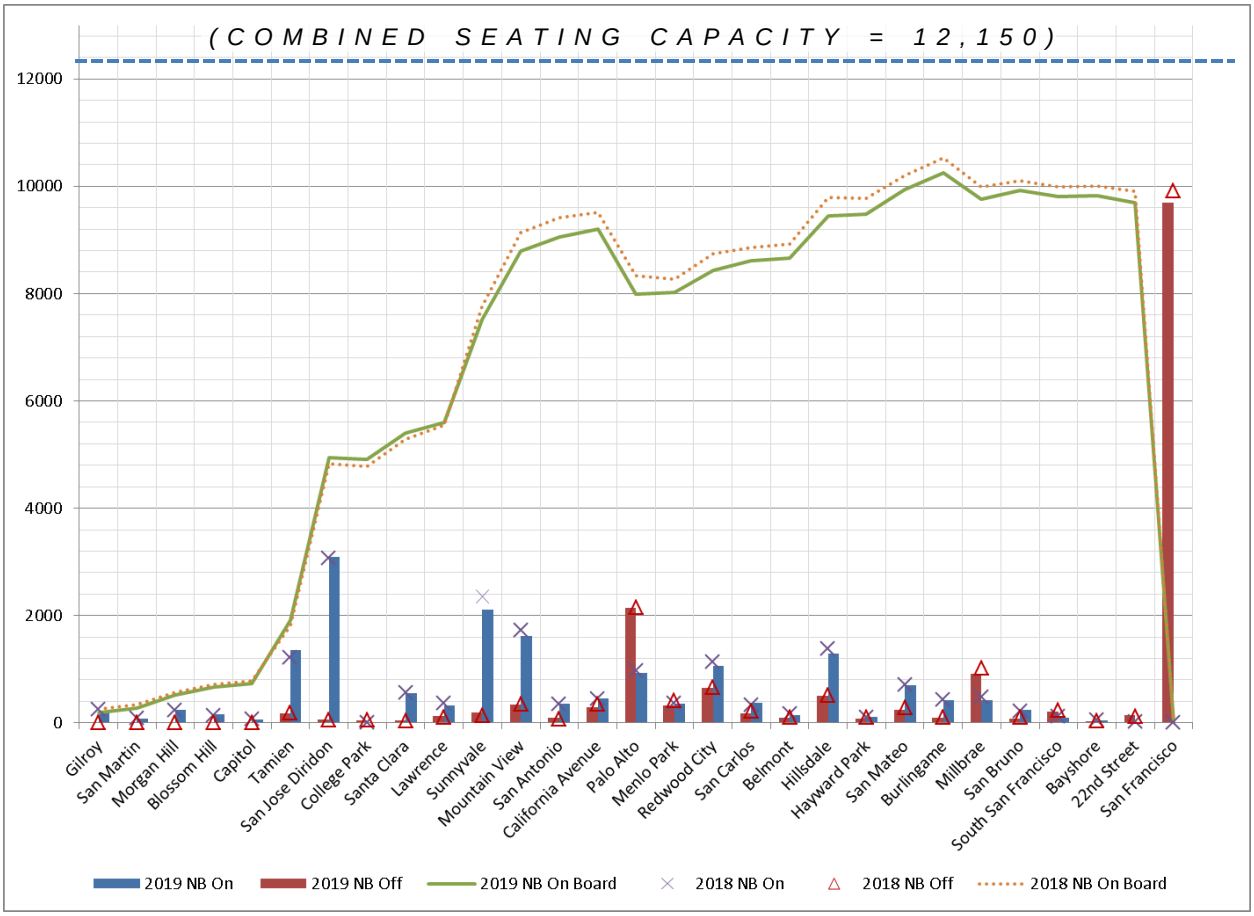
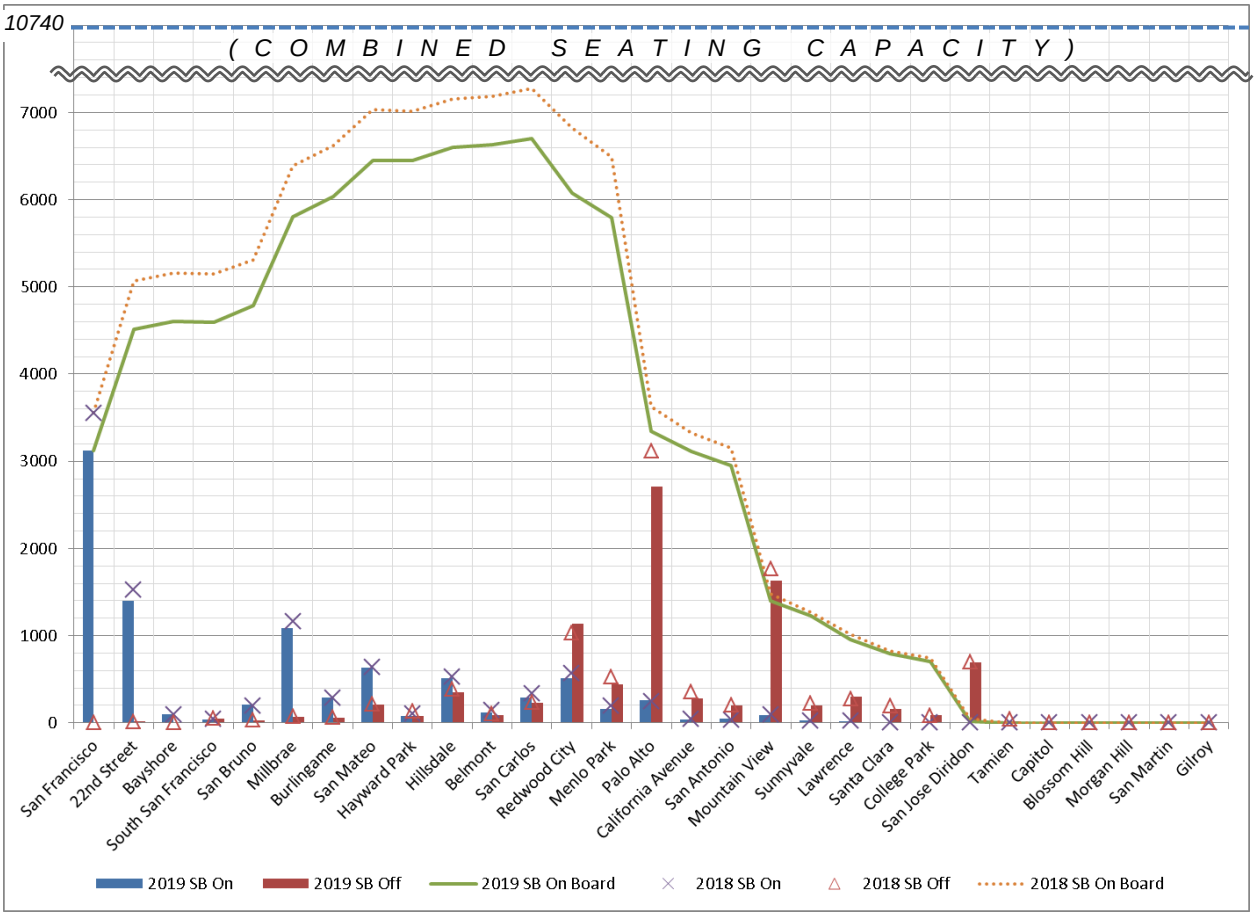


Figure 5: Total Passenger Boardings, Alightings And Load – Average Mid-Weekday Reverse Peak (AM Peak Southbound)



5.1.6 Passenger Mileage

Passenger mileage for various types of train service for 2018 and 2019 computed based on the station milepost and passenger load at each station segment is presented in **Table 9**. Passenger mileage decreased in all of five types but one: non-Baby Bullet trains during peak periods.

Estimated average passenger trip length this year, derived from the passenger mileage and AMWR, is 22.9 miles, the same as the last year.

Table 9: Passenger Mileage by Weekday Train Type

	Passenger Mileage			
Train Type	**2018**	**2019**	**Change**	**% Change**
Weekday (All)	1,491,423.6	1,455,710.2	-35,713.4	-2.4%
Baby Bullet	553,145.8	521,743.5	-31,402.4	-5.7%
Peak Non-Baby Bullet	675,894.3	709,081.9	33,187.7	4.9%
Off Peak	214,770.5	206,610.2	-8,160.2	-3.8%
All Locals	224,361.4	214,413.3	-9,948.1	-4.4%

5.1.7 Passenger Loads

The total of maximum load on all trains for each time period and total seating capacity is presented in **Table 10**. Like last year, the results indicate that in general, maximum load on the traditional peak trains is near seating capacity while there are approximately 30 percent of seats available on trains in reverse peak direction. However, maximum passenger load over seating capacity decreased by 2 to 7 percent compared to last year.

Table 10: Total Maximum Load by Market

Time Period	Total Max Load (2019)	Total Capacity (2019)	% of Seating Capacity (2019)	% of Seating Capacity (2018)
Traditional Peak (AM Peak NB + PM Peak SB)	22,536	24,300	92.7%	95.1%
Reverse Peak (AM Peak SB + PM Peak NB)	14,189	22,670	62.6%	69.6%
Off-Peak (Midday + Evening)	6,321	18,770	33.7%	35.9%
ALL TRAINS	43,046	65,740	65.5%	69.3%

However, as Count results from previous years show, there are trains during peak periods operating above the seating capacity in some segments during the scheduled trip. As depicted in the color-coded time-distance stringline diagrams in **Figure 6** and **Figure 7**, there are some trains which operate at or above the seating capacity while a few trains during the peak period operate well below the seating capacity. For example, 4 out of 5 southbound trains departing during the 5:00 PM hour departs San Francisco with standing room only whereas Train 274 (a Limited train in express-local pattern making local stops north of Redwood City) departing from San Francisco is well below the seating capacity.

Also, these diagrams show that some trains operating outside of traditional commuting hours operate at or above the seating capacity of the 5-car Galley Car consist. In the morning, a few trains departing or arriving San Francisco Station after 8:30 AM operate with around 700 passengers on board. A similar pattern is observed some trains running on the early shoulder of the afternoon peak period. This could be potentially reflecting the general work schedule trend – it is likely that more and more Caltrain customers have a flexible work schedule.

Figure 6: Time-Distance Stringline Diagram Color-Coded by Passenger Load (4:00 AM to 3:00 PM: Based on 2019 AMWR)

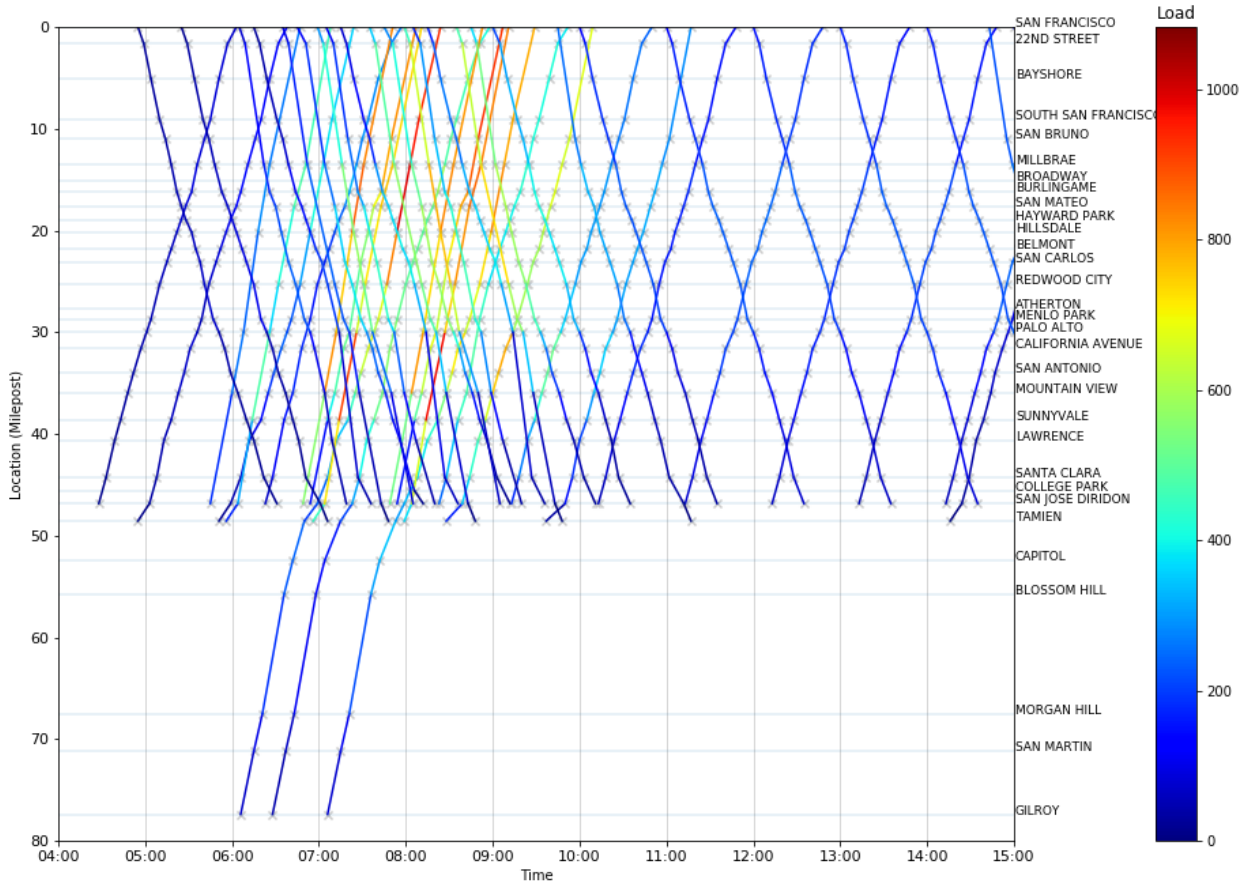
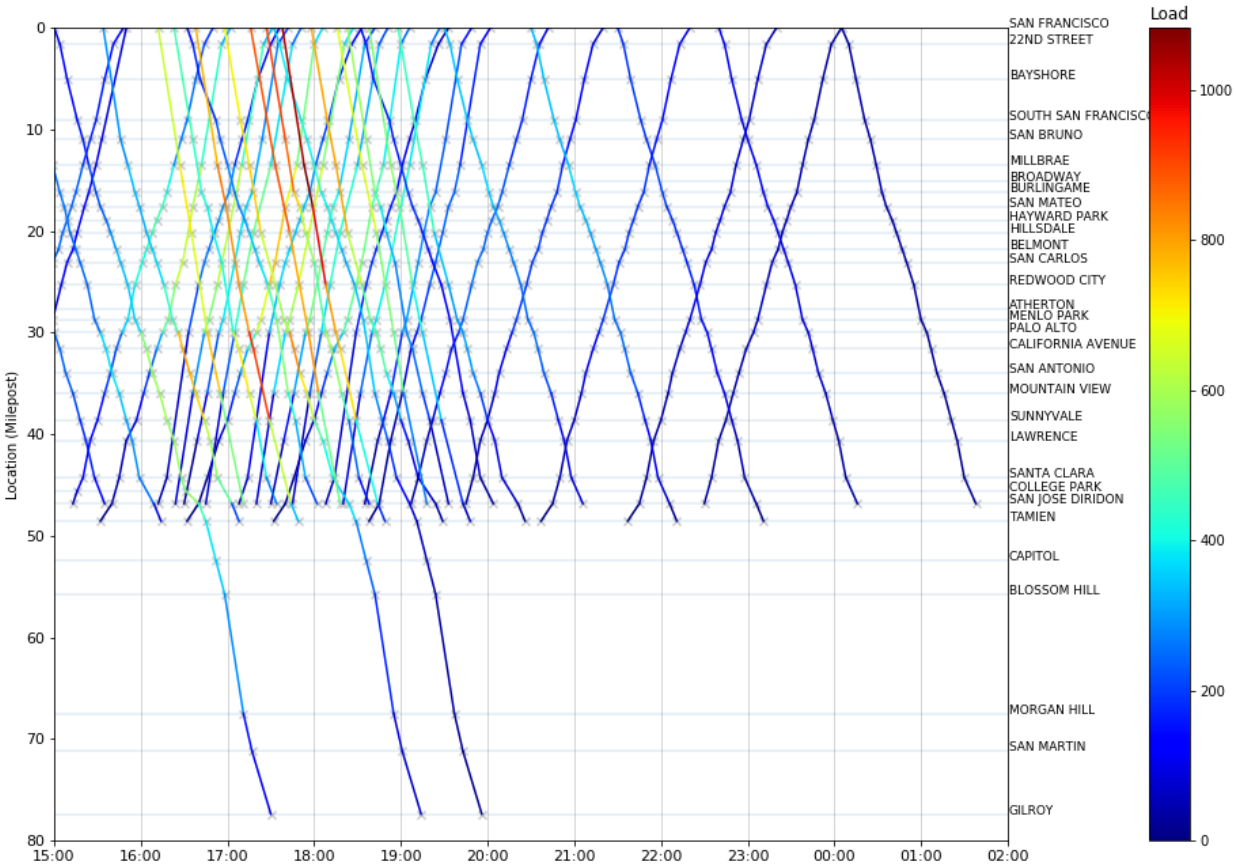


Figure 7: Time-Distance Stringline Diagram Color-Coded by Passenger Load (3:00 PM to 2:00 AM: Based on 2019 AMWR)



Data presented in **Table 11** and **Table 12** shows that there were 22 trains operating with very high passenger loads (defined as 95 percent seating capacity – 618 seating passengers or above on the 5-car Gallery Car train and 722 seating passengers or above on the 6-car train) at the maximum load points. Given there were 25 of such trains with the highest percentage over the maximum capacity of last year, overcrowding on some peak-period trains has marginally improved from 2018.

Table 11: Fullest Trains – Northbound (At 95% Seating Capacity or Above)

Northbound						
	Train #	Depart SJ	Leaving Station	Max Load	Train Capacity	Percent of Capacity
g	217	6:59 AM	Hillsdale	989	760	130%
b	329	8:04 AM	Sunnyvale	970	760	128%
	225	7:54 AM	San Bruno	925	760	122%
b	319	7:04 AM	Sunnyvale	908	760	119%
b	313	6:49 AM	Hillsdale	874	760	115%
b	323	7:49 AM	Hillsdale	826	760	109%
g	227	7:59 AM	Hillsdale	823	760	108%
	215	6:54 AM	San Bruno	820	760	108%
	233	8:39 AM	San Antonio	790	760	104%
	269	4:40 PM	Redwood City	766	760	101%

"g" = Gilroy train; "b" = Baby Bullet express train

Note: *Train capacity is average seating capacity and based on the scheduled fleet assignment. Trains with capacity of 760 are assigned 6-car consists.*

Table 12: Fullest Trains – Southbound (At 95% Seating Capacity or Above)

Southbound						
	Train #	Depart SF	Leaving Station	Max Load	Seating Capacity	Percent of Seating Capacity
b	376	5:38 PM	Millbrae	1,083	760	143%
b	366	4:38 PM	Palo Alto	948	760	125%
	272	5:27 PM	San Francisco	913	760	120%
b	370	5:16 PM	San Francisco	890	760	117%
g	268	4:58 PM	Palo Alto	830	760	109%
	278	5:58 PM	South San Francisco	796	760	105%
	258	3:34 PM	California Avenue	789	650	121%
b	324	7:59 AM	Millbrae	781	760	103%
b	360	4:12 PM	Palo Alto	757	760	100%
b	330	8:35 AM	Millbrae	724	760	95%
	262	4:23 PM	California Avenue	718	650	110%
b	380	6:16 PM	Millbrae	666	650	102%
	232	8:45 AM	Millbrae	604	760	79%
	222	7:45 AM	San Carlos	598	650	92%
g	156	3:00 PM	Mountain View	590	760	78%

"g" = Gilroy train; "b" = Baby Bullet express train

Note: *Train capacity is average seating capacity and based on the scheduled fleet assignment. Trains with capacity of 760 are assigned 6-car consists.*

On average, these 22 trains with heaviest load in each direction are at approximately 113 percent of seating capacity, 2 percentage points lower than last year (among the 25 heaviest

load trains). Trains operating at or over the seating capacity continues to be an issue on selected trains during peak periods, especially on several traditional peak trains even though there has been additional capacity has been provided over last several years, by namely:

- Implementing 6-car Bombardier train sets in the fleet starting in 2015,
- 6-car Gallery Car train sets as of November 2016, and;
- Increasing number of trains scheduled to be operated with 6-car consist by 12 in December 2018.

Addition of the 6-car consists into Caltrain's revenue-service fleet pool allows more flexibility in fleet deployment and targeted deployment of the 6-car consists into the busiest trains. Caltrain has achieved to operate the most crowded northbound trains listed in **Table 11** with 6-car consists and relieve overcrowding on some of these trains listed.

Moreover, ridership in the peak summer months (high season) is higher than ridership in the winter. Based on fare revenue and ticket sales ridership reporting, ridership during the 2016 2017, 2018 summer months was approximately 7 to 8 percent higher than the months that Annual Count for each year was conducted. During the peak months, more trains would show a maximum load that is reaching or exceeding capacity.

Number of passengers boarded, alighted and onboard each of these 22 busiest trains by the maximum passenger load (> 95 percent capacity) is depicted in the passenger boarding, alighting, and load graphs in **Attachment 6**.

It should be also noted that based on the graphical representation of passengers boarding and alighting on these busiest trains, it is likely that the overcrowding observed on these trains would do not have initial standees stand for the entire time except on a few most crowded trains. The color-coded stringline diagrams shows that the worst overcrowding on some of the busiest trains occurs in a relatively short segment at mid-corridor locations such as between Sunnyvale and Palo Alto. With relatively high volume of alighting at key stations in Caltrain system such as Mountain View, Palo Alto, Redwood City, and Hillsdale, some standees on these busiest trains sit at one point of their trip.

5.1.8 Gilroy Extension Ridership

Service from/to Gilroy is provided as a weekday-only, traditional-peak only service with 6 trips a day: 3 northbound trains during the morning peak period and 3 southbound trains during the afternoon peak period. **Table 13** shows the AWR (2017 and prior) and AMWR (2017 and later) for the Gilroy extension, which serves the five stations south of Tamien (Capitol, Blossom Hill, Morgan Hill, San Martin and Gilroy). Unlike last year, ridership of the Gilroy extension decreased by 6.3 percent this year.

Table 13: Gilroy Extension Boardings By Year 2015 – 2019

Year	2015	2016	2017	2018	2019
Boardings (AWR)	559	630	590	N/A	N/A
Boardings (AMWR)	N/A	N/A	693	800	750
% Change	*20.8%*	*12.7%*	*-6.4%*	15.4%	-6.3%

Note:*Year-to-Year change prior to 2017 (in italic) are based on AWR; that after 2017 are based on AMWR.*

Details of Caltrain Gilroy service history and trends are summarized in **Attachment 3**.

5.1.9 Off-Peak Ridership

Ridership of all midday trains and evening trains in 2018 and 2019 are compared in **Table 14** and **Table 15**, respectively. The midday ridership increased in both directions with a couple of trains experiencing significant increase in boardings compared to 2018 Count result. On the other hand, ridership on evening trains decreased significantly from 2018.

Table 14: Midday Ridership (AMWR) – Comparison 2018 to 2019

NORTHBOUND				SOUTHBOUND			
	Total Boardings		%		Total Boardings		%
Train	2018	2019	Change	Train	2018	2019	Change
135	607	808	33.1%	**134**	643	618	-3.9%
237	509	581	14.0%	**236**	507	460	-9.3%
139	310	319	2.7%	**138**	328	344	5.0%
143	373	389	4.4%	**142**	365	382	4.8%
147	332	346	4.2%	**146**	338	369	9.2%
151	316	346	9.5%	**150**	350	396	13.1%
155	462	396	-14.3%	**152**	446	463	3.8%
257	183	182	-0.5%	**254**	577	614	6.4%
Total	**3090**	**3365**	**8.9%**	**Total**	**3552**	**3645**	**2.6%**

Table 15: Evening Ridership (AMWR) – Comparison 2018 to 2019

NORTHBOUND				SOUTHBOUND			
	Total Boardings		%		Total Boardings		%
Train	2018	2019	Change	Train	2018	2019	Change
191	379	381	0.4%	**190**	654	577	-11.8%
193	359	299	-16.6%	**192**	523	512	-2.0%
195	379	301	-20.6%	**194**	417	291	-30.3%
197	198	135	-32.1%	**196**	210	154	-26.5%
199	99	91	-8.1%	**198**	120	51	-57.9%
Total	**1413**	**1205**	**-14.7%**	**Total**	**1923**	**1584**	**-17.6%**

5.1.10 Boardings by County

The AMWR by county for the entire day is presented in **Table 16**. AMWR by county during the morning peak period and afternoon peak period are presented in **Table 17** and **Table 18**, respectively.

Table 16: County-By-County Comparison of All-Day Boardings

County	2018 AMWR	% of Total AMWR	2019 AMWR	% of Total AMWR	Change '18 vs '19	% Change '18 vs '19
San Francisco	17,651	27.1%	17,159	27.0%	-492	-2.8%
San Mateo	19,757	30.4%	19,491	30.6%	-267	-1.3%
Santa Clara	27,687	42.5%	26,948	42.4%	-739	-2.7%
TOTAL	65,095	100.0%	63,597	100.0%	-1,498	-2.3%
Gilroy Extension #	*800*	*1.2%*	*750*	*1.2%*	*-50*	*-6.3%*

Included in Santa Clara County total

Table 17: AM Peak Boardings by County

County	2018 AMWR	% of Total AMWR	2019 AMWR	% of Total AMWR	Change '18 vs '19	% Change '18 vs '19
San Francisco	5,245	19.3%	4,687	18.1%	-558	-10.6%
San Mateo	9,621	35.4%	9,143	35.3%	-479	-5.0%
Santa Clara	12,321	45.3%	12,041	46.5%	-280	-2.3%
TOTAL	27,187	100.0%	25,870	100.0%	-1,317	-4.8%
Gilroy Extension #	*795*	*2.9%*	*744*	*2.9%*	*-52*	*-6.5%*

Included in Santa Clara County total

Table 18: PM Peak Boardings by County

County	2018 AMWR	% of Total AMWR	2019 AMWR	% of Total AMWR	Change '18 vs '19	% Change '18 vs '19
San Francisco	9,350	33.5%	9,730	34.8%	380	4.1%
San Mateo	7,171	25.7%	7,334	26.3%	164	2.3%
Santa Clara	11,411	40.9%	10,865	38.9%	-546	-4.8%
TOTAL	27,931	100.0%	27,929	100.0%	-3	0.0%
Gilroy Extension #	*5*	*0.0%*	*7*	*0.0%*	*2*	*30.0%*

Included in Santa Clara County total

5.2 Bicycles

Average mid-weekday bike ridership (AMWBR) was 5,506, 7.0 percent decrease from the average mid-weekday bike boardings (5,919) based on the 2018 Count results.

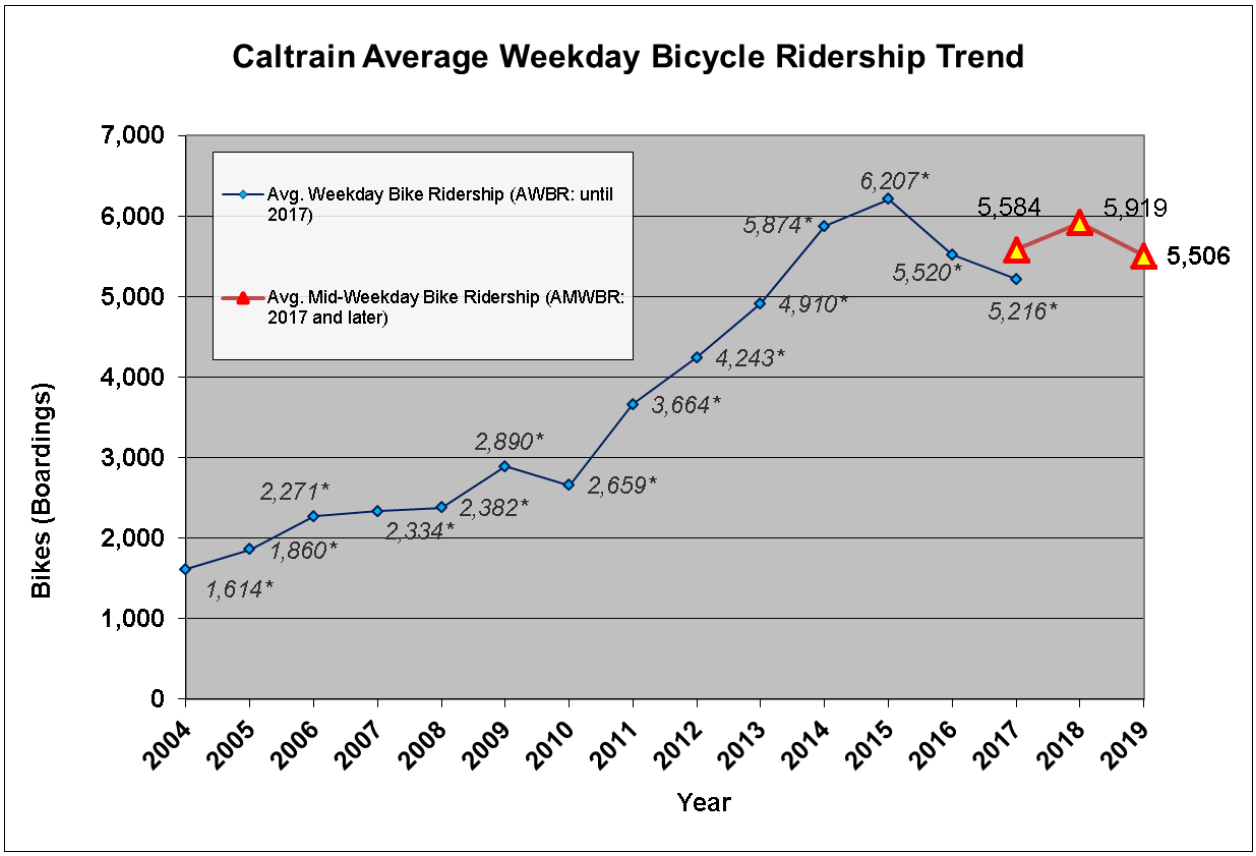
Correlating this to average mid-weekday boardings (passengers), 8.7 percent of mid-weekday riders brought their bike onboard the train. The share of passengers bringing bikes on board also decreased slightly from 9.1 percent in 2018. Some potential reasons bike ridership has decreased include:

- Winter 2018-2019 was relatively wetter compared to the previous winter.
- Electric scooters and skateboards has become popular and an alternative to bicycles;
- New kinds of Mobility-as-a-Service (MaaS), such as following, has been introduced, expanded, and gain popularity as first-/last mile connection from/to Caltrain:
    - Bike-share, both dock-based service and dock-less system

- Electric scooter sharing
- Transportation Network Companies (TNCs) such as UBER and LYFT
- Private microtransit service

Since 2004, Caltrain average weekday bike ridership (AWBR) has increased as shown in **Figure 8**. Although bike ridership increased between 2017 and 2018, the bike ridership has been decreasing after 2015.

Figure 8: Caltrain Average Weekday Bicycle Ridership Trend



Note: *Numbers for years in 2017 and prior (in italics with an asterisk) are Average Weekday Ridership (AWR); Numbers in non-italic with no asterisk are Average Mid-weekday Ridership (AMWR).*

In mid-2016, Caltrain began the planning process for the Caltrain Bike Parking Management Plan as part of the Bicycle Access and Parking Plan Implementation Strategy that identified several challenges related to bicycle parking and access in 2014. The objectives of the plan include identifying the mobility needs of bicyclists using the Caltrain System, defining customer service and financial performance measures for the Caltrain bike parking system, supporting capital planning activities related to current, planned and potential bike parking facilities, analyzing different management strategies and administrative options to improve the performance of Caltrain's bike parking system and recommending a set of management and administrative reforms and strategies to transform Caltrain's bike parking system in user-friendly manner.

After an extensive outreach effort to gather feedback on findings and draft plan from staff, advisory committees and stakeholders, the Caltrain Bike Parking Management Plan was finalized and adopted by the Peninsula Corridor Joint Powers Board on November 2, 2017. The final plan is posted to dedicated Caltrain webpage: http://www.caltrain.com/projectsplans/Plans/Bike_Parking_Management_Plan.html

The average mid-weekday bike ridership (AMWBR) for the top ten stations are listed in **Table 19**. The top ten stations for bike use slightly changed from 2018:

- Redwood City (4th in 2018) and San Jose Diridon (5th in 2018) swapped the positions.
- Hillsdale (7th in 2018) and 22nd Street (8th in 2018) swapped the positions.
- San Mateo (10th in 2018) and Menlo Park (11th in 2018) swapped the positions.

Table 19: Top 10 Stations for Bike Usage

	2018		2019		Change in
Station	Rank	AMWBR	Rank	AMWBR	AMWBR
San Francisco	1	1,442	1	1,225	-217
Palo Alto	2	796	2	760	-36
Mountain View	3	551	3	447	-105
San Jose Diridon	5	359	4	360	1
Redwood City	4	407	5	351	-56
Sunnyvale	6	303	6	262	-41
22nd Street	8	251	7	225	-26
Hillsdale	7	257	8	220	-37
California Avenue	9	225	9	216	-9
Menlo Park	11	203	10	191	-12

Note: *San Mateo was the station with the 10th highest AMWBR in 2018 (216 AMWBR) but becomes the 11th highest AMWBR in 2019 (169 AMWBR).*

Based on the survey results, the following trains were the 5 fullest trains by maximum bike loads (listed from the most fullest to the 5th fullest):

1. Train 269 (a northbound Limited train) as departing Menlo Park
2. Train 217 (a northbound Limited train) as departing Millbrae
3. Train 330 (a southbound Baby Bullet Express train) as departing Millbrae
4. Train 376 (a southbound Limited train) as departing San Francisco
5. Train 277 (a northbound Limited train) as departing San Carlos

The following tables provide the AMWBR by county. **Table 20** shows the AMWBR by county for the entire day. **Table 21** and **Table 22** show average bike boadings per trains in each market and train types.

Table 20: County-By-County Comparison of All-Day Bike Boardings

County	2018 AMWBR	% of Total AMWBR	2019 AMWBR	% of Total AMWBR	Change '18 vs '19	% Change '18 vs '19
San Francisco	1,610	27.2%	1,463	26.6%	-147	-9.1%
San Mateo	1,616	27.3%	1,493	27.1%	-123	-7.6%
Santa Clara	2,694	45.5%	2,550	46.3%	-144	-5.3%
TOTAL	5,919	100.0%	5,506	100.0%	-413	-7.0%
Gilroy Extension #	*42*	*0.7%*	*37*	*0.7%*	*-5*	*-11.9%*

Included in Santa Clara County total

Table 21: Average Mid-Weekday Bike Boardings by Market and Train Type (Average Boardings per Train) – Northbound

	Avg. Boardings Per Train - Northbound				
Service Type	**All Day**	**AM Peak**	**Midday**	**PM Peak**	**Night**
Baby Bullet	65	65	N/A	65	N/A
Express/Local	71	82	23	73	N/A
Uniform Limited	74	85	N/A	69	N/A
Local	36	22	37	66	34
All Trains	59	69	33	69	34

Table 22: Average Mid-Weekday Bike Boardings by Market and Train Type (Average Boardings per Train) – Southbound

	Avg. Boardings Per Train - Southbound				
Service Type	**All Day**	**AM Peak**	**Midday**	**PM Peak**	**Night**
Baby Bullet	73	64	N/A	79	N/A
Express/Local	66	57	43	81	N/A
Uniform Limited	85	66	N/A	104	N/A
Local	34	15	39	71	30
All Trains	60	55	40	84	30

5.2.1 Denied Bike Boardings ('Bike Bumps')

For the eighth year, data collection for the annual count included a tally of passengers with bicycles who were denied boarding on trains (also known 'bike bumps') 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 winter and does not reflect peak biking season.

Denied bicycle boardings that were observed by the surveyors are summarized in **Table 23**. It should be emphasized that unlike most of the weekday data in this report, the denied bike boarding summary is a tally of single occurrence events and not a weekday average of two days of data.

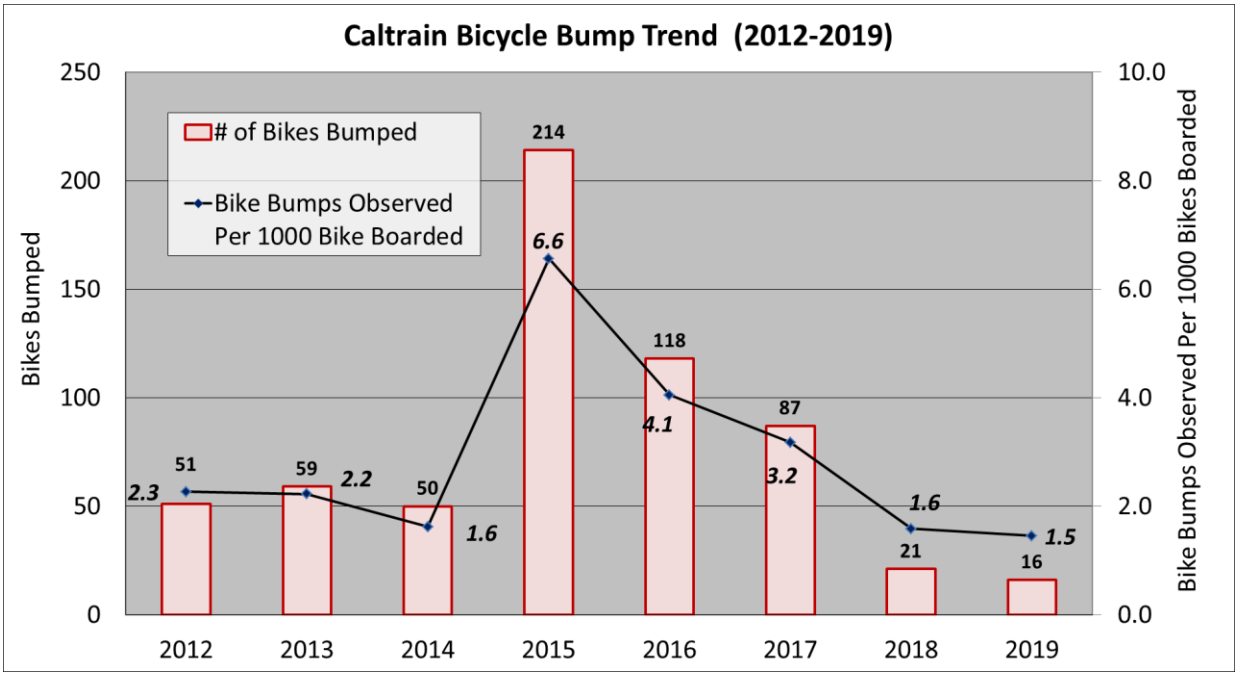
Table 23: Passengers With Bikes Denied Boarding Summary

Date	Train	Dir.	Total	#	Station	#	Station
Wed, 01/23/2019	376	SB	1	1	Millbrae		
Thu, 01/24/2019	366	SB	3	3	San Francisco		
Tue, 01/29/2019	264	SB	1	1	Burlingame		
Tue, 01/29/2019	269	NB	6	4	Redwood City	2	San Carlos
Tue, 02/05/2019	146	SB	4	4	Menlo Park		
Wed, 02/06/2019	217	NB	1	1	Sunnyvale		

Even though number of trains which the denied bicycle boarding observed increased, the number of bicycles denied boarding and rate of the denied boardings decreased from the 2018 Count. There were total of 16 bikes denied boarding on 2 northbound trains and 4 southbound trains at total of 7 stations over 5 weekdays (6 trains total). Last year in 2018, there were a total of 21 bikes denied boarding on 3 northbound trains of all trains which surveyors were on board for the count.

In order to more accurately compare bike bumps year to year, the rate of occurrence (bumps) per 1,000 bike boardings is computed and depicted in **Figure 9**. The observed rate slightly decreased from 1.6 denials per 1,000 bikes boarded last year to 1.5 denials per 1,000 bikes boarded this year. The denial rate has been in decreasing trend after 2016 and fell below the 2014 level this year.

Figure 9: Caltrain Denied Bicycle Boardings Trend



2018 and later: Bike Bumps were observed on a total of 184 mid-weekday trains (Tues, Wed or Thur)
2012-2017: Bike Bumps were observed on a total of 460 weekday trains (Mon-Fri)

To address bikes denied boarding due to capacity constraints as a result of increased bike ridership in April 2015 Caltrain launched an online Bike Bump form, a tool for cyclist to report when they have been denied boarding on trains due to overcrowding issue. The form is available online at www.caltrain.com/bikebump and is accessible from mobile devices. The bike

bump form contains information fields related to train departure time, date, boarding station, direction of train and train number, if known. There is also a comment section provided for additional feedback.

When the mobile form is used, a notification will go out from Caltrain's Twitter account alerting cyclists about capacity issues. The bike bump form is used to assist Caltrain in determining boarding trends and as a way to inform cyclists about daily ridership levels.

Caltrain's Twitter feed www.twitter.com/bikesoncaltrain also posts other relevant information, such as dispatch notifications of full bike cars and other bike car-related news and updates.

Caltrain has increased bike capacity onboard trains. To minimize bike bumps, the following measures have been implemented:

- On April 4, 2016 Caltrain implemented a third car on its Bombardier trains for bike storage, resulting in 72 bike spaces.
- Caltrain dedicated two bike cars on its 5-car and 6-car Gallery trains (80 bike spaces) and dedicated three bikes cars on its 6-car Bombardier trains (72 bike spaces).

With these measures, all of Caltrain's revenue-service consists now operates with capacity of at least 72 bikes during the weekday peak periods. The 2019 Annual Count is the third time bike bumps have been counted since adding the 3rd bike car to Bombardier trains. The increase in bike capacity likely contributed to the decreasing trend in bike bumps in recent years. It is possible that some bike riders choose to ride trains with more bike capacity or utilize other means of bicycle parking or first-/last-mile transportation in order to avoid getting bumped.

The Caltrain Bike Bump Report updated as of March 19, 2019 can be found in **Attachment 5**. In comparing the self-reported Bike Bump Report data to the Bike Bumps counted during the same time period as the Annual Count, there a discrepancy between the two sets of data collected. During the Annual Count, there were a total of 10 to 15 self-reported bike bumps from two occasions (on 2 trains at 2 stations, reported by 4 different passengers) whereas there were a total of 16 bike bumps on specific trains that were surveyed during the same time period. While all self-reported bike bumps reported during the survey period occurred on Tuesday, February 7th, neither of the denied bike boardings were on the trains with Annual Count surveyors on board on that day.

These discrepancies between the self-reported data and observed data occur due to several factors:

- Self-reporting system setup: The existing system allows multiple unique users to report the bumps occurring on exactly the same train on exactly the same day. There is a potential for multiple submittals of bumps by various riders.
- Self-reporting system: The self-reporting system relies on riders to report each time they are bumped and to accurately report information in the field (including # of additional riders). There potentially may be more bumps than reported.
- Survey methodology and coverage: Due to the resource and budget constraints, field surveys for the Annual Count covers all trains twice on 2 of 3 the mid-weekdays over 4 weeks instead of deploying the surveyors to cover all trains on the same 2 mid-weekdays.

These efforts to tracking occurrence of the denied boardings of bicycle as well as other efforts to offer options for the current and prospect passengers using bicycles for the Caltrain station

access have reduced the number of passengers impacted by the denied boardings of bicycle as it is reflected in the downward trend of the denial.

5.3 Passengers Needing Assistance

The number of passengers needing assistance (PNAs) or ADA lift users that boarded and alighted at each station was documented. A PNA is determined by use of the mechanical lift (on Gallery cars), plank in conjunction with the mini-high platform (on Bombardier cars), or manual lift which are stored at the stations. All PNA boardings observed during the survey period are listed in **Table 24.** On mid-weekdays when the count was conducted, there was a total of 78 PNAs that boarded trains or approximate average of 39 PNAs that boarded trains per mid-weekday (17 on northbound trains, 22 on southbound trains).

Comparing to 2018, weekday passengers needing assistance (Ons) increased approximately 13 percent by count result.

Table 24: Passengers Needing Assistance

	2018		2019		Change	% Change
PNA Count (Actual)	On	Off	On	Off	(On)	(On)
Tuesday NB[A]	12	12	13	12	1	8.3%
Tuesday SB	15	15	20	20	5	33.3%
Wednesday NB[C]	12	11	15	14	3	25.0%
Wednesday SB[D]	8	9	18	19	10	125.0%
Thursday NB	11	11	6	6	-5	-45.5%
Thursday SB	11	11	6	6	-5	-45.5%
Total Mid-Weekday	69	69	78	77	9	13.0%

2019 Count Observations:

A - 1/22/19 - #261 - PNA assisted on, walked off

C - 2/13/19 - #237 - PNA on, walked off

D - 1/23/19 - #376 - Walked on, PNA assistance departing

5.3.1 Average Mid-Weekday PNA Usage Trends

As summarized in **Table 25**, there are 8 stations with more than one PNA boarding on an average weekday. Trains with more than one PNA on board at the maximum PNA load point on an average weekday are listed in **Table 26** and **Table 27**.

Table 25: Stations with More Than One Average Mid-Weekday PNA Boardings

Station	2019 AMWPR
San Francisco	8
Redwood City	6
San Jose Diridon	6
Palo Alto	5
San Bruno	2
Millbrae	2
California Avenue	2
Mountain View	2

Table 26: Northbound Trains With More Than One PNA On Board At Maximum PNA Load Point (Average Mid-Weekday)

Northbound				
	Train #	Depart SJ	Leaving Station	Max Load
	237	9:50 AM	Mountain View	2
	195	8:45 PM	Redwood City	2
g	227	7:59 AM	Tamien	2

g = Train from/to Gilroy

Table 27: Souththbound Trains With More Than One PNA On Board At Maximum PNA Load Point (Average Mid-Weekday)

Southbound				
	Train #	Depart SF	Leaving Station	Max Load
	142	11:00 AM	San Mateo	2
	146	12:00 PM	California Avenue	2
	152	2:00 PM	Menlo Park	2
	258	3:34 PM	California Avenue	2
b	360	4:12 PM	Hillsdale	2
	262	4:23 PM	San Bruno	2

b = Baby Bullet express train

Average mid-weekday PNA boarding and alighting volume at each station on each train is presented in **Attachment 6**.

Caltrain 2019 Annual Passenger Count
Key Findings Attachments

Caltrain 2019 Annual Passenger Count – Key Findings

Attachments

ATTACHMENT 1 – Caltrain System Map
ATTACHMENT 2 – Caltrain Service History
ATTACHMENT 3 – Caltrain Gilroy Service Impacts
ATTACHMENT 4 – Weather Data
ATTACHMENT 5 – Caltrain Bike Bump Report
ATTACHMENT 6 – Tables and Graphs

ATTACHMENT 1 – Caltrain System Map

ATTACHMENT 2 – Caltrain Service History

The following is a summary of service history from 1991 to December 2018.

December 3, 2018

- Operating
  - 92 Weekday trains
  - 28 Saturday trains
  - 24 Sunday trains
- Impacts/Changes to Service
  - Increased number of 6-car Gallery Car consists in revenue-service fleet roaster from 2 to 5 to operate 12 more weekday trains (54 total) in 6-car consist.

October 6, 2018 (Timetable Change)

- Operating
  - 92 Weekday trains
  - 28 Saturday trains
  - 24 Sunday trains
- Impacts/Changes to Service
  - Weekend SF Service Closure: Free bus service will replace train service between Bayshore, 22nd St. and San Francisco stations during SF tunnel construction

October 2017 (Timetable Change)

- Operating
  - 92 Weekday trains
  - 28 Saturday trains
  - 24 Sunday trains
- Impacts/Changes to Service
  - Minor adjustments to the weekday timetable to enhance operational efficiency

July 2017 (Timetable Change)

- Operating
  - 92 Weekday trains
  - 28 Saturday trains
  - 24 Sunday trains
- Impacts/Changes to Service
  - Reduced Weekend local train service headways from 60 minute to 90 minute to support construction activities for the Peninsula Corridor Electrification Project (PCEP) and Caltrain's entire capital improvement program, which includes the Los Gatos Creek Bridge Replacement Project, the South San Francisco Station Improvement Project and the 25th Avenue Grade Separation Project.
  - Maintained 4 Weekend Baby Bullet Trains
  - Kept range of Weekend service (AM and PM times)
  - All trains Six car train sets for Weekend service

April 2017 (Timetable Change)

- Operating

- 92 Weekday trains
- 36 Saturday trains
- 32 Sunday trains

- Impacts/Changes to Service
  - Revised the Weekday Schedule to support construction activities for the Peninsula Corridor Electrification Project (PCEP) and Caltrain's entire capital improvement program, which includes the Los Gatos Creek Bridge Replacement Project, the South San Francisco Station Improvement Project and the 25th Avenue Grade Separation Project.

- Changes to the weekday morning commute schedule:
  - Adjust trains 101 & 103 for same *a*rrival of current schedule at the San Francisco Caltrain Station
  - Additional California Avenue stops for trains 211 & 221
  - Additional Redwood City stops for trains 314 & 324
  - Additional Hillsdale stop for train 230
  - Adjust train 102 at the Mountain View station to improve VTA connection
  - Adjust train 233's schedule to improve ACE Rail and Capital Corridor connections at the Santa Clara station
  - Separation of southbound AM peak Baby Bullet trains 312 & 314 and 322 & 324, which currently operate back-to-back, for improved efficiency and time spacing for passengers
  - Revised Train Numbers and Departure Times:
    - Existing train 210 becomes proposed train 212
    - Existing train 312 becomes proposed train 310
    - Existing train 220 becomes proposed train 222
    - Existing train 322 becomes proposed train 320
    - Existing train 230 becomes proposed train 232
    - Existing train 332 becomes proposed train 330

- Changes to the weekday evening commute schedule:
  - Additional Sunnyvale stop for train 287
  - Additional Redwood City stops for trains 371 & 381
  - Additional California Avenue stops for trains 366 & 376
  - Additional Santa Clara stops for trains 262 & 272 for improved ACE and Amtrak connections
  - Adjust train 198 for later departure out of San Francisco station
- Additional changes include:
  - Departure time adjustments during off-peak periods to enable all train meets to occur at control points that will allow flexibility to the operation to accommodate PCEP work windows
  - Minor revisions for clock face departures
  - Added dwell time to Top High-use Stations during the Peak Hours
  - Hourly reverse peak service to Tamien:
    - Eliminate Tamien Station service due to very low ridership:
      - AM Reverse Peak Trains: 208, 218, 228
      - PM Reverse Peak Trains: 263, 273, 283, 287
    - Add Tamien Station service for various trains:
      - AM Peak Trains: 310, 320, 330

- PM Peak Trains: 289

- Revised train equipment cycles to prioritize trains with greatest passengers seating capacity on the busiest trains.
- The 6-car sets will be on the following weekday trains:
  - Northbound Trains 309, 313, 217, 319, 323, 225, 329, 233, 139, 143, 155, 257, 261, 365, 269, 375, 287, 289, 191, 193, 195, 199
  - Southbound Trains 104, 206, 310, 324, 228, 232, 134, 236, 152, 254, 366, 268, 370, 272, 376, 278, 386, 190, 192, 196, 198
- The 6-car sets will be on the following weekend trains:
  - Northbound Trains 801, 803, 429
  - Southbound Trains 802, 804

November 14, 2016

- Operating
  - 92 Weekday trains
  - 36 Saturday trains
  - 32 Sunday trains
- Replaced two 5-car gallery trains with two 6-car gallery trains (with 2 bike cars).
- Designated 6-car Gallery trains:
  - Equipment turns: 194, 103, 314, 135, 272, 191
  - Equipment turns: 195, 220, 263, 278
- The 5-car Gallery Train configuration (with 2 bikes cars): North to South: Cab/Bike – Wheelchair Accessible/Coach – Coach – Bike – Coach – Locomotive
- The 6-car Gallery Train configuration (with 2 bikes cars):
  - North to South: Cab/Bike – Wheelchair Accessible/Coach – Coach – Bike – Coach – Coach – Locomotive
- The 6-car Bombardier Train configuration (with 3 bikes cars):
  - North to South: Cab/Bike – Wheelchair Accessible/Coach – Coach – Bike – Bike – Coach – Locomotive
- The 6-car sets will be on the following weekend trains:
  - Northbound Trains 801, 803, 429
  - Southbound Trains 802, 804

July 25, 2016

- Operating
  - 92 Weekday trains
  - 36 Saturday trains
  - 32 Sunday trains
- Impacts/Changes to Service (No Timetable schedule changes)
  - Caltrain put into service one additional 6-car Bombardier sets equipped with 3 bike cars (its sixth 6-car Bombardier set). An existing 5-car Gallery set was swapped out for State of Good Repairs.
- Revised train equipment cycles to mitigate customer capacity issues on Gilroy Trains 217 (AM Peak) and Train 268 (PM Peak)
- The 6-car sets will be on the following weekday trains:
  - Northbound Trains 313, 319, 323, 225, 329, 139, 257, 261, 269, 375, 287, 289, 193, 199 Added Northbound Trains: 217, 155
  - Southbound Trains 104, 206, 324, 228, 142, 152, 254, 366, 370, 376, 386, 190, 192,198 Added Southbound Trains: 134, 268
- The 6-car sets will be on the following weekend trains:

  - Northbound Trains 801, 803, 429
  - Southbound Trains 802, 804
- The 6-car Bombardier Train configuration (with 3 bikes cars):
  - North to South: Cab/Bike – Wheelchair Accessible/Coach – Coach – Bike – Bike – Coach – Locomotive

July 16, 2016

- Operating
  - 92 Weekday trains
  - 36 Saturday trains
  - 32 Sunday trains
- Added Train 429 as a designated 6-car train due to high passenger loads
- The 6-car sets will be on the following weekend trains:
  - Northbound Trains 801, 803, 429
  - Southbound Trains 802, 804
- The 6-car Bombardier Train configuration (with 3 bikes cars):
  - North to South: Cab/Bike – Wheelchair Accessible/Coach – Coach – Bike – Bike – Coach – Locomotive

April 2016 (Timetable Change)

- Operating
  - 92 Weekday trains
  - 36 Saturday trains
  - 32 Sunday trains
- Impacts/Changes to Service
  - Updated Timetable schedule to improve schedule reliability for customers
  - Caltrain added a third bike car to the Bombardier train sets to accommodate growing bicycle ridership.
  - Updated bike capacity on Bombardiers sets to 72 bikes (compared with 80 bikes on Gallery sets)
- Revised train equipment cycles to prioritize trains with greatest passengers seating capacity on the busiest trains.
- The 6-car sets will be on the following weekday trains:
  - Northbound Trains 313, 319, 323, 225, 329, 139, 257, 261, 269, 375, 287, 289, 193, 197 Southbound Trains 104, 206, 324, 228, 142, 152, 254, 366, 370, 376, 386, 190, 192,198
- The 6-car sets will be on the following weekend trains:
  - Northbound Trains 801, 803
  - Southbound Trains 802, 804

June 2015

- Operating
  - 92 Weekday trains
  - 36 Saturday trains
  - 32 Sunday trains
- Impacts/Changes to Service
  - Caltrain put into service one additional 6-car Bombardier set (equipped with 2 bike cars) for a total of five Bombardier sets
- The one additional 6-car set will be on the following weekday trains:
  - Northbound Trains 309, 273

- Southbound Trains 218, 288
- The 6-car sets will be on the following weekend trains:
  - Northbound Trains 801, 803
  - Southbound Trains 802, 804

May 2015

- Operating
  - 92 Weekday trains
  - 36 Saturday trains
  - 32 Sunday trains
- Impacts/Changes to Service
  - Caltrain put into service four 6-car Bombardier sets (equipped with 2 bike cars)
- The 6-car sets will be on the following weekday trains:
  - Northbound Trains 305, 313, 319, 323, 135, 257, 267, 371, 287, 289, 197, 199
    Southbound Trains 102, 206, 314, 228, 138, 146, 366, 370, 380, 282, 194, 198

October 2014 (Timetable Change)

- Operating
  - 92 Weekday trains
  - 36 Saturday trains
  - 32 Sunday trains
- Impacts/Changes to Service
  - Weekday & Weekends: Speed Restriction for San Mateo Bridge work, All trains received an additional 2" for the speed restrictions in the construction area
    - Northbound trains – Add 2 minutes starting at Burlingame station or next NB station and all subsequent NB stops.
    - Southbound trains – Add 2 minutes starting at San Mateo station or next SB station stop and all subsequent SB station stops
  - Five trains for OTP purposes (in addition to the above):
    - Train 329: Also adds 1" at Sunnyvale, Palo Alto and Redwood City
    - Train 233: Also adds 1" at Mountain View and Redwood City and 2" at Palo Alto
    - Train 375: Also adds 1" at Palo Alto and 1" at Millbrae
    - Train 381: Also adds 1" at Millbrae
    - Train 376: Also adds 1" at Sunnyvale
  - Single Tracking changes:
    - Train 237 departs 10 minutes later
    - Trains 135, 139 and 155 depart 5 minutes later
  - 22nd Street station stop:
    - Added to Trains 267, 277, 287, 216 and 226
    - Schedules adjusted accordingly to accommodate the station stop
  - Other Changes:
    - Train 273: adds 1" at Tamien and 1" at Palo Alto to maintain spacing between trains for overtake at Bayshore (375 added more time for OTP)
  - Weekend SJ Diridon-Tamien Shuttle buses:
    - Revised northbound shuttle departure times
    - Added northbound shuttle connections for weekend Bullet Trains 801 and 803
    - Added northbound shuttle connection for Train 449
    - Revised southbound shuttle departure and arrival times
    - Revised southbound shuttle connections to depart after Bullet Trains 802 and 804

October 2012 (Timetable Change)

- Operating
  - 92 Weekday trains
  - 36 Saturday trains
  - 32 Sunday trains
- Impacts/Changes to Service
  - Weekday: 4 shoulder-peak trains restored from 2011 reduction. Additional 2 new PM peak trains and addition of stops at Sunnyvale or Palo Alto on 6 trains each

January 2011 (Timetable Change)

- 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 (Timetable Change)

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

March 2009 (Timetable Change)

- 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 a.m.

March 2008 (Timetable Change)

- 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 from 7:30 p.m. to 10:30 p.m.
        - SJ weekday evening departures adjusted from 8:10 p.m. & 9:10 p.m. to 7:30 p.m. to 10:30 p.m.

December 2005 (Timetable Change)

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

August 2005 (Timetable Change)

- Operating
    - 96 Weekday trains
    - 32 Saturday trains
    - 28 Sunday trains
- Impacts/Changes to Service
    - Suspension of service to Paul Avenue
    - 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

May 2005 (Timetable Change)

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

June 2004 (Timetable Change)

- 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 peak hour
    - One Local train per hour
    - Two limited stop trains per peak hour
- Saturday restored to 32 trains
- Sunday restored and increased from 20 to 30 trains

2002 (Timetable Change)

- 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 (Timetable Change)

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

November 2000 to February 2001 (Timetable Change)

- 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 (Timetable Change)

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

April 1999 (Timetable Change)

- Operating
    - 68 Weekday trains
    - 28 Saturday trains

    - 20 Sunday trains
- Impacts/Changes to Service
    - Added 2 weekday trains
    - Added 1 Sunday train

July 1997 (Timetable Change)

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

February 1994 (Timetable Change)

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

July 1992 (JPB assumed ownership and operation of Caltrain: Timetable Change)

- 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

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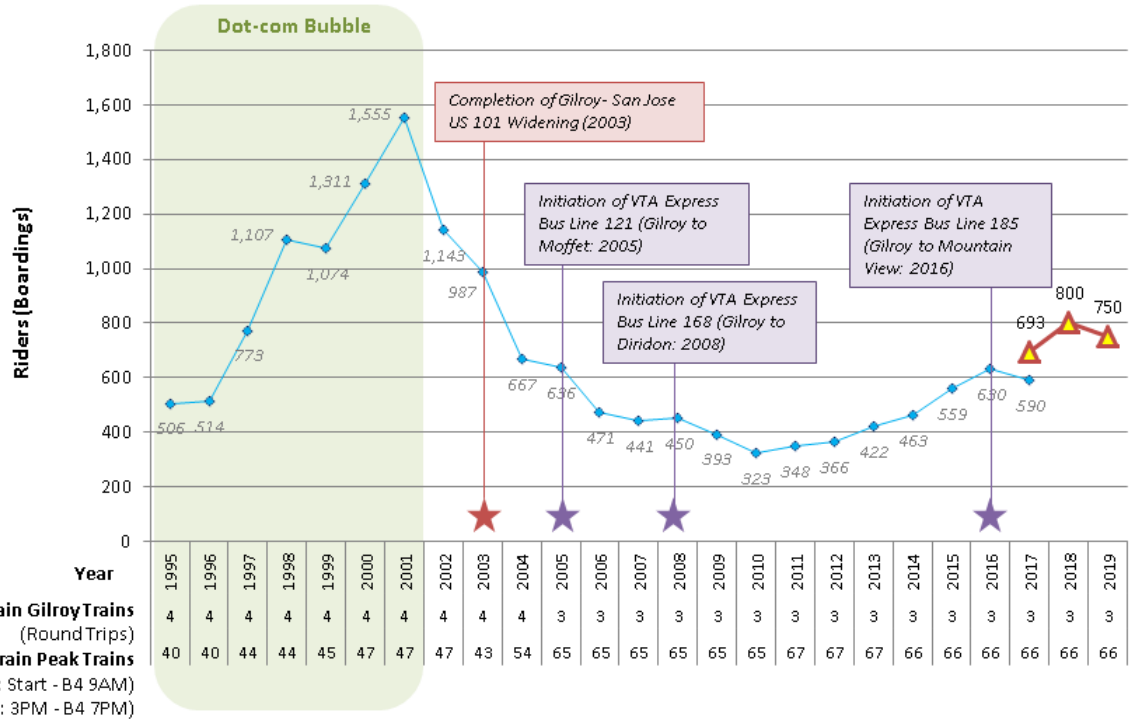
ATTACHMENT 3 – Caltrain Gilroy Service Impacts

Service Description and Background:

"Gilroy Service" includes Caltrain service to stations south of Tamien (Capitol, Blossom Hill, Morgan Hill, San Martin and Gilroy). Caltrain's current Gilroy service includes 3 round trips per day (northbound trains 217, 221 and 227 in the morning and southbound trains 156, 268 and 274 in the afternoon).

Gilroy Service Levels, Ridership & Key Events



Note: *Ridership presented for years prior to 2017 (navy line; faded label) are based on average weekday ridership. Ridership presented for 2017 and 2018 (red line) are based on average mid-weekday ridership.*

As the change in boardings show, AWR/AMWR for the Gilroy extension has been changing year by year. The ridership increased significantly during the dot-com boom but sharply declined after the dot-com bust and widening of 101 Freeway in Coyote Valley area in South San Jose, completed in 2003. To normalize the passenger load, the service level of the Gilroy extension was decreased from four round trips per weekday to three round trips per weekday in August 2005.

Even though the ridership has been in gradual upward trend, the result of this year's count was still far lower than it was recorded during the dot com bubble. Ridership on the Gilroy extension continued to decline from 2002 to 2010, with a small increase seen in 2008. Since the peak in 2001 (from the .dot com bubble), the Gilroy ridership has decreased by 805 to 750 daily passengers, a loss of approximately 52 percent of the riders even when compared to the AMWR of Gilroy extension this year.

South Santa Clara County customers also have the alternative option of using VTA's express buses that originate in Gilroy and complete their route in different locations in the heart of Silicon Valley. Currently VTA operates three express bus routes from Gilroy:

- Route 121 (Gilroy Transit Center to Lockheed Martin Transit Center)
- Route 168 (Gilroy Transit Center to San Jose Diridon Transit Center)
- Route 185 (Gilroy Transit Center to North Bayshore Area, Mountain View)

Key Events:

- Jan 1976: VTA Local Bus Route 68 (Gilroy Transit Center to San Jose Diridon Transit Center) introduced
- 1995 - 2001: Dot-com bubble
- November 2000 to February 2001: Pilot Program for Weekend Gilroy Service
- May 2003: US -101 Widening (Gilroy to San Jose): Construction completed & opened to public
- June 2004: Start of Caltrain Baby Bullet Service introduced
- Jan 2005: Start of VTA Express Bus Route 121 (Gilroy Transit Center to Lockheed Martin Transit Center) introduced
- Jan 2008: Start of VTA Express Bus Route 168 (Gilroy Transit Center to San Jose Diridon Transit Center) introduced
- Jan 2017: Start of VTA express Bus Route 185 (Gilroy Transit Center to Mountain View) introduced

ATTACHMENT 4 – Weather Data

Date	Day	24-hr Precipitation (in)			Ave Temp (F)			Ave Wind Speed (MPH)			Visibility (mi)		
		SFO	*RWC*	*SJC*	*SFO*	*RWC*	*SJC*	*SFO*	*RWC*	*SJC*	*SFO*	*RWC*	*SJC*
1/22/2019	Tuesday	0	0	0	50	50	50	3	3	3	10	10	10
1/23/2019	Wednesday	0	0	0	49	51	54	6	6	6	10	10	10
1/24/2019	Thursday	0	0	0	59	57	54	4	8	12	10	10	10
1/25/2019	Friday												
1/26/2019	Saturday	0		0	53		53	9.4		7.7	10		8
1/27/2019	Sunday												
1/28/2019	Monday												
1/29/2019	Tuesday	0.01	0.01	0.01	58	58	58	6	6	6	9	9	9
1/30/2019	Wednesday	0	0	0	56	57	59	3.5	8	9	8.5	9	9
1/31/2019	Thursday	0.24	0.2	0	54	55	56	6	6	6	6	6	7
2/1/2019	Friday												
2/2/2019	Saturday												
2/3/2019	Sunday												
2/4/2019	Monday												
2/5/2019	Tuesday	0.11	0.16	0.09	45	44	43	9	8	7	10	10	10
2/6/2019	Wednesday	0	0	0	48	46	44	7	7	6	10	10	10
2/7/2019	Thursday	0	0	0	43	44	44	3	4	4	10	10	10
2/8/2019	Friday												
2/9/2019	Saturday												
2/10/2019	Sunday												
2/11/2019	Monday												
2/12/2019	Tuesday	0.01	0.01	0	46	46	46	6	7	7	10	10	10
2/13/2019	Wednesday	0.1	0.1	0.02	50	51	51	16.5	16	16	2.5	4	6.5
2/14/2019	Thursday	0.07	0.06	0.04	48	49	49	14	12	8	9	10	10
2/15/2019	Friday												
2/16/2019	Saturday												
2/17/2019	Sunday												
2/18/19	Monday												
2/19/19	Tuesday	0	0	0	43	43	43	7	7	7	10	10	10

ATTACHMENT 5 – Caltrain Bike Bump Report

Bike Bump Report - YTD as of March 19, 2019

Timestamp	Date Bumped	Station boarding	Destination	Train #	Direction	Departure Time	Add'l Bikes Bumped
2/7/2019 7:59:33	2/7	Hillsdale	So. San Francisco	217	NB	7:54:00 AM	11
2/7/2019 8:02:04	2/7	Hillsdale	San Francisco	217	NB	7:54:00 AM	11
2/7/2019 8:10:48	2/7	Hillsdale	San Francisco		NB	7:54:00 AM	6
2/7/2019 20:03:42	2/7	Palo Alto	San Jose Diridon	278	SB	7:55:00 PM	4
2/11/2019 7:58:44	2/11	Hillsdale	San Francisco	217	NB	7:57:00 AM	2
3/12/2019 17:23:04	3/12	Palo Alto	San Francisco	269	NB	5:20:00 PM	20
3/13/2019 8:49:15	3/13	Palo Alto	Burlingame	225	NB	8:21:00 AM	8
3/18/2019 17:46:50	3/18	San Francisco	San Mateo		SB	5:38:00 PM	10

Bike Bump Reports	**8**
Add'l Bikes Reported Bumped	**72**
Total (Bumps + Add'l Bumps) YTD	**80**

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ATTACHMENT 6 – Tables and Graphs

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I: Average Weekday and Mid-Weekday Passenger Boardings by Station, 2015 - 2019

	AVERAGE WEEKDAY RIDERSHIP			AVG. MID-WEEKDAY RIDERSHIP (AMWR)				
STATION	Feb. '15	Feb. '16	Feb. '17	Feb. '17	Feb. '18	Feb. '19	% change (Feb '18 vs. Feb '19)	difference (Feb '18 vs. Feb '19)
San Francisco	13,571	14,769	15,220	15,666	15,427	15,027	-2.6%	-400
22nd Street	1,629	1,715	1,696	1,772	1,977	1,872	-5.3%	-106
Bayshore	254	253	246	248	247	260	5.5%	14
So. San Francisco	472	471	501	514	468	453	-3.2%	-15
San Bruno	682	717	704	682	695	751	8.0%	56
Millbrae	3,536	3,606	3,378	3,441	3,340	3,194	-4.4%	-146
Burlingame	998	1,054	1,061	1,088	1,104	1,131	2.5%	28
San Mateo	2,061	2,179	2,103	2,141	2,291	2,324	1.4%	33
Hayward Park	367	427	379	385	583	506	-13.2%	-77
Hillsdale	2,706	2,958	2,959	3,044	3,229	3,217	-0.4%	-12
Belmont	699	664	607	599	780	718	-8.0%	-62
San Carlos	1,435	1,475	1,326	1,334	1,331	1,341	0.7%	10
Redwood City	3,233	3,814	3,872	3,941	4,212	4,220	0.2%	8
Menlo Park	1,762	1,796	1,740	1,801	1,728	1,639	-5.1%	-89
Palo Alto	7,197	7,424	7,404	7,640	7,764	7,384	-4.9%	-380
California Ave.	1,553	1,628	1,668	1,758	1,693	1,634	-3.5%	-59
San Antonio	872	942	905	954	943	1,017	7.9%	74
Mountain View	4,570	4,659	4,585	4,773	4,810	4,560	-5.2%	-251
Sunnyvale	2,881	3,190	3,312	3,419	3,364	3,208	-4.6%	-156
Lawrence	856	901	906	967	949	1,004	5.8%	55
Santa Clara	1,006	1,093	1,023	1,033	1,097	1,074	-2.1%	-23
College Park	82	56	78	82	108	103	-5.1%	-6
San Jose Diridon	4,160	4,712	4,662	4,815	4,876	4,795	-1.7%	-81
Tamien	1,102	1,283	1,264	1,326	1,286	1,422	10.6%	136
Capitol	43	64	56	65	78	71	-9.6%	-8
Blossom Hill	120	127	109	128	146	159	8.6%	13
Morgan Hill	172	183	183	213	237	251	5.7%	14
San Martin	71	77	69	81	87	84	-3.4%	-3
Gilroy	153	178	173	205	252	187	-26.0%	-66
TOTAL	***58,245***	***62,416***	***62,190***	***64,114***	***65,095***	***63,597***	-2.3%	-1,498
	10.71%	***7.2%***	***6.8%***	***2.7%***	***1.5%***	***-2.3%***		
Gilroy Extension	559	630	590	693	800	750	20.8%	96
	20.82%	**12.7%**	**5.5%**	**9.9%**	**15.5%**	**-6.3%**		
San Francisco	15,454	16,737	17,162	17,686	17,651	17,159	-2.8%	-492
San Mateo	17,952	19,160	18,630	18,970	19,757	19,491	-1.3%	-267
Santa Clara (Inc. Gilroy)	24,839	26,518	26,397	27,458	27,687	26,948	-2.7%	-739
San Francisco	26.5%	26.8%	27.6%	27.6%	27.1%	27.0%		
San Mateo	30.8%	30.7%	30.0%	29.6%	30.4%	30.6%		
Santa Clara (Inc. Gilroy)	42.6%	42.5%	42.4%	42.8%	42.5%	42.4%		

II: Average Mid-Weekday Passenger Activity - All Day

	Northbound			*Southbound*			*Total*		
STATION	**On**	**Off**	**On Board**	**On**	**Off**	**On Board**	**On**	**Off**	**On Board**
San Francisco	0	14,984	0	15,027	0	15,027	15,027	14,984	15,027
22nd Street	52	1,909	14,984	1,820	42	16,805	1,872	1,951	31,789
Bayshore	59	209	16,841	202	54	16,953	260	262	33,794
South San Francisco	165	292	16,991	288	194	17,048	453	486	34,039
San Bruno	317	376	17,118	434	337	17,144	751	713	34,262
Millbrae	578	2,903	17,177	2,617	638	19,123	3,194	3,541	36,300
Burlingame	612	540	19,502	519	614	19,028	1,131	1,154	38,530
San Mateo	1,174	1,048	19,430	1,150	1,204	18,974	2,324	2,252	38,403
Hayward Park	275	213	19,304	231	256	18,948	506	469	38,252
Hillsdale	1,946	1,178	19,242	1,271	1,948	18,271	3,217	3,126	37,513
Belmont	388	277	18,474	330	314	18,287	718	591	36,761
San Carlos	729	615	18,363	612	674	18,225	1,341	1,289	36,588
Redwood City	2,653	1,497	18,249	1,567	2,717	17,075	4,220	4,214	35,324
Menlo Park	970	632	17,093	670	954	16,791	1,639	1,586	33,884
Palo Alto	4,364	2,856	16,756	3,020	4,495	15,316	7,384	7,351	32,071
California Avenue	1,065	502	15,248	569	1,029	14,855	1,634	1,531	30,103
San Antonio	793	190	14,684	224	749	14,331	1,017	938	29,015
Mountain View	3,929	552	14,081	631	4,054	10,907	4,560	4,606	24,988
Sunnyvale	2,880	288	10,704	328	2,960	8,275	3,208	3,248	18,979
Lawrence	829	170	8,111	175	788	7,662	1,004	958	15,773
Santa Clara	1,004	71	7,452	71	1,075	6,657	1,074	1,146	14,109
College Park	63	50	6,520	40	95	6,602	103	145	13,122
San Jose Diridon	4,606	63	6,507	189	4,903	1,889	4,795	4,965	8,395
Tamien	1,407	185	1,963	15	1,195	709	1,422	1,379	2,672
Capitol	68	2	741	3	73	639	71	75	1,380
Blossom Hill	156	1	675	3	148	493	159	149	1,168
Morgan Hill	249	0	520	2	241	254	251	241	773
San Martin	84	0	271	0	70	184	84	70	454
Gilroy	187	0	187	0	184	0	187	184	187
Total/*Max*	**31,597**	**31,597**		**32,001**	**32,001**		**63,597**	**63,597**	

2019 Weekday Counts Performed on Tuesday, Wednesday or Thursday.

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

III: Station Rank By Mid-Weekday All Day Passenger Boardings

STATION	Total On	% of Total	2018 AMWR Rank	2019 AMWR Rank
San Francisco	15,027	23.63%	1	1
Palo Alto	7,384	11.61%	2	2
San Jose Diridon	4,795	7.54%	3	3
Mountain View	4,560	7.17%	4	4
Redwood City	4,220	6.63%	5	5
Hillsdale	3,217	5.06%	8	6
Sunnyvale	3,208	5.04%	6	7
Millbrae	3,194	5.02%	7	8
San Mateo	2,324	3.65%	9	9
22nd Street	1,872	2.94%	10	10
Menlo Park	1,639	2.58%	11	11
California Avenue	1,634	2.57%	12	12
Tamien	1,422	2.24%	14	13
San Carlos	1,341	2.11%	13	14
Burlingame	1,131	1.78%	15	15
Santa Clara	1,074	1.69%	16	16
San Antonio	1,017	1.60%	18	17
Lawrence	1,004	1.58%	17	18
San Bruno	751	1.18%	20	19
Belmont	718	1.13%	19	20
Hayward Park	506	0.79%	21	21
South San Francisco	453	0.71%	22	22
Bayshore	260	0.41%	24	23
Morgan Hill	251	0.39%	25	24
Gilroy	187	0.29%	23	25
Blossom Hill	159	0.25%	26	26
College Park	103	0.16%	27	27
San Martin	84	0.13%	28	28
Capitol	71	0.11%	29	29

2019 Weekday Counts Performed on Tuesday, Wednesday or Thursday.

The Count results are averaged over two days and rounded which may lead to single-digit discrepancies in totals.

IV: Average Mid-Weekday Morning Peak Passenger Activity

	Northbound			*Southbound*			*Total*		
STATION	**On**	**Off**	**On Board**	**On**	**Off**	**On Board**	**On**	**Off**	**On Board**
San Francisco	0	9,692	0	3,125	0	3,125	3,125	9,692	3,125
22nd Street	13	150	9,692	1,404	17	4,513	1,417	166	14,204
Bayshore	47	29	9,829	99	7	4,604	145	36	14,433
South San Francisco	96	203	9,811	42	48	4,599	138	250	14,410
San Bruno	250	84	9,918	213	26	4,786	463	110	14,704
Millbrae	418	917	9,752	1,082	67	5,802	1,500	983	15,554
Burlingame	419	100	10,251	288	56	6,034	707	156	16,285
San Mateo	702	248	9,932	631	211	6,453	1,332	459	16,385
Hayward Park	106	78	9,479	74	76	6,451	180	154	15,930
Hillsdale	1,291	501	9,451	508	355	6,604	1,798	856	16,055
Belmont	153	101	8,661	121	92	6,633	274	193	15,294
San Carlos	367	183	8,610	294	229	6,698	661	412	15,307
Redwood City	1,068	659	8,426	510	1,133	6,075	1,578	1,792	14,501
Menlo Park	353	326	8,017	162	443	5,794	514	769	13,810
Palo Alto	937	2,146	7,990	265	2,709	3,350	1,202	4,854	11,340
California Avenue	448	296	9,199	43	283	3,110	490	579	12,308
San Antonio	354	103	9,047	44	205	2,949	398	308	11,996
Mountain View	1,616	342	8,797	86	1,636	1,400	1,702	1,978	10,196
Sunnyvale	2,118	198	7,523	28	199	1,228	2,146	397	8,751
Lawrence	319	123	5,603	23	300	951	342	423	6,554
Santa Clara	553	53	5,407	7	161	797	560	214	6,204
College Park	15	50	4,907	0	90	707	15	139	5,614
San Jose Diridon	3,096	60	4,942	1	695	14	3,097	754	4,955
Tamien	1,349	185	1,906	0	14	0	1,349	198	1,906
Capitol	68	2	741	0	0	0	68	2	741
Blossom Hill	156	1	675	0	0	0	156	1	675
Morgan Hill	249	0	520	0	0	0	249	0	520
San Martin	84	0	271	0	0	0	84	0	271
Gilroy	187	0	187	0	0	0	187	0	187
Total/Max	**16,825**	**16,825**		**9,045**	**9,045**		**25,870**	**25,870**	

2019 Weekday Counts Performed on Tuesday, Wednesday or Thursday.

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

V: Average Mid-Weekday Afternoon Peak Passenger Activity

	Northbound			*Southbound*			*Total*		
STATION	**On**	**Off**	**On Board**	**On**	**Off**	**On Board**	**On**	**Off**	**On Board**
San Francisco	0	3,565	0	9,528	0	9,528	9,528	3,565	9,528
22nd Street	31	1,526	3,565	133	12	9,649	164	1,538	13,214
Bayshore	5	112	5,060	34	37	9,646	39	149	14,706
South San Francisco	51	42	5,167	201	97	9,750	252	139	14,917
San Bruno	30	212	5,159	111	236	9,625	141	448	14,783
Millbrae	115	1,491	5,340	964	492	10,097	1,078	1,982	15,437
Burlingame	108	330	6,716	114	422	9,789	222	752	16,505
San Mateo	318	611	6,938	351	732	9,408	669	1,343	16,346
Hayward Park	113	88	7,231	101	89	9,420	213	176	16,651
Hillsdale	500	524	7,206	608	1,322	8,707	1,108	1,845	15,913
Belmont	129	114	7,230	129	133	8,702	257	247	15,932
San Carlos	291	344	7,215	239	322	8,619	530	666	15,834
Redwood City	1,225	547	7,268	811	1,091	8,339	2,036	1,638	15,607
Menlo Park	441	167	6,590	390	333	8,396	831	499	14,986
Palo Alto	2,809	274	6,316	2,309	1,051	9,655	5,118	1,324	15,971
California Avenue	418	53	3,781	437	488	9,604	855	541	13,385
San Antonio	250	33	3,416	132	382	9,354	382	415	12,770
Mountain View	1,746	114	3,199	451	1,911	7,894	2,197	2,025	11,092
Sunnyvale	288	28	1,566	260	2,349	5,805	547	2,376	7,371
Lawrence	344	24	1,306	127	370	5,562	471	394	6,868
Santa Clara	176	7	986	56	700	4,917	232	707	5,903
College Park	48	0	817	40	6	4,952	88	6	5,769
San Jose Diridon	758	3	770	184	3,377	1,758	942	3,380	2,528
Tamien	14	0	14	15	1,064	709	29	1,064	723
Capitol	0	0	0	3	73	639	3	73	639
Blossom Hill	0	0	0	3	148	493	3	148	493
Morgan Hill	0	0	0	2	241	254	2	241	254
San Martin	0	0	0	0	70	184	0	70	184
Gilroy	0	0	0	0	184	0	0	184	0
Total/Max	**10,202**	**10,202**		**17,727**	**17,727**		**27,929**	**27,929**	

2019 Weekday Counts Performed on Tuesday, Wednesday or Thursday.

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

VI: Northbound – Maximum Passenger Load, Seating Capacity, and Boardings by Train

Train #	Depart SJ	Leaving Station	Max Load	Seating Capacity	Percent of Seating Capacity	Total Boardings
101	4:28a	Burlingame	91	650	14%	116
103	5:03a	Burlingame	144	650	22%	231
305	5:45a	Hillsdale	285	650	44%	391
207	5:59a	Hillsdale	411	650	63%	554
309	6:04a	San Mateo	485	760	64%	706
211	6:23a	Burlingame	330	650	51%	555
313	6:49a	Hillsdale	874	760	115%	1,173
215	6:54a	San Bruno	820	760	108%	1,090
217	6:59a	Hillsdale	989	760	130%	1,569
319	7:04a	Sunnyvale	908	760	119%	1,324
221	7:23a	Burlingame	589	650	91%	1,319
323	7:49a	Hillsdale	826	760	109%	1,275
225	7:54a	San Bruno	925	760	122%	1,290
227	7:59a	Hillsdale	823	760	108%	1,609
329	8:04a	Sunnyvale	970	760	128%	1,403
231	8:23a	Mountain View	487	650	75%	876
233	8:39a	San Antonio	790	760	104%	1,346
135	9:13a	San Antonio	524	650	81%	808
237	9:50a	San Antonio	360	650	55%	581
139	10:13a	California Avenue	181	650	28%	319
143	11:13a	Hayward Park	247	760	32%	389
147	12:13p	Hayward Park	202	650	31%	346
151	1:13p	San Mateo	212	760	28%	346
155	2:13p	Hayward Park	251	760	33%	396
257	2:24p	Hillsdale	141	760	19%	182
159	3:13p	Hillsdale	474	650	73%	806
261	3:40p	Redwood City	638	760	84%	789
263	4:12p	Hayward Park	302	650	46%	512
365	4:24p	Redwood City	625	760	82%	715
267	4:30p	Menlo Park	386	650	59%	587
269	4:40p	Redwood City	766	760	101%	1,025
371	4:45p	Hillsdale	519	650	80%	662
273	5:08p	San Carlos	371	760	49%	655
375	5:20p	Redwood City	649	760	85%	798
277	5:30p	Menlo Park	530	650	81%	724
279	5:40p	Redwood City	538	650	83%	759
381	5:45p	Redwood City	438	760	58%	573
283	6:08p	Redwood City	187	650	29%	329
385	6:20p	Redwood City	434	650	67%	529
287	6:35p	Menlo Park	303	760	40%	408
289	6:45p	Hillsdale	244	760	32%	335
191	7:07p	Redwood City	255	760	34%	381
193	7:45p	San Carlos	200	760	26%	299
195	8:45p	Redwood City	193	760	25%	301
197	9:45p	Redwood City	95	760	13%	135
199	10:30p	Palo Alto	59	760	8%	91
			21,058	32,870	64%	31,597

VII: Southbound - Maximum Passenger Load, Seating Capacity, and Boardings by Train

Train #	Depart SF	Leaving Station	Max Load	Seating Capacity	Percent of Seating Capacity	Total Boardings
102	4:55a	Redwood City	72	760	9%	95
104	5:25a	Redwood City	104	760	14%	134
206	6:05a	San Carlos	241	760	32%	335
208	6:15a	San Carlos	200	650	31%	288
310	6:35a	Millbrae	241	760	32%	319
212	6:45a	Redwood City	389	650	60%	588
314	6:59a	Hillsdale	574	650	88%	699
216	7:05a	San Carlos	444	650	68%	551
218	7:15a	Hillsdale	397	760	52%	635
320	7:35a	Millbrae	567	650	87%	715
222	7:45a	San Carlos	598	650	92%	818
324	7:59a	Millbrae	781	760	103%	942
226	8:05a	San Carlos	465	650	72%	652
228	8:15a	Belmont	393	760	52%	631
330	8:35a	Millbrae	724	760	95%	830
232	8:45a	Millbrae	604	760	79%	817
134	9:00a	San Mateo	414	760	54%	618
236	9:45a	Millbrae	334	760	44%	460
138	10:00a	Millbrae	230	650	35%	344
142	11:00a	San Mateo	237	650	36%	382
146	12:00p	Burlingame	237	650	36%	369
150	1:00p	Burlingame	234	650	36%	396
152	2:00p	Palo Alto	244	760	32%	463
254	2:43p	San Antonio	381	760	50%	614
156	3:00p	Mountain View	590	760	78%	1,144
258	3:34p	California Avenue	789	650	121%	1,262
360	4:12p	Palo Alto	757	760	100%	1,076
262	4:23p	California Avenue	718	650	110%	1,134
264	4:32p	Menlo Park	552	650	85%	916
366	4:38p	Palo Alto	948	760	125%	1,406
268	4:58p	Palo Alto	830	760	109%	1,601
370	5:16p	San Francisco	890	760	117%	1,195
272	5:27p	San Francisco	913	760	120%	1,356
274	5:32p	Millbrae	456	650	70%	882
376	5:38p	Millbrae	1,083	760	143%	1,428
278	5:58p	South San Francisco	796	760	105%	1,099
380	6:16p	Millbrae	666	650	102%	793
282	6:23p	San Francisco	583	650	90%	720
284	6:32p	Millbrae	200	650	31%	338
386	6:38p	Millbrae	564	760	74%	720
288	6:58p	South San Francisco	463	760	61%	662
190	7:30p	Millbrae	365	760	48%	577
192	8:30p	Millbrae	364	760	48%	512
194	9:30p	Millbrae	209	650	32%	291
196	10:40p	Millbrae	118	760	16%	154
198	12:05a	Millbrae	42	760	5%	51
			21,988	32,870	67%	32,001

VIII: Total Passenger Boardings (Mid-Weekday Average) - Percent Change 2018 to 2019

NORTHBOUND						SOUTHBOUND					
Train Number		Total Boardings			%	Train Number		Total Boardings			%
2018	2019	2018	2019	Change	Change	2018	2019	2018	2019	Change	Change
101	101	129	116	-13	-10.1%	102	102	110	95	-15	-13.6%
103	103	210	231	21	10.0%	104	104	179	134	-45	-25.2%
305	305	419	391	-28	-6.7%	206	206	316	335	19	6.0%
207	207	633	554	-79	-12.5%	208	208	344	288	-56	-16.3%
309	309	759	706	-53	-7.0%	310	310	326	319	-8	-2.3%
211	211	527	555	28	5.3%	212	212	588	588	-1	-0.1%
313	313	1,120	1,173	54	4.8%	314	314	778	699	-80	-10.2%
215	215	1,060	1,090	30	2.8%	216	216	594	551	-43	-7.2%
217	217	1,544	1,569	25	1.6%	218	218	848	635	-213	-25.1%
319	319	1,358	1,324	-34	-2.5%	320	320	667	715	48	7.2%
221	221	1,836	1,319	-517	-28.1%	222	222	891	818	-73	-8.1%
323	323	1,363	1,275	-88	-6.5%	324	324	1,093	942	-151	-13.8%
225	225	1,288	1,290	2	0.2%	226	226	702	652	-50	-7.1%
227	227	1,559	1,609	51	3.2%	228	228	641	631	-10	-1.5%
329	329	1,337	1,403	66	4.9%	330	330	829	830	1	0.1%
231	231	886	876	-10	-1.1%	232	232	935	817	-118	-12.6%
233	233	1,325	1,346	21	1.5%	134	134	643	618	-25	-3.9%
135	135	607	808	201	33.1%	236	236	507	460	-47	-9.3%
237	237	509	581	72	14.0%	138	138	328	344	17	5.0%
139	139	310	319	9	2.7%	142	142	365	382	18	4.8%
143	143	373	389	17	4.4%	146	146	338	369	31	9.2%
147	147	332	346	14	4.2%	150	150	350	396	46	13.1%
151	151	316	346	30	9.5%	152	152	446	463	17	3.8%
155	155	462	396	-66	-14.3%	254	254	577	614	37	6.4%
257	257	183	182	-1	-0.5%	156	156	997	1,144	147	14.8%
159	159	849	806	-43	-5.1%	258	258	1,106	1,262	156	14.1%
261	261	825	789	-36	-4.3%	360	360	1,086	1,076	-10	-0.9%
263	263	578	512	-66	-11.4%	262	262	1,118	1,134	16	1.4%
365	365	766	715	-51	-6.7%	264	264	862	916	54	6.2%
267	267	603	587	-16	-2.7%	366	366	1,545	1,406	-139	-9.0%
269	269	1,067	1,025	-42	-3.9%	268	268	1,605	1,601	-4	-0.2%
371	371	702	662	-40	-5.7%	370	370	1,120	1,195	76	6.7%
273	273	705	655	-51	-7.2%	272	272	1,196	1,356	160	13.3%
375	375	858	798	-60	-6.9%	274	274	695	882	187	26.9%
277	277	781	724	-57	-7.3%	376	376	1,206	1,428	222	18.4%
279	279	767	759	-8	-1.0%	278	278	1,198	1,099	-99	-8.3%
381	381	707	573	-134	-19.0%	380	380	796	793	-3	-0.4%
283	283	355	329	-26	-7.3%	282	282	731	720	-12	-1.6%
385	385	574	529	-46	-7.9%	284	284	354	338	-16	-4.4%
287	287	410	408	-3	-0.6%	386	386	698	720	22	3.1%
289	289	365	335	-30	-8.1%	288	288	714	662	-52	-7.3%
191	191	379	381	2	0.4%	190	190	654	577	-77	-11.8%
193	193	359	299	-60	-16.6%	192	192	523	512	-11	-2.0%
195	195	379	301	-78	-20.6%	194	194	417	291	-126	-30.3%
197	197	198	135	-64	-32.1%	196	196	210	154	-56	-26.5%
199	199	99	91	-8	-8.1%	198	198	120	51	-70	-57.9%

IX: Maximum Passenger Load and Seating Capacity by Time Period at Maximum Load Point (Passenger: Mid-Weekday Average)

Northbound Summary

Time Period	Max.	Cap.	% Cap.
AM NB	10,741	12,150	88.4%
Off Peak NB	2,917	9,440	30.9%
PM NB	7,400	11,280	65.6%
ALL NB	21,058	32,870	64.1%

Southbound Summary

Time Period	Max.	Cap.	% Cap.
AM SB	6,789	11,390	59.6%
Off Peak SB	3,404	9,330	36.5%
PM SB	11,795	12,150	97.1%
ALL SB	21,988	32,870	66.9%

Overall Summary

Time Period	Max.	Cap.	% Cap.
Traditional	22,536	24,300	92.7%
Reverse	14,189	22,670	62.6%
Off Peak	6,321	18,770	33.7%
ALL TRAINS	43,046	65,740	65.5%

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

X: Passenger Boardings by Time Period (Mid-Weekday Average)

	2018	2019	Change	% Change
Traditional Peak				
AM Northbound	17,350	16,825	-525	-3.0%
PM Southbound	17,023	17,727	704	4.1%
Tranditional Peak Total	34,373	34,552	179	0.5%
Reverse Peak				
AM Southbound	9,837	9,045	-792	-8.0%
PM Northbound	10,908	10,202	-706	-6.5%
Reverse Peak Total	20,745	19,247	-1,498	-7.2%
Midday				
Northbound	3,090	3,365	275	8.9%
Southbound	3,552	3,645	93	2.6%
Midday Total	6,642	7,010	368	5.5%
Evening				
Northbound	1,413	1,205	-208	-14.7%
Southbound	1,923	1,584	-339	-17.6%
Evening Total	3,335	2,789	-546	-16.4%
Total (All Day)				
Northbound	32,761	31,597	-1,164	-3.6%
Southbound	32,334	402	-31,932	-98.8%
All Day Total	65,095	31,999	-33,096	-50.8%

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

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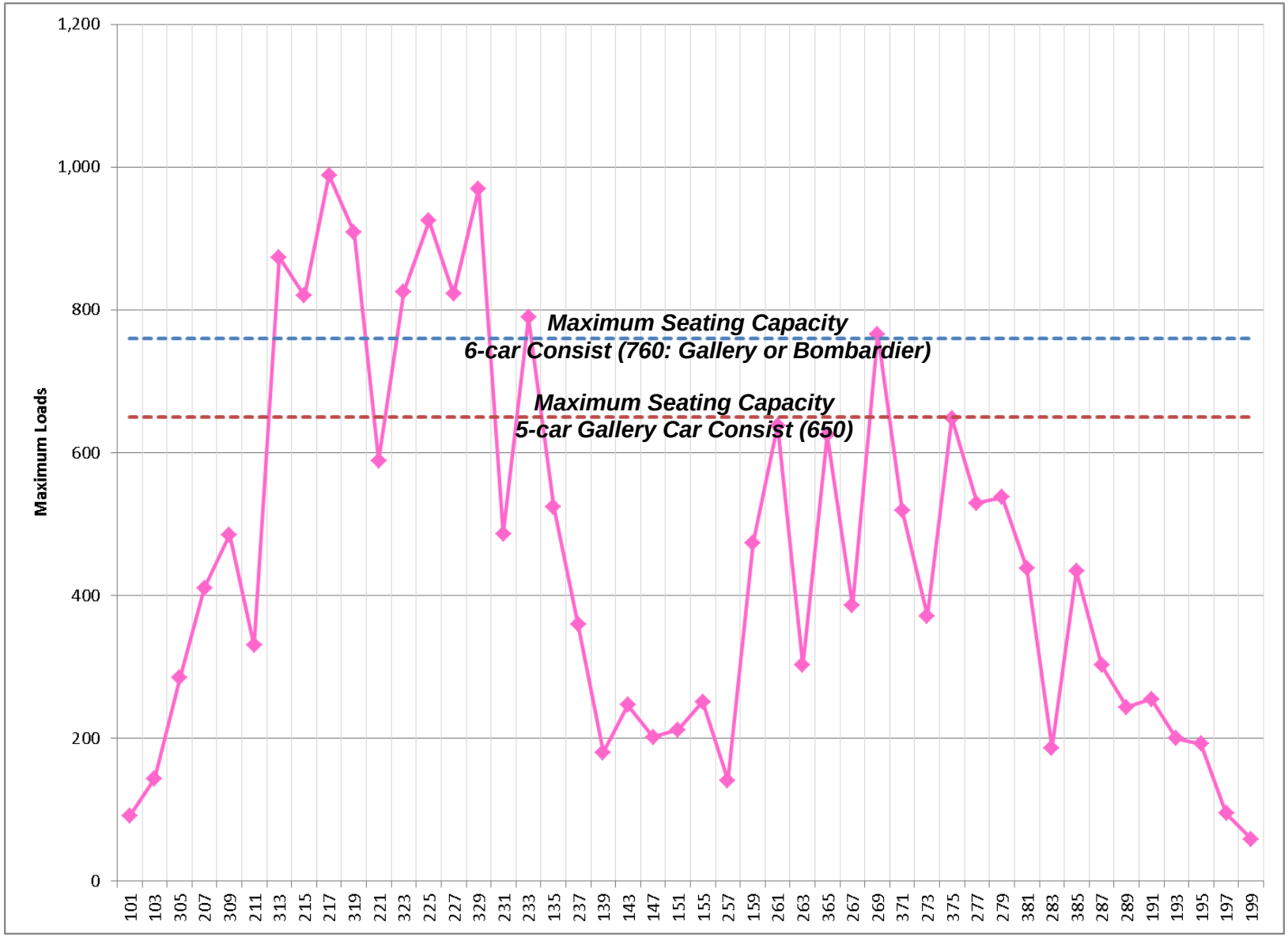
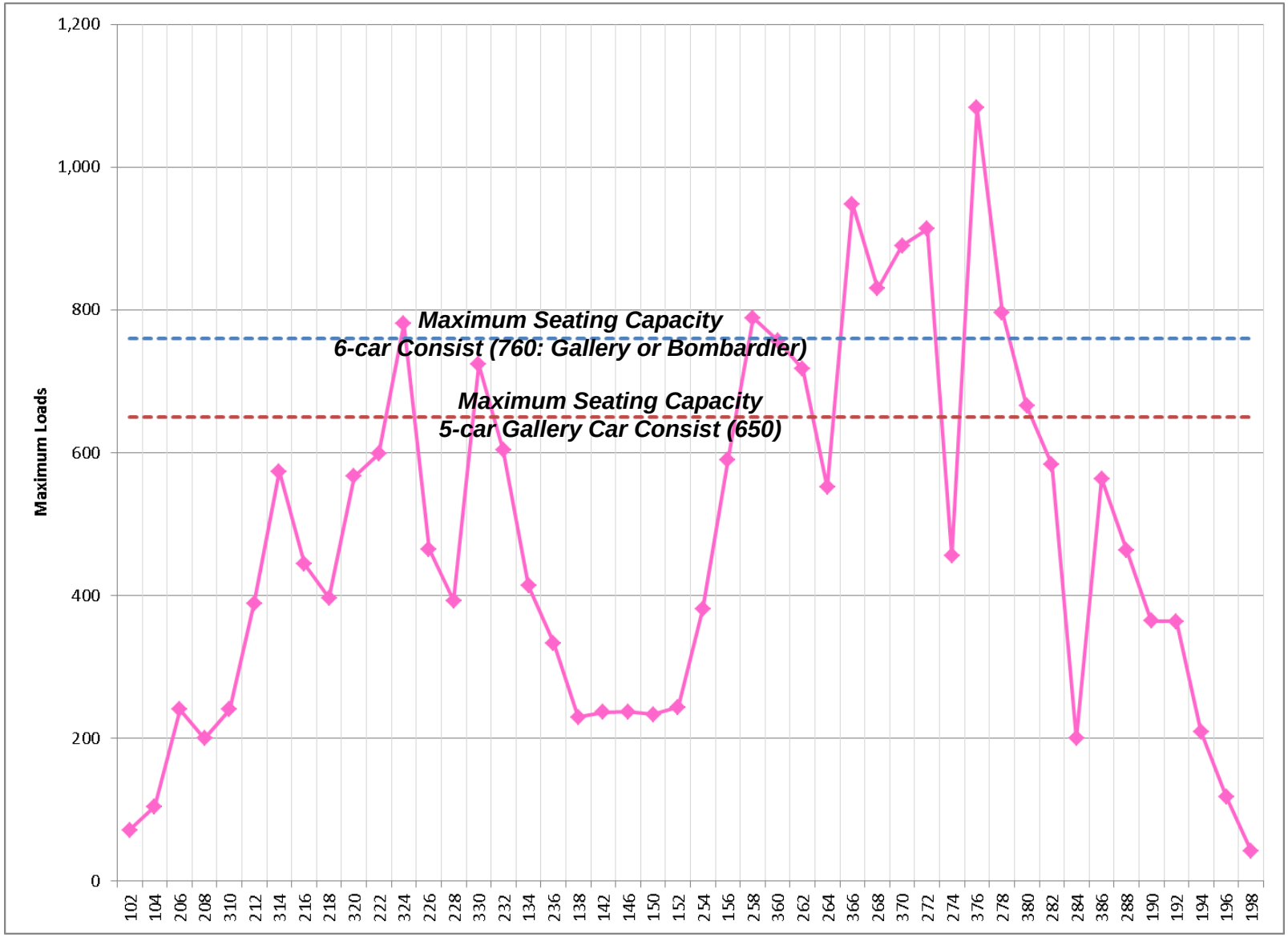
XI: Maximum Passenger Load – Northbound



XII: Maximum Passenger Load – Southbound



XIII: 22 Fullest Trains (Mid-Weekday) – Boardings, Alightings, and Passenger Loads on Each Train

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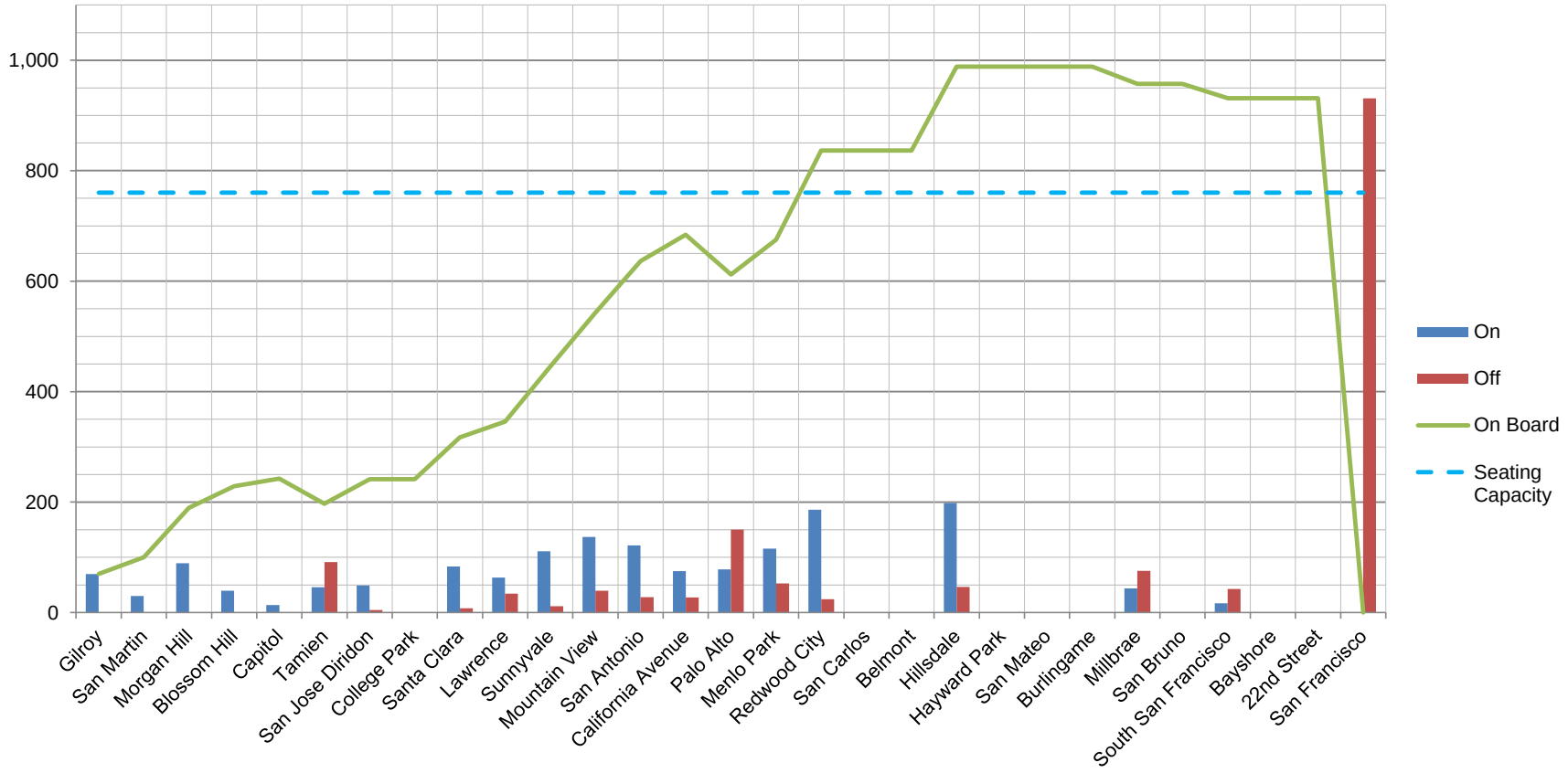
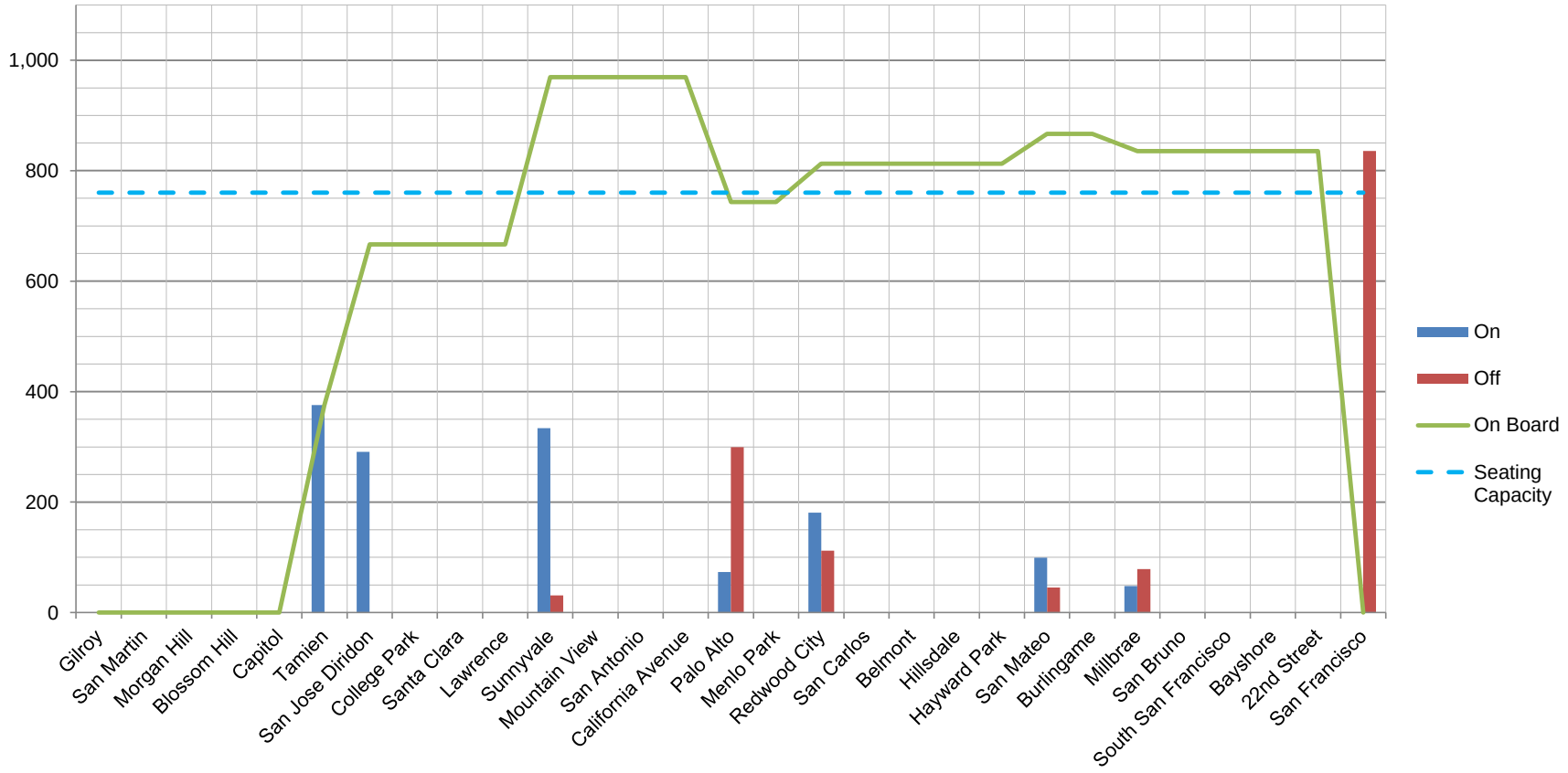
Train 217
(Gilroy to San Francisco)



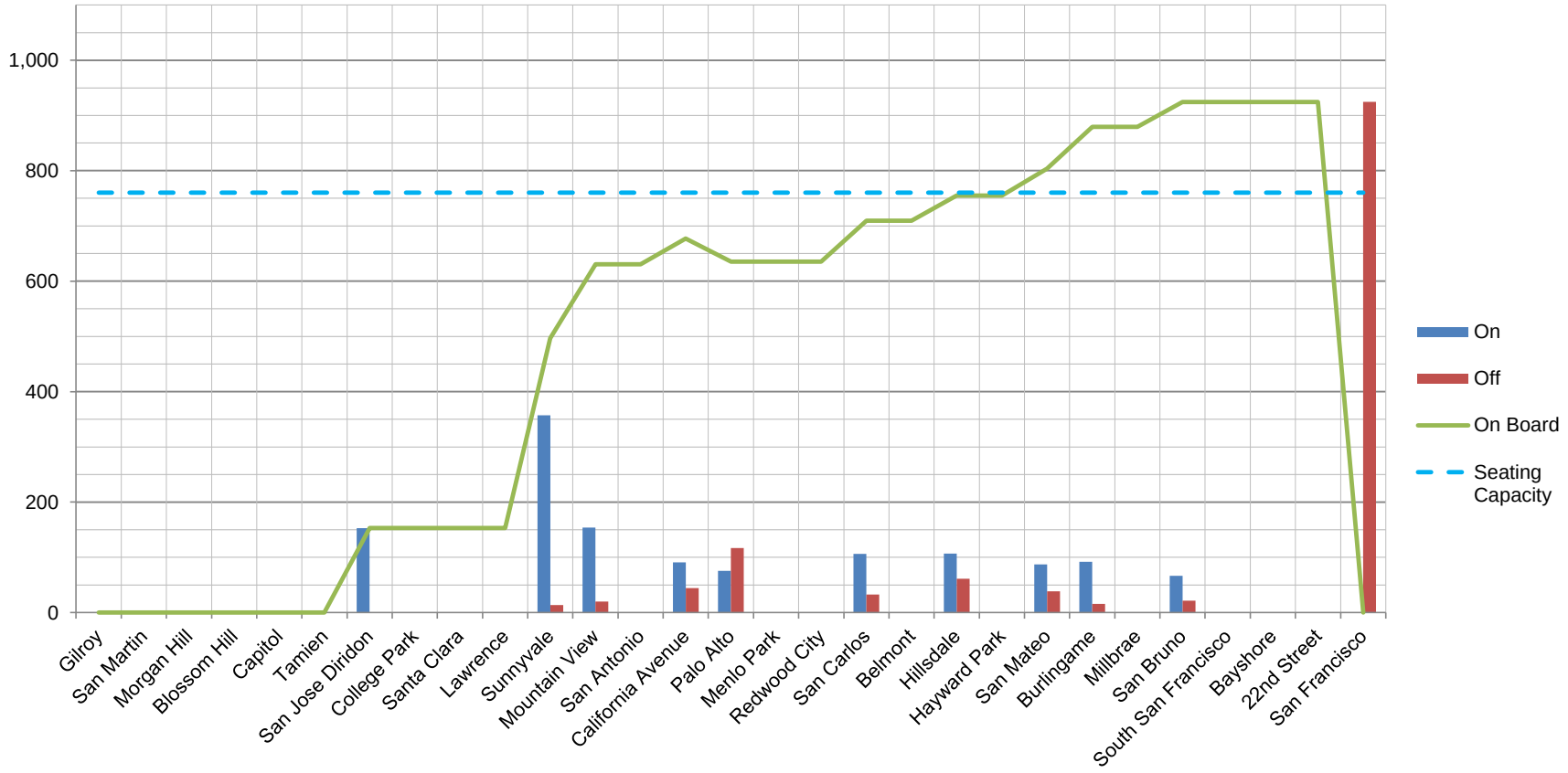
Maximum Load = 989 (At Hillsdale)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 130.1%

Train 329
(Tamien to San Francisco)



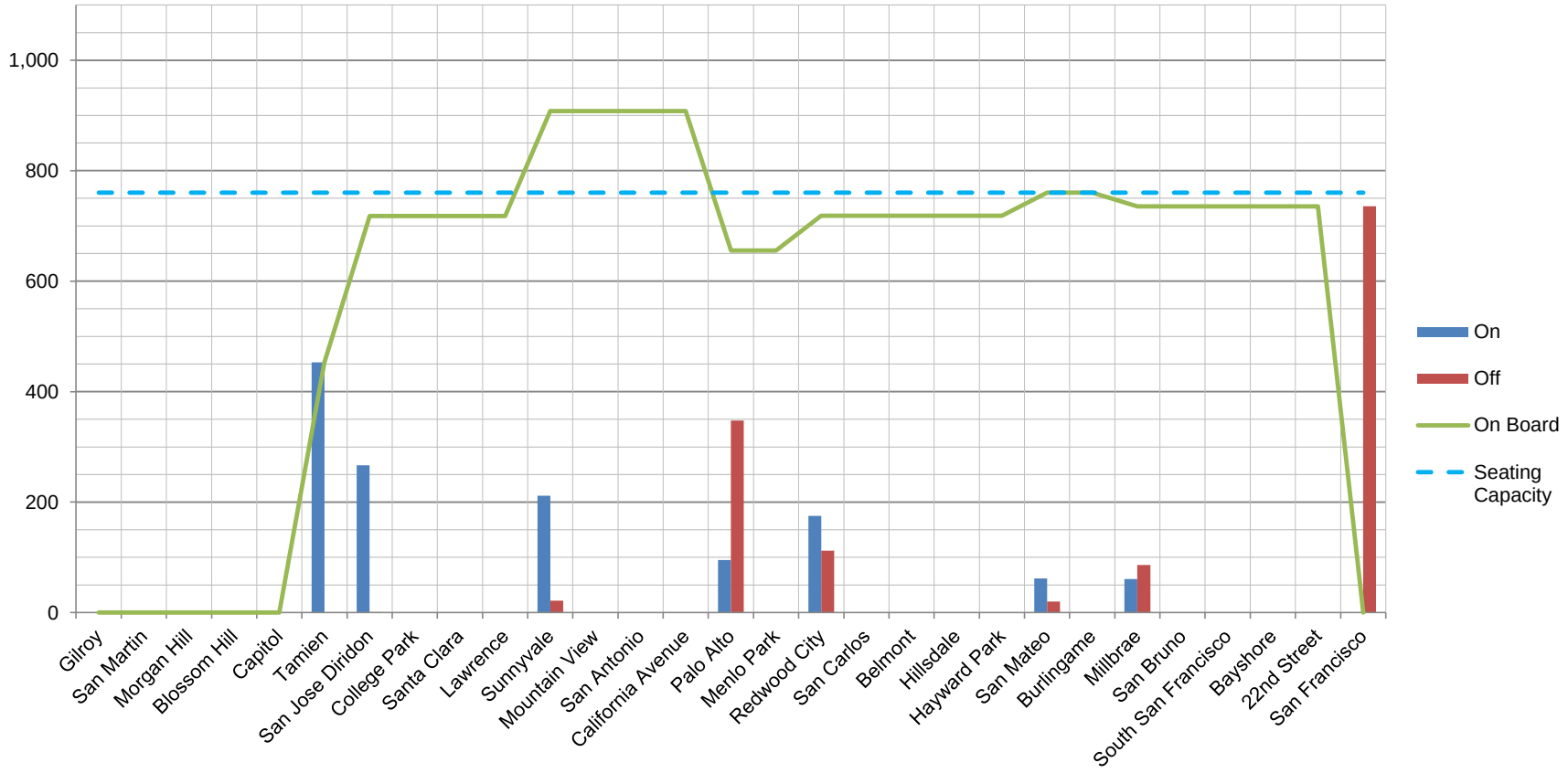
Maximum Load = 970 (At Sunnyvale)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 127.6%

Train 225
(San Jose Diridon to San Francisco)



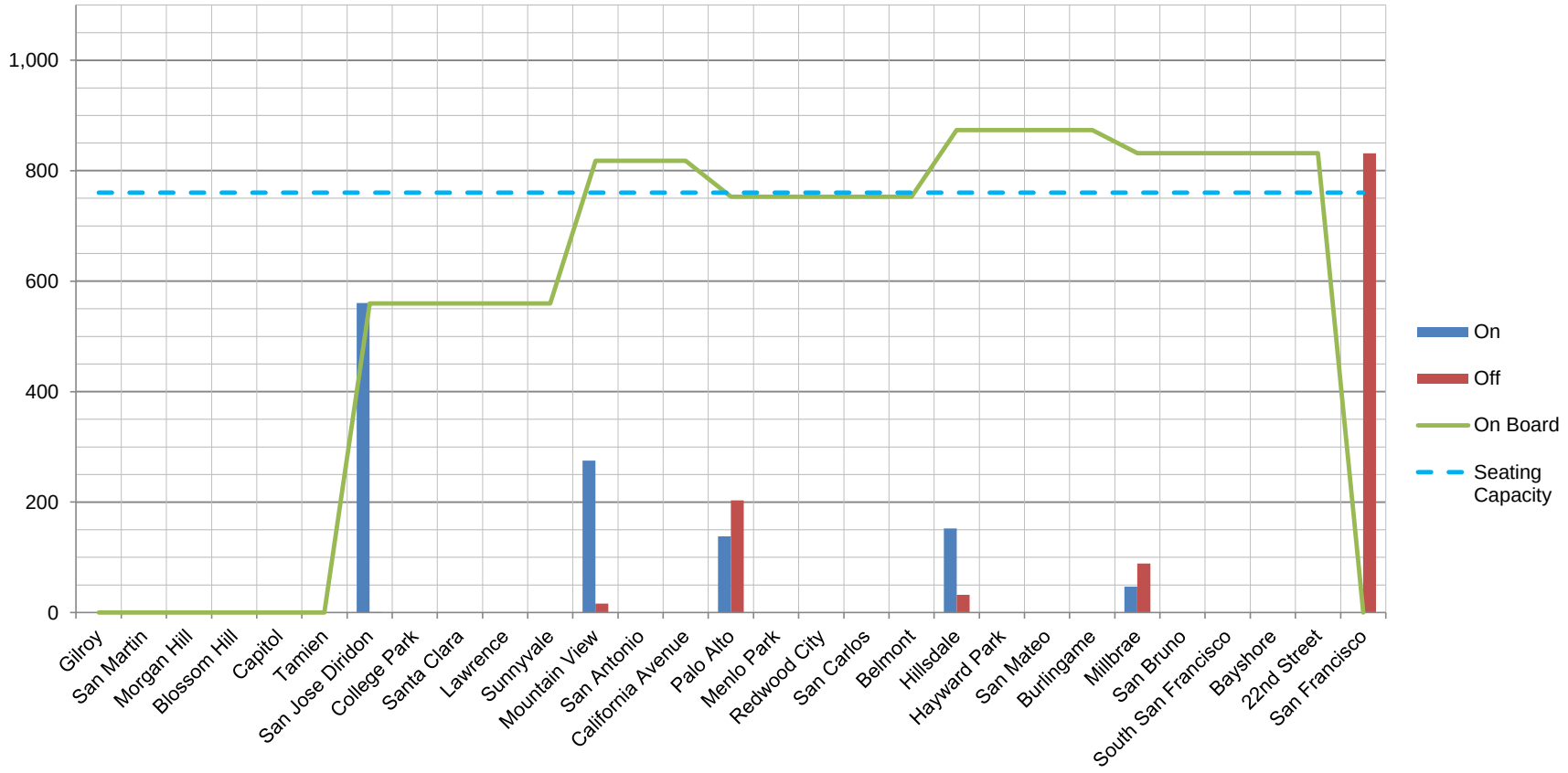
Maximum Load = 925 (At San Bruno)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 121.6%

Train 319
(Tamien to San Francisco)



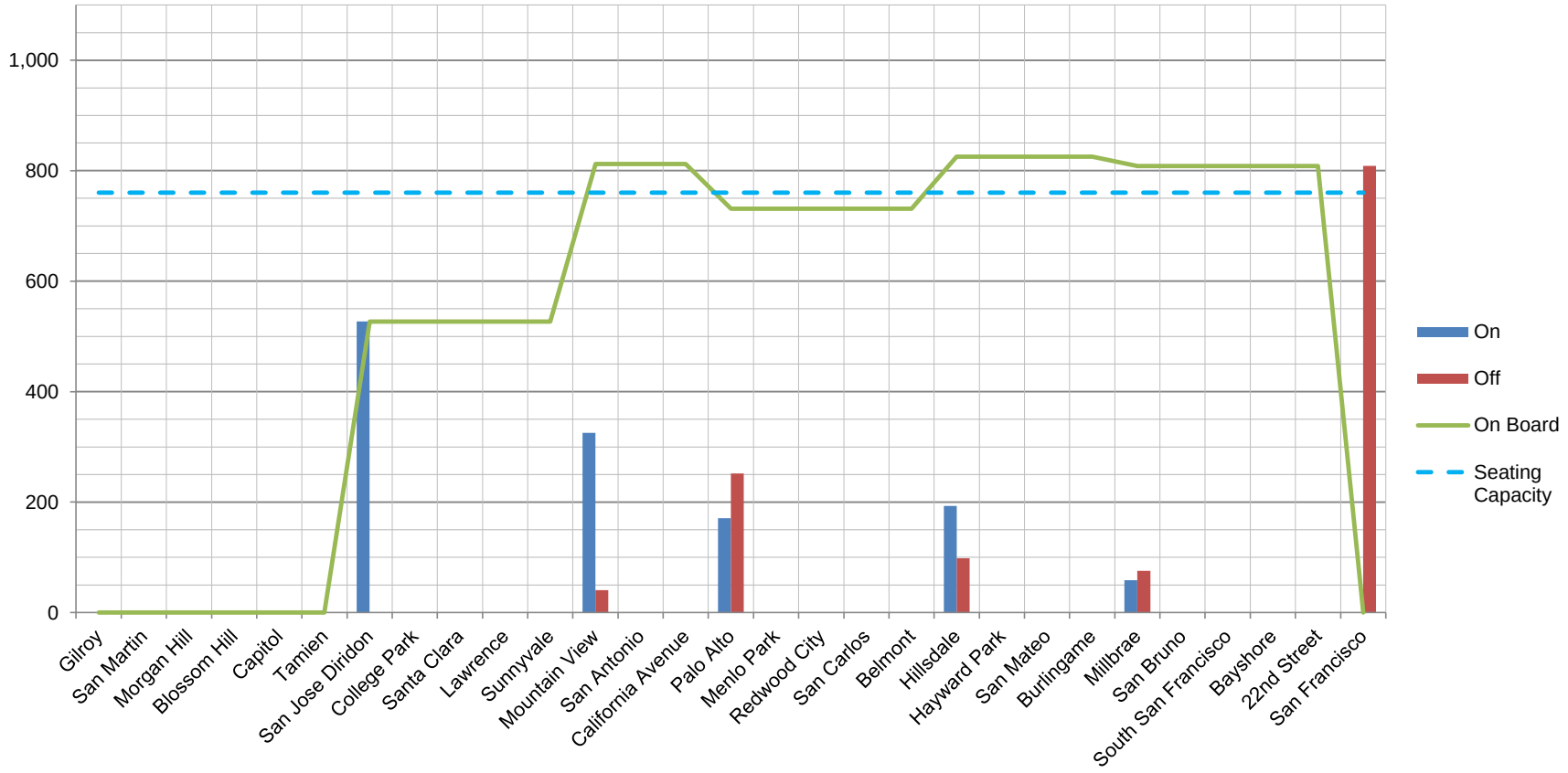
Maximum Load = 908 (At Sunnyvale)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 119.5%

Train 313
(San Jose Diridon to San Francisco)



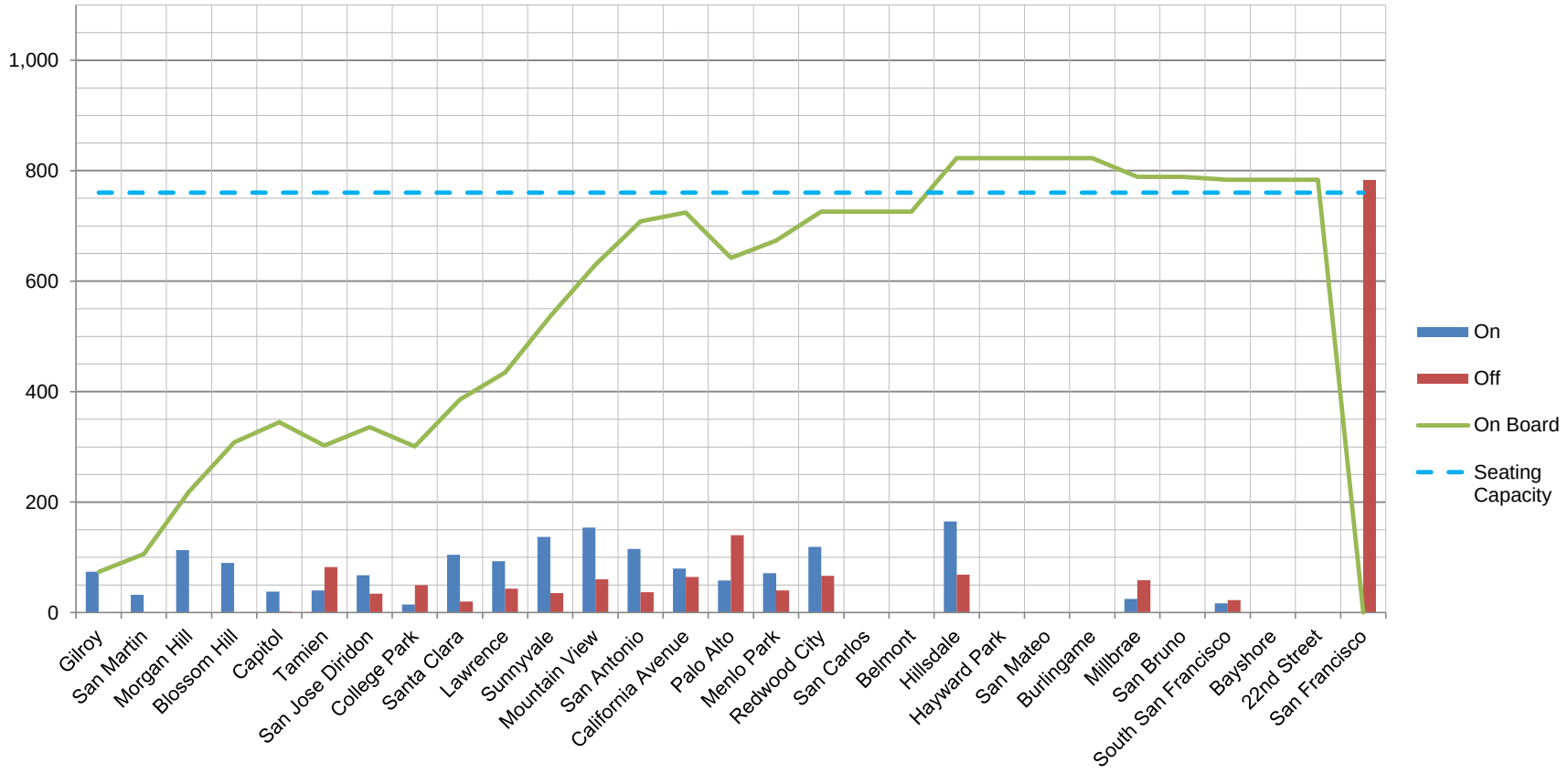
Maximum Load = 874 (At Hillsdale)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 114.9%

Train 323
(San Jose Diridon to San Francisco)



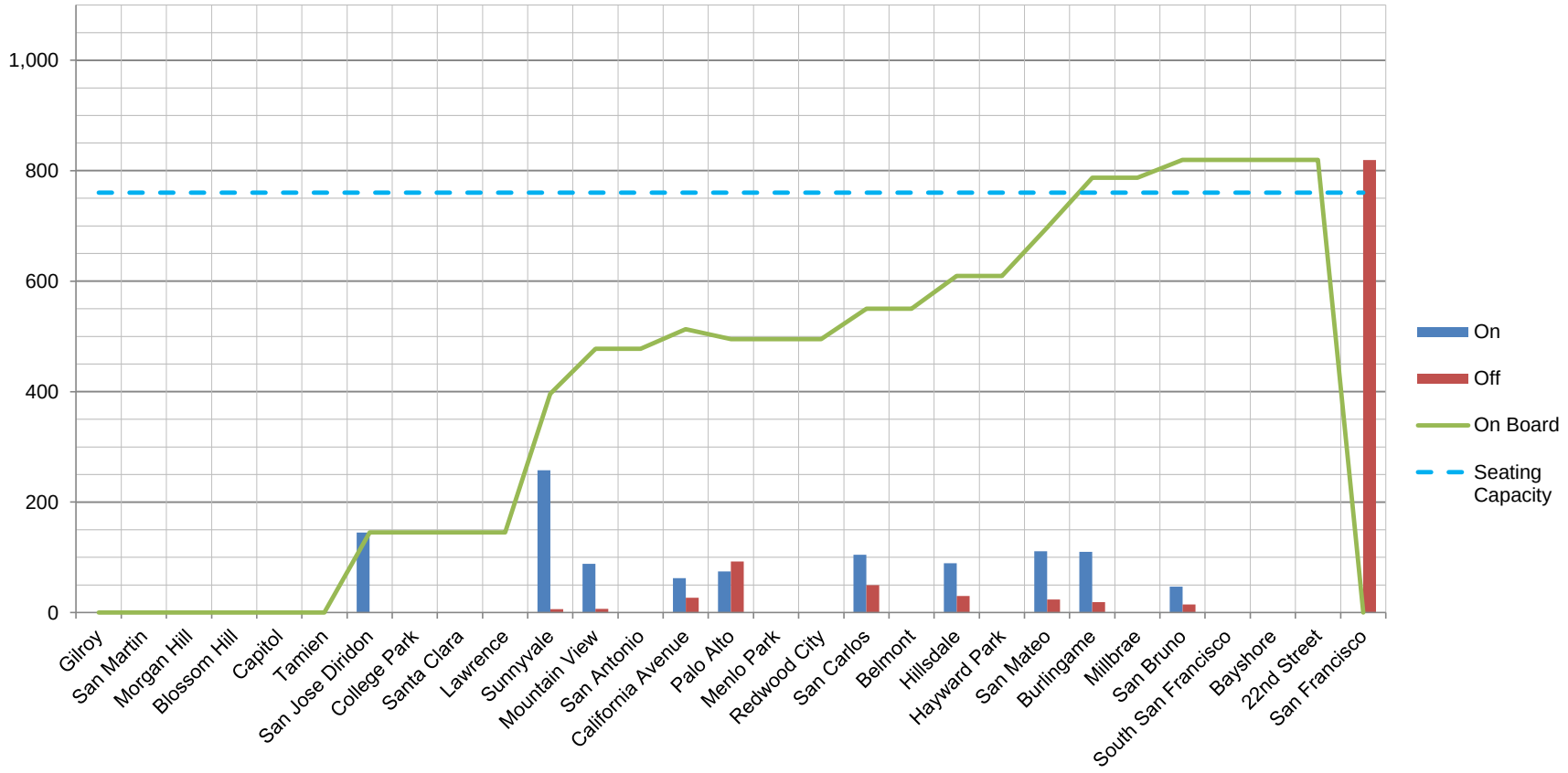
Maximum Load = 826 (At Hillsdale)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 108.6%

Train 227
(Gilroy to San Francisco)



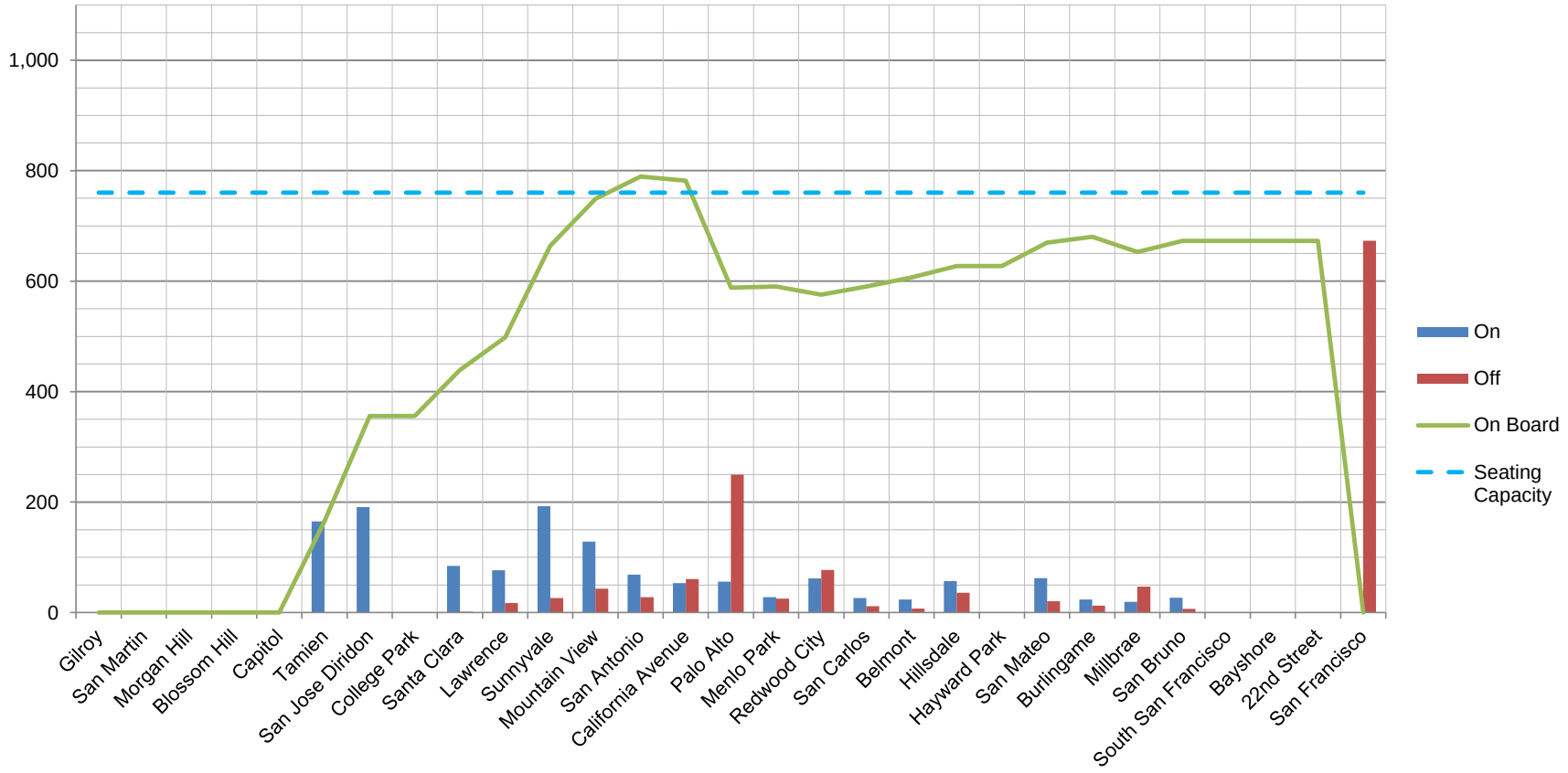
Maximum Load = 823 (At Hillsdale)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 108.2%

Train 215
(San Jose Diridon to San Francisco)



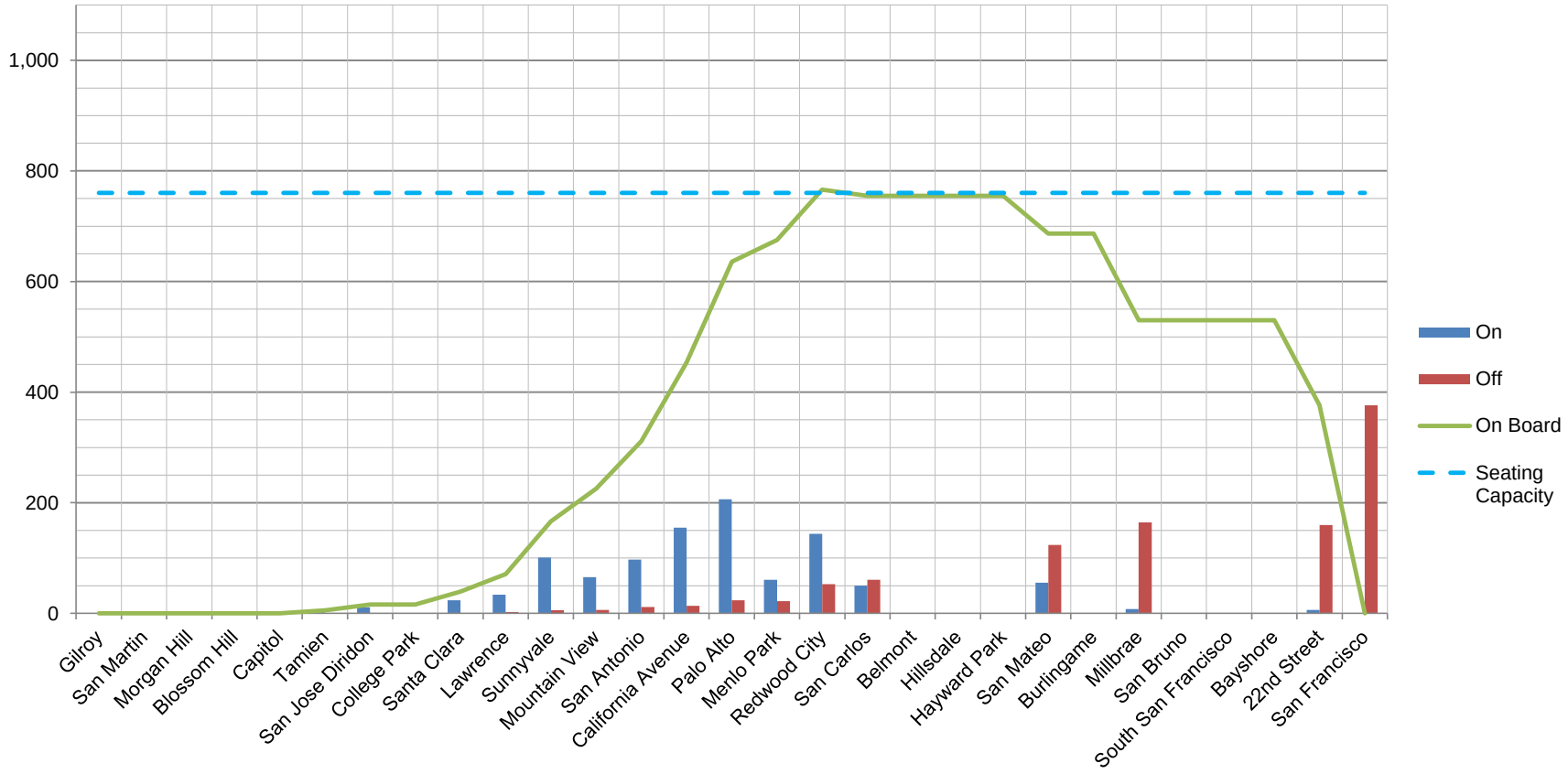
Maximum Load = 820 (At San Bruno)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 107.8%

Train 233
(Tamien to San Francisco)



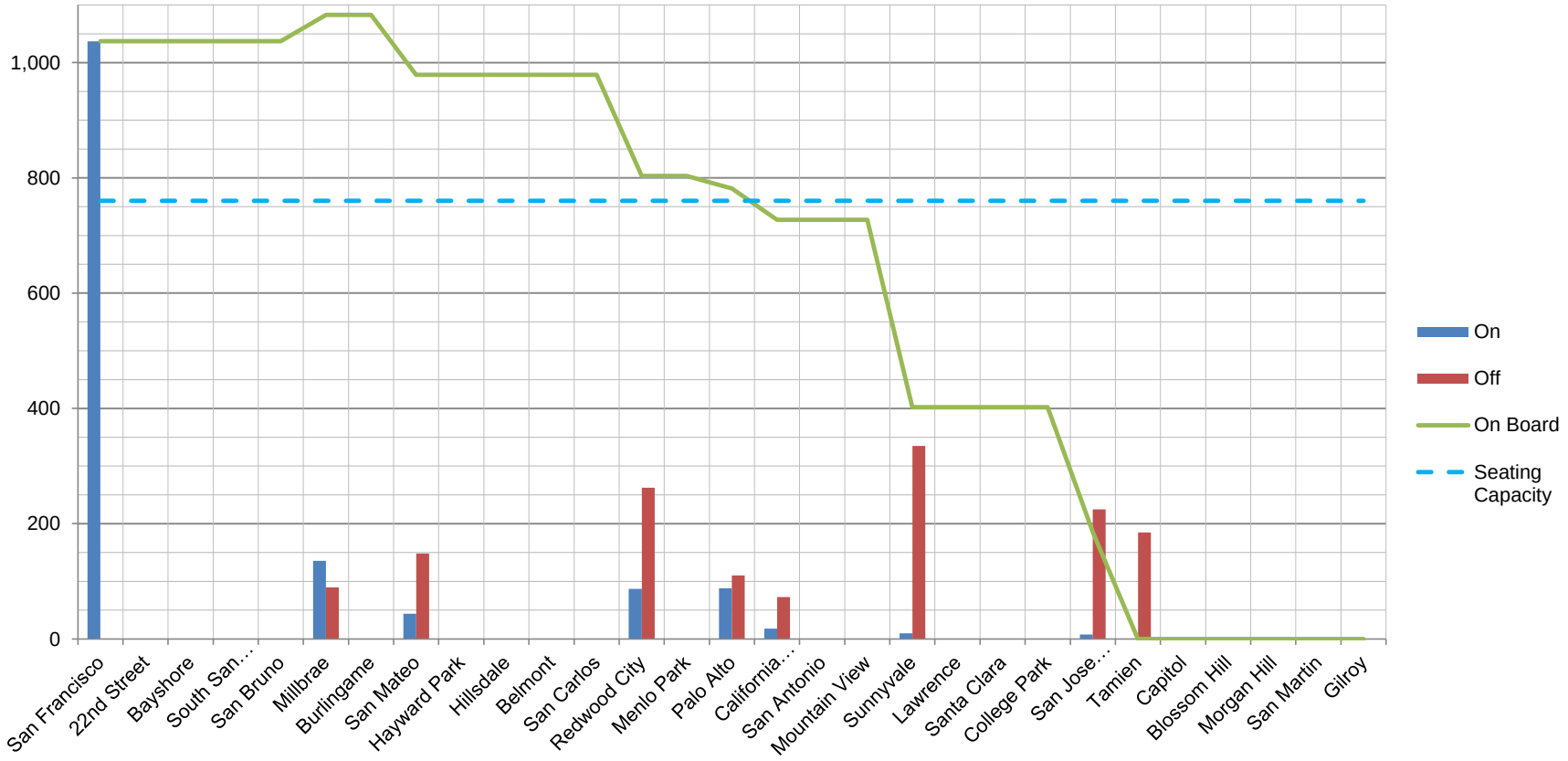
Maximum Load = 790 (At San Antonio)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 103.9%

Train 269
(Tamien to San Francisco)



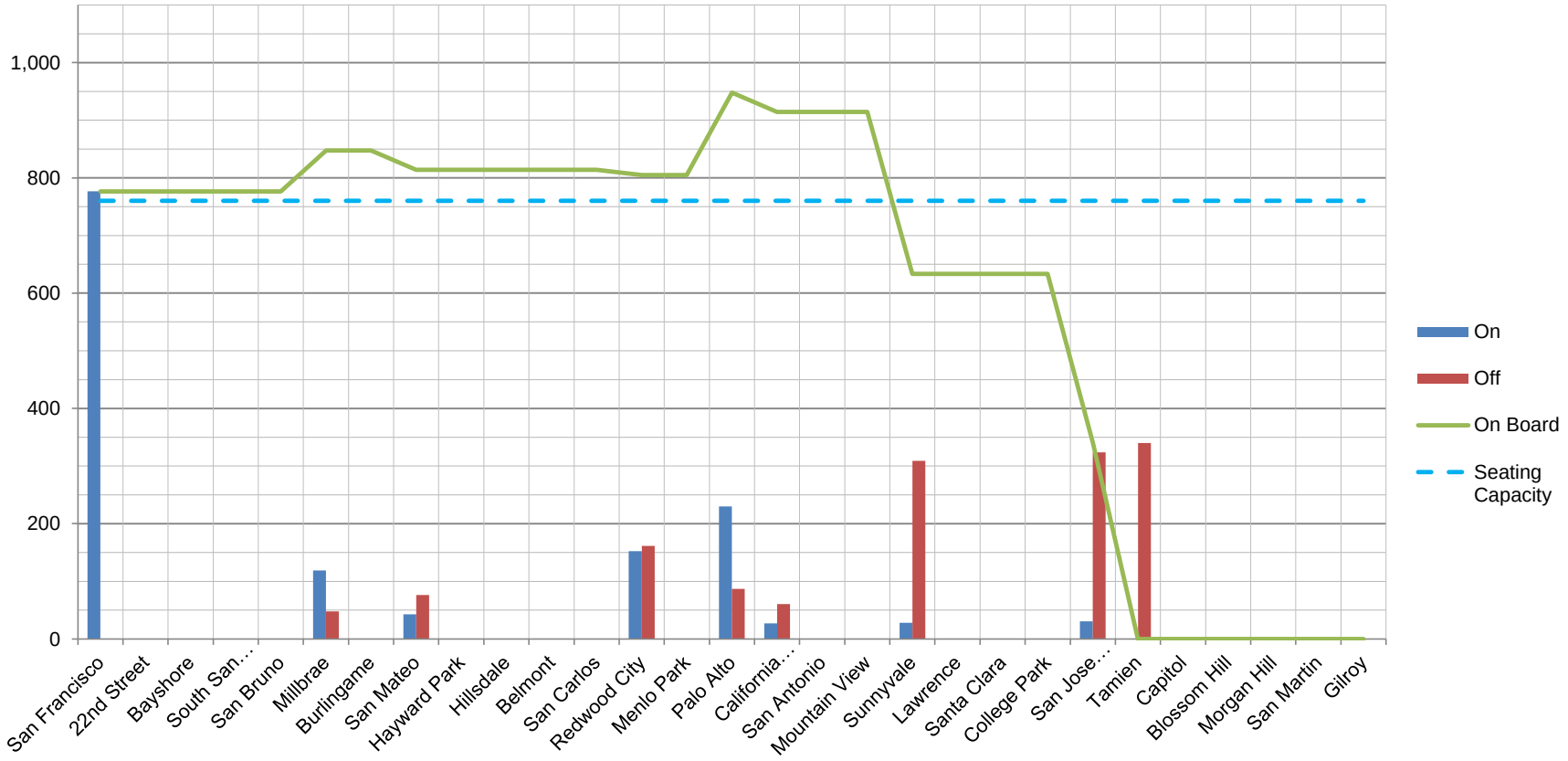
Maximum Load = 766 (At Redwood City)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 100.8%

Train 376
(San Francisco to Tamien)



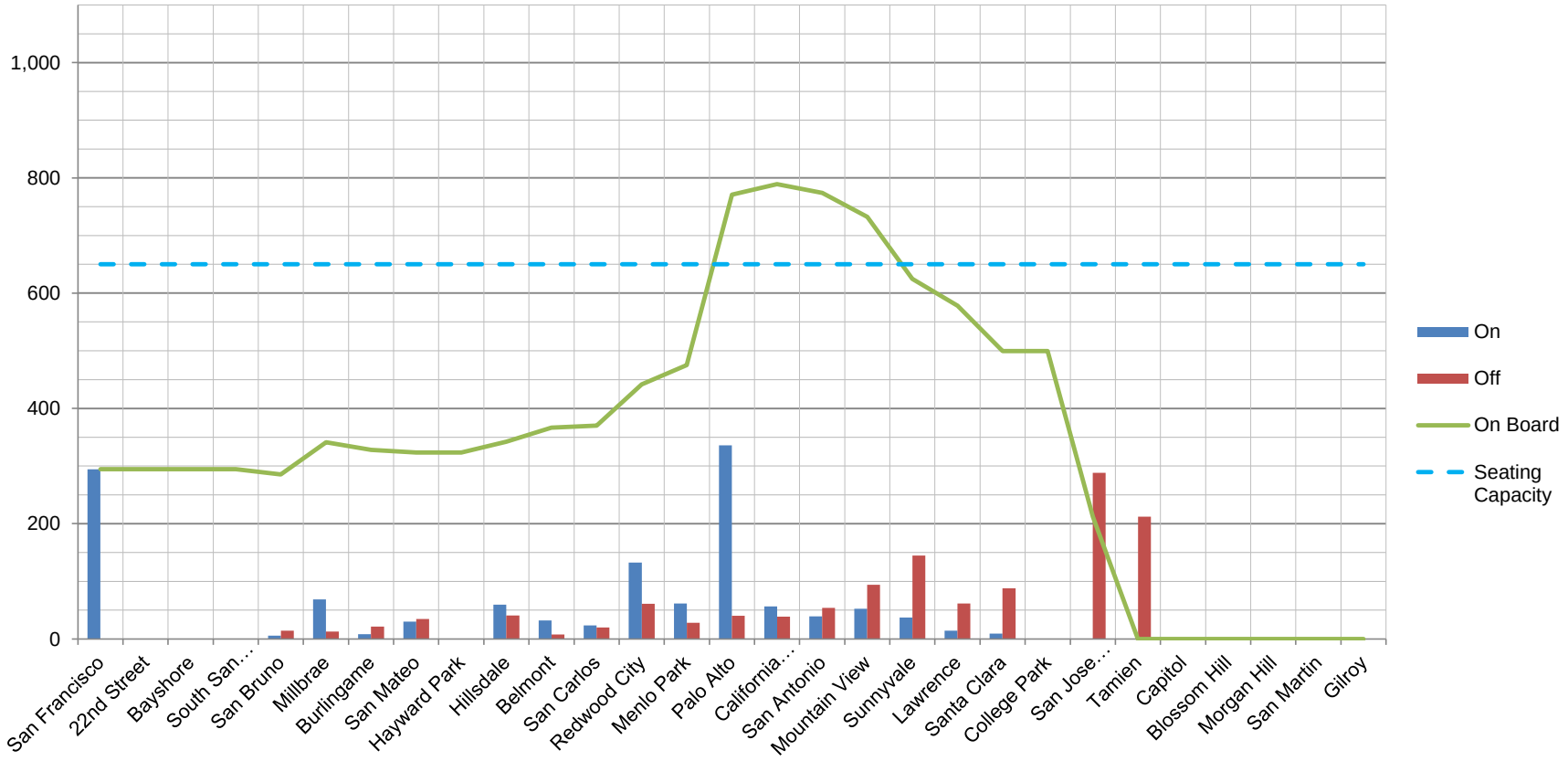
Maximum Load = 1,083 (At Millbrae)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 142.5%

Train 366
(San Francisco to Tamien)



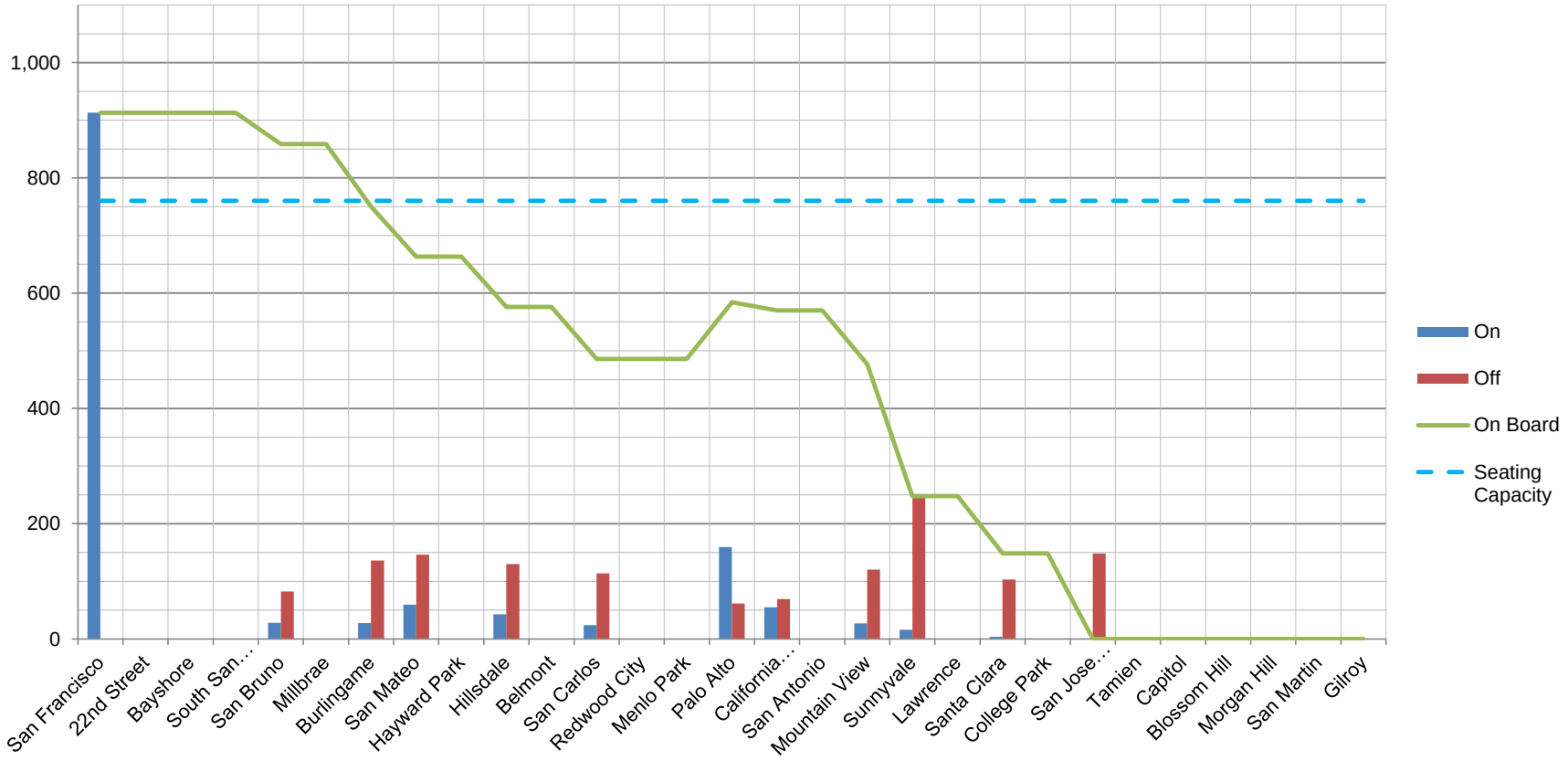
Maximum Load = 948 (At Palo Alto)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 124.7%

Train 258
(San Francisco to Tamien)



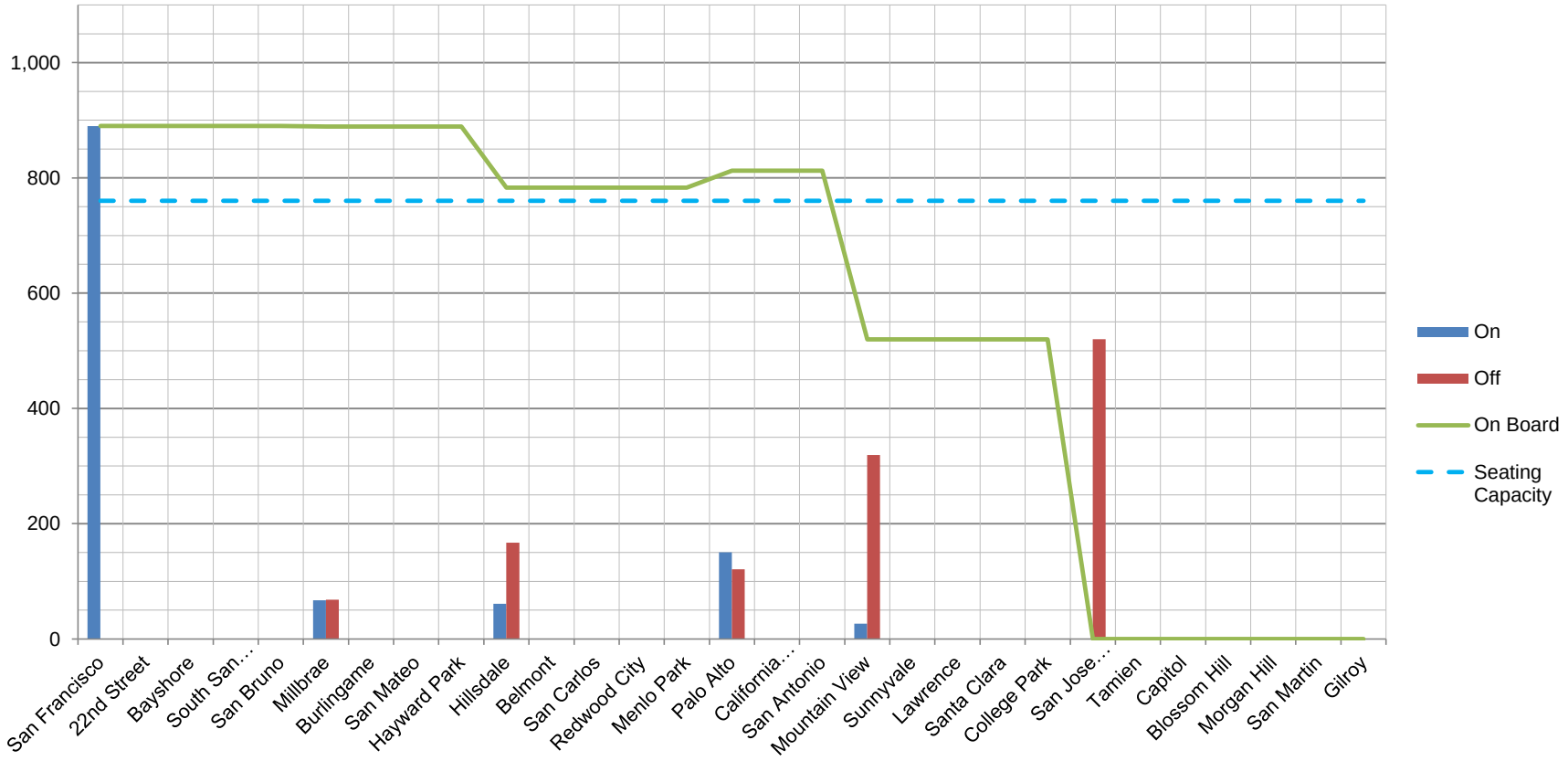
Maximum Load = 789 (At California Avenue)
Train Seating Capacity = 650 (5 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 121.4%

Train 272
(San Francisco to San Jose Diridon)



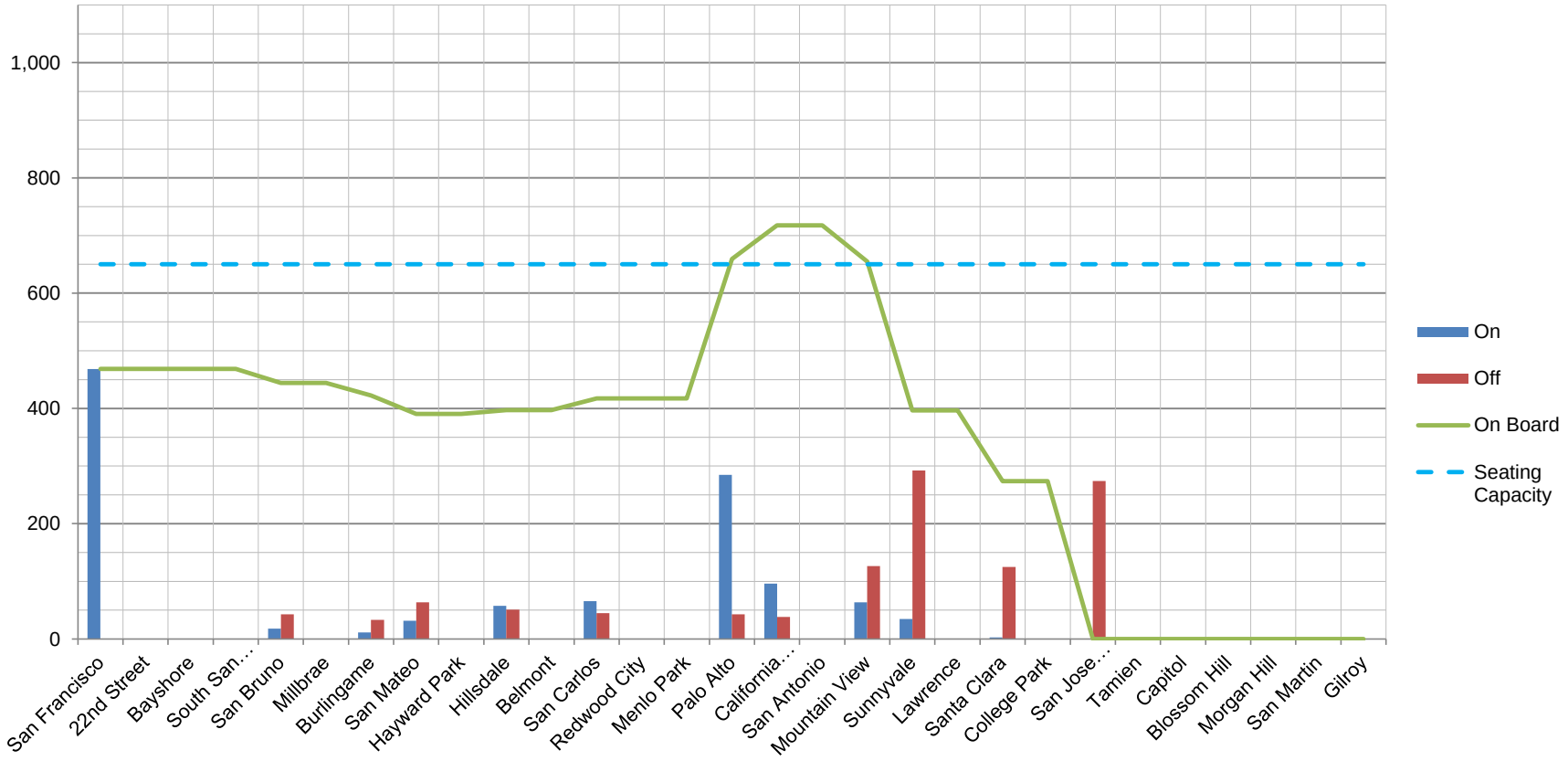
Maximum Load = 913 (At San Francisco)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 120.1%

Train 370
(San Francisco to San Jose Diridon)



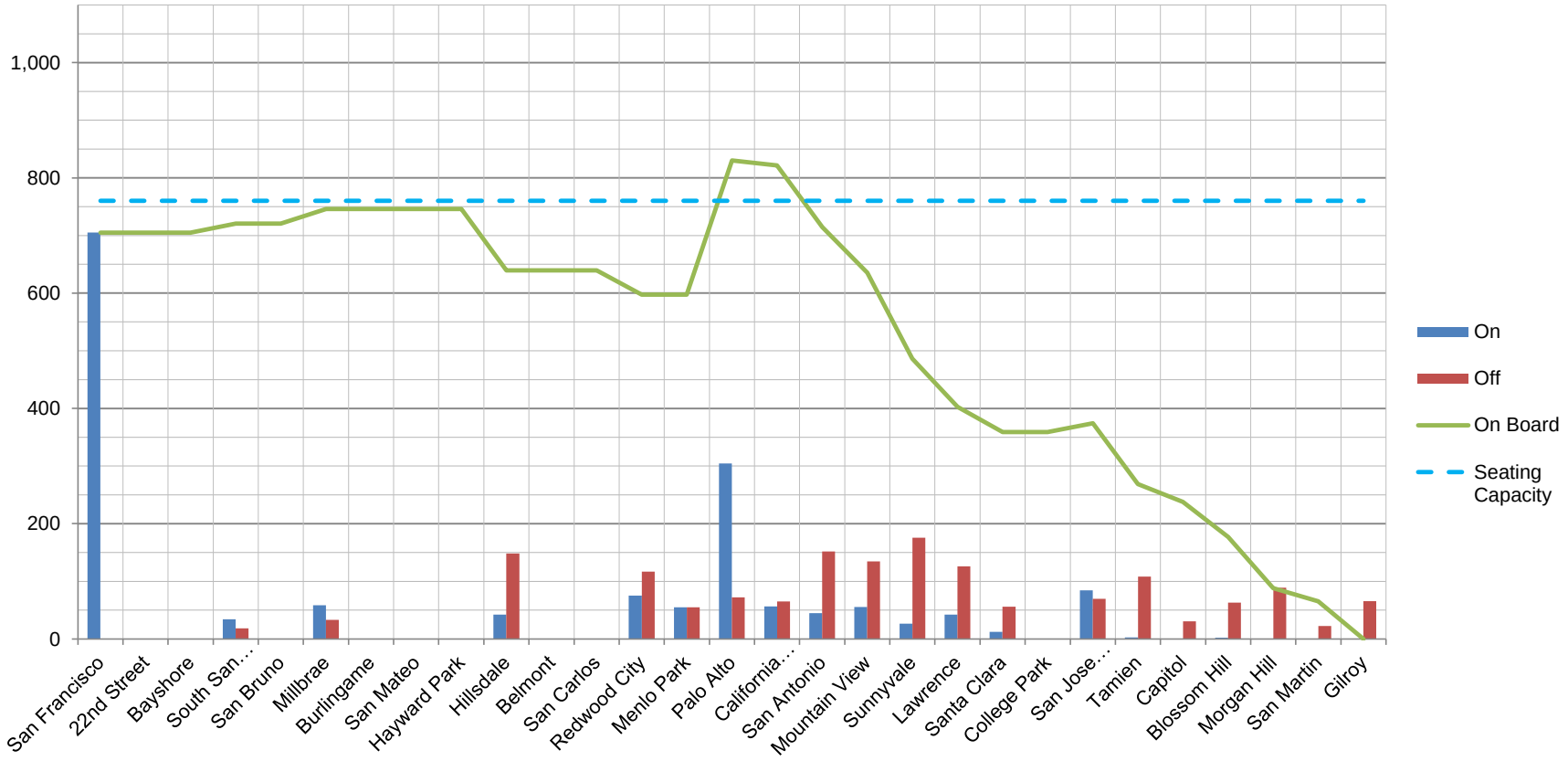
Maximum Load = 890 (At San Francisco)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 117.1%

Train 262
(San Francisco to San Jose Diridon)



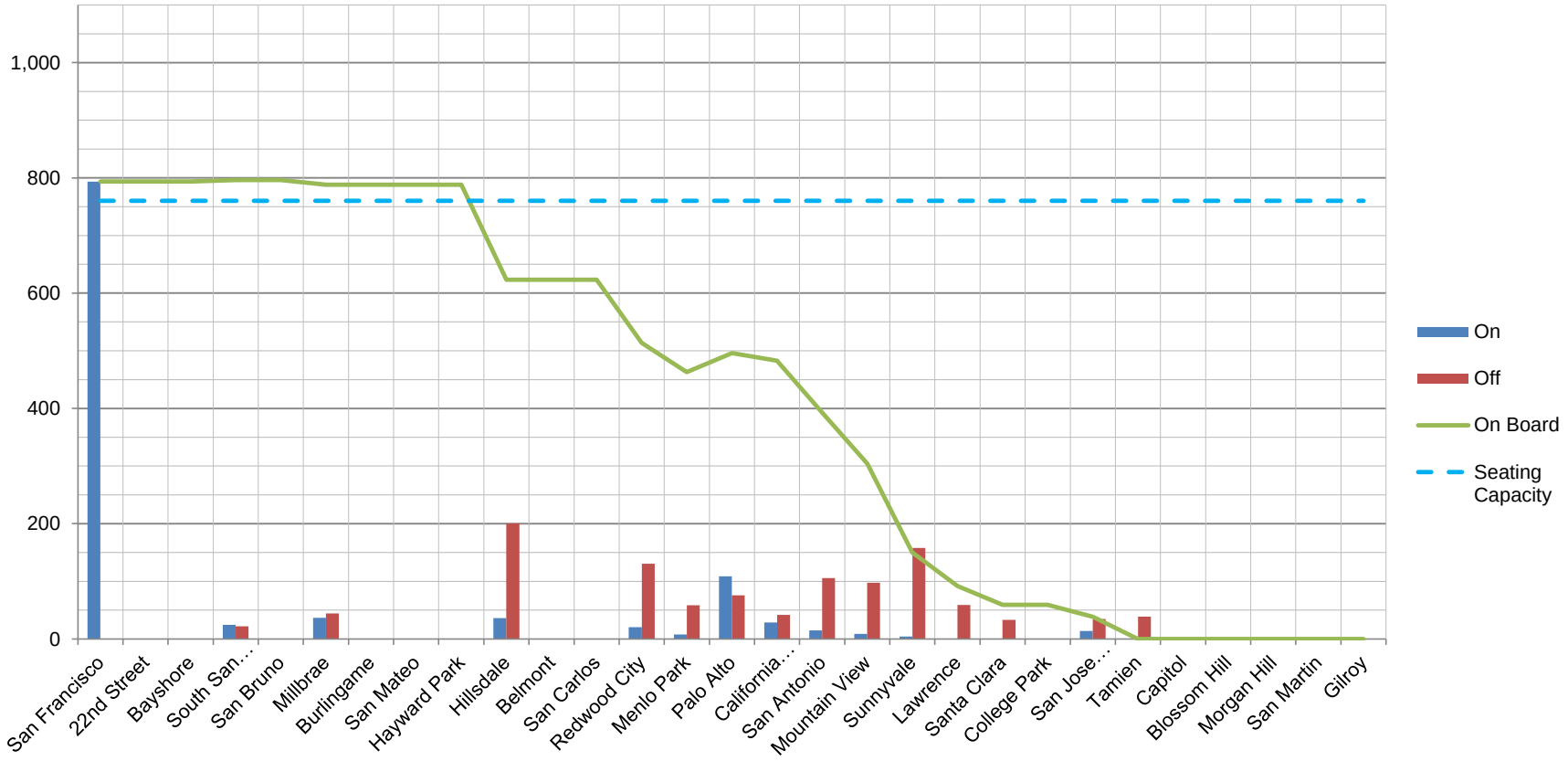
Maximum Load = 718 (At California Avenue)
Train Seating Capacity = 650 (5 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 110.4%

Train 268
(San Francisco to Gilroy)



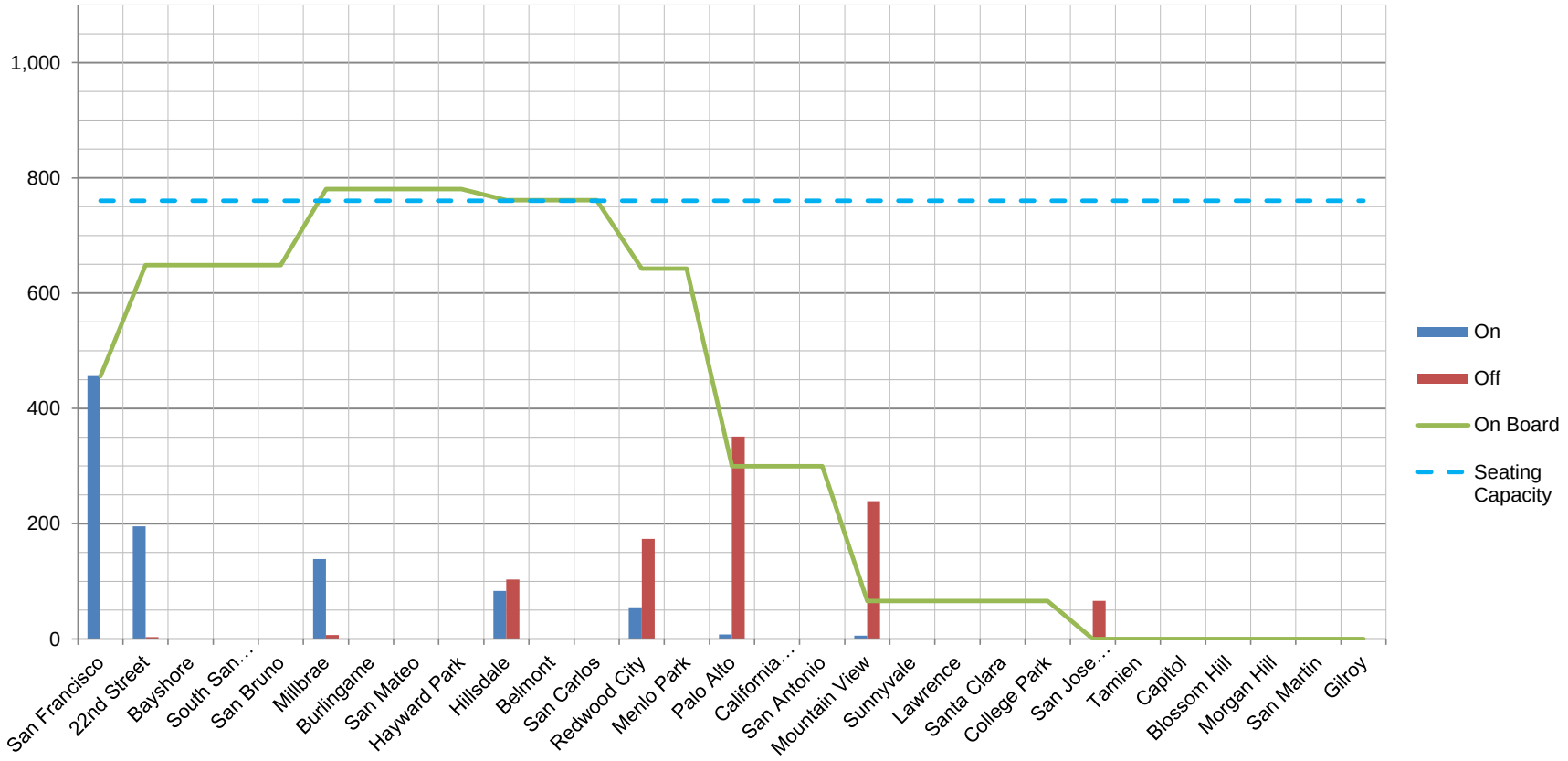
Maximum Load = 830 (At Palo Alto)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 109.2%

Train 278
(San Francisco to Tamien)



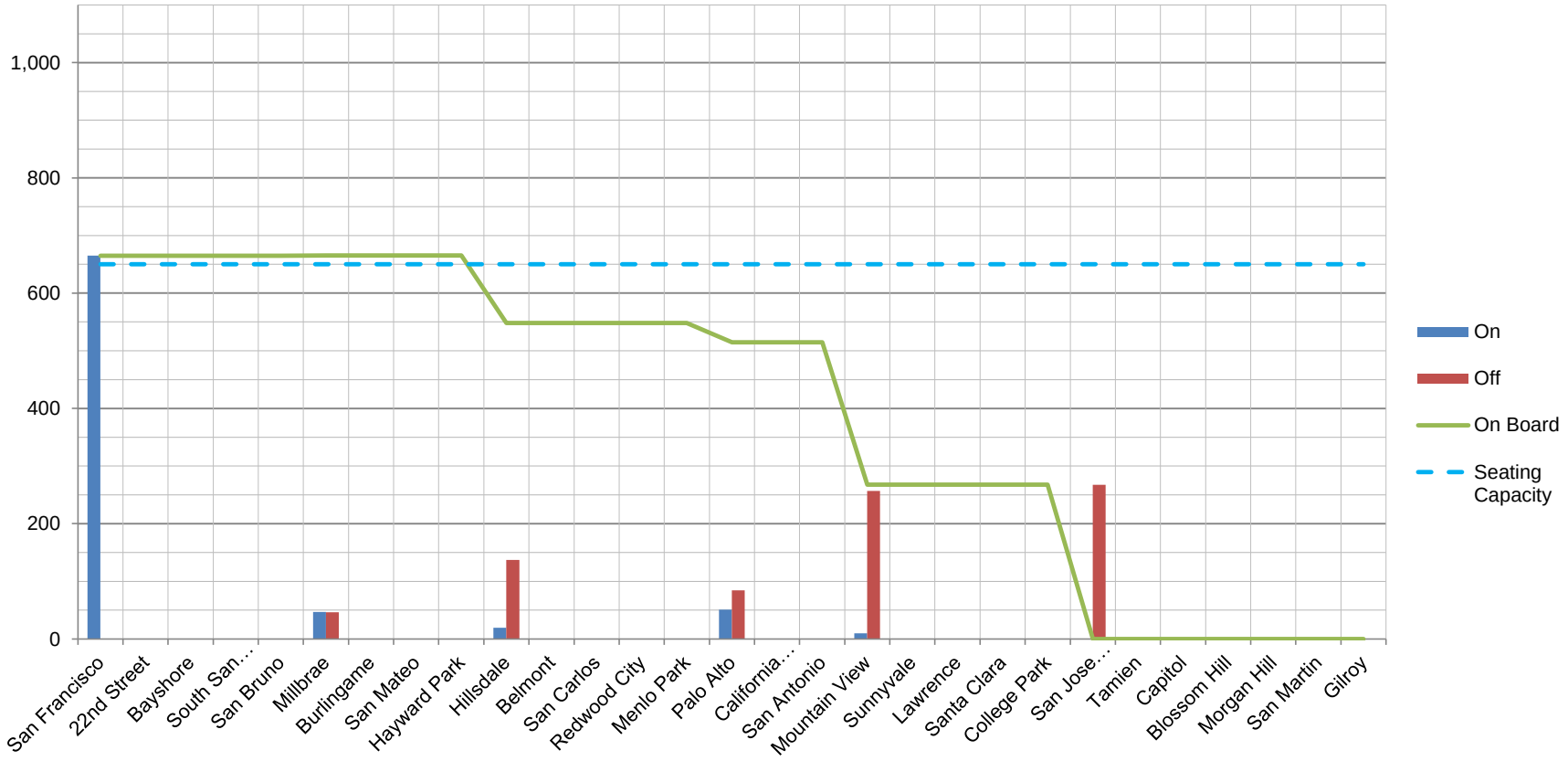
Maximum Load = 796 (At South San Francisco)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 104.7%

Train 324
(San Francisco to San Jose Diridon)



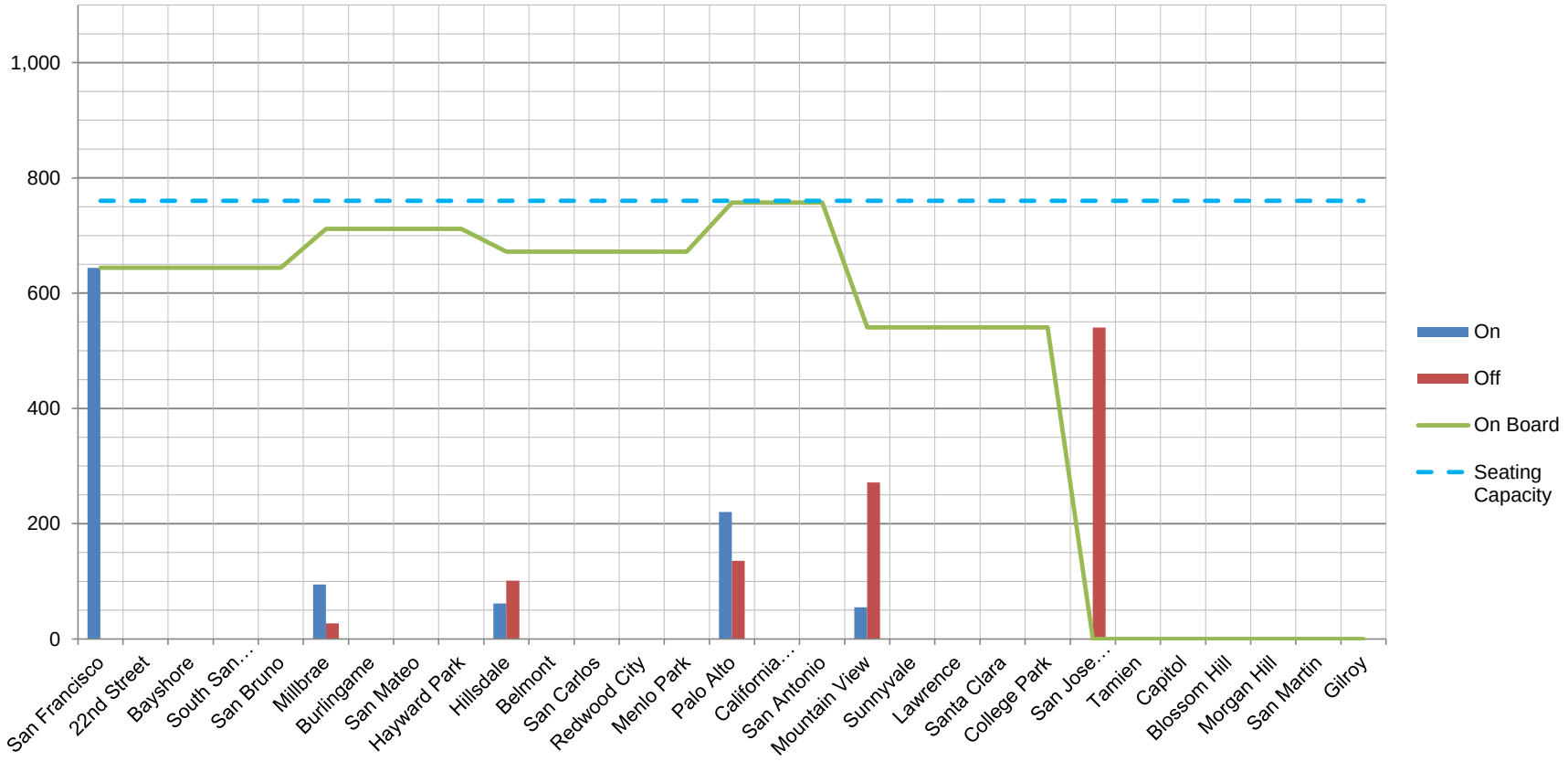
Maximum Load = 781 (At Millbrae)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 102.7%

Train 380
(San Francisco to San Jose Diridon)



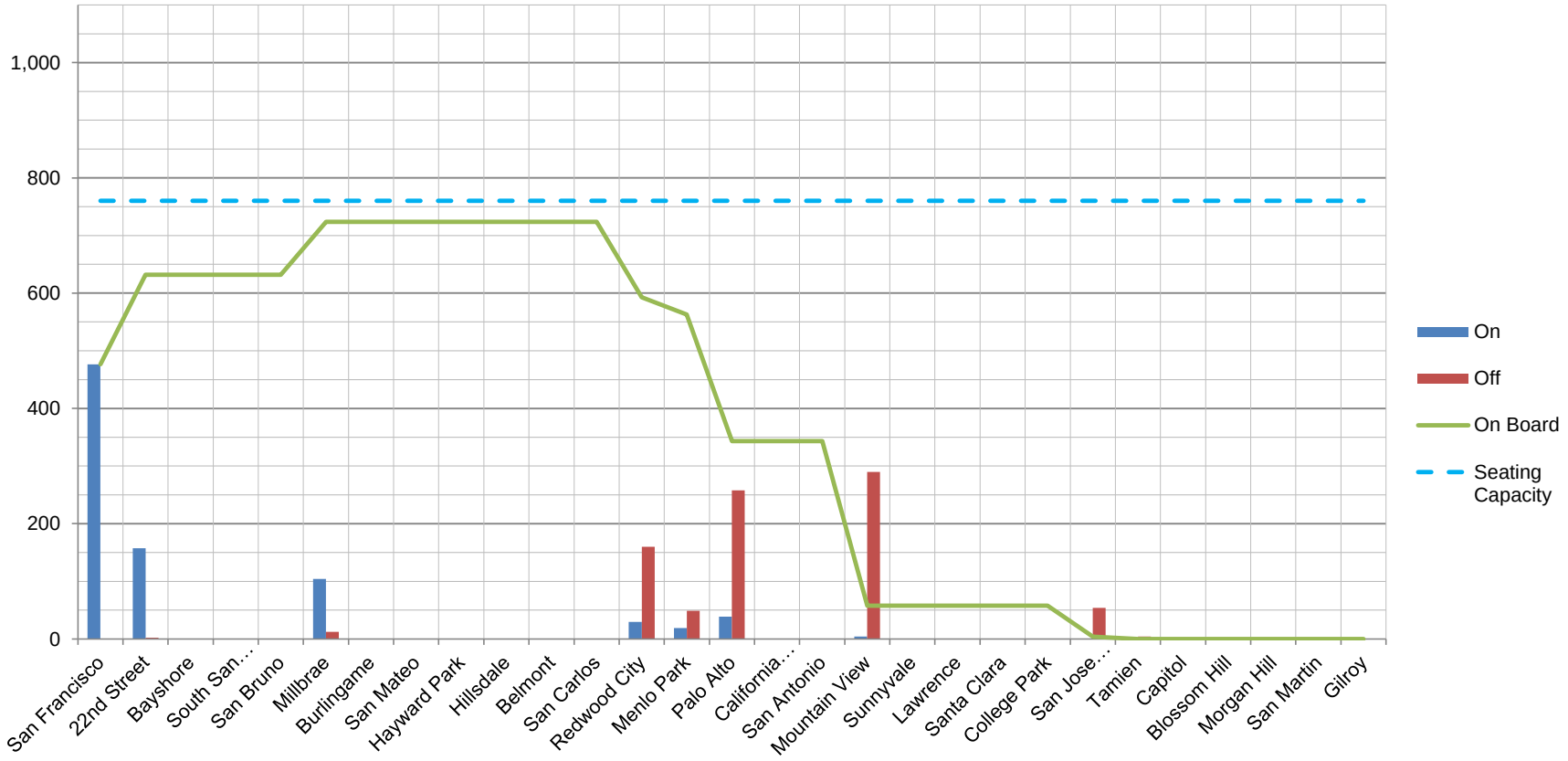
Maximum Load = 666 (At Millbrae)
Train Seating Capacity = 650 (5 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 102.4%

Train 360
(San Francisco to San Jose Diridon)



Maximum Load = 757 (At Palo Alto)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 99.6%

Train 330
(San Francisco to Tamien)



Maximum Load = 724 (At Millbrae)
Train Seating Capacity = 760 (6 Cars)
Percentage of Seated Capacity (At Max. Load Location) = 95.2%

XIV: Average Mid-Weekday Bicycle Ridership by Station - All Day

	Northbound			*Southbound*			*Total*		
STATION	**On**	**Off**	**On Board**	**On**	**Off**	**On Board**	**On**	**Off**	**On Board**
San Francisco	0	1,121	-1	1,225	0	1,225	1,225	1,121	1,224
22nd Street	4	283	1,121	221	1	1,445	225	284	2,565
Bayshore	5	17	1,399	9	3	1,451	14	20	2,850
South San Francisco	24	35	1,412	41	28	1,464	65	63	2,875
San Bruno	22	47	1,423	48	27	1,485	70	74	2,907
Millbrae	33	86	1,448	74	39	1,520	107	125	2,967
Burlingame	38	41	1,501	34	46	1,507	71	87	3,008
San Mateo	88	88	1,504	82	101	1,488	169	189	2,992
Hayward Park	30	18	1,505	23	19	1,492	53	37	2,997
Hillsdale	123	87	1,493	97	149	1,441	220	235	2,933
Belmont	33	36	1,456	36	23	1,454	69	58	2,910
San Carlos	77	62	1,459	52	65	1,442	129	126	2,900
Redwood City	187	177	1,443	164	176	1,430	351	353	2,873
Menlo Park	106	76	1,433	85	93	1,422	191	168	2,855
Palo Alto	457	289	1,403	303	463	1,262	760	752	2,665
California Avenue	123	79	1,235	93	122	1,233	216	201	2,468
San Antonio	114	31	1,191	35	99	1,169	149	130	2,360
Mountain View	369	79	1,108	78	372	875	447	451	1,983
Sunnyvale	213	45	818	50	236	689	262	281	1,507
Lawrence	129	18	651	20	115	593	148	133	1,244
Santa Clara	84	5	540	7	97	504	91	102	1,044
College Park	2	0	461	0	2	502	2	2	963
San Jose Diridon	353	1	459	8	394	115	360	395	574
Tamien	79	6	108	1	77	39	80	83	146
Capitol	4	1	35	1	4	36	5	5	71
Blossom Hill	5	0	32	0	6	30	5	6	62
Morgan Hill	11	0	27	1	12	19	12	12	46
San Martin	5	0	16	0	6	13	5	6	29
Gilroy	12	0	12	0	14	-1	12	14	11
Total/Max	**2,724**	**2,724**		**2,783**	**2,783**		**5,506**	**5,507**	

2019 Weekday Counts Performed on Tuesday, Wednesday or Thursday.

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

Because of the folding bicycles changing the form between boardings and alightings (example: folded at boarding but unfolded at alighting), Ons, Offs, and On board might result in excess or negative values.

XV: Station Rank by Mid-Weekday Bike Boardings

STATION	Total On	% of Total	2018 AMWBR Rank	2019 AMWBR Rank
San Francisco	1225	22.24%	1	1
Palo Alto	760	13.79%	2	2
Mountain View	447	8.11%	3	3
San Jose Diridon	360	6.54%	5	4
Redwood City	351	6.37%	4	5
Sunnyvale	262	4.76%	6	6
22nd Street	225	4.09%	8	7
Hillsdale	220	4.00%	7	8
California Avenue	216	3.91%	9	9
Menlo Park	191	3.46%	11	10
San Mateo	169	3.07%	10	11
San Antonio	149	2.71%	12	12
Lawrence	148	2.69%	13	13
San Carlos	129	2.34%	14	14
Millbrae	107	1.93%	15	15
Santa Clara	91	1.65%	16	16
Tamien	80	1.44%	18	17
Burlingame	71	1.29%	17	18
San Bruno	70	1.26%	21	19
Belmont	69	1.25%	19	20
South San Francisco	65	1.18%	22	21
Hayward Park	53	0.95%	20	22
Bayshore	14	0.25%	23	23
Morgan Hill	12	0.21%	25	24
Gilroy	12	0.21%	24	25
Blossom Hill	5	0.09%	26	26
Capitol	5	0.08%	28	27
San Martin	5	0.08%	27	28
College Park	2	0.04%	29	29

XVI: Northbound - Percent of Bike Capacity and Boardings by Train

Train #	Depart SJ	Leaving Station	Max Load	Train Capacity	Percent of Capacity	Total Boardings
101	4:28a	Hayward Park	9	80	11%	13
103	5:03a	San Antonio	16	80	19%	32
305	5:45a	Mountain View	24	80	29%	41
207	5:59a	Hillsdale	27	80	34%	42
309	6:04a	Sunnyvale	27	80	34%	44
211	6:23a	San Bruno	22	80	27%	44
313	6:49a	Hillsdale	55	72	76%	78
215	6:54a	Burlingame	50	80	63%	72
217	6:59a	Millbrae	73	72	101%	117
319	7:04a	Sunnyvale	48	72	67%	72
221	7:23a	Mountain View	46	80	57%	105
323	7:49a	Millbrae	44	72	60%	60
225	7:54a	San Bruno	59	72	81%	98
227	7:59a	Hillsdale	57	80	71%	110
329	8:04a	Sunnyvale	57	80	71%	96
231	8:23a	Mountain View	35	80	43%	64
233	8:39a	California Avenue	43	72	59%	98
135	9:13a	San Antonio	44	80	55%	72
237	9:50a	San Antonio	22	80	27%	31
139	10:13a	San Antonio	19	80	24%	29
143	11:13a	San Antonio	17	72	24%	31
147	12:13p	San Antonio	10	80	13%	24
151	1:13p	Palo Alto	14	80	18%	26
155	2:13p	Menlo Park	21	72	28%	40
257	2:24p	San Mateo	9	72	12%	15
159	3:13p	San Mateo	35	80	44%	66
261	3:40p	San Carlos	59	72	82%	77
263	4:12p	Hayward Park	26	80	32%	41
365	4:24p	Redwood City	47	80	58%	57
267	4:30p	San Mateo	46	80	58%	70
269	4:40p	Menlo Park	81	72	113%	114
371	4:45p	Redwood City	47	80	59%	61
273	5:08p	San Carlos	41	80	51%	71
375	5:20p	Redwood City	62	72	86%	81
277	5:30p	San Carlos	77	80	96%	104
279	5:40p	San Carlos	71	80	89%	105
381	5:45p	Redwood City	42	80	52%	60
283	6:08p	Palo Alto	20	80	24%	33
385	6:20p	Redwood City	51	80	64%	68
287	6:35p	Menlo Park	42	72	58%	55
289	6:45p	Menlo Park	32	72	44%	47
191	7:07p	Palo Alto	34	80	42%	50
193	7:45p	Palo Alto	29	72	40%	50
195	8:45p	Menlo Park	25	80	31%	41
197	9:45p	Redwood City	11	80	13%	17
199	10:30p	Palo Alto	6	72	8%	13
			1,720	3,552	48%	2,724

XVII: Southbound - Percent of Bike Capacity and Boardings by Train

Train #	Depart SF	Leaving Station	Max Load	Train Capacity	Percent of Capacity	Total Boardings
102	4:55a	Redwood City	15	80	19%	19
104	5:25a	Menlo Park	8	80	10%	11
206	6:05a	Redwood City	32	72	44%	46
208	6:15a	Belmont	12	80	15%	17
310	6:35a	Millbrae	22	72	31%	31
212	6:45a	Menlo Park	46	80	57%	63
314	6:59a	Hillsdale	52	80	64%	65
216	7:05a	Hillsdale	55	80	69%	66
218	7:15a	Redwood City	13	80	16%	30
320	7:35a	Millbrae	55	80	69%	70
222	7:45a	San Mateo	46	80	58%	71
324	7:59a	Hillsdale	52	80	65%	69
226	8:05a	Hillsdale	65	80	81%	86
228	8:15a	Bayshore	34	72	47%	64
330	8:35a	Millbrae	80	80	99%	91
232	8:45a	Millbrae	68	72	94%	99
134	9:00a	San Mateo	39	72	54%	70
236	9:45a	San Mateo	22	72	31%	34
138	10:00a	Bayshore	29	80	36%	47
142	11:00a	Redwood City	17	80	21%	25
146	12:00p	Redwood City	13	80	16%	21
150	1:00p	Redwood City	15	80	19%	31
152	2:00p	California Avenue	21	72	28%	41
254	2:43p	California Avenue	28	72	38%	52
156	3:00p	Lawrence	35	80	44%	71
258	3:34p	San Antonio	52	80	64%	101
360	4:12p	Palo Alto	65	80	81%	88
262	4:23p	California Avenue	68	80	85%	120
264	4:32p	Menlo Park	45	80	56%	76
366	4:38p	Palo Alto	48	72	67%	83
268	4:58p	Palo Alto	60	72	83%	123
370	5:16p	Millbrae	60	72	83%	88
272	5:27p	San Bruno	65	80	81%	127
274	5:32p	Millbrae	30	80	37%	75
376	5:38p	San Francisco	70	72	97%	89
278	5:58p	South San Francisco	59	80	73%	89
380	6:16p	San Francisco	54	80	68%	69
282	6:23p	San Francisco	49	80	61%	65
284	6:32p	Millbrae	14	80	17%	28
386	6:38p	San Francisco	43	72	60%	59
288	6:58p	Millbrae	38	80	48%	74
190	7:30p	Palo Alto	24	72	33%	53
192	8:30p	Palo Alto	27	72	37%	45
194	9:30p	22nd Street	13	80	16%	27
196	10:40p	San Francisco	9	80	11%	17
198	12:05a	Millbrae	7	72	9%	7
			1,765	3,552	50%	2,783

XVIII: Total Bike Boardings (Mid-Weekday Average) - Percent Change 2018 to 2019

NORTHBOUND						SOUTHBOUND					
Train Number		Total Boardings			%	Train Number		Total Boardings			%
2018	2019	2018	2019	Change	Change	2018	2019	2018	2019	Change	Change
101	101	13	13	0	0.0%	102	102	18	19	1	5.6%
103	103	28	32	4	14.5%	104	104	37	11	-26	-69.9%
305	305	39	41	3	6.5%	206	206	44	46	2	3.4%
207	207	67	42	-25	-37.6%	208	208	46	17	-29	-62.6%
309	309	48	44	-4	-8.4%	310	310	36	31	-5	-12.7%
211	211	59	44	-15	-25.6%	212	212	64	63	-1	-1.6%
313	313	65	78	13	19.2%	314	314	76	65	-11	-14.5%
215	215	64	72	9	13.4%	216	216	75	66	-9	-12.0%
217	217	121	117	-5	-3.7%	218	218	62	30	-33	-52.4%
319	319	93	72	-21	-22.6%	320	320	79	70	-10	-12.0%
221	221	144	105	-40	-27.4%	222	222	102	71	-31	-30.5%
323	323	103	60	-43	-42.0%	324	324	107	69	-38	-35.2%
225	225	125	98	-27	-21.6%	226	226	94	86	-8	-8.5%
227	227	132	110	-22	-16.7%	228	228	78	64	-14	-17.9%
329	329	98	96	-2	-2.1%	330	330	66	91	25	37.1%
231	231	86	64	-22	-25.7%	232	232	135	99	-36	-26.7%
233	233	139	98	-41	-29.6%	134	134	57	70	13	23.0%
135	135	68	72	4	5.9%	236	236	60	34	-26	-43.7%
237	237	49	31	-18	-36.1%	138	138	41	47	6	13.4%
139	139	29	29	0	0.0%	142	142	31	25	-7	-21.0%
143	143	31	31	0	0.0%	146	146	27	21	-6	-22.2%
147	147	22	24	2	9.1%	150	150	22	31	9	41.9%
151	151	22	26	4	18.6%	152	152	32	41	9	28.6%
155	155	35	40	5	12.9%	254	254	41	52	11	27.2%
257	257	17	15	-2	-11.8%	156	156	60	71	11	18.3%
159	159	49	66	17	34.7%	258	258	93	101	8	8.1%
261	261	91	77	-14	-14.9%	360	360	76	88	12	15.8%
263	263	43	41	-2	-3.5%	262	262	90	120	30	32.8%
365	365	75	57	-18	-23.5%	264	264	55	76	22	39.4%
267	267	76	70	-6	-7.3%	366	366	130	83	-47	-35.9%
269	269	118	114	-4	-3.4%	268	268	114	123	9	7.9%
371	371	70	61	-9	-12.2%	370	370	64	88	24	37.8%
273	273	77	71	-6	-7.8%	272	272	79	127	48	61.1%
375	375	80	81	2	1.9%	274	274	54	75	22	40.2%
277	277	86	104	18	20.3%	376	376	80	89	10	11.9%
279	279	117	105	-12	-10.3%	278	278	113	89	-25	-21.7%
381	381	85	60	-25	-29.6%	380	380	60	69	9	15.1%
283	283	44	33	-12	-26.1%	282	282	64	65	1	1.6%
385	385	67	68	1	0.7%	284	284	39	28	-11	-27.3%
287	287	41	55	14	34.1%	386	386	61	59	-2	-2.5%
289	289	36	47	12	32.4%	288	288	78	74	-4	-5.1%
191	191	40	50	11	26.6%	190	190	62	53	-9	-13.8%
193	193	49	50	1	1.0%	192	192	52	45	-7	-13.6%
195	195	43	41	-2	-4.7%	194	194	35	27	-8	-23.2%
197	197	26	17	-9	-34.6%	196	196	20	17	-3	-15.0%
199	199	13	13	0	0.0%	198	198	11	7	-4	-36.4%

XIX: Percent Capacity by Time Period at Maximum Load Point (Bike: Mid-Weekday Average)

Northbound Summary

Time Period	Max.	Cap.	% Cap.
AM NB	687	1,312	52.3%
Off Peak NB	258	1,000	25.8%
PM NB	776	1,240	62.5%
ALL NB	1,720	3,552	48.4%

Southbound Summary

Time Period	Max.	Cap.	% Cap.
AM SB	653	1,248	52.3%
Off Peak SB	261	984	26.5%
PM SB	852	1,320	64.5%
ALL SB	1,765	3,552	49.7%

Overall Summary

Time Period	Max.	Cap.	% Cap.
Traditional	1,538	2,632	58.4%
Reverse	1,429	2,488	57.4%
Off Peak	518	1,984	26.1%
ALL TRAINS	3,485	7,104	49.0%

The Count results are averaged over two days and rounded which may lead to single-digit discrepancies in totals.

XX: Bike Boardings by Time Period (Mid-Weekday Average)

	2018	2019	Change	% Change
Traditional Peak				
AM Northbound	1,419	1,181	-239	-16.8%
PM Southbound	1,306	1,422	117	8.9%
Tranditional Peak Total	2,725	2,603	-122	-4.5%
Reverse Peak				
AM Southbound	1,116	895	-221	-19.8%
PM Northbound	1,150	1,107	-43	-3.7%
Reverse Peak Total	2,266	2,002	-264	-11.7%
Midday				
Northbound	271	266	-5	-1.8%
Southbound	309	318	9	2.9%
Midday Total	580	584	4	0.7%
Evening				
Northbound	170	170	0	0.0%
Southbound	179	148	-31	-17.1%
Evening Total	349	318	-31	-8.8%
Total (All Day)				
Northbound	3,010	2,724	-287	-9.5%
Southbound	2,909	2,783	-126	-4.3%
All Day Total	5,919	5,506	-413	-7.0%

The Count results are averaged over two days and rounded which may lead to single-digit discrepancies in totals.

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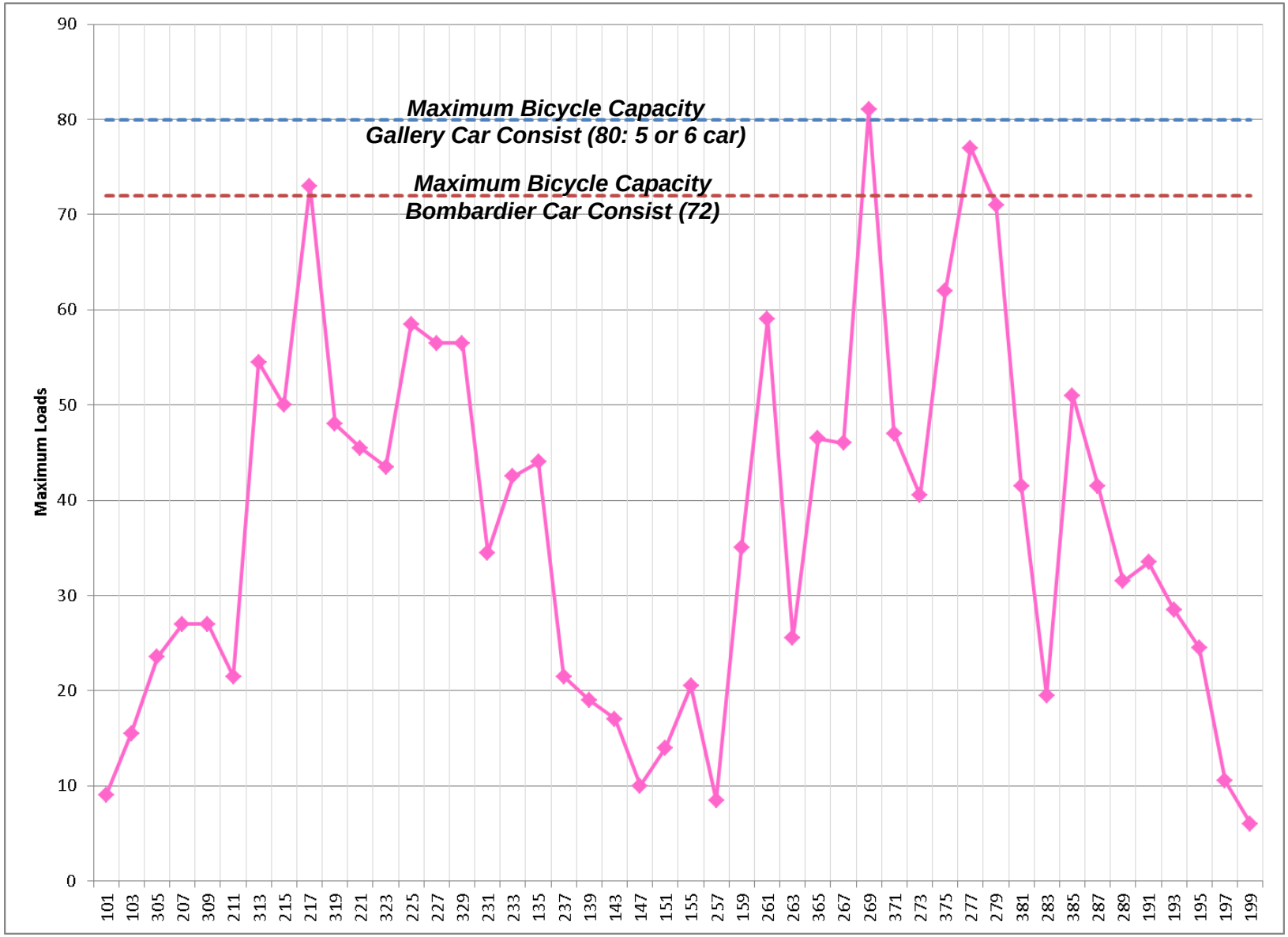
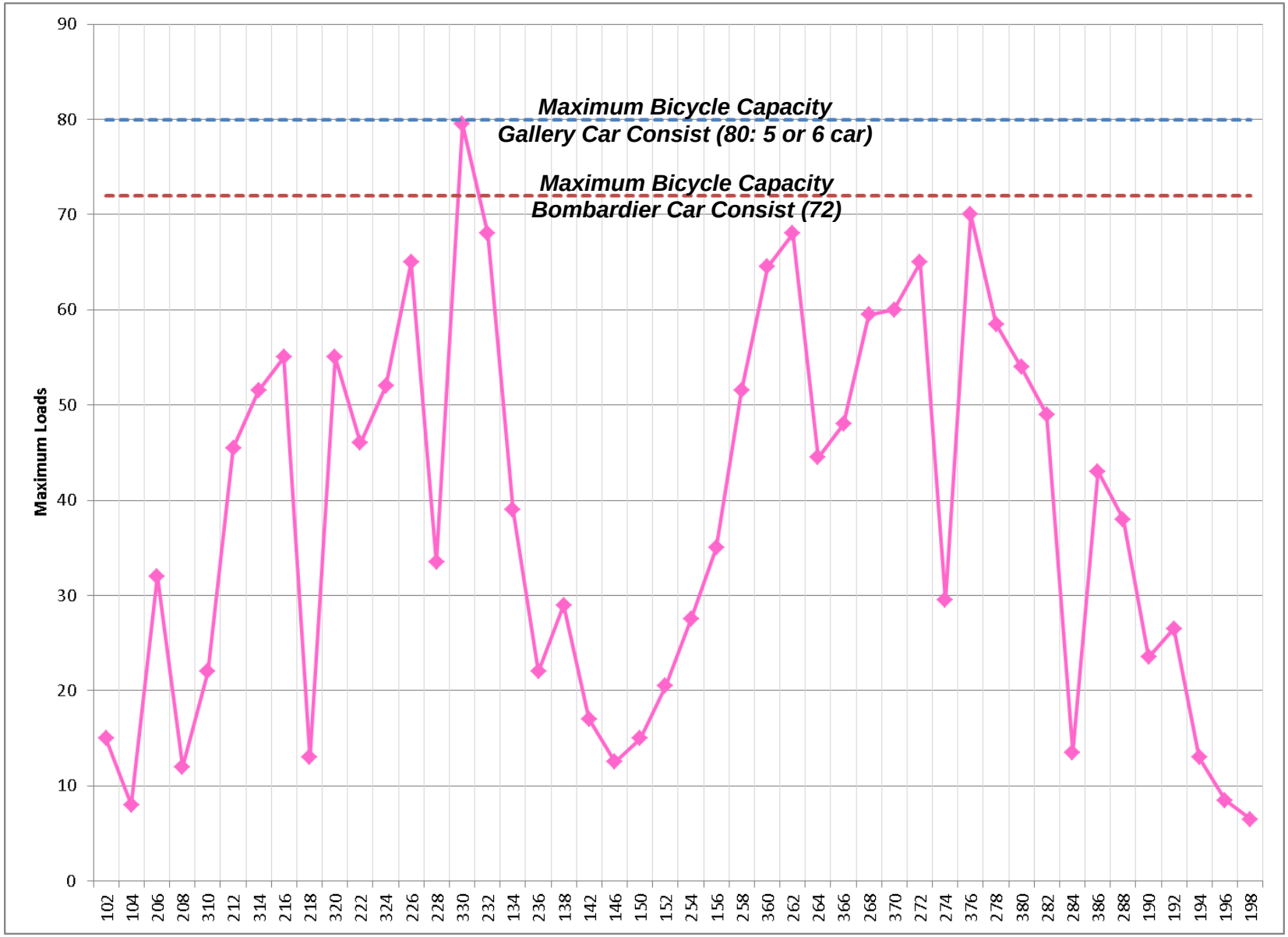
XXI: Maximum Bike Load – Northbound



XXII: Maximum Bike Load – Southbound



XXIII: Saturday Passenger Activity

(No count performed on weekends)

XXIV: Sunday Passenger Activity

(No count performed on weekends)

XXV: Saturday Boardings Numeric Change 2018 to 2019

(No count performed on weekends)

Caltrain 2018 Annual Count

XXVI: Sunday Boardings Numeric Change 2018 to 2019

(No count performed on weekends)

XXVII: Saturday Boardings by Train 2018 vs. 2019
(Northbound)

(No count performed on weekends)

Caltrain 2019 Annual Count

(Southbound)

(No count performed on weekends)

Caltrain 2019 Annual Count

XXVIII: Sunday Boardings by Train 2018 vs. 2019
(Northbound)

(No count performed on weekends)

Caltrain 2018 Annual Count

(Southbound)

(No count performed on weekends)

XXIX: Weekday Northbound Passenger and Bicycle Ridership by Train

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Passenger	Train 101						Train 103						Train 305						Train 207						Train 309						Train 211					
Stopping Pattern	Local						Local						Local						Express-Local						Local						Express-Local					
Time of Day	AM Peak						AM Peak						AM Peak						AM Peak						AM Peak						AM Peak					
Consist	Gallery, 5 Cars						Gallery, 5 Cars						Gallery, 5 Cars						Gallery, 5 Cars						Gallery, 6 Cars						Gallery, 5 Cars					
Seating Capacity	650						650						650						650						760						650					
Avg Mid-Weekday Passengers	Stop?	On	Off	On Board		% Seats Occupied	Stop?	On	Off	On Board		% Seats Occupied	Stop?	On	Off	On Board		% Seats Occupied	Stop?	On	Off	On Board		% Seats Occupied	Stop?	On	Off	On Board		% Seats Occupied	Stop?	On	Off	On Board		% Seats Occupied
Gilroy		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
San Martin		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Morgan Hill		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Blossom Hill		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Capitol		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Tamien		0	0	0		0.0%	Stop	12	0	12		1.8%		0	0	0		0.0%	Stop	20	0	20		3.1%	Stop	171	0	171		22.4%		0	0	0		0.0%
San Jose Diridon	Stop	13	0	13		2.0%	Stop	26	0	38		5.8%	Stop	186	0	186		28.6%	Stop	31	1	50		7.7%	Stop	147	3	315		41.4%	Stop	72	0	72		11.0%
College Park		0	0	13		2.0%		0	0	38		5.8%		0	0	186		28.6%		0	0	50		7.7%		0	0	315		41.4%		0	0	72		11.0%
Santa Clara	Stop	5	0	18		2.7%	Stop	8	1	46		7.0%		0	0	186		28.6%	Stop	26	2	75		11.5%		0	0	315		41.4%	Stop	44	1	115		17.6%
Lawrence	Stop	3	0	20		3.1%	Stop	6	1	51		7.8%		0	0	186		28.6%	Stop	33	2	106		16.3%		0	0	315		41.4%		0	0	115		17.6%
Sunnyvale	Stop	11	0	31		4.8%	Stop	14	3	62		9.5%		0	0	186		28.6%	Stop	35	1	141		21.6%	Stop	175	9	481		63.3%	Stop	42	2	155		23.8%
Mountain View	Stop	7	0	38		5.8%	Stop	8	2	68		10.5%	Stop	84	9	262		40.2%	Stop	57	4	193		29.7%		0	0	481		63.3%	Stop	27	6	177		27.2%
San Antonio	Stop	3	0	41		6.2%	Stop	4	1	71		10.8%		0	0	262		40.2%	Stop	42	9	226		34.7%		0	0	481		63.3%		0	0	177		27.2%
California Ave.	Stop	3	0	44		6.7%	Stop	4	2	72		11.1%		0	0	262		40.2%	Stop	25	12	239		36.7%		0	0	481		63.3%	Stop	10	12	175		26.8%
Palo Alto	Stop	8	3	49		7.5%	Stop	7	27	53		8.1%	Stop	54	74	242		37.2%	Stop	18	48	209		32.2%	Stop	30	143	369		48.5%		0	0	175		26.8%
Menlo Park	Stop	2	2	49		7.5%	Stop	5	2	55		8.5%		0	0	242		37.2%	Stop	39	16	232		35.7%		0	0	369		48.5%	Stop	13	32	156		23.9%
Redwood City	Stop	10	1	58		8.8%	Stop	23	5	73		11.2%		0	0	242		37.2%	Stop	90	14	308		47.4%	Stop	85	31	422		55.5%	Stop	30	26	160		24.6%
San Carlos	Stop	4	1	61		9.3%	Stop	11	1	83		12.7%		0	0	242		37.2%		0	0	308		47.4%		0	0	422		55.5%	Stop	30	19	171		26.3%
Belmont	Stop	2	0	62		9.5%	Stop	12	2	93		14.3%		0	0	242		37.2%		0	0	308		47.4%		0	0	422		55.5%	Stop	34	12	193		29.7%
Hillsdale	Stop	13	1	75		11.5%	Stop	16	1	108		16.6%	Stop	55	12	285		43.8%	Stop	115	13	411		63.2%		0	0	422		55.5%	Stop	39	7	225		34.5%
Hayward Park	Stop	5	0	80		12.2%	Stop	6	2	112		17.2%		0	0	285		43.8%		0	0	411		63.2%		0	0	422		55.5%	Stop	27	14	238		36.6%
San Mateo	Stop	10	2	88		13.5%	Stop	20	1	131		20.1%		0	0	285		43.8%		0	0	411		63.2%	Stop	73	10	485		63.8%	Stop	48	10	276		42.5%
Burlingame	Stop	8	5	91		14.0%	Stop	17	4	144		22.1%		0	0	285		43.8%		0	0	411		63.2%		0	0	485		63.8%	Stop	63	9	330		50.8%
Millbrae	Stop	6	16	81		12.5%	Stop	7	26	124		19.1%	Stop	13	31	267		41.0%	Stop	12	40	383		58.9%	Stop	27	50	462		60.7%	Stop	6	68	269		41.3%
San Bruno	Stop	4	3	82		12.6%	Stop	17	4	138		21.2%		0	0	267		41.0%		0	0	383		58.9%		0	0	462		60.7%	Stop	37	10	295		45.4%
South SF	Stop	1	2	81		12.5%	Stop	7	12	132		20.3%		0	0	267		41.0%	Stop	14	34	364		55.9%		0	0	462		60.7%	Stop	21	30	287		44.1%
Bayshore	Stop	1	1	82		12.5%	Stop	5	4	134		20.5%		0	0	267		41.0%		0	0	364		55.9%		0	0	462		60.7%	Stop	14	9	291		44.8%
22nd Street	Stop	0	7	75		11.5%	Stop	0	14	120		18.4%		0	0	267		41.0%		0	0	364		55.9%		0	0	462		60.7%	Stop	3	31	263		40.4%
TOTAL		116	116					231	231					391	391					554	554					706	706					555	555			

Bike	Train 101						Train 103						Train 305						Train 207						Train 309						Train 211					
Stopping Pattern	Local						Local						Local						Express-Local						Local						Express-Local					
Time of Day	AM Peak						AM Peak						AM Peak						AM Peak						AM Peak						AM Peak					
Consist	Gallery, 5 Cars						Gallery, 5 Cars						Gallery, 5 Cars						Gallery, 5 Cars						Gallery, 6 Cars						Gallery, 5 Cars					
Seating Capacity	80						80						80						80						80						80					
Avg Mid-Weekday Bikes	Stop?	On	Off	On Board		% Slots Occupied	Stop?	On	Off	On Board		% Slots Occupied	Stop?	On	Off	On Board		% Slots Occupied	Stop?	On	Off	On Board		% Slots Occupied	Stop?	On	Off	On Board		% Slots Occupied	Stop?	On	Off	On Board		% Slots Occupied
Gilroy		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
San Martin		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Morgan Hill		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Blossom Hill		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Capitol		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Tamien		0	0	0		0.0%	Stop	4	0	4		4.4%		0	0	0		0.0%	Stop	2	0	2		2.5%	Stop	9	0	9		10.6%		0	0	0		0.0%
San Jose Diridon	Stop	1	0	1		0.6%	Stop	4	0	8		9.4%	Stop	16	0	16		20.0%	Stop	2	0	4		5.0%	Stop	11	0	20		24.4%	Stop	5	0	5		5.6%
College Park		0	0	1		0.6%		0	0	8		9.4%		0	0	16		20.0%		0	0	4		5.0%		0	0	20		24.4%		0	0	5		5.6%
Santa Clara	Stop	0	0	1		0.6%	Stop	3	0	10		12.5%		0	0	16		20.0%	Stop	4	0	8		10.0%		0	0	20		24.4%	Stop	4	0	8		10.0%
Sunnyvale	Stop	1	0	2		2.5%	Stop	3	0	13		16.3%		0	0	16		20.0%	Stop	2	0	13		15.6%	Stop	10	2	27		33.8%	Stop	5	0	13		15.6%
Mountain View	Stop	1	0	3		3.8%	Stop	2	0	15		18.1%	Stop	9	1	24		29.4%	Stop	3	0	16		19.4%		0	0	27		33.8%	Stop	4	1	16		19.4%
San Antonio	Stop	0	0	3		3.8%	Stop	2	1	16		19.4%		0	0	24		29.4%	Stop	4	4	16		19.4%		0	0	27		33.8%		0	0	16		19.4%
California Ave.	Stop	2	0	5		6.3%	Stop	0	1	15		18.1%		0	0	24		29.4%	Stop	2	3	15		18.1%		0	0	27		33.8%	Stop	1	4	13		15.6%
Palo Alto	Stop	1	0	6		7.5%	Stop	1	8	7		8.8%	Stop	5	16	13		16.3%	Stop	2	3	14		16.9%	Stop	2	9	20		25.0%		0	0	13		15.6%
Menlo Park	Stop	0	0	6		7.5%	Stop	0	1	6		7.5%		0	0	13		16.3%	Stop	5	2	17		21.3%		0	0	20		25.0%	Stop	1	5	9		11.3%
Redwood City	Stop	3	0	9		10.6%	Stop	4	2	9		10.6%		0	0	13		16.3%	Stop	6	2	21		25.6%	Stop	9	6	24		29.4%	Stop	3	3	9		11.3%
San Carlos	Stop	0	0	9		10.6%	Stop	0	0	9		10.6%		0	0	13		16.3%		0	0	21		25.6%		0	0	24		29.4%	Stop	3	1	11		13.8%
Belmont	Stop	0	0	9		10.6%	Stop	1	0	10		11.9%		0	0	13		16.3%		0	0	21		25.6%		0	0	24		29.4%	Stop	3	2	13		15.6%
Hillsdale	Stop	0	0	9		10.6%	Stop	1	0	10		12.5%	Stop	11	3	21		26.3%	Stop	7	1	27		33.8%		0	0	24		29.4%	Stop	3	1	15		18.1%
Hayward Park	Stop	1	0	9		11.3%	Stop	1	0	11		13.8%		0	0	21		26.3%		0	0	27		33.8%		0	0	24		29.4%	Stop	2	1	16		20.0%
San Mateo	Stop	0	1	9		10.6%	Stop	2	1	12		14.4%		0	0	21		26.3%		0	0	27		33.8%	Stop	4	1	26		32.5%	Stop	3	2	18		21.9%
Burlingame	Stop	1	2	8		9.4%	Stop	2	0	13		16.3%		0	0	21		26.3%		0	0	27		33.8%		0	0	26		32.5%	Stop	4	0	21		26.3%
Millbrae	Stop	3	2	9		10.6%	Stop	0	1	12		15.0%	Stop	1	1	21		25.6%	Stop	1	3	26		31.9%	Stop	0	1	25		31.3%	Stop	1	1	21		26.3%
San Bruno	Stop	1	1	9		10.6%	Stop	3	3	12		15.0%		0	0	21		25.6%		0	0	26		31.9%		0	0	25		31.3%	Stop	2	2	22		26.9%
South SF	Stop	0	1	8		9.4%	Stop	1	4	9		11.3%		0	0	21		25.6%	Stop	1	2	24		30.0%		0	0	25		31.3%	Stop	3	4	21		26.3%
Bayshore	Stop	1	0	8		10.0%	Stop	2	1	10		12.5%		0	0	21		25.6%		0	0	24		30.0%		0	0	25		31.3%	Stop	0	0	21		26.3%
22nd Street	Stop	0	2	6		7.5%	Stop	0	2	8		10.0%		0	0	21		25.6%		0	0	24		30.0%		0	0	25		31.3%	Stop	0	4	17		21.3%
San Francisco	Stop	0	6	0		0.0%	Stop	0	8	0		0.0%	Stop	0	21	0		0.0%	Stop	0	24	0		0.0%	Stop	0	25	0		0.0%	Stop	0	17	0		0.0%
TOTAL		13	13					32	32					41	41					42	42					44	44					44	44			

Passenger	Train 313						Train 215						Train 217						Train 319						Train 221						Train 323					
Stopping Pattern	Local						Unified Limited						Express-Local						Local						Express-Local						Local					
Time of Day	AM Peak						AM Peak						AM Peak						AM Peak						AM Peak						AM Peak					
Consist	Bomb, 6 Cars						Gallery, 6 Cars						Bomb, 6 Cars						Bomb, 6 Cars						Gallery, 5 Cars						Bomb, 6 Cars					
Seating Capacity	760						760						760						760						650						760					
Avg Mid-Weekday Passengers	Stop?	On	Off	On Board		% Seats Occupied	Stop?	On	Off	On Board		% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board		% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board		% Seats Occupied
Gilroy		0	0	0		0.0%		0	0	0		0.0%	Stop	70	0	70	9.2%		0	0	0		0.0%	Stop	43	0	43	6.5%		0	0	0		0.0%
San Martin		0	0	0		0.0%		0	0	0		0.0%	Stop	30	0	100	13.2%		0	0	0		0.0%	Stop	22	0	65	9.9%		0	0	0		0.0%
Morgan Hill		0	0	0		0.0%		0	0	0		0.0%	Stop	90	0	190	24.9%		0	0	0		0.0%	Stop	47	0	111	17.1%		0	0	0		0.0%
Blossom Hill		0	0	0		0.0%		0	0	0		0.0%	Stop	40	0	229	30.1%		0	0	0		0.0%	Stop	27	0	138	21.2%		0	0	0		0.0%
Capitol		0	0	0		0.0%		0	0	0		0.0%	Stop	14	0	243	31.9%		0	0	0		0.0%	Stop	17	1	154	23.6%		0	0	0		0.0%
Tamien		0	0	0		0.0%		0	0	0		0.0%	Stop	46	92	197	25.9%	Stop	453	1	453		59.5%	Stop	67	10	211	32.4%		0	0	0		0.0%
San Jose Diridon	Stop	561	1	560		73.6%	Stop	145	0	145		19.1%	Stop	49	5	242	31.8%	Stop	267	1	718		94.5%	Stop	122	15	317	48.8%	Stop	527	0	527		69.3%
College Park		0	0	560		73.6%		0	0	145		19.1%		0	0	242	31.8%		0	0	718		94.5%		0	0	317	48.8%		0	0	527		69.3%
Santa Clara		0	0	560		73.6%		0	0	145		19.1%	Stop	84	8	317	41.7%		0	0	718		94.5%	Stop	96	15	398	61.2%		0	0	527		69.3%
Lawrence		0	0	560		73.6%		0	0	145		19.1%	Stop	64	35	346	45.5%		0	0	718		94.5%	Stop	45	26	418	64.2%		0	0	527		69.3%
Sunnyvale		0	0	560		73.6%	Stop	258	7	396		52.1%	Stop	111	12	446	58.6%	Stop	212	22	908		**119.5%**	Stop	117	18	517	79.5%		0	0	527		69.3%
Mountain View	Stop	275	17	818		**107.6%**	Stop	89	7	478		62.8%	Stop	137	40	543	71.4%		0	0	908		**119.5%**	Stop	91	53	555	85.4%	Stop	326	41	812		**106.8%**
San Antonio		0	0	818		**107.6%**		0	0	478		62.8%	Stop	122	28	637	83.8%		0	0	908		**119.5%**		0	0	555	85.4%		0	0	812		**106.8%**
California Ave.		0	0	818		**107.6%**	Stop	63	27	513		67.5%	Stop	75	28	684	90.0%		0	0	908		**119.5%**	Stop	45	47	554	85.2%		0	0	812		**106.8%**
Palo Alto	Stop	138	203	753		99.1%	Stop	75	93	495		65.1%	Stop	79	151	612	80.5%	Stop	95	348	656		86.3%		0	0	554	85.2%	Stop	171	252	731		96.2%
Menlo Park		0	0	753		99.1%		0	0	495		65.1%	Stop	116	53	675	88.8%		0	0	656		86.3%	Stop	63	100	516	79.4%		0	0	731		96.2%
Redwood City		0	0	753		99.1%		0	0	495		65.1%	Stop	186	25	837	**110.1%**	Stop	175	112	719		94.5%	Stop	78	93	501	77.0%		0	0	731		96.2%
San Carlos		0	0	753		99.1%	Stop	105	50	550		72.4%		0	0	837	**110.1%**		0	0	719		94.5%	Stop	55	36	520	79.9%		0	0	731		96.2%
Belmont		0	0	753		99.1%		0	0	550		72.4%		0	0	837	**110.1%**		0	0	719		94.5%	Stop	56	64	512	78.8%		0	0	731		96.2%
Hillsdale	Stop	153	32	874		**114.9%**	Stop	90	30	610		80.2%	Stop	199	47	989	***130.1%***		0	0	719		94.5%	Stop	50	60	502	77.2%	Stop	193	99	826		**108.6%**
Hayward Park		0	0	874		**114.9%**		0	0	610		80.2%		0	0	989	***130.1%***		0	0	719		94.5%	Stop	43	41	504	77.5%		0	0	826		**108.6%**
San Mateo		0	0	874		**114.9%**	Stop	111	24	697		91.6%		0	0	989	***130.1%***	Stop	62	20	761		**100.1%**	Stop	74	43	535	82.3%		0	0	826		**108.6%**
Burlingame		0	0	874		**114.9%**	Stop	110	19	788		**103.6%**		0	0	989	***130.1%***		0	0	761		**100.1%**	Stop	72	18	589	90.5%		0	0	826		**108.6%**
Millbrae	Stop	47	89	832		**109.4%**		0	0	788		**103.6%**	Stop	44	76	957	***125.9%***	Stop	61	86	736		96.8%	Stop	29	138	480	73.8%	Stop	59	76	809		**106.4%**
San Bruno		0	0	832		**109.4%**	Stop	47	15	820		**107.8%**		0	0	957	***125.9%***		0	0	736		96.8%	Stop	31	13	498	76.5%		0	0	809		**106.4%**
South SF		0	0	832		**109.4%**		0	0	820		**107.8%**	Stop	17	43	931	***122.5%***		0	0	736		96.8%	Stop	10	44	464	71.4%		0	0	809		**106.4%**
Bayshore		0	0	832		**109.4%**		0	0	820		**107.8%**		0	0	931	***122.5%***		0	0	736		96.8%	Stop	18	14	468	71.9%		0	0	809		**106.4%**
22nd Street		0	0	832		**109.4%**		0	0	820		**107.8%**		0	0	931	***122.5%***		0	0	736		96.8%	Stop	8	63	413	63.5%		0	0	809		**106.4%**
TOTAL		1173	1173					1090	1090					1569	1569				1324	1324					1319	1319				1275	1275			

Bike	Train 313						Train 215						Train 217						Train 319						Train 221						Train 323					
Stopping Pattern	Local						Unified Limited						Express-Local						Local						Express-Local						Local					
Time of Day	AM Peak						AM Peak						AM Peak						AM Peak						AM Peak						AM Peak					
Consist	Bomb, 6 Cars						Gallery, 6 Cars						Bomb, 6 Cars						Bomb, 6 Cars						Gallery, 5 Cars						Bomb, 6 Cars					
Seating Capacity	72						80						72						72						80						72					
Avg Mid-Weekday Bikes	Stop?	On	Off	On Board		% Slots Occupied	Stop?	On	Off	On Board		% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board		% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board		% Slots Occupied
Gilroy		0	0	0		0.0%		0	0	0		0.0%	Stop	6	0	6	8.3%		0	0	0		0.0%	Stop	3	0	3	3.8%		0	0	0		0.0%
San Martin		0	0	0		0.0%		0	0	0		0.0%	Stop	4	0	10	13.2%		0	0	0		0.0%	Stop	1	0	4	5.0%		0	0	0		0.0%
Morgan Hill		0	0	0		0.0%		0	0	0		0.0%	Stop	5	0	15	20.1%		0	0	0		0.0%	Stop	3	0	7	8.1%		0	0	0		0.0%
Blossom Hill		0	0	0		0.0%		0	0	0		0.0%	Stop	1	0	16	21.5%		0	0	0		0.0%	Stop	2	0	9	10.6%		0	0	0		0.0%
Capitol		0	0	0		0.0%		0	0	0		0.0%	Stop	1	0	17	22.9%		0	0	0		0.0%	Stop	1	1	9	10.6%		0	0	0		0.0%
Tamien		0	0	0		0.0%		0	0	0		0.0%	Stop	4	4	17	23.6%	Stop	23	0	23		31.3%	Stop	2	0	11	13.1%		0	0	0		0.0%
San Jose Diridon	Stop	32	0	32		43.8%	Stop	13	0	13		15.6%	Stop	3	1	19	26.4%	Stop	15	0	38		52.1%	Stop	14	0	25	30.6%	Stop	20	0	20		27.1%
College Park		0	0	32		43.8%		0	0	13		15.6%		0	0	19	26.4%		0	0	38		52.1%		0	0	25	30.6%		0	0	20		27.1%
Santa Clara		0	0	32		43.8%		0	0	13		15.6%	Stop	7	1	25	34.7%		0	0	38		52.1%	Stop	8	0	32	40.0%		0	0	20		27.1%
Sunnyvale		0	0	32		43.8%	Stop	14	2	25		31.3%	Stop	6	2	30	41.7%	Stop	15	5	48		66.7%	Stop	11	3	39	48.8%		0	0	20		27.1%
Mountain View	Stop	23	4	51		70.8%	Stop	5	3	27		33.8%	Stop	7	4	33	45.1%		0	0	48		66.7%	Stop	11	5	46	56.9%	Stop	18	6	32		43.8%
San Antonio		0	0	51		70.8%		0	0	27		33.8%	Stop	14	5	41	56.9%		0	0	48		66.7%		0	0	46	56.9%		0	0	32		43.8%
California Ave.		0	0	51		70.8%	Stop	10	6	32		39.4%	Stop	10	4	47	64.6%		0	0	48		66.7%	Stop	6	7	45	55.6%		0	0	32		43.8%
Palo Alto	Stop	9	14	46		63.9%	Stop	5	6	30		37.5%	Stop	9	11	44	61.1%	Stop	3	23	29		39.6%		0	0	45	55.6%	Stop	11	9	34		46.5%
Menlo Park		0	0	46		63.9%		0	0	30		37.5%	Stop	11	1	54	74.3%		0	0	29		39.6%	Stop	3	15	32	40.0%		0	0	34		46.5%
Redwood City		0	0	46		63.9%		0	0	30		37.5%	Stop	10	3	61	84.7%	Stop	12	6	34		47.2%	Stop	6	4	34	42.5%		0	0	34		46.5%
San Carlos		0	0	46		63.9%	Stop	8	2	36		45.0%		0	0	61	84.7%		0	0	34		47.2%	Stop	5	5	34	42.5%		0	0	34		46.5%
Belmont		0	0	46		63.9%		0	0	36		45.0%		0	0	61	84.7%		0	0	34		47.2%	Stop	4	9	29	36.3%		0	0	34		46.5%
Hillsdale	Stop	11	3	55		75.7%	Stop	5	3	38		47.5%	Stop	14	3	72	**100.0%**		0	0	34		47.2%	Stop	3	1	31	38.8%	Stop	7	1	40		54.9%
Hayward Park		0	0	55		75.7%		0	0	38		47.5%		0	0	72	**100.0%**		0	0	34		47.2%	Stop	3	3	31	38.8%		0	0	40		54.9%
San Mateo		0	0	55		75.7%	Stop	6	2	42		52.5%		0	0	72	**100.0%**	Stop	3	3	34		47.2%	Stop	6	0	37	46.3%		0	0	40		54.9%
Burlingame		0	0	55		75.7%	Stop	8	0	50		62.5%		0	0	72	**100.0%**		0	0	34		47.2%	Stop	7	1	44	54.4%		0	0	40		54.9%
Millbrae	Stop	3	3	55		75.7%		0	0	50		62.5%	Stop	2	1	73	**101.4%**	Stop	2	2	35		47.9%	Stop	2	4	42	52.5%	Stop	5	1	44		60.4%
San Bruno		0	0	55		75.7%	Stop	1	2	49		61.3%		0	0	73	**101.4%**		0	0	35		47.9%	Stop	2	3	41	50.6%		0	0	44		60.4%
South SF		0	0	55		75.7%		0	0	49		61.3%	Stop	2	7	68	93.8%		0	0	35		47.9%	Stop	1	6	36	45.0%		0	0	44		60.4%
Bayshore		0	0	55		75.7%		0	0	49		61.3%		0	0	68	93.8%		0	0	35		47.9%	Stop	1	0	37	46.3%		0	0	44		60.4%
22nd Street		0	0	55		75.7%		0	0	49		61.3%		0	0	68	93.8%		0	0	35		47.9%	Stop	2	4	35	43.1%		0	0	44		60.4%
San Francisco	Stop	0	55	0		0.0%	Stop	0	49	0		0.0%	Stop	0	68	0	0.0%	Stop	0	35	0		0.0%		0	35	0	0.0%	Stop	0	44	0		0.0%
TOTAL		78	78					72	72					117	117				72	72					105	105				60	60			

Passenger	Train 225						Train 227						Train 329						Train 231						Train 233						Train 135					
Stopping Pattern	Unified Limited						Express-Local						Local						Express-Local						Express-Local						Local					
Time of Day	AM Peak						AM Peak						AM Peak						AM Peak						AM Peak						Midday					
Consist	Bomb, 6 Cars						Gallery, 6 Cars						Gallery, 6 Cars						Gallery, 5 Cars						Bomb, 6 Cars						Gallery, 5 Cars					
Seating Capacity	760						760						760						650						760						650					
Avg Mid-Weekday Passengers	Stop?	On	Off	On Board		% Seats Occupied	Stop?	On	Off	On Board		% Seats Occupied	Stop?	On	Off	On Board		% Seats Occupied	Stop?	On	Off	On Board		% Seats Occupied	Stop?	On	Off	On Board		% Seats Occupied	Stop?	On	Off	On Board		% Seats Occupied
Gilroy		0	0	0		0.0%	Stop	74	0	74		9.7%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
San Martin		0	0	0		0.0%	Stop	32	0	106		13.9%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Morgan Hill		0	0	0		0.0%	Stop	113	0	219		28.8%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Blossom Hill		0	0	0		0.0%	Stop	90	1	309		40.6%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Capitol		0	0	0		0.0%	Stop	38	2	345		45.4%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Tamien		0	0	0		0.0%	Stop	40	83	303		39.8%	Stop	376	0	376		49.4%		0	0	0		0.0%	Stop	165	0	165		21.7%		0	0	0		0.0%
San Jose Diridon	Stop	153	0	153		20.1%	Stop	68	35	336		44.1%	Stop	291	0	667		87.7%	Stop	250	0	250		38.4%	Stop	191	0	356		46.8%	Stop	179	0	179		27.5%
College Park		0	0	153		20.1%	Stop	15	50	301		39.6%		0	0	667		87.7%		0	0	250		38.4%		0	0	356		46.8%		0	0	179		27.5%
Santa Clara		0	0	153		20.1%	Stop	105	20	386		50.7%		0	0	667		87.7%	Stop	103	6	346		53.2%	Stop	85	2	439		57.8%	Stop	89	1	268		41.2%
Lawrence		0	0	153		20.1%	Stop	93	44	435		57.2%		0	0	667		87.7%		0	0	346		53.2%	Stop	77	18	498		65.5%	Stop	52	8	312		47.9%
Sunnyvale	Stop	357	14	497		65.3%	Stop	137	36	537		70.6%	Stop	334	31	970		***127.6%***	Stop	124	22	449		69.0%	Stop	193	27	664		87.4%	Stop	142	28	426		65.5%
Mountain View	Stop	154	20	631		83.0%	Stop	154	61	630		82.9%		0	0	970		***127.6%***	Stop	80	42	487		74.8%	Stop	129	44	749		98.6%	Stop	95	33	489		75.2%
San Antonio		0	0	631		83.0%	Stop	116	37	709		93.2%		0	0	970		***127.6%***		0	0	487		74.8%	Stop	69	28	790		**103.9%**	Stop	48	12	524		80.6%
California Ave.	Stop	91	45	677		89.1%	Stop	80	65	724		95.3%		0	0	970		***127.6%***		0	0	487		74.8%	Stop	54	61	782		**102.9%**	Stop	20	53	491		75.5%
Palo Alto	Stop	76	117	636		83.6%	Stop	58	140	642		84.5%	Stop	74	300	744		97.8%		0	0	487		74.8%	Stop	56	250	588		77.4%	Stop	38	164	365		56.2%
Menlo Park		0	0	636		83.6%	Stop	72	40	674		88.6%		0	0	744		97.8%	Stop	17	56	447		68.8%	Stop	28	26	591		77.7%	Stop	13	32	347		53.3%
Redwood City		0	0	636		83.6%	Stop	119	67	726		95.5%	Stop	181	112	813		**106.9%**	Stop	32	99	380		58.5%	Stop	62	77	576		75.7%	Stop	36	79	304		46.7%
San Carlos	Stop	107	33	710		93.4%		0	0	726		95.5%		0	0	813		**106.9%**	Stop	30	33	377		58.0%	Stop	27	12	591		77.7%	Stop	9	11	301		46.3%
Belmont		0	0	710		93.4%		0	0	726		95.5%		0	0	813		**106.9%**	Stop	26	17	386		59.4%	Stop	24	8	607		79.8%	Stop	13	6	308		47.4%
Hillsdale	Stop	107	62	755		99.3%	Stop	165	69	823		**108.2%**		0	0	813		**106.9%**	Stop	42	36	392		60.2%	Stop	57	36	628		82.6%	Stop	19	25	302		46.5%
Hayward Park		0	0	755		99.3%		0	0	823		**108.2%**		0	0	813		**106.9%**	Stop	26	22	396		60.8%		0	0	628		82.6%	Stop	6	11	297		45.7%
San Mateo	Stop	87	39	804		**105.7%**		0	0	823		**108.2%**	Stop	100	46	867		**114.0%**	Stop	56	35	416		64.0%	Stop	63	21	670		88.1%	Stop	21	23	295		45.4%
Burlingame	Stop	92	16	880		**115.7%**		0	0	823		**108.2%**		0	0	867		**114.0%**	Stop	35	17	434		66.7%	Stop	24	13	681		89.5%	Stop	12	9	298		45.8%
Millbrae		0	0	880		**115.7%**	Stop	25	59	789		**103.8%**	Stop	48	79	836		**109.9%**	Stop	17	39	411		63.2%	Stop	20	47	653		85.9%	Stop	7	40	265		40.7%
San Bruno	Stop	67	22	925		***121.6%***		0	0	789		**103.8%**		0	0	836		**109.9%**	Stop	22	12	421		64.7%	Stop	27	7	673		88.6%	Stop	5	5	265		40.8%
South SF		0	0	925		***121.6%***	Stop	17	23	784		**103.1%**		0	0	836		**109.9%**	Stop	10	17	414		63.6%		0	0	673		88.6%	Stop	4	7	262		40.3%
Bayshore		0	0	925		***121.6%***		0	0	784		**103.1%**		0	0	836		**109.9%**	Stop	10	2	421		64.8%		0	0	673		88.6%	Stop	2	3	262		40.2%
22nd Street		0	0	925		***121.6%***		0	0	784		**103.1%**		0	0	836		**109.9%**	Stop	2	35	389		59.8%		0	0	673		88.6%	Stop	1	18	245		37.6%
TOTAL		1290	1290					1609	1609					1403	1403					876	876					1346	1346					808	808			

Bike	Train 225						Train 227						Train 329						Train 231						Train 233						Train 135					
Stopping Pattern	Unified Limited						Express-Local						Local						Express-Local						Express-Local						Local					
Time of Day	AM Peak						AM Peak						AM Peak						AM Peak						AM Peak						Midday					
Consist	Bomb, 6 Cars						Gallery, 6 Cars						Gallery, 6 Cars						Gallery, 5 Cars						Bomb, 6 Cars						Gallery, 5 Cars					
Seating Capacity	72						80						80						80						72						80					
Avg Mid-Weekday Bikes	Stop?	On	Off	On Board		% Slots Occupied	Stop?	On	Off	On Board		% Slots Occupied	Stop?	On	Off	On Board		% Slots Occupied	Stop?	On	Off	On Board		% Slots Occupied	Stop?	On	Off	On Board		% Slots Occupied	Stop?	On	Off	On Board		% Slots Occupied
Gilroy		0	0	0		0.0%	Stop	3	0	3		3.1%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
San Martin		0	0	0		0.0%	Stop	0	0	3		3.1%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Morgan Hill		0	0	0		0.0%	Stop	4	0	6		7.5%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Blossom Hill		0	0	0		0.0%	Stop	2	0	8		10.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Capitol		0	0	0		0.0%	Stop	2	1	10		11.9%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Tamien		0	0	0		0.0%	Stop	2	3	9		10.6%	Stop	20	0	20		25.0%		0	0	0		0.0%	Stop	10	0	10		13.2%		0	0	0		0.0%
San Jose Diridon	Stop	19	0	19		26.4%	Stop	2	0	11		13.1%	Stop	24	0	44		55.0%	Stop	19	0	19		23.8%	Stop	12	0	21		29.2%	Stop	19	0	19		23.1%
College Park		0	0	19		26.4%	Stop	2	0	12		15.0%		0	0	44		55.0%		0	0	19		23.8%		0	0	21		29.2%		0	0	19		23.1%
Santa Clara		0	0	19		26.4%	Stop	13	2	23		28.8%		0	0	44		55.0%	Stop	5	0	24		29.4%	Stop	5	0	26		35.4%	Stop	5	0	24		29.4%
Sunnyvale	Stop	21	3	37		50.7%	Stop	8	2	32		39.4%	Stop	21	8	57		70.6%	Stop	8	3	28		35.0%	Stop	8	4	35		47.9%	Stop	10	4	34		42.5%
Mountain View	Stop	15	2	50		68.8%	Stop	16	6	42		52.5%		0	0	57		70.6%	Stop	12	6	35		43.1%	Stop	11	9	37		50.7%	Stop	11	4	41		51.3%
San Antonio		0	0	50		68.8%	Stop	13	3	52		65.0%		0	0	57		70.6%		0	0	35		43.1%	Stop	8	5	40		54.9%	Stop	8	5	44		55.0%
California Ave.	Stop	13	12	51		70.1%	Stop	8	8	53		65.6%		0	0	57		70.6%		0	0	35		43.1%	Stop	8	5	43		59.0%	Stop	2	3	43		53.8%
Palo Alto	Stop	5	10	46		63.2%	Stop	4	15	42		51.9%	Stop	11	25	43		53.1%		0	0	35		43.1%	Stop	7	21	28		38.9%	Stop	4	24	24		29.4%
Menlo Park		0	0	46		63.2%	Stop	10	4	48		60.0%		0	0	43		53.1%	Stop	2	9	27		33.8%	Stop	3	2	29		39.6%	Stop	1	2	23		28.1%
Redwood City		0	0	46		63.2%	Stop	6	6	48		59.4%	Stop	13	7	49		61.3%	Stop	1	9	19		23.8%	Stop	3	4	28		38.9%	Stop	2	6	19		23.1%
San Carlos	Stop	8	5	49		67.4%		0	0	48		59.4%		0	0	49		61.3%	Stop	4	2	21		25.6%	Stop	3	3	28		38.9%	Stop	1	1	19		23.1%
Belmont		0	0	49		67.4%		0	0	48		59.4%		0	0	49		61.3%	Stop	3	4	20		24.4%	Stop	2	1	29		40.3%	Stop	1	1	19		23.1%
Hillsdale	Stop	4	4	49		67.4%	Stop	11	2	57		70.6%		0	0	49		61.3%	Stop	2	1	21		25.6%	Stop	5	4	30		41.7%	Stop	2	1	19		23.8%
Hayward Park		0	0	49		67.4%		0	0	57		70.6%		0	0	49		61.3%	Stop	4	2	22		27.5%		0	0	30		41.7%	Stop	2	2	19		23.8%
San Mateo	Stop	7	2	54		75.0%		0	0	57		70.6%	Stop	5	3	51		63.8%	Stop	3	1	24		29.4%	Stop	5	3	33		45.1%	Stop	1	2	18		21.9%
Burlingame	Stop	4	0	58		80.6%		0	0	57		70.6%		0	0	51		63.8%	Stop	1	0	24		30.0%	Stop	1	1	33		45.1%	Stop	0	0	18		21.9%
Millbrae		0	0	58		80.6%	Stop	0	2	55		68.8%	Stop	2	2	52		64.4%	Stop	1	0	25		31.3%	Stop	2	1	34		46.5%	Stop	0	0	18		21.9%
San Bruno	Stop	4	3	59		81.3%		0	0	55		68.8%		0	0	52		64.4%	Stop	2	1	26		32.5%	Stop	3	0	37		50.7%	Stop	2	0	19		23.8%
South SF		0	0	59		81.3%	Stop	1	2	54		67.5%		0	0	52		64.4%	Stop	0	2	25		30.6%		0	0	37		50.7%	Stop	1	0	20		24.4%
Bayshore		0	0	59		81.3%		0	0	54		67.5%		0	0	52		64.4%	Stop	1	0	25		31.3%		0	0	37		50.7%	Stop	0	0	20		24.4%
22nd Street		0	0	59		81.3%		0	0	54		67.5%		0	0	52		64.4%	Stop	0	2	24		29.4%		0	0	37		50.7%	Stop	0	4	16		19.4%
San Francisco	Stop	0	59	0		0.0%	Stop	0	54	0		0.0%	Stop	0	52	0		0.0%	Stop	0	24	0		0.0%	Stop	0	37	0		0.0%	Stop	0	16	0		0.0%
TOTAL		98	98					110	110					96	96					64	64					98	98					72	72			

Passenger	Train 237						Train 139						Train 143						Train 147						Train 151						Train 155					
Stopping Pattern	Express-Local						Local						Local						Local						Local						Local					
Time of Day	Midday						Midday						Midday						Midday						Midday						Midday					
Consist	Gallery, 5 Cars						Gallery, 5 Cars						Bomb, 6 Cars						Gallery, 5 Cars						Gallery, 6 Cars						Bomb, 6 Cars					
Seating Capacity	650						650						760						650						760						760					
Avg Mid-Weekday Passengers	Stop?	On	Off	On Board		% Seats Occupied	Stop?	On	Off	On Board		% Seats Occupied	Stop?	On	Off	On Board		% Seats Occupied	Stop?	On	Off	On Board		% Seats Occupied	Stop?	On	Off	On Board		% Seats Occupied	Stop?	On	Off	On Board		% Seats Occupied
Gilroy		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
San Martin		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Morgan Hill		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Blossom Hill		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Capitol		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Tamien	Stop	35	0	35		5.4%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
San Jose Diridon	Stop	112	1	147		22.5%	Stop	57	0	57		8.7%	Stop	79	0	79		10.4%	Stop	64	0	64		9.8%	Stop	49	0	49		6.4%	Stop	57	0	57		7.4%
College Park		0	0	147		22.5%		0	0	57		8.7%		0	0	79		10.4%		0	0	64		9.8%		0	0	49		6.4%		0	0	57		7.4%
Santa Clara	Stop	37	2	182		28.0%	Stop	23	0	80		12.2%	Stop	19	1	97		12.8%	Stop	18	1	81		12.4%	Stop	13	1	61		8.0%	Stop	19	3	73		9.5%
Lawrence	Stop	27	3	207		31.8%	Stop	19	1	98		15.0%	Stop	14	3	109		14.3%	Stop	11	1	91		13.9%	Stop	7	1	67		8.8%	Stop	6	5	73		9.6%
Sunnyvale	Stop	96	8	295		45.3%	Stop	42	2	137		21.1%	Stop	40	3	146		19.2%	Stop	26	3	114		17.5%	Stop	25	5	86		11.3%	Stop	17	3	87		11.4%
Mountain View	Stop	67	15	346		53.2%	Stop	43	9	172		26.4%	Stop	41	5	182		23.9%	Stop	41	3	152		23.3%	Stop	41	2	125		16.4%	Stop	46	5	128		16.8%
San Antonio	Stop	21	7	360		55.3%	Stop	15	7	180		27.7%	Stop	15	1	195		25.7%	Stop	12	1	163		25.0%	Stop	13	2	135		17.8%	Stop	11	4	135		17.8%
California Ave.	Stop	27	35	352		54.1%	Stop	11	11	181		27.8%	Stop	17	11	202		26.5%	Stop	18	17	164		25.2%	Stop	16	5	146		19.2%	Stop	22	6	151		19.8%
Palo Alto	Stop	34	85	301		46.2%	Stop	18	41	158		24.2%	Stop	39	39	202		26.6%	Stop	43	27	180		27.6%	Stop	63	26	183		24.1%	Stop	76	17	209		27.5%
Menlo Park	Stop	23	12	312		48.0%	Stop	11	13	155		23.8%	Stop	22	12	212		27.9%	Stop	10	15	174		26.8%	Stop	12	11	184		24.2%	Stop	27	7	229		30.1%
Redwood City	Stop	37	41	308		47.4%	Stop	22	24	154		23.6%	Stop	43	15	240		31.6%	Stop	30	15	189		29.0%	Stop	38	14	208		27.4%	Stop	37	22	244		32.1%
San Carlos	Stop	5	4	309		47.5%	Stop	9	5	158		24.2%	Stop	7	7	240		31.6%	Stop	8	10	186		28.6%	Stop	6	7	207		27.2%	Stop	7	11	241		31.6%
Belmont	Stop	8	3	314		48.2%	Stop	4	2	160		24.5%	Stop	5	5	240		31.6%	Stop	14	4	196		30.2%	Stop	13	9	211		27.8%	Stop	15	9	247		32.4%
Hillsdale	Stop	17	13	318		48.9%	Stop	8	6	162		24.9%	Stop	16	10	246		32.3%	Stop	13	11	199		30.5%	Stop	11	14	208		27.3%	Stop	15	15	247		32.4%
Hayward Park		0	0	318		48.9%	Stop	7	5	164		25.2%	Stop	3	2	247		32.4%	Stop	6	3	202		31.0%	Stop	8	4	212		27.8%	Stop	11	6	251		33.0%
San Mateo	Stop	16	15	320		49.2%	Stop	14	5	173		26.6%	Stop	14	16	245		32.2%	Stop	12	14	200		30.8%	Stop	18	18	212		27.9%	Stop	11	22	240		31.6%
Burlingame	Stop	9	11	318		48.9%	Stop	6	4	176		27.0%	Stop	9	9	245		32.2%	Stop	10	11	200		30.7%	Stop	6	12	206		27.1%	Stop	10	11	239		31.4%
Millbrae	Stop	8	42	284		43.6%	Stop	3	28	151		23.2%	Stop	2	49	198		26.0%	Stop	5	42	163		25.1%	Stop	5	50	161		21.1%	Stop	5	65	179		23.6%
San Bruno	Stop	6	5	284		43.7%	Stop	2	2	151		23.2%	Stop	4	6	196		25.8%	Stop	3	6	161		24.7%	Stop	6	6	161		21.2%	Stop	3	15	167		22.0%
South SF		0	0	284		43.7%	Stop	6	5	152		23.4%	Stop	2	8	190		24.9%	Stop	2	4	159		24.4%	Stop	2	3	160		21.0%	Stop	4	6	165		21.6%
Bayshore		0	0	284		43.7%	Stop	1	4	149		22.9%	Stop	1	4	186		24.5%	Stop	4	5	158		24.2%	Stop	0	7	153		20.1%	Stop	1	16	150		19.7%
22nd Street		0	0	284		43.7%	Stop	1	10	141		21.6%	Stop	1	8	179		23.6%	Stop	1	16	143		21.9%	Stop	0	17	136		17.9%	Stop	2	30	122		16.1%
TOTAL		581	581					319	319					389	389					346	346					346	346					396	396			

Bike	Train 237						Train 139						Train 143						Train 147						Train 151						Train 155					
Stopping Pattern	Express-Local						Local						Local						Local						Local						Local					
Time of Day	Midday						Midday						Midday						Midday						Midday						Midday					
Consist	Gallery, 5 Cars						Gallery, 5 Cars						Bomb, 6 Cars						Gallery, 5 Cars						Gallery, 6 Cars						Bomb, 6 Cars					
Seating Capacity	80						80						72						80						80						72					
Avg Mid-Weekday Bikes	Stop?	On	Off	On Board		% Slots Occupied	Stop?	On	Off	On Board		% Slots Occupied	Stop?	On	Off	On Board		% Slots Occupied	Stop?	On	Off	On Board		% Slots Occupied	Stop?	On	Off	On Board		% Slots Occupied	Stop?	On	Off	On Board		% Slots Occupied
Gilroy		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
San Martin		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Morgan Hill		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Blossom Hill		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Capitol		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Tamien	Stop	3	0	3		3.8%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
San Jose Diridon	Stop	7	0	10		11.9%	Stop	6	0	6		7.5%	Stop	6	0	6		8.3%	Stop	4	0	4		5.0%	Stop	5	0	5		6.3%	Stop	4	0	4		4.9%
College Park		0	0	10		11.9%		0	0	6		7.5%		0	0	6		8.3%		0	0	4		5.0%		0	0	5		6.3%		0	0	4		4.9%
Santa Clara	Stop	2	0	11		13.8%	Stop	3	0	9		11.3%	Stop	0	0	6		8.3%	Stop	2	1	5		6.3%	Stop	0	1	5		5.6%	Stop	2	1	5		6.3%
Sunnyvale	Stop	6	1	18		21.9%	Stop	3	1	14		16.9%	Stop	3	1	11		15.3%	Stop	3	1	7		8.8%	Stop	1	1	6		6.9%	Stop	2	1	7		9.7%
Mountain View	Stop	4	2	20		24.4%	Stop	5	1	17		21.3%	Stop	4	0	15		20.1%	Stop	3	1	9		10.6%	Stop	3	0	8		10.0%	Stop	4	1	10		13.2%
San Antonio	Stop	4	2	22		26.9%	Stop	4	2	19		23.8%	Stop	3	0	17		23.6%	Stop	2	0	10		12.5%	Stop	2	0	10		12.5%	Stop	2	0	11		15.3%
California Ave.	Stop	2	4	19		23.8%	Stop	1	2	18		22.5%	Stop	2	2	17		22.9%	Stop	1	2	10		11.9%	Stop	1	0	11		13.1%	Stop	3	2	13		17.4%
Palo Alto	Stop	1	7	13		16.3%	Stop	1	7	12		15.0%	Stop	4	10	10		13.9%	Stop	3	5	7		8.8%	Stop	7	3	14		17.5%	Stop	11	4	19		26.4%
Menlo Park	Stop	1	1	14		16.9%	Stop	1	5	8		9.4%	Stop	3	1	12		16.0%	Stop	4	1	10		12.5%	Stop	2	2	14		16.9%	Stop	3	2	21		28.5%
Redwood City	Stop	1	4	11		13.1%	Stop	0	2	6		6.9%	Stop	3	1	14		18.8%	Stop	2	2	10		12.5%	Stop	0	2	12		15.0%	Stop	2	4	19		25.7%
San Carlos	Stop	0	1	10		12.5%	Stop	0	1	5		5.6%	Stop	1	1	13		18.1%	Stop	1	1	10		12.5%	Stop	1	1	12		15.0%	Stop	1	3	17		22.9%
Belmont	Stop	0	1	10		11.9%	Stop	1	1	5		5.6%	Stop	0	1	13		17.4%	Stop	0	1	9		11.3%	Stop	2	2	12		15.0%	Stop	2	1	17		23.6%
Hillsdale	Stop	1	2	9		10.6%	Stop	2	0	6		7.5%	Stop	1	0	14		18.8%	Stop	1	1	9		11.3%	Stop	1	2	11		13.1%	Stop	2	1	18		24.3%
Hayward Park		0	0	9		10.6%	Stop	1	1	6		6.9%	Stop	0	1	13		17.4%	Stop	0	1	9		10.6%	Stop	0	0	11		13.1%	Stop	1	1	18		24.3%
San Mateo	Stop	1	1	9		10.6%	Stop	0	1	5		6.3%	Stop	1	2	11		15.3%	Stop	1	1	9		10.6%	Stop	2	2	11		13.1%	Stop	1	3	16		22.2%
Burlingame	Stop	0	0	9		10.6%	Stop	1	0	6		6.9%	Stop	1	1	11		15.3%	Stop	0	1	8		10.0%	Stop	0	1	10		12.5%	Stop	1	1	16		22.2%
Millbrae	Stop	0	0	9		10.6%	Stop	0	1	5		6.3%	Stop	0	0	11		15.3%	Stop	0	1	7		8.8%	Stop	1	1	11		13.1%	Stop	0	1	16		21.5%
San Bruno	Stop	0	0	9		10.6%	Stop	0	0	5		6.3%	Stop	0	1	11		14.6%	Stop	1	0	8		9.4%	Stop	1	0	11		13.8%	Stop	0	2	14		19.4%
South SF		0	0	9		10.6%	Stop	1	1	5		6.3%	Stop	0	1	10		13.9%	Stop	1	0	8		10.0%	Stop	0	1	11		13.1%	Stop	1	0	15		20.1%
Bayshore		0	0	9		10.6%	Stop	0	1	5		5.6%	Stop	0	0	10		13.9%	Stop	0	1	8		9.4%	Stop	0	0	11		13.1%	Stop	1	1	14		19.4%
22nd Street		0	0	9		10.6%	Stop	0	2	3		3.8%	Stop	0	1	10		13.2%	Stop	0	2	6		7.5%	Stop	0	2	9		10.6%	Stop	0	5	10		13.2%
San Francisco	Stop	0	9	0		0.0%	Stop	0	3	0		0.0%	Stop	0	10	0		0.0%	Stop	0	6	0		0.0%	Stop	0	9	0		0.0%	Stop	0	10	0		0.0%
TOTAL		31	31					29	29					31	31					24	24					26	26					40	40			

Passenger	Train 257						Train 159						Train 261						Train 263						Train 365						Train 267					
Stopping Pattern	Express-Local						Local						Express-Local						Express-Local						Local						Unified Limited					
Time of Day	Midday						PM Peak						PM Peak						PM Peak						PM Peak						PM Peak					
Consist	Bomb, 6 Cars						Gallery, 5 Cars						Bomb, 6 Cars						Gallery, 5 Cars						Gallery, 6 Cars						Gallery, 5 Cars					
Seating Capacity	760						650						760						650						760						650					
Avg Mid-Weekday Passengers	Stop?	On	Off	On Board		% Seats Occupied	Stop?	On	Off	On Board		% Seats Occupied	Stop?	On	Off	On Board		% Seats Occupied	Stop?	On	Off	On Board		% Seats Occupied	Stop?	On	Off	On Board		% Seats Occupied	Stop?	On	Off	On Board		% Seats Occupied
Gilroy		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
San Martin		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Morgan Hill		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Blossom Hill		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Capitol		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Tamien	Stop	3	0	3		0.4%		0	0	0		0.0%	Stop	5	0	5		0.6%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
San Jose Diridon	Stop	26	0	29		3.8%	Stop	59	0	59		9.0%	Stop	37	0	42		5.5%	Stop	42	0	42		6.4%	Stop	78	0	78		10.3%	Stop	17	0	17		2.5%
College Park		0	0	29		3.8%	Stop	48	0	106		16.3%		0	0	42		5.5%		0	0	42		6.4%		0	0	78		10.3%		0	0	17		2.5%
Santa Clara	Stop	7	0	36		4.7%	Stop	15	0	121		18.6%	Stop	11	2	50		6.6%	Stop	26	1	67		10.2%		0	0	78		10.3%		0	0	17		2.5%
Lawrence	Stop	3	1	38		5.0%	Stop	11	7	126		19.3%	Stop	21	1	70		9.2%		0	0	67		10.2%		0	0	78		10.3%	Stop	81	1	96		14.8%
Sunnyvale	Stop	10	1	47		6.2%	Stop	26	6	146		22.4%	Stop	50	4	116		15.3%		0	0	67		10.2%		0	0	78		10.3%		0	0	96		14.8%
Mountain View	Stop	20	1	66		8.6%	Stop	67	19	193		29.7%	Stop	82	6	192		25.2%		0	0	67		10.2%	Stop	225	12	291		38.3%	Stop	136	5	228		35.0%
San Antonio	Stop	6	1	70		9.2%	Stop	23	7	209		32.1%	Stop	46	2	236		31.0%		0	0	67		10.2%		0	0	291		38.3%		0	0	228		35.0%
California Ave.	Stop	7	2	75		9.9%	Stop	37	11	234		36.0%	Stop	86	6	316		41.5%		0	0	67		10.2%		0	0	291		38.3%		0	0	228		35.0%
Palo Alto	Stop	33	5	104		13.6%	Stop	152	30	356		54.8%	Stop	199	19	496		65.2%	Stop	158	12	213		32.8%	Stop	238	10	519		68.2%	Stop	143	12	359		55.2%
Menlo Park	Stop	12	6	110		14.4%	Stop	53	26	383		58.9%	Stop	58	10	544		71.6%		0	0	213		32.8%	Stop	44	9	553		72.8%	Stop	40	13	386		59.3%
Redwood City	Stop	16	8	118		15.5%	Stop	69	46	407		62.5%	Stop	127	33	638		83.9%	Stop	63	24	252		38.8%	Stop	110	38	625		82.2%		0	0	386		59.3%
San Carlos	Stop	5	3	119		15.7%	Stop	23	27	403		61.9%	Stop	40	40	638		83.9%	Stop	29	17	264		40.6%		0	0	625		82.2%	Stop	35	38	382		58.8%
Belmont	Stop	18	2	135		17.7%	Stop	65	23	445		68.5%		0	0	638		83.9%	Stop	23	21	266		40.8%		0	0	625		82.2%		0	0	382		58.8%
Hillsdale	Stop	12	6	141		18.6%	Stop	68	39	474		72.8%		0	0	638		83.9%	Stop	55	41	280		43.0%		0	0	625		82.2%	Stop	75	83	374		57.5%
Hayward Park		0	0	141		18.6%	Stop	20	27	467		71.8%		0	0	638		83.9%	Stop	34	11	302		46.5%		0	0	625		82.2%		0	0	374		57.5%
San Mateo	Stop	7	13	135		17.7%	Stop	25	49	442		68.0%	Stop	25	62	601		79.1%	Stop	29	35	296		45.5%		0	0	625		82.2%	Stop	42	61	355		54.5%
Burlingame	Stop	0	9	126		16.5%	Stop	23	65	400		61.5%		0	0	601		79.1%	Stop	20	36	281		43.2%		0	0	625		82.2%	Stop	15	48	322		49.5%
Millbrae	Stop	1	29	98		12.9%	Stop	10	122	288		44.2%	Stop	4	163	443		58.2%	Stop	6	100	186		28.6%	Stop	14	181	458		60.3%		0	0	322		49.5%
San Bruno	Stop	0	4	95		12.4%	Stop	6	28	266		40.9%		0	0	443		58.2%	Stop	7	33	160		24.6%		0	0	458		60.3%	Stop	5	43	283		43.5%
South SF		0	0	95		12.4%	Stop	8	16	258		39.7%		0	0	443		58.2%	Stop	20	11	169		26.0%		0	0	458		60.3%		0	0	283		43.5%
Bayshore		0	0	95		12.4%	Stop	1	23	236		36.3%		0	0	443		58.2%	Stop	3	27	146		22.4%		0	0	458		60.3%		0	0	283		43.5%
22nd Street		0	0	95		12.4%	Stop	2	52	187		28.7%	Stop	2	118	327		43.0%	Stop	1	26	121		18.5%	Stop	7	119	346		45.5%	Stop	2	73	212		32.5%
TOTAL		182	182					806	806					789	789					512	512					715	715					587	587			

Bike	Train 257						Train 159						Train 261						Train 263						Train 365						Train 267					
Stopping Pattern	Express-Local						Local						Express-Local						Express-Local						Local						Unified Limited					
Time of Day	Midday						PM Peak						PM Peak						PM Peak						PM Peak						PM Peak					
Consist	Bomb, 6 Cars						Gallery, 5 Cars						Bomb, 6 Cars						Gallery, 5 Cars						Gallery, 6 Cars						Gallery, 5 Cars					
Seating Capacity	72						80						72						80						80						80					
Avg Mid-Weekday Bikes	Stop?	On	Off	On Board		% Slots Occupied	Stop?	On	Off	On Board		% Slots Occupied	Stop?	On	Off	On Board		% Slots Occupied	Stop?	On	Off	On Board		% Slots Occupied	Stop?	On	Off	On Board		% Slots Occupied	Stop?	On	Off	On Board		% Slots Occupied
Gilroy		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
San Martin		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Morgan Hill		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Blossom Hill		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Capitol		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
Tamien	Stop	0	0	0		0.0%		0	0	0		0.0%	Stop	1	0	1		1.4%		0	0	0		0.0%		0	0	0		0.0%		0	0	0		0.0%
San Jose Diridon	Stop	2	0	2		2.1%	Stop	5	0	5		6.3%	Stop	4	0	5		6.3%	Stop	3	0	3		3.8%	Stop	9	0	9		10.6%	Stop	2	0	2		1.9%
College Park		0	0	2		2.1%	Stop	1	0	6		6.9%		0	0	5		6.3%		0	0	3		3.8%		0	0	9		10.6%		0	0	2		1.9%
Santa Clara	Stop	0	0	2		2.1%	Stop	1	0	6		7.5%	Stop	1	1	5		6.9%	Stop	3	0	6		6.9%		0	0	9		10.6%		0	0	2		1.9%
Sunnyvale	Stop	2	0	3		4.2%	Stop	2	1	10		11.9%	Stop	6	0	13		17.4%		0	0	6		6.9%		0	0	9		10.6%		0	0	22		27.5%
Mountain View	Stop	2	1	4		5.6%	Stop	6	1	15		18.1%	Stop	10	0	23		31.3%		0	0	6		6.9%	Stop	13	3	19		23.1%	Stop	9	1	31		38.1%
San Antonio	Stop	1	1	5		6.3%	Stop	3	1	17		21.3%	Stop	8	0	30		41.7%		0	0	6		6.9%		0	0	19		23.1%		0	0	31		38.1%
California Ave.	Stop	1	1	5		6.9%	Stop	4	3	19		23.1%	Stop	7	2	35		48.6%		0	0	6		6.9%		0	0	19		23.1%		0	0	31		38.1%
Palo Alto	Stop	4	2	7		9.0%	Stop	11	5	25		31.3%	Stop	17	3	50		68.8%	Stop	14	1	19		23.8%	Stop	22	1	39		48.8%	Stop	15	5	41		51.3%
Menlo Park	Stop	1	1	7		9.7%	Stop	10	2	33		41.3%	Stop	7	2	55		75.7%		0	0	19		23.8%	Stop	6	1	44		55.0%	Stop	5	3	43		53.1%
Redwood City	Stop	1	2	6		8.3%	Stop	3	9	27		33.8%	Stop	8	4	59		81.3%	Stop	1	2	18		21.9%	Stop	7	5	47		58.1%		0	0	43		53.1%
San Carlos	Stop	1	1	6		8.3%	Stop	2	1	28		34.4%	Stop	5	4	59		81.9%	Stop	0	1	17		21.3%		0	0	47		58.1%	Stop	8	5	46		56.9%
Belmont	Stop	2	0	8		10.4%	Stop	7	3	32		39.4%		0	0	59		81.9%	Stop	2	1	18		22.5%		0	0	47		58.1%		0	0	46		56.9%
Hillsdale	Stop	1	0	8		11.1%	Stop	5	3	33		41.3%		0	0	59		81.9%	Stop	3	2	19		23.8%		0	0	47		58.1%	Stop	5	6	45		56.3%
Hayward Park		0	0	8		11.1%	Stop	3	2	35		43.1%		0	0	59		81.9%	Stop	7	0	26		31.9%		0	0	47		58.1%		0	0	45		56.3%
San Mateo	Stop	1	0	9		11.8%	Stop	2	2	35		43.8%	Stop	4	5	58		80.6%	Stop	2	2	26		31.9%		0	0	47		58.1%	Stop	5	4	46		57.5%
Burlingame	Stop	0	0	9		11.8%	Stop	2	5	32		40.0%		0	0	58		80.6%	Stop	1	2	25		30.6%		0	0	47		58.1%	Stop	2	6	42		52.5%
Millbrae	Stop	0	2	7		9.7%	Stop	0	4	28		35.0%	Stop	0	8	50		69.4%	Stop	1	5	21		25.6%	Stop	1	5	43		53.1%		0	0	42		52.5%
San Bruno	Stop	0	1	7		9.0%	Stop	0	4	24		30.0%		0	0	50		69.4%	Stop	0	3	18		21.9%		0	0	43		53.1%	Stop	0	7	35		43.8%
South SF		0	0	7		9.0%	Stop	1	2	23		28.8%		0	0	50		69.4%	Stop	7	1	24		30.0%		0	0	43		53.1%		0	0	35		43.8%
Bayshore		0	0	7		9.0%	Stop	0	1	23		28.1%		0	0	50		69.4%	Stop	0	2	22		27.5%		0	0	43		53.1%		0	0	35		43.8%
22nd Street		0	0	7		9.0%	Stop	0	5	18		22.5%	Stop	0	19	31		43.1%	Stop	0	6	16		20.0%	Stop	1	15	29		36.3%	Stop	0	10	25		31.3%
San Francisco	Stop	0	7	0		0.0%	Stop	0	18	0		0.0%	Stop	0	31	0		0.0%	Stop	0	16	0		0.0%	Stop	0	29	0		0.0%	Stop	0	25	0		0.0%
TOTAL		15	15					66	66					77	77					41	41					57	57					70	70			

Passenger	Train 269					Train 371					Train 273					Train 375					Train 277					Train 279				
Stopping Pattern	Express-Local					Local					Express-Local					Local					Unified Limited					Express-Local				
Time of Day	PM Peak					PM Peak					PM Peak					PM Peak					PM Peak					PM Peak				
Consist	Bomb, 6 Cars					Gallery, 5 Cars					Gallery, 6 Cars					Bomb, 6 Cars					Gallery, 5 Cars					Gallery, 5 Cars				
Seating Capacity	760					650					760					760					650					650				
Avg Mid-Weekday Passengers	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Tamien	Stop	6	0	6	0.7%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	3	0	3	0.4%
San Jose Diridon	Stop	11	1	16	2.1%	Stop	73	0	73	11.2%	Stop	59	1	58	7.6%	Stop	78	0	78	10.3%	Stop	50	0	50	7.7%	Stop	17	1	19	2.9%
College Park		0	0	16	2.1%		0	0	73	11.2%		0	0	58	7.6%		0	0	78	10.3%		0	0	50	7.7%		0	0	19	2.9%
Santa Clara	Stop	24	1	40	5.2%		0	0	73	11.2%	Stop	47	0	105	13.8%		0	0	78	10.3%		0	0	50	7.7%	Stop	23	2	40	6.2%
Lawrence	Stop	34	3	71	9.3%		0	0	73	11.2%		0	0	105	13.8%		0	0	78	10.3%	Stop	107	7	150	23.0%	Stop	34	3	71	10.9%
Sunnyvale	Stop	101	6	167	21.9%		0	0	73	11.2%		0	0	105	13.8%		0	0	78	10.3%		0	0	150	23.0%	Stop	76	9	138	21.2%
Mountain View	Stop	66	7	226	29.7%	Stop	163	4	231	35.5%		0	0	105	13.8%	Stop	299	15	362	47.6%	Stop	172	9	312	48.0%	Stop	59	8	189	29.0%
San Antonio	Stop	98	12	312	41.0%		0	0	231	35.5%		0	0	105	13.8%		0	0	362	47.6%		0	0	312	48.0%	Stop	85	13	261	40.1%
California Ave.	Stop	155	14	453	59.6%		0	0	231	35.5%		0	0	105	13.8%		0	0	362	47.6%		0	0	312	48.0%	Stop	109	18	351	54.0%
Palo Alto	Stop	207	24	636	83.7%	Stop	221	16	437	67.2%	Stop	238	13	330	43.4%	Stop	235	25	573	75.3%	Stop	214	20	506	77.8%	Stop	147	25	473	72.8%
Menlo Park	Stop	61	22	675	88.8%		0	0	437	67.2%		0	0	330	43.4%	Stop	42	17	598	78.6%	Stop	43	20	530	81.5%	Stop	50	15	508	78.2%
Redwood City	Stop	144	53	766	100.8%	Stop	133	51	519	79.8%	Stop	74	38	366	48.1%	Stop	121	70	649	85.3%		0	0	530	81.5%	Stop	90	61	538	82.7%
San Carlos	Stop	50	61	755	99.3%		0	0	519	79.8%	Stop	28	23	371	48.8%		0	0	649	85.3%	Stop	25	62	493	75.8%	Stop	32	36	533	82.0%
Belmont		0	0	755	99.3%		0	0	519	79.8%	Stop	31	49	354	46.5%		0	0	649	85.3%		0	0	493	75.8%		0	0	533	82.0%
Hillsdale		0	0	755	99.3%	Stop	62	61	519	79.8%	Stop	59	68	345	45.3%		0	0	649	85.3%	Stop	58	89	461	70.9%		0	0	533	82.0%
Hayward Park		0	0	755	99.3%		0	0	519	79.8%	Stop	41	32	354	46.5%		0	0	649	85.3%		0	0	461	70.9%		0	0	533	82.0%
San Mateo	Stop	56	124	687	90.3%		0	0	519	79.8%	Stop	30	38	346	45.5%		0	0	649	85.3%	Stop	36	89	408	62.8%	Stop	31	85	479	73.6%
Burlingame		0	0	687	90.3%		0	0	519	79.8%	Stop	17	56	308	40.5%		0	0	649	85.3%	Stop	15	62	361	55.5%		0	0	479	73.6%
Millbrae	Stop	8	165	530	69.7%	Stop	11	152	378	58.2%	Stop	8	82	234	30.7%	Stop	20	126	542	71.3%		0	0	361	55.5%	Stop	6	91	393	60.5%
San Bruno		0	0	530	69.7%		0	0	378	58.2%	Stop	8	34	207	27.2%		0	0	542	71.3%	Stop	4	43	322	49.5%		0	0	393	60.5%
South SF		0	0	530	69.7%		0	0	378	58.2%	Stop	17	10	214	28.1%		0	0	542	71.3%		0	0	322	49.5%		0	0	393	60.5%
Bayshore		0	0	530	69.7%		0	0	378	58.2%	Stop	1	45	170	22.3%		0	0	542	71.3%		0	0	322	49.5%		0	0	393	60.5%
22nd Street	Stop	7	160	377	49.5%	Stop	2	126	254	39.0%	Stop	0	40	130	17.0%	Stop	5	171	376	49.5%	Stop	2	125	199	30.6%	Stop	2	146	249	38.2%
TOTAL		1025	1025				662	662				655	655				798	798				724	724				759	759		

Bike	Train 269					Train 371					Train 273					Train 375					Train 277					Train 279				
Stopping Pattern	Express-Local					Local					Express-Local					Local					Unified Limited					Express-Local				
Time of Day	PM Peak					PM Peak					PM Peak					PM Peak					PM Peak					PM Peak				
Consist	Bomb, 6 Cars					Gallery, 5 Cars					Gallery, 6 Cars					Bomb, 6 Cars					Gallery, 5 Cars					Gallery, 5 Cars				
Seating Capacity	72					80					80					72					80					80				
Avg Mid-Weekday Bikes	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Tamien	Stop	1	0	1	1.4%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	1	0	1	0.6%
San Jose Diridon	Stop	2	0	3	3.5%	Stop	8	0	8	10.0%	Stop	4	0	4	4.4%	Stop	9	0	9	11.8%	Stop	6	0	6	6.9%	Stop	3	0	3	3.8%
College Park		0	0	3	3.5%		0	0	8	10.0%		0	0	4	4.4%		0	0	9	11.8%		0	0	6	6.9%		0	0	3	3.8%
Santa Clara	Stop	3	0	5	6.9%		0	0	8	10.0%	Stop	6	0	9	11.3%		0	0	9	11.8%		0	0	6	6.9%	Stop	2	1	5	5.6%
Sunnyvale	Stop	17	1	28	38.9%		0	0	8	10.0%		0	0	9	11.3%		0	0	9	11.8%		0	0	34	42.5%	Stop	15	1	26	32.5%
Mountain View	Stop	6	1	33	45.8%	Stop	18	1	25	31.3%		0	0	9	11.3%	Stop	31	5	34	47.2%	Stop	23	3	55	68.1%	Stop	8	3	32	39.4%
San Antonio	Stop	17	2	49	67.4%		0	0	25	31.3%		0	0	9	11.3%		0	0	34	47.2%		0	0	55	68.1%	Stop	17	2	46	57.5%
California Ave.	Stop	16	3	61	84.7%		0	0	25	31.3%		0	0	9	11.3%		0	0	34	47.2%		0	0	55	68.1%	Stop	16	4	58	72.5%
Palo Alto	Stop	21	4	78	108.3%	Stop	23	2	46	56.9%	Stop	27	2	35	43.1%	Stop	27	5	56	77.8%	Stop	22	3	73	91.3%	Stop	18	7	69	86.3%
Menlo Park	Stop	4	1	81	112.5%		0	0	46	56.9%		0	0	35	43.1%	Stop	6	3	59	81.9%	Stop	6	2	77	95.6%	Stop	3	2	70	86.9%
Redwood City	Stop	11	12	80	111.1%	Stop	9	7	47	58.8%	Stop	8	6	36	45.0%	Stop	8	5	62	86.1%		0	0	77	95.6%	Stop	10	10	70	86.9%
San Carlos	Stop	5	5	81	111.8%		0	0	47	58.8%	Stop	6	1	41	50.6%		0	0	62	86.1%	Stop	8	8	77	96.3%	Stop	6	4	71	88.8%
Belmont		0	0	81	111.8%		0	0	47	58.8%	Stop	5	6	40	49.4%		0	0	62	86.1%		0	0	77	96.3%		0	0	71	88.8%
Hillsdale		0	0	81	111.8%	Stop	5	6	46	56.9%	Stop	4	7	37	45.6%		0	0	62	86.1%	Stop	5	11	71	88.8%		0	0	71	88.8%
Hayward Park		0	0	81	111.8%		0	0	46	56.9%	Stop	3	3	37	46.3%		0	0	62	86.1%		0	0	71	88.8%		0	0	71	88.8%
San Mateo	Stop	7	12	75	104.2%		0	0	46	56.9%	Stop	3	5	35	43.8%		0	0	62	86.1%	Stop	4	8	67	83.8%	Stop	2	10	63	78.8%
Burlingame		0	0	75	104.2%		0	0	46	56.9%	Stop	1	4	32	39.4%		0	0	62	86.1%	Stop	3	11	59	73.8%		0	0	63	78.8%
Millbrae	Stop	0	3	72	100.0%	Stop	0	5	41	50.6%	Stop	1	5	27	33.8%	Stop	3	6	59	81.9%		0	0	59	73.8%	Stop	0	4	59	73.8%
San Bruno		0	0	72	100.0%		0	0	41	50.6%	Stop	1	4	25	30.6%		0	0	59	81.9%	Stop	1	7	54	66.9%		0	0	59	73.8%
South SF		0	0	72	100.0%		0	0	41	50.6%	Stop	5	2	28	34.4%		0	0	59	81.9%		0	0	54	66.9%		0	0	59	73.8%
Bayshore		0	0	72	100.0%		0	0	41	50.6%	Stop	1	7	22	26.9%		0	0	59	81.9%		0	0	54	66.9%		0	0	59	73.8%
22nd Street	Stop	0	24	48	66.7%	Stop	0	19	22	26.9%	Stop	0	7	15	18.8%	Stop	0	25	35	47.9%	Stop	0	18	36	44.4%	Stop	0	27	32	40.0%
San Francisco	Stop	0	48	0	0.0%	Stop	0	22	0	0.0%	Stop	0	15	0	0.0%	Stop	0	35	0	0.0%	Stop	0	36	0	0.0%	Stop	0	32	0	0.0%
TOTAL		114	114				61	61				71	71				81	81				104	104				105	105		

Passenger	Train 381					Train 283					Train 385					Train 287					Train 289					Train 191				
Stopping Pattern	Local					Express-Local					Local					Unified Limited					Unified Limited					Local				
Time of Day	PM Peak					PM Peak					PM Peak					PM Peak					PM Peak					Night				
Consist	Gallery, 6 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Bomb, 6 Cars					Gallery, 6 Cars				
Seating Capacity	760					650					650					760					760					760				
Avg Mid-Weekday Passengers	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Tamien		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	2	0	2	0.2%		0	0	0	0.0%
San Jose Diridon	Stop	63	0	63	8.3%	Stop	47	0	47	7.2%	Stop	77	0	77	11.8%	Stop	27	0	27	3.5%	Stop	26	1	27	3.6%	Stop	32	0	32	4.1%
College Park		0	0	63	8.3%		0	0	47	7.2%		0	0	77	11.8%		0	0	27	3.5%		0	0	27	3.6%		0	0	32	4.1%
Santa Clara		0	0	63	8.3%	Stop	32	3	76	11.7%		0	0	77	11.8%		0	0	27	3.5%		0	0	27	3.6%	Stop	23	1	54	7.0%
Lawrence		0	0	63	8.3%		0	0	76	11.7%		0	0	77	11.8%	Stop	40	2	65	8.6%	Stop	17	2	43	5.6%	Stop	8	2	59	7.8%
Sunnyvale		0	0	63	8.3%		0	0	76	11.7%		0	0	77	11.8%	Stop	36	5	97	12.7%		0	0	43	5.6%	Stop	30	2	87	11.4%
Mountain View	Stop	175	7	232	30.5%		0	0	76	11.7%	Stop	181	14	244	37.5%	Stop	86	7	176	23.1%	Stop	40	4	79	10.3%	Stop	56	10	133	17.4%
San Antonio		0	0	232	30.5%		0	0	76	11.7%		0	0	244	37.5%		0	0	176	23.1%		0	0	79	10.3%	Stop	24	8	148	19.5%
California Ave.		0	0	232	30.5%		0	0	76	11.7%		0	0	244	37.5%		0	0	176	23.1%	Stop	32	4	106	13.9%	Stop	16	6	158	20.8%
Palo Alto	Stop	164	19	377	49.5%	Stop	111	20	167	25.7%	Stop	155	15	384	59.1%	Stop	141	14	302	39.7%	Stop	89	4	192	25.2%	Stop	85	13	230	30.2%
Menlo Park		0	0	377	49.5%		0	0	167	25.7%	Stop	22	13	393	60.4%	Stop	17	17	303	39.8%	Stop	13	7	197	25.9%	Stop	16	8	238	31.3%
Redwood City	Stop	114	52	438	57.6%	Stop	37	17	187	28.7%	Stop	80	39	434	66.8%		0	0	303	39.8%	Stop	66	28	235	30.9%	Stop	36	19	255	33.6%
San Carlos		0	0	438	57.6%	Stop	11	14	183	28.2%		0	0	434	66.8%	Stop	13	23	293	38.5%	Stop	8	5	238	31.3%	Stop	5	13	248	32.6%
Belmont		0	0	438	57.6%	Stop	10	22	172	26.4%		0	0	434	66.8%		0	0	293	38.5%		0	0	238	31.3%	Stop	4	10	242	31.8%
Hillsdale	Stop	47	50	435	57.2%	Stop	33	37	168	25.8%		0	0	434	66.8%	Stop	26	44	275	36.2%	Stop	20	14	244	32.0%	Stop	17	21	238	31.3%
Hayward Park		0	0	435	57.2%	Stop	19	18	169	25.9%		0	0	434	66.8%		0	0	275	36.2%		0	0	244	32.0%	Stop	10	5	243	31.9%
San Mateo		0	0	435	57.2%	Stop	15	19	164	25.2%		0	0	434	66.8%	Stop	17	32	260	34.1%	Stop	15	18	241	31.6%	Stop	13	22	234	30.7%
Burlingame		0	0	435	57.2%	Stop	7	26	145	22.3%		0	0	434	66.8%	Stop	5	28	237	31.1%	Stop	7	11	237	31.1%	Stop	8	14	228	29.9%
Millbrae	Stop	10	121	324	42.6%	Stop	3	46	103	15.8%	Stop	15	70	379	58.3%		0	0	237	31.1%	Stop	3	75	165	21.7%	Stop	0	49	179	23.5%
San Bruno		0	0	324	42.6%	Stop	1	14	90	13.8%		0	0	379	58.3%	Stop	2	19	220	28.9%		0	0	165	21.7%	Stop	2	9	171	22.5%
South SF		0	0	324	42.6%	Stop	6	5	91	13.9%		0	0	379	58.3%		0	0	220	28.9%		0	0	165	21.7%	Stop	1	6	166	21.8%
Bayshore		0	0	324	42.6%	Stop	0	18	73	11.2%		0	0	379	58.3%		0	0	220	28.9%		0	0	165	21.7%	Stop	0	7	159	20.9%
22nd Street	Stop	1	110	215	28.2%	Stop	0	19	54	8.3%	Stop	1	124	256	39.4%	Stop	0	68	152	20.0%	Stop	1	52	114	15.0%	Stop	1	47	113	14.8%
TOTAL		573	573				329	329				529	529				408	408				335	335				381	381		

Bike	Train 381					Train 283					Train 385					Train 287					Train 289					Train 191				
Stopping Pattern	Local					Express-Local					Local					Unified Limited					Unified Limited					Local				
Time of Day	PM Peak					PM Peak					PM Peak					PM Peak					PM Peak					Night				
Consist	Gallery, 6 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Bomb, 6 Cars					Gallery, 6 Cars				
Seating Capacity	80					80					80					72					72					80				
Avg Mid-Weekday Bikes	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Tamien		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	0	0	0.0%		0	0	0	0.0%
San Jose Diridon	Stop	7	0	7	8.8%	Stop	7	0	7	8.1%	Stop	8	0	8	10.0%	Stop	1	0	1	1.4%	Stop	4	0	4	5.6%	Stop	2	0	2	2.5%
College Park		0	0	7	8.8%		0	0	7	8.1%		0	0	8	10.0%		0	0	1	1.4%		0	0	4	5.6%		0	0	2	2.5%
Santa Clara		0	0	7	8.8%	Stop	5	0	12	14.4%		0	0	8	10.0%		0	0	1	1.4%		0	0	4	5.6%	Stop	3	1	4	5.0%
Sunnyvale		0	0	7	8.8%		0	0	12	14.4%		0	0	8	10.0%	Stop	5	1	15	20.1%		0	0	7	9.0%	Stop	2	0	8	10.0%
Mountain View	Stop	20	1	27	33.1%		0	0	12	14.4%	Stop	24	3	29	36.3%	Stop	15	1	28	38.9%	Stop	4	1	10	13.2%	Stop	8	2	15	18.1%
San Antonio		0	0	27	33.1%		0	0	12	14.4%		0	0	29	36.3%		0	0	28	38.9%		0	0	10	13.2%	Stop	3	1	17	21.3%
California Ave.		0	0	27	33.1%		0	0	12	14.4%		0	0	29	36.3%		0	0	28	38.9%	Stop	6	1	15	20.1%	Stop	2	2	17	21.3%
Palo Alto	Stop	19	5	40	50.0%	Stop	13	5	20	24.4%	Stop	21	3	47	58.8%	Stop	16	4	40	54.9%	Stop	16	1	30	41.0%	Stop	17	1	34	41.9%
Menlo Park		0	0	40	50.0%		0	0	20	24.4%	Stop	3	2	48	60.0%	Stop	3	1	42	57.6%	Stop	4	2	32	43.8%	Stop	2	2	34	41.9%
Redwood City	Stop	10	8	42	51.9%	Stop	4	6	18	21.9%	Stop	12	9	51	63.8%		0	0	42	57.6%	Stop	5	7	30	41.0%	Stop	3	3	34	41.9%
San Carlos		0	0	42	51.9%	Stop	0	1	17	20.6%		0	0	51	63.8%	Stop	1	5	38	52.1%	Stop	2	1	30	41.7%	Stop	1	1	34	41.9%
Belmont		0	0	42	51.9%	Stop	0	4	13	15.6%		0	0	51	63.8%		0	0	38	52.1%		0	0	30	41.7%	Stop	1	2	33	40.6%
Hillsdale	Stop	2	5	39	48.8%	Stop	1	3	11	13.1%		0	0	51	63.8%	Stop	3	6	35	47.9%	Stop	1	3	29	39.6%	Stop	0	2	31	38.8%
Hayward Park		0	0	39	48.8%	Stop	1	2	10	11.9%		0	0	51	63.8%		0	0	35	47.9%		0	0	29	39.6%	Stop	2	1	32	40.0%
San Mateo		0	0	39	48.8%	Stop	1	3	8	10.0%		0	0	51	63.8%	Stop	3	2	35	48.6%	Stop	4	2	31	42.4%	Stop	3	2	33	40.6%
Burlingame		0	0	39	48.8%	Stop	1	1	8	10.0%		0	0	51	63.8%	Stop	0	3	33	45.1%	Stop	0	2	29	40.3%	Stop	1	3	31	38.1%
Millbrae	Stop	3	5	37	46.3%	Stop	0	1	7	8.8%	Stop	2	4	49	60.6%		0	0	33	45.1%	Stop	0	2	27	37.5%	Stop	0	1	30	36.9%
San Bruno		0	0	37	46.3%	Stop	0	0	7	8.8%		0	0	49	60.6%	Stop	1	2	32	43.8%		0	0	27	37.5%	Stop	1	1	30	36.9%
South SF		0	0	37	46.3%	Stop	2	1	8	10.0%		0	0	49	60.6%		0	0	32	43.8%		0	0	27	37.5%	Stop	1	1	30	36.9%
Bayshore		0	0	37	46.3%	Stop	0	2	7	8.1%		0	0	49	60.6%		0	0	32	43.8%		0	0	27	37.5%	Stop	0	2	28	35.0%
22nd Street	Stop	0	19	19	23.1%	Stop	0	3	4	4.4%	Stop	0	24	25	30.6%	Stop	0	11	21	28.5%	Stop	1	9	19	26.4%	Stop	0	7	21	26.3%
San Francisco	Stop	0	19	0	0.0%	Stop	0	4	0	0.0%	Stop	0	25	0	0.0%	Stop	0	21	-1	-0.7%		0	19	0	0.0%	Stop	0	21	0	0.0%
TOTAL		60	60				33	33				68	68				55	56				47	47				50	50		

Passenger	Train 193					Train 195					Train 197					Train 199					**Total - All Day**		
Stopping Pattern	Local					Local					Local					Local							
Time of Day	Night					Night					Night					Night							
Consist	Bomb, 6 Cars					Gallery, 6 Cars					Gallery, 6 Cars					Bomb, 6 Cars							
Seating Capacity	760					760					760					760							
Avg Mid-Weekday Passengers	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	On	Off	On Board
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	187	0	187
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	84	0	271
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	249	0	520
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	156	1	675
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	68	2	741
Tamien		0	0	0	0.0%	Stop	2	0	2	0.3%	Stop	4	0	4	0.5%		0	0	0	0.0%	1,407	185	1,963
San Jose Diridon	Stop	27	0	27	3.6%	Stop	29	0	31	4.0%	Stop	19	0	22	2.9%	Stop	26	0	26	3.4%	4,606	63	6,507
College Park		0	0	27	3.6%		0	0	31	4.0%		0	0	22	2.9%		0	0	26	3.4%	63	50	6,520
Santa Clara	Stop	8	1	34	4.4%	Stop	10	1	40	5.2%	Stop	9	0	31	4.0%	Stop	2	1	27	3.5%	1,004	71	7,452
Lawrence	Stop	10	0	44	5.7%	Stop	8	2	46	6.1%	Stop	3	0	34	4.4%	Stop	2	0	28	3.7%	829	170	8,111
Sunnyvale	Stop	16	4	56	7.3%	Stop	17	4	60	7.8%	Stop	10	2	42	5.5%	Stop	7	2	34	4.4%	2,880	288	10,704
Mountain View	Stop	55	6	105	13.8%	Stop	40	4	95	12.5%	Stop	15	2	55	7.2%	Stop	12	3	43	5.6%	3,929	552	14,081
San Antonio	Stop	7	3	108	14.2%	Stop	12	4	103	13.6%	Stop	5	3	57	7.4%	Stop	5	3	45	5.9%	793	190	14,684
California Ave.	Stop	18	4	122	16.0%	Stop	18	1	120	15.7%	Stop	7	2	62	8.1%	Stop	6	3	48	6.3%	1,065	502	15,248
Palo Alto	Stop	81	10	193	25.3%	Stop	71	7	184	24.1%	Stop	26	2	85	11.2%	Stop	16	5	59	7.8%	4,364	2,856	16,756
Menlo Park	Stop	11	7	197	25.9%	Stop	14	10	187	24.6%	Stop	6	5	86	11.3%	Stop	2	4	58	7.6%	970	632	17,093
Redwood City	Stop	24	23	198	26.1%	Stop	23	18	193	25.3%	Stop	15	6	95	12.5%	Stop	5	11	52	6.8%	2,653	1,497	18,249
San Carlos	Stop	6	5	200	26.3%	Stop	3	10	186	24.5%	Stop	1	4	93	12.2%	Stop	2	1	53	7.0%	729	615	18,363
Belmont	Stop	4	5	199	26.1%	Stop	7	6	187	24.6%	Stop	4	2	94	12.4%	Stop	1	2	53	6.9%	388	277	18,474
Hillsdale	Stop	8	12	195	25.6%	Stop	19	15	191	25.1%	Stop	2	5	91	11.9%	Stop	1	4	50	6.6%	1,946	1,178	19,242
Hayward Park	Stop	1	3	193	25.3%	Stop	3	7	188	24.7%	Stop	2	2	91	12.0%	Stop	2	2	50	6.6%	275	213	19,304
San Mateo	Stop	15	20	188	24.7%	Stop	8	13	183	24.1%	Stop	4	8	88	11.5%	Stop	3	4	49	6.4%	1,174	1,048	19,430
Burlingame	Stop	6	10	184	24.1%	Stop	8	5	187	24.5%	Stop	3	5	86	11.3%	Stop	1	3	47	6.1%	612	540	19,502
Millbrae	Stop	4	39	149	19.5%	Stop	7	41	152	20.0%	Stop	1	17	70	9.1%	Stop	1	8	40	5.2%	578	2,903	17,177
San Bruno	Stop	2	9	141	18.6%	Stop	4	9	147	19.3%	Stop	2	5	67	8.8%	Stop	1	3	38	4.9%	317	376	17,118
South SF	Stop	0	3	139	18.2%	Stop	0	6	142	18.6%	Stop	1	2	66	8.7%	Stop	0	1	37	4.8%	165	292	16,991
Bayshore	Stop	0	10	129	16.9%	Stop	0	7	135	17.7%	Stop	0	3	64	8.4%	Stop	0	4	33	4.3%	59	209	16,841
22nd Street	Stop	1	43	87	11.4%	Stop	1	31	105	13.8%	Stop	0	13	51	6.6%	Stop	0	3	30	3.9%	52	1,909	14,984
TOTAL		299	299				301	301				135	135				91	91			31,597	31,597	

Bike	Train 193					Train 195					Train 197					Train 199					**Total - All Day**		
Stopping Pattern	Local					Local					Local					Local							
Time of Day	Night					Night					Night					Night							
Consist	Bomb, 6 Cars					Gallery, 6 Cars					Gallery, 6 Cars					Bomb, 6 Cars							
Seating Capacity	72					80					80					72							
Avg Mid-Weekday Bikes	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	On	Off	On Board
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	12	0	12
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	5	0	16
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	11	0	27
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	5	0	32
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	4	1	35
Tamien		0	0	0	0.0%	Stop	0	0	0	0.0%	Stop	0	0	0	0.0%		0	0	0	0.0%	79	6	108
San Jose Diridon	Stop	9	0	9	11.8%	Stop	3	0	3	3.1%	Stop	1	0	1	0.6%	Stop	2	0	2	2.1%	353	1	459
College Park		0	0	9	11.8%		0	0	3	3.1%		0	0	1	0.6%		0	0	2	2.1%	2	0	461
Santa Clara	Stop	3	0	12	16.0%	Stop	1	0	3	3.8%	Stop	1	0	2	1.9%	Stop	0	0	2	2.1%	84	5	540
Sunnyvale	Stop	2	2	15	20.1%	Stop	3	1	8	9.4%	Stop	2	1	4	4.4%	Stop	2	0	4	5.6%	213	45	818
Mountain View	Stop	6	2	18	25.0%	Stop	3	1	10	12.5%	Stop	1	1	3	3.8%	Stop	1	1	4	5.6%	369	79	1,108
San Antonio	Stop	2	1	19	26.4%	Stop	2	1	11	13.8%	Stop	1	1	4	4.4%	Stop	1	0	5	6.3%	114	31	1,191
California Ave.	Stop	2	2	19	26.4%	Stop	1	0	12	15.0%	Stop	2	0	5	6.3%	Stop	0	2	3	3.5%	123	79	1,235
Palo Alto	Stop	13	4	29	39.6%	Stop	13	1	24	30.0%	Stop	6	1	10	12.5%	Stop	5	2	6	8.3%	457	289	1,403
Menlo Park	Stop	2	3	28	38.9%	Stop	2	2	25	30.6%	Stop	1	2	9	11.3%	Stop	0	0	6	8.3%	106	76	1,433
Redwood City	Stop	4	9	23	31.9%	Stop	3	4	24	29.4%	Stop	3	2	11	13.1%	Stop	0	3	4	4.9%	187	177	1,443
San Carlos	Stop	2	1	25	34.0%	Stop	1	1	23	28.8%	Stop	0	1	10	12.5%	Stop	1	0	4	5.6%	77	62	1,459
Belmont	Stop	1	0	26	35.4%	Stop	2	1	24	29.4%	Stop	0	0	10	12.5%	Stop	0	1	4	4.9%	33	36	1,456
Hillsdale	Stop	1	3	24	32.6%	Stop	2	3	23	28.1%	Stop	0	2	9	10.6%	Stop	1	0	5	6.3%	123	87	1,493
Hayward Park	Stop	0	0	24	32.6%	Stop	1	1	23	28.1%	Stop	1	0	9	11.3%	Stop	1	0	5	6.9%	30	18	1,505
San Mateo	Stop	3	5	22	29.9%	Stop	1	1	23	28.1%	Stop	0	2	8	9.4%	Stop	0	1	5	6.3%	88	88	1,504
Burlingame	Stop	0	1	21	28.5%	Stop	1	0	24	29.4%	Stop	1	1	7	8.8%	Stop	0	0	5	6.3%	38	41	1,501
Millbrae	Stop	0	3	18	25.0%	Stop	2	2	23	28.8%	Stop	0	0	7	8.8%	Stop	0	1	4	4.9%	33	86	1,448
San Bruno	Stop	0	1	17	23.6%	Stop	1	3	21	25.6%	Stop	0	1	6	7.5%	Stop	0	0	4	4.9%	22	47	1,423
South SF	Stop	0	1	17	22.9%	Stop	0	2	19	23.8%	Stop	0	1	6	6.9%	Stop	0	0	4	4.9%	24	35	1,412
Bayshore	Stop	0	2	15	20.8%	Stop	0	1	18	22.5%	Stop	0	0	6	6.9%	Stop	0	0	4	4.9%	5	17	1,399
22nd Street	Stop	0	3	13	17.4%	Stop	1	6	14	16.9%	Stop	0	2	4	4.4%	Stop	0	0	4	4.9%	4	283	1,121
San Francisco	Stop	0	13	0	0.0%	Stop	0	14	0	0.0%	Stop	0	4	0	0.0%	Stop	0	4	0	0.0%	0	1,121	-1
TOTAL		50	50				41	41				17	17				13	13			2,724	2,724	

Caltrain 2019 Annual Count

XXX: Weekday Southbound Passenger and Bicycle Ridership by Train

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Passenger	Train 102					Train 104					Train 206					Train 208					Train 310					Train 212				
Stopping Pattern	Local					Local					Unified Limited					Express-Local					Local					Express-Local				
Time of Day	AM Peak					AM Peak					AM Peak					AM Peak					AM Peak					AM Peak				
Consist	Gallery, 6 Cars					Gallery, 6 Cars					Bomb, 6 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Gallery, 5 Cars				
Seating Capacity	760					760					760					650					760					650				
Avg Mid-Weekday Passengers	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied
San Francisco	Stop	24	0	24	3.1%	Stop	21	0	21	2.7%	Stop	78	0	78	10.3%	Stop	28	0	28	4.3%	Stop	101	0	101	13.3%	Stop	118	0	118	18.1%
22nd Street	Stop	5	0	29	3.8%	Stop	14	0	34	4.5%	Stop	44	0	122	16.1%	Stop	11	0	39	6.0%	Stop	68	0	169	22.2%	Stop	68	0	186	28.5%
Bayshore	Stop	5	0	33	4.3%	Stop	5	0	39	5.1%		0	0	122	16.1%	Stop	15	3	52	7.9%		0	0	169	22.2%		0	0	186	28.5%
South San Francisco	Stop	1	1	34	4.4%	Stop	4	1	42	5.5%		0	0	122	16.1%	Stop	9	6	55	8.4%		0	0	169	22.2%		0	0	186	28.5%
San Bruno	Stop	3	0	37	4.8%	Stop	10	1	51	6.7%		0	0	122	16.1%	Stop	19	1	73	11.2%		0	0	169	22.2%		0	0	186	28.5%
Millbrae	Stop	9	1	44	5.8%	Stop	12	2	61	8.0%	Stop	51	1	172	22.6%	Stop	43	4	112	17.2%	Stop	75	3	241	31.6%	Stop	68	2	252	38.8%
Burlingame	Stop	4	0	48	6.3%	Stop	4	2	64	8.4%	Stop	21	3	189	24.9%	Stop	18	4	126	19.4%		0	0	241	31.6%		0	0	252	38.8%
San Mateo	Stop	5	1	52	6.8%	Stop	15	2	77	10.1%	Stop	31	7	213	28.0%	Stop	20	2	145	22.2%		0	0	241	31.6%	Stop	123	14	361	55.5%
Hayward Park	Stop	3	1	54	7.0%	Stop	9	1	85	11.1%		0	0	213	28.0%	Stop	17	11	151	23.2%		0	0	241	31.6%		0	0	361	55.5%
Hillsdale	Stop	9	2	60	7.9%	Stop	6	2	89	11.7%	Stop	33	11	236	31.0%	Stop	27	8	170	26.1%		0	0	241	31.6%		0	0	361	55.5%
Belmont	Stop	6	1	65	8.6%	Stop	5	1	93	12.2%		0	0	236	31.0%	Stop	26	7	189	29.1%		0	0	241	31.6%		0	0	361	55.5%
San Carlos	Stop	4	2	67	8.8%	Stop	7	1	99	13.0%	Stop	16	11	241	31.6%	Stop	22	11	200	30.8%		0	0	241	31.6%	Stop	43	24	381	58.5%
Redwood City	Stop	14	9	72	9.4%	Stop	11	6	104	13.7%	Stop	25	36	230	30.2%	Stop	26	30	196	30.2%	Stop	23	40	223	29.3%	Stop	46	38	389	59.8%
Menlo Park	Stop	2	4	70	9.1%	Stop	4	6	102	13.4%	Stop	9	21	218	28.7%		0	0	196	30.2%	Stop	22	17	228	30.0%	Stop	32	58	363	55.8%
Palo Alto	Stop	1	29	42	5.5%	Stop	3	60	45	5.9%	Stop	6	104	120	15.8%	Stop	7	129	74	11.4%	Stop	24	99	153	20.1%	Stop	19	108	274	42.2%
California Avenue	Stop	0	3	39	5.1%	Stop	2	5	43	5.6%	Stop	6	22	104	13.6%		0	0	74	11.4%		0	0	153	20.1%	Stop	16	48	243	37.3%
San Antonio	Stop	0	4	36	4.7%	Stop	2	7	38	5.0%		0	0	104	13.6%		0	0	74	11.4%		0	0	153	20.1%	Stop	15	48	210	32.2%
Mountain View	Stop	3	13	26	3.4%	Stop	1	11	29	3.8%	Stop	10	52	62	8.2%		0	0	74	11.4%	Stop	7	110	50	6.5%	Stop	19	59	169	26.0%
Sunnyvale	Stop	0	5	21	2.7%	Stop	1	7	22	2.9%		0	0	62	8.2%		0	0	74	11.4%		0	0	50	6.5%	Stop	18	48	139	21.4%
Lawrence	Stop	2	3	19	2.5%	Stop	1	5	19	2.4%	Stop	7	24	45	5.9%		0	0	74	11.4%		0	0	50	6.5%	Stop	5	26	118	18.1%
Santa Clara	Stop	0	2	17	2.2%	Stop	0	5	14	1.8%		0	0	45	5.9%	Stop	2	31	45	6.8%		0	0	50	6.5%	Stop	0	15	103	15.8%
College Park		0	0	17	2.2%		0	0	14	1.8%		0	0	45	5.9%		0	0	45	6.8%		0	0	50	6.5%	Stop	0	90	13	2.0%
San Jose Diridon	Stop	0	17	0	0.0%	Stop	0	12	2	0.3%	Stop	0	45	0	0.0%	Stop	0	45	0	0.0%	Stop	0	49	1	0.1%	Stop	0	13	0	0.0%
Tamien		0	0	0	0.0%	Stop	0	2	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	1	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		95	95				134	134				335	335				288	288				319	319				588	588		

Bike	Train 102					Train 104					Train 206					Train 208					Train 310					Train 212				
Stopping Pattern	Local					Local					Unified Limited					Express-Local					Local					Express-Local				
Time of Day	AM Peak					AM Peak					AM Peak					AM Peak					AM Peak					AM Peak				
Consist	Gallery, 6 Cars					Gallery, 6 Cars					Bomb, 6 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Gallery, 5 Cars				
Seating Capacity	80					80					72					80					72					80				
Avg Mid-Weekday Bikes	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied
San Francisco	Stop	6	0	6	7.5%	Stop	2	0	2	1.9%	Stop	16	0	16	21.5%	Stop	2	0	2	2.5%	Stop	8	0	8	11.1%	Stop	14	0	14	16.9%
22nd Street	Stop	2	0	8	9.4%	Stop	1	0	2	2.5%	Stop	10	0	26	35.4%	Stop	1	0	3	3.1%	Stop	12	0	20	27.1%	Stop	12	0	26	31.9%
Bayshore	Stop	0	0	8	9.4%	Stop	0	0	2	2.5%		0	0	26	35.4%	Stop	3	0	6	6.9%		0	0	20	27.1%		0	0	26	31.9%
South San Francisco	Stop	0	0	8	9.4%	Stop	0	0	2	2.5%		0	0	26	35.4%	Stop	0	1	5	6.3%		0	0	20	27.1%		0	0	26	31.9%
San Bruno	Stop	0	0	8	9.4%	Stop	2	0	4	5.0%		0	0	26	35.4%	Stop	2	0	7	8.8%		0	0	20	27.1%		0	0	26	31.9%
Millbrae	Stop	2	1	9	10.6%	Stop	1	0	5	6.3%	Stop	1	0	27	36.8%	Stop	0	1	7	8.1%	Stop	3	0	22	30.6%	Stop	3	0	29	35.6%
Burlingame	Stop	1	0	9	11.3%	Stop	0	1	5	5.6%	Stop	0	0	27	36.8%	Stop	1	1	7	8.1%		0	0	22	30.6%		0	0	29	35.6%
San Mateo	Stop	0	0	9	11.3%	Stop	1	0	6	6.9%	Stop	4	1	29	40.3%	Stop	1	0	8	9.4%		0	0	22	30.6%	Stop	8	3	34	41.9%
Hayward Park	Stop	1	0	10	11.9%	Stop	2	1	7	8.1%		0	0	29	40.3%	Stop	3	1	10	11.9%		0	0	22	30.6%		0	0	34	41.9%
Hillsdale	Stop	2	0	12	14.4%	Stop	0	1	6	6.9%	Stop	4	2	31	42.4%	Stop	1	0	10	12.5%		0	0	22	30.6%		0	0	34	41.9%
Belmont	Stop	1	0	13	15.6%	Stop	1	0	7	8.1%		0	0	31	42.4%	Stop	2	0	12	15.0%		0	0	22	30.6%		0	0	34	41.9%
San Carlos	Stop	1	0	14	16.9%	Stop	0	0	7	8.1%	Stop	2	1	32	43.8%	Stop	0	1	12	14.4%		0	0	22	30.6%	Stop	6	1	38	47.5%
Redwood City	Stop	3	1	15	18.8%	Stop	1	0	8	9.4%	Stop	3	3	32	44.4%	Stop	1	2	11	13.1%	Stop	5	5	22	30.6%	Stop	9	3	44	55.0%
Menlo Park	Stop	0	3	12	15.0%	Stop	1	0	8	10.0%	Stop	3	3	32	43.8%		0	0	11	13.1%	Stop	1	2	21	29.2%	Stop	5	4	46	56.9%
Palo Alto	Stop	0	6	7	8.1%	Stop	0	4	5	5.6%	Stop	3	7	28	38.2%	Stop	3	8	6	6.9%	Stop	4	8	17	22.9%	Stop	3	7	42	51.9%
California Avenue	Stop	0	3	4	5.0%	Stop	1	0	5	6.3%	Stop	1	8	21	28.5%		0	0	6	6.9%		0	0	17	22.9%	Stop	1	6	36	45.0%
San Antonio	Stop	0	1	4	4.4%	Stop	0	1	4	5.0%		0	0	21	28.5%		0	0	6	6.9%		0	0	17	22.9%	Stop	3	11	28	34.4%
Mountain View	Stop	3	1	5	6.3%	Stop	0	1	3	3.8%	Stop	2	12	11	14.6%		0	0	6	6.9%	Stop	0	13	4	4.9%	Stop	1	4	24	30.0%
Sunnyvale	Stop	0	1	5	5.6%	Stop	0	0	3	3.8%		0	0	11	14.6%		0	0	6	6.9%		0	0	4	4.9%	Stop	2	13	13	15.6%
Lawrence	Stop	0	1	4	4.4%	Stop	1	2	2	1.9%	Stop	0	7	4	4.9%		0	0	6	6.9%		0	0	4	4.9%	Stop	0	8	5	5.6%
Santa Clara	Stop	0	0	4	4.4%	Stop	0	0	2	1.9%		0	0	4	4.9%	Stop	0	4	2	2.5%		0	0	4	4.9%	Stop	0	1	4	4.4%
College Park		0	0	4	4.4%		0	0	2	1.9%		0	0	4	4.9%		0	0	2	2.5%		0	0	4	4.9%	Stop	0	2	2	2.5%
San Jose Diridon	Stop	0	4	0	0.0%	Stop	0	1	1	1.3%	Stop	0	4	0	0.0%	Stop	0	2	0	0.0%	Stop	0	4	0	0.0%	Stop	0	2	0	0.0%
Tamien		0	0	0	0.0%	Stop	0	1	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	0	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		19	19				11	11				46	46				17	17				31	31				63	63		

Passenger	Train 314					Train 216					Train 218					Train 320					Train 222					Train 324				
Stopping Pattern	Local					Unified Limited					Express-Local					Local					Express-Local					Local				
Time of Day	AM Peak					AM Peak					AM Peak					AM Peak					AM Peak					AM Peak				
Consist	Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 6 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 6 Cars				
Seating Capacity	650					650					760					650					650					760				
Avg Mid-Weekday Passengers	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied
San Francisco	Stop	293	0	293	45.1%	Stop	115	0	115	17.6%	Stop	77	0	77	10.1%	Stop	352	0	352	54.2%	Stop	281	0	281	43.2%	Stop	456	0	456	60.0%
22nd Street	Stop	124	2	415	63.8%	Stop	73	0	187	28.8%	Stop	28	4	101	13.2%	Stop	135	1	487	74.8%	Stop	134	0	414	63.7%	Stop	196	3	649	85.3%
Bayshore		0	0	415	63.8%		0	0	187	28.8%	Stop	36	2	135	17.7%		0	0	487	74.8%		0	0	414	63.7%		0	0	649	85.3%
South San Francisco		0	0	415	63.8%		0	0	187	28.8%	Stop	18	9	144	18.9%		0	0	487	74.8%		0	0	414	63.7%		0	0	649	85.3%
San Bruno		0	0	415	63.8%	Stop	62	4	246	37.8%	Stop	34	3	174	22.9%		0	0	487	74.8%		0	0	414	63.7%		0	0	649	85.3%
Millbrae	Stop	133	7	542	83.3%		0	0	246	37.8%	Stop	119	2	291	38.3%	Stop	92	12	567	87.2%	Stop	101	5	510	78.5%	Stop	139	7	781	102.7%
Burlingame		0	0	542	83.3%	Stop	63	5	304	46.7%	Stop	71	14	348	45.7%		0	0	567	87.2%		0	0	510	78.5%		0	0	781	102.7%
San Mateo		0	0	542	83.3%	Stop	95	10	388	59.7%	Stop	46	18	376	49.4%		0	0	567	87.2%	Stop	118	36	592	91.0%		0	0	781	102.7%
Hayward Park		0	0	542	83.3%		0	0	388	59.7%	Stop	23	24	375	49.3%		0	0	567	87.2%		0	0	592	91.0%		0	0	781	102.7%
Hillsdale	Stop	84	52	574	88.2%	Stop	73	22	440	67.6%	Stop	51	29	397	52.2%		0	0	567	87.2%		0	0	592	91.0%	Stop	84	103	761	100.1%
Belmont		0	0	574	88.2%		0	0	440	67.6%	Stop	43	69	370	48.7%		0	0	567	87.2%		0	0	592	91.0%		0	0	761	100.1%
San Carlos		0	0	574	88.2%	Stop	36	31	444	68.3%	Stop	33	13	390	51.3%		0	0	567	87.2%	Stop	52	46	598	92.0%		0	0	761	100.1%
Redwood City	Stop	55	120	509	78.3%		0	0	444	68.3%	Stop	42	107	325	42.8%	Stop	73	117	522	80.3%	Stop	45	75	569	87.5%	Stop	55	174	643	84.5%
Menlo Park		0	0	509	78.3%	Stop	15	91	369	56.7%		0	0	325	42.8%	Stop	15	60	478	73.5%	Stop	13	32	550	84.5%		0	0	643	84.5%
Palo Alto	Stop	3	269	243	37.3%	Stop	13	148	233	35.8%	Stop	17	243	99	13.0%	Stop	40	179	339	52.1%	Stop	29	162	417	64.1%	Stop	8	351	300	39.4%
California Avenue		0	0	243	37.3%		0	0	233	35.8%		0	0	99	13.0%		0	0	339	52.1%	Stop	13	122	308	47.4%		0	0	300	39.4%
San Antonio		0	0	243	37.3%		0	0	233	35.8%		0	0	99	13.0%		0	0	339	52.1%	Stop	20	93	235	36.1%		0	0	300	39.4%
Mountain View	Stop	8	153	98	15.0%	Stop	7	106	134	20.6%		0	0	99	13.0%	Stop	9	273	75	11.5%	Stop	4	88	151	23.2%	Stop	6	239	66	8.7%
Sunnyvale		0	0	98	15.0%		0	0	134	20.6%		0	0	99	13.0%		0	0	75	11.5%	Stop	7	75	83	12.7%		0	0	66	8.7%
Lawrence		0	0	98	15.0%	Stop	2	93	44	6.7%		0	0	99	13.0%		0	0	75	11.5%	Stop	3	50	36	5.5%		0	0	66	8.7%
Santa Clara		0	0	98	15.0%		0	0	44	6.7%	Stop	1	38	63	8.2%		0	0	75	11.5%	Stop	2	20	18	2.7%		0	0	66	8.7%
College Park		0	0	98	15.0%		0	0	44	6.7%		0	0	63	8.2%		0	0	75	11.5%		0	0	18	2.7%		0	0	66	8.7%
San Jose Diridon	Stop	0	98	0	0.0%	Stop	0	44	0	0.0%	Stop	0	63	0	0.0%	Stop	1	68	7	1.1%	Stop	0	18	0	0.0%	Stop	0	66	0	0.0%
Tamien		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	7	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		699	699				551	551				635	635				715	715				818	818				942	942		

Bike	Train 314					Train 216					Train 218					Train 320					Train 222					Train 324				
Stopping Pattern	Local					Unified Limited					Express-Local					Local					Express-Local					Local				
Time of Day	AM Peak					AM Peak					AM Peak					AM Peak					AM Peak					AM Peak				
Consist	Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 6 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 6 Cars				
Seating Capacity	80					80					80					80					80					80				
Avg Mid-Weekday Bikes	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied
San Francisco	Stop	31	0	31	38.8%	Stop	17	0	17	20.6%	Stop	5	0	5	6.3%	Stop	34	0	34	41.9%	Stop	28	0	28	35.0%	Stop	34	0	34	42.5%
22nd Street	Stop	14	0	45	56.3%	Stop	13	0	30	36.9%	Stop	1	1	5	5.6%	Stop	19	0	53	65.6%	Stop	13	0	41	51.3%	Stop	12	0	46	57.5%
Bayshore		0	0	45	56.3%		0	0	30	36.9%	Stop	1	0	5	6.3%		0	0	53	65.6%		0	0	41	51.3%		0	0	46	57.5%
South San Francisco		0	0	45	56.3%		0	0	30	36.9%	Stop	1	1	5	6.3%		0	0	53	65.6%		0	0	41	51.3%		0	0	46	57.5%
San Bruno		0	0	45	56.3%	Stop	8	1	37	45.6%	Stop	2	1	6	7.5%		0	0	53	65.6%		0	0	41	51.3%		0	0	46	57.5%
Millbrae	Stop	5	0	50	62.5%		0	0	37	45.6%	Stop	1	0	7	8.1%	Stop	4	1	55	68.8%	Stop	3	0	44	54.4%	Stop	6	1	51	63.8%
Burlingame		0	0	50	62.5%	Stop	6	0	42	52.5%	Stop	2	1	8	9.4%		0	0	55	68.8%		0	0	44	54.4%		0	0	51	63.8%
San Mateo		0	0	50	62.5%	Stop	5	1	46	56.9%	Stop	2	0	10	11.9%		0	0	55	68.8%	Stop	8	6	46	57.5%		0	0	51	63.8%
Hayward Park		0	0	50	62.5%		0	0	46	56.9%	Stop	2	1	10	12.5%		0	0	55	68.8%		0	0	46	57.5%		0	0	51	63.8%
Hillsdale	Stop	7	5	52	64.4%	Stop	11	2	55	68.8%	Stop	2	1	12	14.4%		0	0	55	68.8%		0	0	46	57.5%	Stop	7	6	52	65.0%
Belmont		0	0	52	64.4%		0	0	55	68.8%	Stop	3	3	12	15.0%		0	0	55	68.8%		0	0	46	57.5%		0	0	52	65.0%
San Carlos		0	0	52	64.4%	Stop	3	8	50	62.5%	Stop	1	1	12	14.4%		0	0	55	68.8%	Stop	6	10	43	53.1%		0	0	52	65.0%
Redwood City	Stop	7	8	51	63.1%		0	0	50	62.5%	Stop	4	2	13	16.3%	Stop	6	8	53	66.3%	Stop	5	4	44	55.0%	Stop	7	8	51	63.8%
Menlo Park		0	0	51	63.1%	Stop	1	6	45	56.3%		0	0	13	16.3%	Stop	1	8	46	56.9%	Stop	1	3	42	51.9%		0	0	51	63.8%
Palo Alto	Stop	1	34	17	21.3%	Stop	3	11	37	46.3%	Stop	5	11	7	8.8%	Stop	5	24	27	33.1%	Stop	3	10	35	43.1%	Stop	2	35	18	22.5%
California Avenue		0	0	17	21.3%		0	0	37	46.3%		0	0	7	8.8%		0	0	27	33.1%	Stop	1	8	28	34.4%		0	0	18	22.5%
San Antonio		0	0	17	21.3%		0	0	37	46.3%		0	0	7	8.8%		0	0	27	33.1%	Stop	3	9	21	26.3%		0	0	18	22.5%
Mountain View	Stop	2	12	7	8.8%	Stop	2	17	22	26.9%		0	0	7	8.8%	Stop	2	18	10	12.5%	Stop	0	5	17	20.6%	Stop	1	14	5	6.3%
Sunnyvale		0	0	7	8.8%		0	0	22	26.9%		0	0	7	8.8%		0	0	10	12.5%	Stop	1	7	10	12.5%		0	0	5	6.3%
Lawrence		0	0	7	8.8%	Stop	0	18	4	4.4%		0	0	7	8.8%		0	0	10	12.5%	Stop	1	6	5	5.6%		0	0	5	6.3%
Santa Clara		0	0	7	8.8%		0	0	4	4.4%	Stop	1	2	6	7.5%		0	0	10	12.5%	Stop	1	3	3	3.1%		0	0	5	6.3%
College Park		0	0	7	8.8%		0	0	4	4.4%		0	0	6	7.5%		0	0	10	12.5%		0	0	3	3.1%		0	0	5	6.3%
San Jose Diridon	Stop	0	7	0	0.0%	Stop	0	4	0	0.0%	Stop	0	6	0	0.0%	Stop	1	7	4	4.4%	Stop	0	3	0	0.0%	Stop	0	5	0	0.0%
Tamien		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	4	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		65	65				66	66				30	30				70	70				71	71				69	69		

Passenger	Train 226					Train 228					Train 330					Train 232					Train 134					Train 236				
Stopping Pattern	Unified Limited					Express-Local					Local					Express-Local					Local					Express-Local				
Time of Day	AM Peak					AM Peak					AM Peak					AM Peak					Midday					Midday				
Consist	Gallery, 5 Cars					Bomb, 6 Cars					Gallery, 6 Cars					Bomb, 6 Cars					Bomb, 6 Cars					Bomb, 6 Cars				
Seating Capacity	650					760					760					760					760					760				
Avg Mid-Weekday Passengers	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied
San Francisco	Stop	172	0	172	26.5%	Stop	167	0	167	22.0%	Stop	477	0	477	62.7%	Stop	369	0	369	48.5%	Stop	208	0	208	27.3%	Stop	252	0	252	33.1%
22nd Street	Stop	120	1	292	44.8%	Stop	67	5	229	30.1%	Stop	158	2	632	83.2%	Stop	163	0	531	69.9%	Stop	100	3	305	40.1%		0	0	252	33.1%
Bayshore		0	0	292	44.8%	Stop	39	3	264	34.7%		0	0	632	83.2%		0	0	531	69.9%	Stop	22	1	326	42.9%		0	0	252	33.1%
South San Francisco		0	0	292	44.8%	Stop	11	32	244	32.0%		0	0	632	83.2%		0	0	531	69.9%	Stop	8	16	318	41.8%		0	0	252	33.1%
San Bruno	Stop	55	6	341	52.4%	Stop	31	12	262	34.5%		0	0	632	83.2%		0	0	531	69.9%	Stop	21	7	332	43.6%	Stop	13	2	263	34.5%
Millbrae		0	0	341	52.4%	Stop	60	4	318	41.8%	Stop	104	13	724	95.2%	Stop	79	7	604	79.4%	Stop	73	7	397	52.2%	Stop	74	3	334	43.9%
Burlingame	Stop	69	16	394	60.5%	Stop	40	14	345	45.3%		0	0	724	95.2%		0	0	604	79.4%	Stop	27	13	411	54.1%	Stop	10	16	328	43.1%
San Mateo	Stop	71	31	434	66.7%	Stop	44	24	365	48.0%		0	0	724	95.2%	Stop	65	68	601	79.1%	Stop	34	32	414	54.4%	Stop	24	26	325	42.8%
Hayward Park		0	0	434	66.7%	Stop	24	41	348	45.7%		0	0	724	95.2%		0	0	601	79.1%	Stop	12	31	394	51.8%		0	0	325	42.8%
Hillsdale	Stop	60	42	452	69.5%	Stop	43	25	366	48.1%		0	0	724	95.2%	Stop	40	62	580	76.3%	Stop	23	40	378	49.7%	Stop	16	26	316	41.5%
Belmont		0	0	452	69.5%	Stop	42	15	393	51.6%		0	0	724	95.2%		0	0	580	76.3%	Stop	14	9	383	50.3%	Stop	5	9	312	41.0%
San Carlos	Stop	41	27	465	71.5%	Stop	23	28	387	50.9%		0	0	724	95.2%	Stop	20	37	562	73.9%	Stop	17	13	387	50.9%	Stop	9	10	311	40.9%
Redwood City		0	0	465	71.5%	Stop	35	113	310	40.7%	Stop	30	160	593	78.0%	Stop	33	112	484	63.6%	Stop	32	87	331	43.6%	Stop	22	72	261	34.3%
Menlo Park	Stop	23	75	413	63.5%		0	0	310	40.7%	Stop	19	49	563	74.1%	Stop	9	32	460	60.5%	Stop	11	19	323	42.4%	Stop	7	21	247	32.5%
Palo Alto	Stop	37	171	280	43.0%	Stop	7	244	73	9.5%	Stop	39	258	344	45.2%	Stop	16	158	318	41.8%	Stop	9	147	185	24.3%	Stop	10	108	149	19.6%
California Avenue		0	0	280	43.0%		0	0	73	9.5%		0	0	344	45.2%	Stop	6	84	240	31.5%	Stop	6	48	144	18.9%	Stop	4	33	121	15.9%
San Antonio		0	0	280	43.0%		0	0	73	9.5%		0	0	344	45.2%	Stop	8	54	194	25.5%	Stop	2	16	130	17.0%	Stop	3	15	109	14.3%
Mountain View	Stop	5	164	121	18.5%		0	0	73	9.5%	Stop	4	290	58	7.6%	Stop	6	81	119	15.7%	Stop	3	62	71	9.3%	Stop	4	47	66	8.7%
Sunnyvale		0	0	121	18.5%		0	0	73	9.5%		0	0	58	7.6%	Stop	3	65	57	7.5%	Stop	1	29	43	5.6%	Stop	3	13	56	7.4%
Lawrence	Stop	2	84	39	5.9%		0	0	73	9.5%		0	0	58	7.6%	Stop	2	16	43	5.7%	Stop	1	11	32	4.2%	Stop	3	13	46	6.1%
Santa Clara		0	0	39	5.9%	Stop	1	34	40	5.2%		0	0	58	7.6%	Stop	2	18	27	3.6%	Stop	0	9	23	3.0%	Stop	2	11	37	4.8%
College Park		0	0	39	5.9%		0	0	40	5.2%		0	0	58	7.6%		0	0	27	3.6%		0	0	23	3.0%		0	0	37	4.8%
San Jose Diridon	Stop	0	39	0	0.0%	Stop	0	40	0	0.0%	Stop	1	54	4	0.5%	Stop	0	27	0	0.0%	Stop	0	23	0	0.0%	Stop	3	35	4	0.5%
Tamien		0	0	0	0.0%		0	0	0	0.0%	Stop	0	4	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	4	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		652	652				631	631				830	830				817	817				618	618				460	460		

Bike	Train 226					Train 228					Train 330					Train 232					Train 134					Train 236				
Stopping Pattern	Unified Limited					Express-Local					Local					Express-Local					Local					Express-Local				
Time of Day	AM Peak					AM Peak					AM Peak					AM Peak					Midday					Midday				
Consist	Gallery, 5 Cars					Bomb, 6 Cars					Gallery, 6 Cars					Bomb, 6 Cars					Bomb, 6 Cars					Bomb, 6 Cars				
Seating Capacity	80					72					80					72					72					72				
Avg Mid-Weekday Bikes	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied
San Francisco	Stop	31	0	31	38.8%	Stop	23	0	23	31.9%	Stop	56	0	56	70.0%	Stop	45	0	45	62.5%	Stop	26	0	26	36.1%	Stop	20	0	20	27.1%
22nd Street	Stop	20	0	51	63.1%	Stop	9	0	32	44.4%	Stop	19	0	75	93.8%	Stop	22	0	67	93.1%	Stop	12	0	38	52.1%		0	0	20	27.1%
Bayshore		0	0	51	63.1%	Stop	2	0	34	46.5%		0	0	75	93.8%		0	0	67	93.1%	Stop	1	0	38	52.8%		0	0	20	27.1%
South San Francisco		0	0	51	63.1%	Stop	0	9	25	34.0%		0	0	75	93.8%		0	0	67	93.1%	Stop	2	6	34	47.2%		0	0	20	27.1%
San Bruno	Stop	7	1	57	70.6%	Stop	2	1	26	35.4%		0	0	75	93.8%		0	0	67	93.1%	Stop	1	1	34	47.2%	Stop	1	1	20	27.8%
Millbrae		0	0	57	70.6%	Stop	2	1	27	36.8%	Stop	5	1	80	99.4%	Stop	3	2	68	94.4%	Stop	2	0	36	50.0%	Stop	1	1	21	28.5%
Burlingame	Stop	6	1	62	76.9%	Stop	4	2	29	39.6%		0	0	80	99.4%		0	0	68	94.4%	Stop	4	2	38	52.8%	Stop	1	0	22	29.9%
San Mateo	Stop	5	4	63	78.1%	Stop	5	3	30	41.7%		0	0	80	99.4%	Stop	7	10	65	90.3%	Stop	3	2	39	54.2%	Stop	2	1	22	30.6%
Hayward Park		0	0	63	78.1%	Stop	3	4	30	41.0%		0	0	80	99.4%		0	0	65	90.3%	Stop	3	4	38	52.8%		0	0	22	30.6%
Hillsdale	Stop	7	4	65	81.3%	Stop	3	3	30	41.0%		0	0	80	99.4%	Stop	4	6	63	86.8%	Stop	2	2	38	52.1%	Stop	1	2	21	28.5%
Belmont		0	0	65	81.3%	Stop	4	3	31	42.4%		0	0	80	99.4%		0	0	63	86.8%	Stop	2	2	38	52.1%	Stop	0	2	19	26.4%
San Carlos	Stop	2	6	62	76.9%	Stop	1	1	31	42.4%		0	0	80	99.4%	Stop	1	4	60	83.3%	Stop	1	3	36	49.3%	Stop	2	1	20	27.1%
Redwood City		0	0	62	76.9%	Stop	8	5	34	46.5%	Stop	4	12	72	90.0%	Stop	8	7	61	84.0%	Stop	5	6	35	47.9%	Stop	5	3	22	29.9%
Menlo Park	Stop	6	7	60	75.0%		0	0	34	46.5%	Stop	4	8	69	85.6%	Stop	2	2	60	83.3%	Stop	3	2	36	50.0%	Stop	0	1	21	28.5%
Palo Alto	Stop	5	22	44	54.4%	Stop	2	30	6	7.6%	Stop	3	35	36	45.0%	Stop	3	24	39	54.2%	Stop	2	16	22	29.9%	Stop	1	9	12	16.7%
California Avenue		0	0	44	54.4%		0	0	6	7.6%		0	0	36	45.0%	Stop	3	7	36	49.3%	Stop	3	5	20	27.1%	Stop	0	3	10	13.2%
San Antonio		0	0	44	54.4%		0	0	6	7.6%		0	0	36	45.0%	Stop	2	13	24	33.3%	Stop	0	3	17	22.9%	Stop	1	2	9	11.8%
Mountain View	Stop	0	19	25	31.3%		0	0	6	7.6%	Stop	0	29	7	8.8%	Stop	1	6	19	26.4%	Stop	1	5	13	18.1%	Stop	1	5	5	6.3%
Sunnyvale		0	0	25	31.3%		0	0	6	7.6%		0	0	7	8.8%	Stop	1	9	11	15.3%	Stop	0	7	6	8.3%	Stop	1	2	3	4.2%
Lawrence	Stop	0	24	1	1.3%		0	0	6	7.6%		0	0	7	8.8%	Stop	1	5	7	9.7%	Stop	1	2	5	6.3%	Stop	0	2	2	2.1%
Santa Clara		0	0	1	1.3%	Stop	0	5	1	0.7%		0	0	7	8.8%	Stop	0	4	4	4.9%	Stop	0	1	4	5.6%	Stop	1	1	1	1.4%
College Park		0	0	1	1.3%		0	0	1	0.7%		0	0	7	8.8%		0	0	4	4.9%		0	0	4	5.6%		0	0	1	1.4%
San Jose Diridon	Stop	0	1	0	0.0%	Stop	0	1	-1	-0.7%	Stop	0	5	3	3.1%	Stop	0	4	0	0.0%	Stop	0	4	0	0.0%	Stop	1	2	0	0.0%
Tamien		0	0	0	0.0%		0	0	-1	-0.7%	Stop	0	3	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	-1	-0.7%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	-1	-0.7%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	-1	-0.7%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	-1	-0.7%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Gilroy		0	0	0	0.0%		0	0	-1	-0.7%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		86	86				64	65				91	91				99	99				70	70				34	34		

Passenger	Train 138					Train 142					Train 146					Train 150					Train 152					Train 254				
Stopping Pattern	Local					Local					Local					Local					Local					Express-Local				
Time of Day	Midday					Midday					Midday					Midday					Midday					Midday				
Consist	Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Bomb, 6 Cars				
Seating Capacity	650					650					650					650					760					760				
Avg Mid-Weekday Passengers	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied
San Francisco	Stop	123	0	123	18.9%	Stop	138	0	138	21.2%	Stop	149	0	149	22.9%	Stop	164	0	164	25.2%	Stop	152	0	152	19.9%	Stop	223	0	223	29.3%
22nd Street	Stop	53	1	176	27.0%	Stop	30	0	167	25.7%	Stop	19	1	167	25.7%	Stop	12	4	172	26.5%	Stop	13	1	163	21.4%		0	0	223	29.3%
Bayshore	Stop	11	2	185	28.4%	Stop	6	1	173	26.5%	Stop	8	1	174	26.8%	Stop	8	1	180	27.6%	Stop	4	0	167	22.0%		0	0	223	29.3%
South San Francisco	Stop	3	6	182	27.9%	Stop	4	3	174	26.7%	Stop	5	3	176	27.1%	Stop	7	1	185	28.5%	Stop	9	3	173	22.7%		0	0	223	29.3%
San Bruno	Stop	6	2	186	28.5%	Stop	10	2	182	28.0%	Stop	15	7	184	28.2%	Stop	7	4	188	28.8%	Stop	9	5	177	23.3%	Stop	10	6	227	29.9%
Millbrae	Stop	47	3	230	35.3%	Stop	50	4	228	35.1%	Stop	59	8	235	36.1%	Stop	46	6	228	35.0%	Stop	48	6	219	28.8%	Stop	38	5	260	34.2%
Burlingame	Stop	7	9	228	35.0%	Stop	8	5	231	35.5%	Stop	10	8	237	36.5%	Stop	15	9	234	35.9%	Stop	16	8	226	29.7%	Stop	7	9	259	34.0%
San Mateo	Stop	15	20	223	34.2%	Stop	18	13	237	36.4%	Stop	13	19	232	35.6%	Stop	11	22	223	34.2%	Stop	10	13	223	29.3%	Stop	11	15	255	33.5%
Hayward Park	Stop	7	13	217	33.3%	Stop	5	8	234	35.9%	Stop	3	7	228	35.0%	Stop	9	4	228	35.1%	Stop	10	8	225	29.6%		0	0	255	33.5%
Hillsdale	Stop	17	13	220	33.8%	Stop	11	15	230	35.4%	Stop	11	12	226	34.8%	Stop	13	15	227	34.8%	Stop	17	16	226	29.7%	Stop	17	32	240	31.6%
Belmont	Stop	7	6	221	34.0%	Stop	6	8	228	35.1%	Stop	7	8	226	34.7%	Stop	8	4	230	35.4%	Stop	8	13	221	29.0%	Stop	18	8	251	33.0%
San Carlos	Stop	7	8	220	33.8%	Stop	9	8	229	35.2%	Stop	7	12	221	34.0%	Stop	7	9	229	35.2%	Stop	8	12	217	28.5%	Stop	8	11	248	32.6%
Redwood City	Stop	16	35	201	30.9%	Stop	27	35	221	33.9%	Stop	15	35	202	31.0%	Stop	22	40	211	32.5%	Stop	26	29	213	28.0%	Stop	30	32	246	32.3%
Menlo Park	Stop	7	11	197	30.3%	Stop	11	18	214	32.8%	Stop	7	18	191	29.4%	Stop	8	15	204	31.4%	Stop	22	12	223	29.3%	Stop	24	21	249	32.8%
Palo Alto	Stop	10	97	110	16.8%	Stop	26	73	167	25.6%	Stop	23	65	149	22.9%	Stop	34	51	188	28.8%	Stop	63	42	244	32.0%	Stop	155	38	366	48.2%
California Avenue	Stop	4	14	99	15.2%	Stop	7	19	155	23.8%	Stop	6	21	134	20.6%	Stop	8	15	181	27.8%	Stop	16	18	242	31.8%	Stop	19	12	373	49.1%
San Antonio	Stop	2	12	90	13.8%	Stop	2	9	148	22.7%	Stop	2	6	130	19.9%	Stop	3	17	167	25.7%	Stop	9	17	234	30.7%	Stop	18	11	381	50.1%
Mountain View	Stop	4	33	61	9.3%	Stop	11	37	122	18.8%	Stop	11	30	111	17.1%	Stop	10	42	136	20.8%	Stop	15	38	211	27.7%	Stop	16	52	345	45.4%
Sunnyvale	Stop	2	12	51	7.8%	Stop	4	30	96	14.8%	Stop	1	31	81	12.5%	Stop	3	33	106	16.3%	Stop	9	42	177	23.3%	Stop	9	55	299	39.3%
Lawrence	Stop	1	9	42	6.5%	Stop	3	7	92	14.1%	Stop	2	8	75	11.5%	Stop	2	5	103	15.8%	Stop	4	11	171	22.4%	Stop	10	19	290	38.2%
Santa Clara	Stop	0	8	34	5.2%	Stop	1	17	76	11.6%	Stop	0	11	64	9.8%	Stop	2	23	82	12.6%	Stop	2	47	125	16.4%	Stop	1	31	261	34.3%
College Park		0	0	34	5.2%		0	0	76	11.6%		0	0	64	9.8%		0	0	82	12.6%		0	0	125	16.4%		0	0	261	34.3%
San Jose Diridon	Stop	0	34	0	0.0%	Stop	0	76	0	0.0%	Stop	0	64	0	0.0%	Stop	0	82	0	0.0%	Stop	0	125	0	0.0%	Stop	2	168	95	12.4%
Tamien		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	95	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		344	344				382	382				369	369				396	396				463	463				614	614		

Bike	Train 138					Train 142					Train 146					Train 150					Train 152					Train 254				
Stopping Pattern	Local					Local					Local					Local					Local					Express-Local				
Time of Day	Midday					Midday					Midday					Midday					Midday					Midday				
Consist	Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Bomb, 6 Cars				
Seating Capacity	80					80					80					80					72					72				
Avg Mid-Weekday Bikes	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied
San Francisco	Stop	20	0	20	24.4%	Stop	11	0	11	13.1%	Stop	5	0	5	6.3%	Stop	8	0	8	9.4%	Stop	6	0	6	8.3%	Stop	19	0	19	25.7%
22nd Street	Stop	9	0	28	35.0%	Stop	4	0	14	17.5%	Stop	2	0	7	8.1%	Stop	2	0	9	11.3%	Stop	2	0	8	10.4%		0	0	19	25.7%
Bayshore	Stop	1	0	29	36.3%	Stop	1	0	15	18.1%	Stop	0	0	7	8.1%	Stop	0	0	9	11.3%	Stop	0	0	8	10.4%		0	0	19	25.7%
South San Francisco	Stop	0	2	27	33.8%	Stop	0	1	14	16.9%	Stop	1	0	8	9.4%	Stop	0	0	9	11.3%	Stop	1	0	8	11.1%		0	0	19	25.7%
San Bruno	Stop	1	0	28	35.0%	Stop	0	0	14	16.9%	Stop	1	0	8	10.0%	Stop	0	1	8	10.0%	Stop	1	1	9	11.8%	Stop	1	3	17	22.9%
Millbrae	Stop	1	2	27	33.8%	Stop	1	1	14	16.9%	Stop	3	0	11	13.8%	Stop	1	1	9	10.6%	Stop	1	1	9	12.5%	Stop	0	3	14	19.4%
Burlingame	Stop	2	1	29	35.6%	Stop	0	1	13	15.6%	Stop	1	0	12	15.0%	Stop	1	1	9	11.3%	Stop	1	1	9	12.5%	Stop	0	1	13	18.1%
San Mateo	Stop	1	4	26	32.5%	Stop	1	1	13	16.3%	Stop	1	1	12	14.4%	Stop	1	0	10	11.9%	Stop	1	1	9	11.8%	Stop	2	1	14	19.4%
Hayward Park	Stop	2	2	26	32.5%	Stop	1	0	14	16.9%	Stop	1	0	12	15.0%	Stop	0	0	10	11.9%	Stop	1	1	8	11.1%		0	0	14	19.4%
Hillsdale	Stop	3	3	27	33.1%	Stop	1	0	15	18.1%	Stop	0	0	12	15.0%	Stop	3	0	12	15.0%	Stop	1	0	9	12.5%	Stop	1	2	13	17.4%
Belmont	Stop	0	1	26	32.5%	Stop	0	1	14	17.5%	Stop	0	2	11	13.1%	Stop	2	0	14	16.9%	Stop	2	1	10	13.2%	Stop	1	1	13	17.4%
San Carlos	Stop	1	0	27	33.1%	Stop	1	0	15	18.8%	Stop	1	1	11	13.8%	Stop	1	1	14	17.5%	Stop	0	2	8	11.1%	Stop	1	2	12	16.0%
Redwood City	Stop	2	3	26	31.9%	Stop	3	1	17	21.3%	Stop	2	1	13	15.6%	Stop	3	2	15	18.8%	Stop	4	4	8	11.1%	Stop	4	3	13	18.1%
Menlo Park	Stop	0	0	26	31.9%	Stop	0	1	16	20.0%	Stop	1	2	12	14.4%	Stop	1	1	15	18.8%	Stop	5	3	11	14.6%	Stop	9	1	21	29.2%
Palo Alto	Stop	2	19	9	10.6%	Stop	2	10	8	10.0%	Stop	2	5	8	10.0%	Stop	6	6	15	18.8%	Stop	9	3	17	23.6%	Stop	10	5	26	36.1%
California Avenue	Stop	1	1	9	10.6%	Stop	1	2	7	8.8%	Stop	1	1	9	10.6%	Stop	1	3	13	16.3%	Stop	5	1	21	28.5%	Stop	3	1	28	38.2%
San Antonio	Stop	1	1	8	10.0%	Stop	0	2	6	6.9%	Stop	1	0	9	11.3%	Stop	1	2	12	14.4%	Stop	2	2	21	28.5%	Stop	2	2	28	38.2%
Mountain View	Stop	1	2	8	9.4%	Stop	1	3	4	5.0%	Stop	2	4	7	8.8%	Stop	1	5	8	9.4%	Stop	1	4	18	24.3%	Stop	1	2	27	36.8%
Sunnyvale	Stop	1	2	7	8.1%	Stop	0	1	3	3.8%	Stop	0	2	5	6.3%	Stop	2	1	8	10.0%	Stop	0	4	14	18.8%	Stop	0	8	19	25.7%
Lawrence	Stop	0	3	4	5.0%	Stop	0	1	2	2.5%	Stop	0	2	4	4.4%	Stop	1	0	9	10.6%	Stop	2	0	15	20.8%	Stop	1	3	17	23.6%
Santa Clara	Stop	0	0	4	5.0%	Stop	0	0	2	2.5%	Stop	0	0	4	4.4%	Stop	0	3	6	7.5%	Stop	0	4	11	15.3%	Stop	0	4	13	18.1%
College Park		0	0	4	5.0%		0	0	2	2.5%		0	0	4	4.4%		0	0	6	7.5%		0	0	11	15.3%		0	0	13	18.1%
San Jose Diridon	Stop	0	4	0	0.0%	Stop	0	2	0	0.0%	Stop	0	4	0	0.0%	Stop	0	6	0	0.0%	Stop	0	11	0	0.0%	Stop	1	7	7	9.7%
Tamien		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	7	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		47	47				25	25				21	21				31	31				41	41				52	52		

Passenger	Train 156					Train 258					Train 360					Train 262					Train 264					Train 366				
Stopping Pattern	Local					Express-Local					Local					Unified Limited					Express-Local					Local				
Time of Day	PM Peak					PM Peak					PM Peak					PM Peak					PM Peak					PM Peak				
Consist	Gallery, 6 Cars					Gallery, 5 Cars					Gallery, 6 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Bomb, 6 Cars				
Seating Capacity	760					650					760					650					650					760				
Avg Mid-Weekday Passengers	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied
San Francisco	Stop	123	0	123	16.2%	Stop	295	0	295	45.3%	Stop	644	0	644	84.7%	Stop	469	0	469	72.1%	Stop	141	0	141	21.7%	Stop	777	0	777	102.2%
22nd Street	Stop	17	0	140	18.4%		0	0	295	45.3%		0	0	644	84.7%		0	0	469	72.1%	Stop	38	2	177	27.2%		0	0	777	102.2%
Bayshore	Stop	6	3	143	18.8%		0	0	295	45.3%		0	0	644	84.7%		0	0	469	72.1%	Stop	8	9	176	27.1%		0	0	777	102.2%
South San Francisco	Stop	17	5	155	20.3%		0	0	295	45.3%		0	0	644	84.7%		0	0	469	72.1%	Stop	59	11	224	34.4%		0	0	777	102.2%
San Bruno	Stop	10	6	159	20.9%	Stop	6	15	286	43.9%		0	0	644	84.7%	Stop	18	43	444	68.3%	Stop	18	12	230	35.3%		0	0	777	102.2%
Millbrae	Stop	57	6	210	27.6%	Stop	69	13	341	52.5%	Stop	95	27	712	93.6%		0	0	444	68.3%	Stop	56	7	279	42.8%	Stop	119	48	848	111.5%
Burlingame	Stop	15	8	217	28.5%	Stop	9	22	328	50.5%		0	0	712	93.6%	Stop	12	33	423	65.0%	Stop	24	37	265	40.8%		0	0	848	111.5%
San Mateo	Stop	31	14	234	30.8%	Stop	30	35	324	49.8%		0	0	712	93.6%	Stop	32	64	391	60.1%	Stop	31	10	286	43.9%	Stop	43	76	814	107.1%
Hayward Park	Stop	26	9	251	33.0%		0	0	324	49.8%		0	0	712	93.6%		0	0	391	60.1%	Stop	44	24	306	47.0%		0	0	814	107.1%
Hillsdale	Stop	63	18	296	38.9%	Stop	60	41	343	52.7%	Stop	62	101	672	88.4%	Stop	58	51	397	61.1%	Stop	82	44	344	52.9%		0	0	814	107.1%
Belmont	Stop	41	7	330	43.4%	Stop	32	8	367	56.4%		0	0	672	88.4%		0	0	397	61.1%	Stop	33	34	344	52.8%		0	0	814	107.1%
San Carlos	Stop	26	14	342	44.9%	Stop	24	20	370	56.9%		0	0	672	88.4%	Stop	66	45	418	64.2%	Stop	50	17	377	57.9%		0	0	814	107.1%
Redwood City	Stop	57	42	357	47.0%	Stop	133	61	442	67.9%		0	0	672	88.4%		0	0	418	64.2%	Stop	148	53	472	72.6%	Stop	153	162	805	105.9%
Menlo Park	Stop	51	43	365	48.0%	Stop	62	28	475	73.1%		0	0	672	88.4%		0	0	418	64.2%	Stop	131	51	552	84.8%		0	0	805	105.9%
Palo Alto	Stop	223	42	546	71.8%	Stop	336	40	771	118.6%	Stop	221	136	757	99.6%	Stop	285	43	660	101.5%		0	0	552	84.8%	Stop	230	87	948	124.7%
California Avenue	Stop	66	27	585	77.0%	Stop	57	39	789	121.4%		0	0	757	99.6%	Stop	96	38	718	110.4%		0	0	552	84.8%	Stop	27	61	915	120.3%
San Antonio	Stop	27	32	581	76.4%	Stop	39	54	774	119.1%		0	0	757	99.6%		0	0	718	110.4%		0	0	552	84.8%		0	0	915	120.3%
Mountain View	Stop	67	58	590	77.6%	Stop	53	94	733	112.7%	Stop	55	272	541	71.1%	Stop	64	127	655	100.7%	Stop	42	160	433	66.6%		0	0	915	120.3%
Sunnyvale	Stop	57	88	559	73.5%	Stop	37	145	625	96.2%		0	0	541	71.1%	Stop	35	293	397	61.0%	Stop	13	123	323	49.7%	Stop	28	309	634	83.4%
Lawrence	Stop	60	40	579	76.1%	Stop	15	62	578	88.9%		0	0	541	71.1%		0	0	397	61.0%		0	0	323	49.7%		0	0	634	83.4%
Santa Clara	Stop	22	71	529	69.6%	Stop	10	88	500	76.8%		0	0	541	71.1%	Stop	3	125	274	42.2%	Stop	2	111	214	32.9%		0	0	634	83.4%
College Park	Stop	40	6	564	74.1%		0	0	500	76.8%		0	0	541	71.1%		0	0	274	42.2%		0	0	214	32.9%		0	0	634	83.4%
San Jose Diridon	Stop	35	145	454	59.7%	Stop	1	288	212	32.6%	Stop	0	541	0	0.0%	Stop	0	274	0	0.0%	Stop	0	214	0	0.0%	Stop	31	324	340	44.7%
Tamien	Stop	9	82	381	50.1%	Stop	0	212	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	340	0	0.0%
Capitol	Stop	3	31	352	46.3%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill	Stop	1	68	285	37.5%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill	Stop	1	138	149	19.5%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin	Stop	0	44	105	13.8%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Gilroy	Stop	0	105	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		1144	1144				1262	1262				1076	1076				1134	1134				916	916				1406	1406		

Bike	Train 156					Train 258					Train 360					Train 262					Train 264					Train 366				
Stopping Pattern	Local					Express-Local					Local					Unified Limited					Express-Local					Local				
Time of Day	PM Peak					PM Peak					PM Peak					PM Peak					PM Peak					PM Peak				
Consist	Gallery, 6 Cars					Gallery, 5 Cars					Gallery, 6 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Bomb, 6 Cars				
Seating Capacity	80					80					80					80					80					72				
Avg Mid-Weekday Bikes	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied
San Francisco	Stop	4	0	4	4.4%	Stop	35	0	35	43.8%	Stop	56	0	56	69.4%	Stop	44	0	44	54.4%	Stop	11	0	11	13.1%	Stop	46	0	46	63.9%
22nd Street	Stop	2	0	5	6.3%		0	0	35	43.8%		0	0	56	69.4%		0	0	44	54.4%	Stop	4	0	15	18.1%		0	0	46	63.9%
Bayshore	Stop	0	0	5	6.3%		0	0	35	43.8%		0	0	56	69.4%		0	0	44	54.4%	Stop	1	2	14	16.9%		0	0	46	63.9%
South San Francisco	Stop	2	1	6	7.5%		0	0	35	43.8%		0	0	56	69.4%		0	0	44	54.4%	Stop	7	2	19	23.1%		0	0	46	63.9%
San Bruno	Stop	2	1	7	8.8%	Stop	1	2	34	41.9%		0	0	56	69.4%	Stop	4	3	45	56.3%	Stop	2	1	20	25.0%		0	0	46	63.9%
Millbrae	Stop	3	0	10	11.9%	Stop	2	1	34	42.5%	Stop	5	3	57	71.3%		0	0	45	56.3%	Stop	0	0	20	25.0%	Stop	3	2	48	66.0%
Burlingame	Stop	1	2	9	11.3%	Stop	0	3	32	39.4%		0	0	57	71.3%	Stop	1	4	42	51.9%	Stop	2	2	20	25.0%		0	0	48	66.0%
San Mateo	Stop	1	2	9	10.6%	Stop	2	3	30	37.5%		0	0	57	71.3%	Stop	3	4	41	50.6%	Stop	3	3	20	25.0%	Stop	3	4	46	63.9%
Hayward Park	Stop	1	0	9	11.3%		0	0	30	37.5%		0	0	57	71.3%		0	0	41	50.6%	Stop	3	1	23	28.1%		0	0	46	63.9%
Hillsdale	Stop	2	1	11	13.1%	Stop	1	1	30	36.9%	Stop	5	5	57	71.3%	Stop	5	7	39	48.1%	Stop	2	2	23	28.1%		0	0	46	63.9%
Belmont	Stop	3	0	13	16.3%	Stop	6	1	35	43.1%		0	0	57	71.3%		0	0	39	48.1%	Stop	5	3	25	30.6%		0	0	46	63.9%
San Carlos	Stop	0	1	13	15.6%	Stop	1	3	32	40.0%		0	0	57	71.3%	Stop	9	7	41	50.6%	Stop	5	2	28	35.0%		0	0	46	63.9%
Redwood City	Stop	5	3	15	18.1%	Stop	9	10	32	39.4%		0	0	57	71.3%		0	0	41	50.6%	Stop	11	3	36	45.0%	Stop	7	13	40	55.6%
Menlo Park	Stop	7	4	18	22.5%	Stop	3	2	32	40.0%		0	0	57	71.3%		0	0	41	50.6%	Stop	12	4	45	55.6%		0	0	40	55.6%
Palo Alto	Stop	12	1	29	35.6%	Stop	14	1	45	56.3%	Stop	17	10	65	80.6%	Stop	22	5	58	71.9%		0	0	45	55.6%	Stop	15	7	48	66.7%
California Avenue	Stop	8	2	35	43.1%	Stop	10	5	50	61.9%		0	0	65	80.6%	Stop	17	6	68	85.0%		0	0	45	55.6%	Stop	4	8	44	61.1%
San Antonio	Stop	3	3	34	42.5%	Stop	6	4	52	64.4%		0	0	65	80.6%		0	0	68	85.0%		0	0	45	55.6%		0	0	44	61.1%
Mountain View	Stop	5	6	33	41.3%	Stop	5	6	50	62.5%	Stop	6	25	46	57.5%	Stop	9	13	64	80.0%	Stop	8	17	36	45.0%		0	0	44	61.1%
Sunnyvale	Stop	5	6	32	39.4%	Stop	7	10	47	58.8%		0	0	46	57.5%	Stop	8	23	49	60.6%	Stop	3	9	30	36.9%	Stop	5	11	38	52.8%
Lawrence	Stop	4	1	35	43.8%	Stop	4	8	43	53.8%		0	0	46	57.5%		0	0	49	60.6%		0	0	30	36.9%		0	0	38	52.8%
Santa Clara	Stop	3	8	31	38.1%	Stop	0	12	31	38.8%		0	0	46	57.5%	Stop	0	14	35	43.1%	Stop	0	6	24	30.0%		0	0	38	52.8%
College Park	Stop	0	1	30	37.5%		0	0	31	38.8%		0	0	46	57.5%		0	0	35	43.1%		0	0	24	30.0%		0	0	38	52.8%
San Jose Diridon	Stop	2	7	25	31.3%	Stop	0	20	11	13.8%	Stop	0	46	0	0.0%	Stop	0	35	0	0.0%	Stop	0	24	0	0.0%	Stop	2	20	20	27.1%
Tamien	Stop	0	5	21	25.6%	Stop	0	11	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	20	0	0.0%
Capitol	Stop	1	2	20	25.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill	Stop	0	1	19	23.8%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill	Stop	1	6	14	17.5%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin	Stop	0	3	11	13.8%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Gilroy	Stop	0	11	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		71	71				101	101				88	88				120	120				76	76				83	83		

Passenger	Train 268					Train 370					Train 272					Train 274					Train 376					Train 278				
Stopping Pattern	Express-Local					Local					Unified Limited					Express-Local					Local					Express-Local				
Time of Day	PM Peak					PM Peak					PM Peak					PM Peak					PM Peak					PM Peak				
Consist	Bomb, 6 Cars					Bomb, 6 Cars					Gallery, 6 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Gallery, 6 Cars				
Seating Capacity	760					760					760					650					760					760				
Avg Mid-Weekday Passengers	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied
San Francisco	Stop	705	0	705	92.8%	Stop	890	0	890	117.1%	Stop	913	0	913	120.1%	Stop	346	0	346	53.2%	Stop	1037	0	1037	136.4%	Stop	794	0	794	104.4%
22nd Street		0	0	705	92.8%		0	0	890	117.1%		0	0	913	120.1%	Stop	51	5	393	60.4%		0	0	1037	136.4%		0	0	794	104.4%
Bayshore		0	0	705	92.8%		0	0	890	117.1%		0	0	913	120.1%	Stop	13	21	385	59.2%		0	0	1037	136.4%		0	0	794	104.4%
South San Francisco	Stop	34	19	721	94.8%		0	0	890	117.1%		0	0	913	120.1%	Stop	43	20	409	62.8%		0	0	1037	136.4%	Stop	25	22	796	104.7%
San Bruno		0	0	721	94.8%		0	0	890	117.1%	Stop	28	83	859	113.0%	Stop	17	30	395	60.8%		0	0	1037	136.4%		0	0	796	104.7%
Millbrae	Stop	59	33	746	98.2%	Stop	67	68	889	117.0%		0	0	859	113.0%	Stop	82	21	456	70.1%	Stop	136	90	1083	142.5%	Stop	37	45	788	103.7%
Burlingame		0	0	746	98.2%		0	0	889	117.0%	Stop	28	136	750	98.7%	Stop	14	72	397	61.1%		0	0	1083	142.5%		0	0	788	103.7%
San Mateo		0	0	746	98.2%		0	0	889	117.0%	Stop	60	146	664	87.3%	Stop	30	30	397	61.1%	Stop	44	148	979	128.8%		0	0	788	103.7%
Hayward Park		0	0	746	98.2%		0	0	889	117.0%		0	0	664	87.3%	Stop	22	36	383	58.9%		0	0	979	128.8%		0	0	788	103.7%
Hillsdale	Stop	42	149	640	84.1%	Stop	61	167	783	103.0%	Stop	43	130	576	75.8%	Stop	48	65	366	56.3%		0	0	979	128.8%	Stop	36	201	624	82.0%
Belmont		0	0	640	84.1%		0	0	783	103.0%		0	0	576	75.8%	Stop	16	59	324	49.8%		0	0	979	128.8%		0	0	624	82.0%
San Carlos		0	0	640	84.1%		0	0	783	103.0%	Stop	24	114	486	63.9%	Stop	31	30	325	50.0%		0	0	979	128.8%		0	0	624	82.0%
Redwood City	Stop	75	117	598	78.6%		0	0	783	103.0%		0	0	486	63.9%	Stop	70	49	347	53.3%	Stop	87	263	804	105.7%	Stop	21	131	514	67.6%
Menlo Park	Stop	55	55	598	78.6%		0	0	783	103.0%		0	0	486	63.9%	Stop	47	43	351	53.9%		0	0	804	105.7%	Stop	8	59	463	60.9%
Palo Alto	Stop	305	72	830	109.2%	Stop	151	121	813	106.9%	Stop	160	62	584	76.8%		0	0	351	53.9%	Stop	88	110	782	102.8%	Stop	109	76	496	65.3%
California Avenue	Stop	57	65	822	108.1%		0	0	813	106.9%	Stop	55	69	570	75.0%		0	0	351	53.9%	Stop	18	73	727	95.7%	Stop	29	42	483	63.6%
San Antonio	Stop	45	152	715	94.0%		0	0	813	106.9%		0	0	570	75.0%		0	0	351	53.9%		0	0	727	95.7%	Stop	15	106	393	51.6%
Mountain View	Stop	56	135	636	83.6%	Stop	27	319	520	68.4%	Stop	27	121	477	62.7%	Stop	20	90	280	43.1%		0	0	727	95.7%	Stop	9	98	304	40.0%
Sunnyvale	Stop	27	176	487	64.0%		0	0	520	68.4%	Stop	16	245	248	32.6%	Stop	14	65	229	35.2%	Stop	10	335	402	52.9%	Stop	4	158	150	19.7%
Lawrence	Stop	42	126	403	53.0%		0	0	520	68.4%		0	0	248	32.6%	Stop	6	54	182	27.9%		0	0	402	52.9%	Stop	1	59	92	12.0%
Santa Clara	Stop	13	56	359	47.2%		0	0	520	68.4%	Stop	4	103	149	19.5%	Stop	3	60	125	19.2%		0	0	402	52.9%	Stop	1	33	59	7.8%
College Park		0	0	359	47.2%		0	0	520	68.4%		0	0	149	19.5%		0	0	125	19.2%		0	0	402	52.9%		0	0	59	7.8%
San Jose Diridon	Stop	85	70	374	49.2%	Stop	0	520	0	0.0%	Stop	0	149	0	0.0%	Stop	8	56	77	11.8%	Stop	8	225	185	24.3%	Stop	14	35	39	5.1%
Tamien	Stop	3	108	269	35.3%		0	0	0	0.0%		0	0	0	0.0%	Stop	4	20	60	9.2%	Stop	0	185	0	0.0%	Stop	0	39	0	0.0%
Capitol	Stop	0	31	238	31.3%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	12	49	7.5%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill	Stop	2	63	177	23.3%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	18	31	4.8%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill	Stop	0	89	88	11.6%		0	0	0	0.0%		0	0	0	0.0%	Stop	1	15	17	2.6%		0	0	0	0.0%		0	0	0	0.0%
San Martin	Stop	0	23	66	8.6%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	4	14	2.1%		0	0	0	0.0%		0	0	0	0.0%
Gilroy	Stop	0	66	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	14	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		1601	1601				1195	1195				1356	1356				882	882				1428	1428				1099	1099		

Bike	Train 268					Train 370					Train 272					Train 274					Train 376					Train 278				
Stopping Pattern	Express-Local					Local					Unified Limited					Express-Local					Local					Express-Local				
Time of Day	PM Peak					PM Peak					PM Peak					PM Peak					PM Peak					PM Peak				
Consist	Bomb, 6 Cars					Bomb, 6 Cars					Gallery, 6 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Gallery, 6 Cars				
Seating Capacity	72					72					80					80					72					80				
Avg Mid-Weekday Bikes	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied
San Francisco	Stop	49	0	49	68.1%	Stop	59	0	59	81.3%	Stop	65	0	65	80.6%	Stop	22	0	22	26.9%	Stop	70	0	70	97.2%	Stop	57	0	57	70.6%
22nd Street		0	0	49	68.1%		0	0	59	81.3%		0	0	65	80.6%	Stop	2	0	23	28.8%		0	0	70	97.2%		0	0	57	70.6%
Bayshore		0	0	49	68.1%		0	0	59	81.3%		0	0	65	80.6%	Stop	1	2	22	27.5%		0	0	70	97.2%		0	0	57	70.6%
South San Francisco	Stop	8	1	56	77.8%		0	0	59	81.3%		0	0	65	80.6%	Stop	7	1	28	35.0%		0	0	70	97.2%	Stop	3	1	59	73.1%
San Bruno		0	0	56	77.8%		0	0	59	81.3%	Stop	5	4	65	81.3%	Stop	3	2	29	35.6%		0	0	70	97.2%		0	0	59	73.1%
Millbrae	Stop	1	1	56	77.8%	Stop	4	3	60	83.3%		0	0	65	81.3%	Stop	2	1	30	36.9%	Stop	2	2	70	96.5%	Stop	1	5	54	67.5%
Burlingame		0	0	56	77.8%		0	0	60	83.3%	Stop	2	10	57	70.6%	Stop	1	5	26	31.9%		0	0	70	96.5%		0	0	54	67.5%
San Mateo		0	0	56	77.8%		0	0	60	83.3%	Stop	5	14	47	58.8%	Stop	1	2	25	31.3%	Stop	3	9	64	88.2%		0	0	54	67.5%
Hayward Park		0	0	56	77.8%		0	0	60	83.3%		0	0	47	58.8%	Stop	1	4	22	27.5%		0	0	64	88.2%		0	0	54	67.5%
Hillsdale	Stop	3	14	45	62.5%	Stop	5	13	52	71.5%	Stop	4	14	37	46.3%	Stop	5	5	23	28.1%		0	0	64	88.2%	Stop	3	16	42	51.9%
Belmont		0	0	45	62.5%		0	0	52	71.5%		0	0	37	46.3%	Stop	2	4	21	26.3%		0	0	64	88.2%		0	0	42	51.9%
San Carlos		0	0	45	62.5%		0	0	52	71.5%	Stop	5	5	37	46.3%	Stop	3	3	22	26.9%		0	0	64	88.2%		0	0	42	51.9%
Redwood City	Stop	8	9	44	60.4%		0	0	52	71.5%		0	0	37	46.3%	Stop	5	7	19	23.8%	Stop	5	13	56	77.8%	Stop	4	9	37	45.6%
Menlo Park	Stop	2	6	40	54.9%		0	0	52	71.5%		0	0	37	46.3%	Stop	15	6	29	35.6%		0	0	56	77.8%	Stop	1	9	28	35.0%
Palo Alto	Stop	27	7	60	82.6%	Stop	16	16	51	70.8%	Stop	24	9	52	65.0%		0	0	29	35.6%	Stop	6	15	47	64.6%	Stop	13	7	34	42.5%
California Avenue	Stop	7	8	58	80.6%		0	0	51	70.8%	Stop	10	6	56	69.4%		0	0	29	35.6%	Stop	2	10	38	52.8%	Stop	4	4	34	41.9%
San Antonio	Stop	8	15	51	70.8%		0	0	51	70.8%		0	0	56	69.4%		0	0	29	35.6%		0	0	38	52.8%	Stop	4	14	24	29.4%
Mountain View	Stop	2	11	43	59.0%	Stop	5	26	31	42.4%	Stop	5	14	47	58.1%	Stop	2	10	21	26.3%		0	0	38	52.8%	Stop	1	7	18	22.5%
Sunnyvale	Stop	3	10	36	50.0%		0	0	31	42.4%	Stop	5	25	27	33.1%	Stop	5	5	21	26.3%	Stop	2	23	17	23.6%	Stop	0	8	10	12.5%
Lawrence	Stop	6	12	30	41.7%		0	0	31	42.4%		0	0	27	33.1%	Stop	1	4	19	23.1%		0	0	17	23.6%	Stop	0	5	6	6.9%
Santa Clara	Stop	1	4	27	36.8%		0	0	31	42.4%	Stop	1	11	17	20.6%	Stop	0	4	15	18.1%		0	0	17	23.6%	Stop	0	3	3	3.8%
College Park		0	0	27	36.8%		0	0	31	42.4%		0	0	17	20.6%		0	0	15	18.1%		0	0	17	23.6%		0	0	3	3.8%
San Jose Diridon	Stop	1	11	17	23.6%	Stop	0	31	0	0.0%	Stop	0	17	0	0.0%	Stop	1	7	9	10.6%	Stop	1	11	7	9.7%	Stop	1	3	1	1.3%
Tamien	Stop	0	5	12	16.7%		0	0	0	0.0%		0	0	0	0.0%	Stop	1	3	7	8.1%	Stop	0	7	0	0.0%	Stop	0	1	0	0.0%
Capitol	Stop	0	2	10	13.9%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	0	7	8.1%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill	Stop	0	1	9	12.5%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	4	3	3.1%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill	Stop	0	6	4	4.9%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	1	2	1.9%		0	0	0	0.0%		0	0	0	0.0%
San Martin	Stop	0	2	2	2.8%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	1	1	0.6%		0	0	0	0.0%		0	0	0	0.0%
Gilroy	Stop	0	2	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	1	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		123	123				88	88				127	127				75	75				89	89				89	89		

Passenger	Train 380					Train 282					Train 284					Train 386					Train 288					Train 190				
Stopping Pattern	Local					Unified Limited					Express-Local					Local					Express-Local					Local				
Time of Day	PM Peak					PM Peak					PM Peak					PM Peak					PM Peak					Night				
Consist	Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Gallery, 6 Cars					Bomb, 6 Cars				
Seating Capacity	650					650					650					760					760					760				
Avg Mid-Weekday Passengers	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied
San Francisco	Stop	665	0	665	102.3%	Stop	583	0	583	89.7%	Stop	144	0	144	22.2%	Stop	544	0	544	71.6%	Stop	460	0	460	60.5%	Stop	333	0	333	43.8%
22nd Street		0	0	665	102.3%		0	0	583	89.7%	Stop	28	6	166	25.5%		0	0	544	71.6%		0	0	460	60.5%	Stop	17	3	347	45.7%
Bayshore		0	0	665	102.3%		0	0	583	89.7%	Stop	7	5	168	25.8%		0	0	544	71.6%		0	0	460	60.5%	Stop	5	3	349	45.9%
South San Francisco		0	0	665	102.3%		0	0	583	89.7%	Stop	13	12	168	25.8%		0	0	544	71.6%	Stop	12	9	463	60.9%	Stop	4	6	348	45.7%
San Bruno		0	0	665	102.3%	Stop	12	41	554	85.2%	Stop	5	9	164	25.2%		0	0	544	71.6%		0	0	463	60.9%	Stop	10	18	339	44.6%
Millbrae	Stop	47	47	666	102.4%		0	0	554	85.2%	Stop	42	6	200	30.8%	Stop	67	48	564	74.1%	Stop	34	36	461	60.7%	Stop	42	17	365	48.0%
Burlingame		0	0	666	102.4%	Stop	8	89	473	72.7%	Stop	8	25	183	28.1%		0	0	564	74.1%		0	0	461	60.7%	Stop	10	30	344	45.3%
San Mateo		0	0	666	102.4%	Stop	23	114	382	58.7%	Stop	13	13	183	28.2%	Stop	16	84	496	65.2%		0	0	461	60.7%	Stop	18	48	315	41.4%
Hayward Park		0	0	666	102.4%		0	0	382	58.7%	Stop	10	20	173	26.5%		0	0	496	65.2%		0	0	461	60.7%	Stop	8	11	312	41.1%
Hillsdale	Stop	20	137	548	84.3%	Stop	12	65	329	50.6%	Stop	17	33	157	24.1%		0	0	496	65.2%	Stop	7	123	346	45.5%	Stop	17	45	284	37.3%
Belmont		0	0	548	84.3%		0	0	329	50.6%	Stop	7	27	137	21.1%		0	0	496	65.2%		0	0	346	45.5%	Stop	5	15	274	36.0%
San Carlos		0	0	548	84.3%	Stop	12	67	274	42.2%	Stop	8	17	128	19.7%		0	0	496	65.2%		0	0	346	45.5%	Stop	2	17	259	34.0%
Redwood City		0	0	548	84.3%		0	0	274	42.2%	Stop	17	23	122	18.8%	Stop	38	135	399	52.4%	Stop	14	59	301	39.6%	Stop	27	39	247	32.4%
Menlo Park		0	0	548	84.3%		0	0	274	42.2%	Stop	12	19	115	17.6%		0	0	399	52.4%	Stop	26	36	292	38.4%	Stop	12	16	243	31.9%
Palo Alto	Stop	51	85	515	79.2%	Stop	40	37	277	42.5%		0	0	115	17.6%	Stop	43	93	349	45.9%	Stop	71	50	313	41.1%	Stop	49	34	258	33.9%
California Avenue		0	0	515	79.2%	Stop	17	45	248	38.2%		0	0	115	17.6%		0	0	349	45.9%	Stop	18	32	299	39.3%	Stop	9	33	234	30.7%
San Antonio		0	0	515	79.2%		0	0	248	38.2%		0	0	115	17.6%		0	0	349	45.9%	Stop	6	39	266	34.9%	Stop	2	22	214	28.1%
Mountain View	Stop	10	257	268	41.2%	Stop	13	67	194	29.8%	Stop	7	37	85	13.0%		0	0	349	45.9%	Stop	6	80	192	25.2%	Stop	4	56	162	21.3%
Sunnyvale		0	0	268	41.2%	Stop	3	139	58	8.9%	Stop	4	27	62	9.5%	Stop	10	180	179	23.6%	Stop	5	70	126	16.6%	Stop	7	56	113	14.8%
Lawrence		0	0	268	41.2%		0	0	58	8.9%		0	0	62	9.5%		0	0	179	23.6%	Stop	4	30	100	13.2%	Stop	1	14	100	13.2%
Santa Clara		0	0	268	41.2%		0	0	58	8.9%	Stop	1	32	31	4.7%		0	0	179	23.6%	Stop	0	22	79	10.3%	Stop	1	19	82	10.7%
College Park		0	0	268	41.2%		0	0	58	8.9%		0	0	31	4.7%		0	0	179	23.6%		0	0	79	10.3%		0	0	82	10.7%
San Jose Diridon	Stop	0	268	0	0.0%	Stop	0	58	0	0.0%	Stop	0	31	0	0.0%	Stop	3	123	59	7.7%	Stop	1	59	20	2.6%	Stop	0	82	0	0.0%
Tamien		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	59	0	0.0%	Stop	0	20	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		793	793				720	720				338	338				720	720				662	662				577	577		

Bike	Train 380					Train 282					Train 284					Train 386					Train 288					Train 190				
Stopping Pattern	Local					Unified Limited					Express-Local					Local					Express-Local					Local				
Time of Day	PM Peak					PM Peak					PM Peak					PM Peak					PM Peak					Night				
Consist	Gallery, 5 Cars					Gallery, 5 Cars					Gallery, 5 Cars					Bomb, 6 Cars					Gallery, 6 Cars					Bomb, 6 Cars				
Seating Capacity	80					80					80					72					80					72				
Avg Mid-Weekday Bikes	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied
San Francisco	Stop	54	0	54	67.5%	Stop	49	0	49	61.3%	Stop	7	0	7	8.8%	Stop	43	0	43	59.7%	Stop	34	0	34	42.5%	Stop	21	0	21	28.5%
22nd Street		0	0	54	67.5%		0	0	49	61.3%	Stop	2	0	9	11.3%		0	0	43	59.7%		0	0	34	42.5%	Stop	1	0	21	29.2%
Bayshore		0	0	54	67.5%		0	0	49	61.3%	Stop	1	0	10	12.5%		0	0	43	59.7%		0	0	34	42.5%	Stop	0	0	21	29.2%
South San Francisco		0	0	54	67.5%		0	0	49	61.3%	Stop	5	2	13	16.3%		0	0	43	59.7%	Stop	4	1	37	46.3%	Stop	1	0	22	29.9%
San Bruno		0	0	54	67.5%	Stop	1	4	46	57.5%	Stop	2	2	13	16.3%		0	0	43	59.7%		0	0	37	46.3%	Stop	2	2	22	29.9%
Millbrae	Stop	2	4	52	65.0%		0	0	46	57.5%	Stop	1	1	14	16.9%	Stop	1	4	40	55.6%	Stop	2	1	38	47.5%	Stop	1	1	22	30.6%
Burlingame		0	0	52	65.0%	Stop	0	8	39	48.1%	Stop	1	1	13	16.3%		0	0	40	55.6%		0	0	38	47.5%	Stop	1	3	20	27.8%
San Mateo		0	0	52	65.0%	Stop	3	9	32	40.0%	Stop	1	1	13	15.6%	Stop	3	6	37	51.4%		0	0	38	47.5%	Stop	2	5	17	23.6%
Hayward Park		0	0	52	65.0%		0	0	32	40.0%	Stop	0	1	12	14.4%		0	0	37	51.4%		0	0	38	47.5%	Stop	3	1	19	26.4%
Hillsdale	Stop	2	10	45	55.6%	Stop	2	4	30	37.5%	Stop	1	2	11	13.1%		0	0	37	51.4%	Stop	1	13	26	31.9%	Stop	3	3	19	25.7%
Belmont		0	0	45	55.6%		0	0	30	37.5%	Stop	2	1	12	14.4%		0	0	37	51.4%		0	0	26	31.9%	Stop	1	1	18	25.0%
San Carlos		0	0	45	55.6%	Stop	1	3	28	35.0%	Stop	1	1	12	14.4%		0	0	37	51.4%		0	0	26	31.9%	Stop	1	2	17	23.6%
Redwood City		0	0	45	55.6%		0	0	28	35.0%	Stop	2	2	11	13.8%	Stop	5	9	33	45.1%	Stop	3	4	25	31.3%	Stop	5	6	16	21.5%
Menlo Park		0	0	45	55.6%		0	0	28	35.0%	Stop	3	2	12	15.0%		0	0	33	45.1%	Stop	1	4	22	27.5%	Stop	3	1	18	24.3%
Palo Alto	Stop	11	12	43	53.8%	Stop	6	6	29	35.6%		0	0	12	15.0%	Stop	8	12	29	40.3%	Stop	18	5	35	43.8%	Stop	9	3	24	32.6%
California Avenue		0	0	43	53.8%	Stop	3	10	22	27.5%		0	0	12	15.0%		0	0	29	40.3%	Stop	6	5	37	45.6%	Stop	2	5	21	29.2%
San Antonio		0	0	43	53.8%		0	0	22	27.5%		0	0	12	15.0%		0	0	29	40.3%	Stop	2	8	31	38.8%	Stop	1	6	16	22.2%
Mountain View	Stop	1	24	20	25.0%	Stop	1	7	16	19.4%	Stop	1	3	10	12.5%		0	0	29	40.3%	Stop	5	14	22	26.9%	Stop	1	7	10	13.9%
Sunnyvale		0	0	20	25.0%	Stop	1	11	6	6.9%	Stop	1	5	7	8.1%	Stop	0	15	14	19.4%	Stop	0	6	16	20.0%	Stop	2	5	8	10.4%
Lawrence		0	0	20	25.0%		0	0	6	6.9%		0	0	7	8.1%		0	0	14	19.4%	Stop	0	3	13	16.3%	Stop	0	1	7	9.0%
Santa Clara		0	0	20	25.0%		0	0	6	6.9%	Stop	1	2	6	6.9%		0	0	14	19.4%	Stop	0	2	11	13.8%	Stop	1	1	7	9.0%
College Park		0	0	20	25.0%		0	0	6	6.9%		0	0	6	6.9%		0	0	14	19.4%		0	0	11	13.8%		0	0	7	9.0%
San Jose Diridon	Stop	0	20	0	0.0%	Stop	0	6	0	0.0%	Stop	0	6	0	0.0%	Stop	0	9	6	7.6%	Stop	0	9	3	3.1%	Stop	0	7	0	0.0%
Tamien		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	Stop	0	6	0	0.0%	Stop	0	3	0	0.0%		0	0	0	0.0%
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%
TOTAL		69	69				65	65				28	28				59	59				74	74				53	53		

Passenger	Train 192					Train 194					Train 196					Train 198					**Total - All Day**		
Stopping Pattern	Local					Local					Local					Local							
Time of Day	Night					Night					Night					Night							
Consist	Bomb, 6 Cars					Gallery, 5 Cars					Gallery, 6 Cars					Bomb, 6 Cars							
Seating Capacity	760					650					760					760							
Avg Mid-Weekday Passengers	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	Stop?	On	Off	On Board	% Seats Occupied	On	Off	On Board
San Francisco	Stop	330	0	330	43.4%	Stop	179	0	179	27.5%	Stop	97	0	97	12.8%	Stop	28	0	28	3.7%	15,027	0	15,027
22nd Street	Stop	12	2	340	44.7%	Stop	16	1	194	29.8%	Stop	10	0	107	14.1%	Stop	5	0	33	4.3%	1,820	42	16,805
Bayshore	Stop	3	3	340	44.7%	Stop	2	1	195	30.0%	Stop	1	0	108	14.2%	Stop	1	0	34	4.4%	202	54	16,953
South San Francisco	Stop	3	3	340	44.7%	Stop	0	6	189	29.1%	Stop	2	4	106	13.9%	Stop	3	0	37	4.8%	288	194	17,048
San Bruno	Stop	4	16	328	43.1%	Stop	4	4	189	29.1%	Stop	3	4	105	13.8%	Stop	1	1	37	4.8%	434	337	17,144
Millbrae	Stop	44	8	364	47.8%	Stop	29	9	209	32.2%	Stop	19	6	118	15.5%	Stop	6	1	42	5.5%	2,617	638	19,123
Burlingame	Stop	4	15	352	46.3%	Stop	5	12	202	31.1%	Stop	1	4	115	15.1%	Stop	1	2	41	5.3%	519	614	19,028
San Mateo	Stop	10	26	336	44.1%	Stop	4	19	188	28.8%	Stop	2	9	108	14.2%	Stop	1	3	39	5.1%	1,150	1,204	18,974
Hayward Park	Stop	3	8	331	43.5%	Stop	1	3	186	28.5%	Stop	0	1	108	14.1%	Stop	1	2	38	4.9%	231	256	18,948
Hillsdale	Stop	12	36	307	40.3%	Stop	4	18	172	26.4%	Stop	0	5	103	13.5%	Stop	0	3	35	4.6%	1,271	1,948	18,271
Belmont	Stop	3	8	302	39.7%	Stop	3	2	172	26.5%	Stop	1	2	101	13.3%	Stop	0	1	35	4.5%	330	314	18,287
San Carlos	Stop	4	17	288	37.9%	Stop	2	5	170	26.1%	Stop	2	2	101	13.3%	Stop	0	2	33	4.3%	612	674	18,225
Redwood City	Stop	19	53	254	33.4%	Stop	10	26	154	23.6%	Stop	2	10	93	12.2%	Stop	1	3	31	4.0%	1,567	2,717	17,075
Menlo Park	Stop	8	16	246	32.3%	Stop	3	9	148	22.7%	Stop	2	3	91	12.0%	Stop	0	3	28	3.6%	670	954	16,791
Palo Alto	Stop	37	32	251	33.0%	Stop	22	28	141	21.7%	Stop	8	19	80	10.5%	Stop	3	4	27	3.5%	3,020	4,495	15,316
California Avenue	Stop	8	26	233	30.6%	Stop	1	15	127	19.5%	Stop	3	7	77	10.1%	Stop	0	1	26	3.4%	569	1,029	14,855
San Antonio	Stop	4	18	219	28.8%	Stop	2	14	115	17.6%	Stop	1	7	71	9.3%	Stop	0	1	25	3.3%	224	749	14,331
Mountain View	Stop	8	56	171	22.4%	Stop	6	33	87	13.4%	Stop	2	20	53	7.0%	Stop	1	5	21	2.8%	631	4,054	10,907
Sunnyvale	Stop	2	57	116	15.2%	Stop	2	34	55	8.4%	Stop	0	18	36	4.7%	Stop	1	6	17	2.2%	328	2,960	8,275
Lawrence	Stop	0	12	104	13.6%	Stop	1	8	48	7.3%	Stop	0	4	32	4.2%	Stop	0	1	16	2.1%	175	788	7,662
Santa Clara	Stop	0	20	84	11.0%	Stop	0	10	38	5.8%	Stop	1	7	27	3.5%	Stop	1	3	14	1.8%	71	1,075	6,657
College Park		0	0	84	11.0%		0	0	38	5.8%		0	0	27	3.5%		0	0	14	1.8%	40	95	6,602
San Jose Diridon	Stop	0	70	14	1.8%	Stop	0	33	5	0.8%	Stop	0	27	0	0.0%	Stop	0	14	0	0.0%	189	4,903	1,889
Tamien	Stop	0	14	0	0.0%	Stop	0	5	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	15	1,195	709
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	3	73	639
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	3	148	493
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	2	241	254
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	0	70	184
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	0	184	0
TOTAL		512	512				291	291				154	154				51	51			32,001	32,001	

Bike	Train 192					Train 194					Train 196					Train 198					**Total - All Day**		
Stopping Pattern	Local					Local					Local					Local							
Time of Day	Night					Night					Night					Night							
Consist	Bomb, 6 Cars					Gallery, 5 Cars					Gallery, 6 Cars					Bomb, 6 Cars							
Seating Capacity	72					80					80					72							
Avg Mid-Weekday Bikes	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	Stop?	On	Off	On Board	% Slots Occupied	On	Off	On Board
San Francisco	Stop	20	0	20	27.1%	Stop	10	0	10	11.9%	Stop	9	0	9	10.6%	Stop	4	0	4	4.9%	1,225	0	1,225
22nd Street	Stop	3	0	23	31.3%	Stop	4	0	13	16.3%	Stop	0	0	9	10.6%	Stop	0	0	4	4.9%	221	1	1,445
Bayshore	Stop	0	0	23	31.3%	Stop	0	0	13	16.3%	Stop	0	0	9	10.6%	Stop	0	0	4	4.9%	9	3	1,451
South San Francisco	Stop	1	0	24	32.6%	Stop	0	1	13	15.6%	Stop	1	2	8	9.4%	Stop	1	0	5	6.3%	41	28	1,464
San Bruno	Stop	2	1	25	34.0%	Stop	1	0	13	16.3%	Stop	0	1	7	8.8%	Stop	1	0	6	7.6%	48	27	1,485
Millbrae	Stop	1	0	26	35.4%	Stop	0	1	13	15.6%	Stop	1	1	7	8.8%	Stop	1	0	7	9.0%	74	39	1,520
Burlingame	Stop	0	1	25	34.7%	Stop	1	0	13	16.3%	Stop	0	0	7	8.8%	Stop	0	1	6	7.6%	34	46	1,507
San Mateo	Stop	1	2	24	32.6%	Stop	1	1	13	16.3%	Stop	1	1	7	8.8%	Stop	0	1	5	6.3%	82	101	1,488
Hayward Park	Stop	1	0	25	34.0%	Stop	0	1	13	15.6%	Stop	0	0	7	8.8%	Stop	0	1	4	5.6%	23	19	1,492
Hillsdale	Stop	1	2	24	33.3%	Stop	0	3	10	11.9%	Stop	0	0	7	8.8%	Stop	0	0	4	5.6%	97	149	1,441
Belmont	Stop	1	1	24	32.6%	Stop	2	0	12	14.4%	Stop	0	0	7	8.8%	Stop	0	0	4	5.6%	36	23	1,454
San Carlos	Stop	1	2	22	30.6%	Stop	0	1	11	13.8%	Stop	0	0	7	8.8%	Stop	0	0	4	5.6%	52	65	1,442
Redwood City	Stop	3	3	23	31.3%	Stop	1	2	10	11.9%	Stop	1	1	7	8.8%	Stop	0	0	4	5.6%	164	176	1,430
Menlo Park	Stop	0	2	21	29.2%	Stop	0	2	8	10.0%	Stop	0	0	7	8.8%	Stop	0	0	4	5.6%	85	93	1,422
Palo Alto	Stop	8	3	27	36.8%	Stop	7	2	13	16.3%	Stop	2	2	7	8.8%	Stop	0	1	3	4.2%	303	463	1,262
California Avenue	Stop	3	6	24	32.6%	Stop	0	2	11	13.8%	Stop	1	1	7	8.8%	Stop	0	0	3	4.2%	93	122	1,233
San Antonio	Stop	0	2	22	30.6%	Stop	0	1	10	12.5%	Stop	1	1	7	8.8%	Stop	0	0	3	4.2%	35	99	1,169
Mountain View	Stop	1	6	18	24.3%	Stop	3	4	9	10.6%	Stop	2	1	9	10.6%	Stop	0	1	2	2.8%	78	372	875
Sunnyvale	Stop	0	5	13	18.1%	Stop	1	3	6	7.5%	Stop	0	4	5	5.6%	Stop	1	1	2	2.8%	50	236	689
Lawrence	Stop	0	1	13	17.4%	Stop	0	1	6	6.9%	Stop	0	0	5	5.6%	Stop	0	1	2	2.1%	20	115	593
Santa Clara	Stop	0	1	12	16.0%	Stop	0	1	5	5.6%	Stop	0	1	4	4.4%	Stop	0	0	2	2.1%	7	97	504
College Park		0	0	12	16.0%		0	0	5	5.6%		0	0	4	4.4%		0	0	2	2.1%	0	2	502
San Jose Diridon	Stop	0	8	4	4.9%	Stop	0	4	1	1.3%	Stop	0	4	0	0.0%	Stop	0	2	0	0.0%	8	394	115
Tamien	Stop	0	4	0	0.0%	Stop	0	1	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	1	77	39
Capitol		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	1	4	36
Blossom Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	0	6	30
Morgan Hill		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	1	12	19
San Martin		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	0	6	13
Gilroy		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%		0	0	0	0.0%	0	14	-1
TOTAL		45	45				27	27				17	17				7	7			2,783	2,783	

Caltrain 2019 Annual Count

XXXI: Weekday Northbound PNA Ridership by Train

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PNA	Train 101				Train 103				Train 305				Train 207				Train 309				Train 211				Train 313				Train 215			
Stopping Pattern	Local				Local				Local				Express-Local				Local				Express-Local				Local				Unified Limited			
Time of Day	AM Peak				AM Peak				AM Peak				AM Peak				AM Peak				AM Peak				AM Peak				AM Peak			
Consist	Gallery, 5 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Gallery, 6 Cars				Gallery, 5 Cars				Bomb, 6 Cars				Gallery, 6 Cars			
Avg Mid-Weekday PNA	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board
Gilroy		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
San Martin		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Morgan Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Blossom Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Capitol		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Tamien		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0
San Jose Diridon	Stop	1	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
College Park		0	0	1		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Santa Clara	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
Lawrence	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Sunnyvale	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	1	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0
Mountain View	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
San Antonio	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	1		0	0	0		0	0	0		0	0	0
California Avenue	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0
Palo Alto	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	0	Stop	0	0	0	Stop	0	0	0
Menlo Park	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	0		0	0	0		0	0	0
Redwood City	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0		0	0	0		0	0	0
San Carlos	Stop	0	0	1	Stop	0	0	0		0	0	0		0	0	0		0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0
Belmont	Stop	0	0	1	Stop	0	0	0		0	0	0		0	0	0		0	0	1	Stop	0	0	0		0	0	0		0	0	0
Hillsdale	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Hayward Park	Stop	0	0	1	Stop	0	0	0		0	0	0		0	0	0		0	0	1	Stop	0	0	0		0	0	0		0	0	0
San Mateo	Stop	0	0	1	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0
Burlingame	Stop	0	0	1	Stop	0	0	0		0	0	0		0	0	0		0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0
Millbrae	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0		0	0	0
San Bruno	Stop	0	0	1	Stop	0	0	0		0	0	0		0	0	0		0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0
South San Francisco	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	0		0	0	0		0	0	0
Bayshore	Stop	0	0	1	Stop	0	0	0		0	0	0		0	0	0		0	0	1	Stop	0	0	0		0	0	0		0	0	0
22nd Street	Stop	0	0	1	Stop	0	0	0		0	0	0		0	0	0		0	0	1	Stop	0	0	0		0	0	0		0	0	0
San Francisco	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
TOTAL		1	1			0	0			0	0			0	0			1	1			0	0			0	0			0	0	

PNA	Train 217				Train 319				Train 221				Train 323				Train 225				Train 227				Train 329				Train 231			
Stopping Pattern	Express-Local				Local				Express-Local				Local				Unified Limited				Express-Local				Local				Express-Local			
Time of Day	AM Peak				AM Peak				AM Peak				AM Peak				AM Peak				AM Peak				AM Peak				AM Peak			
Consist	Bomb, 6 Cars				Bomb, 6 Cars				Gallery, 5 Cars				Bomb, 6 Cars				Bomb, 6 Cars				Gallery, 6 Cars				Gallery, 6 Cars				Gallery, 5 Cars			
Avg Mid-Weekday PNA	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board
Gilroy	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
San Martin	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	1	0	1		0	0	0		0	0	0
Morgan Hill	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	1	0	1		0	0	0		0	0	0
Blossom Hill	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	1		0	0	0		0	0	0
Capitol	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	1		0	0	0		0	0	0
Tamien	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	1	0	2	Stop	0	0	0		0	0	0
San Jose Diridon	Stop	1	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	2	Stop	0	0	0	Stop	0	0	0
College Park		0	0	1		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	2		0	0	0		0	0	0
Santa Clara	Stop	0	0	1		0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	1	1		0	0	0	Stop	0	0	0
Lawrence	Stop	0	0	1		0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	1		0	0	0		0	0	0
Sunnyvale	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0
Mountain View	Stop	0	0	1		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	0	Stop	0	0	0
San Antonio	Stop	0	0	1		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	1		0	0	0		0	0	0
California Avenue	Stop	0	1	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	1	0		0	0	0		0	0	0
Palo Alto	Stop	1	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0
Menlo Park	Stop	0	0	1		0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0
Redwood City	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
San Carlos		0	0	1		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0
Belmont		0	0	1		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0
Hillsdale	Stop	0	0	1		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0
Hayward Park		0	0	1		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0
San Mateo		0	0	1	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0
Burlingame		0	0	1		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0
Millbrae	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
San Bruno		0	0	1		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0
South San Francisco	Stop	0	0	1		0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0
Bayshore		0	0	1		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0
22nd Street		0	0	1		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0
San Francisco	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
TOTAL		1	1			0	0			0	0			0	0			0	0			2	2			0	0			0	0	

PNA	Train 233				Train 135				Train 237				Train 139				Train 143				Train 147				Train 151				Train 155			
Stopping Pattern	Express-Local				Local				Express-Local				Local				Local				Local				Local				Local			
Time of Day	AM Peak				Midday				Midday				Midday				Midday				Midday				Midday				Midday			
Consist	Bomb, 6 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Bomb, 6 Cars				Gallery, 5 Cars				Gallery, 6 Cars				Bomb, 6 Cars			
Avg Mid-Weekday PNA	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board
Gilroy		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
San Martin		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Morgan Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Blossom Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Capitol		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Tamien	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
San Jose Diridon	Stop	1	0	1	Stop	0	0	0	Stop	2	0	2	Stop	0	0	0	Stop	1	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
College Park		0	0	1		0	0	0		0	0	2		0	0	0		0	0	1		0	0	0		0	0	0		0	0	0
Santa Clara	Stop	0	0	1	Stop	0	0	0	Stop	0	0	2	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Lawrence	Stop	0	0	1	Stop	0	0	0	Stop	0	0	2	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Sunnyvale	Stop	0	0	1	Stop	0	0	0	Stop	0	0	2	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Mountain View	Stop	0	0	1	Stop	0	0	0	Stop	1	0	2	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1
San Antonio	Stop	0	0	1	Stop	0	0	0	Stop	0	0	2	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1
California Avenue	Stop	0	1	1	Stop	0	0	0	Stop	0	0	2	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	1	0	1	Stop	0	1	0
Palo Alto	Stop	0	0	1	Stop	0	0	0	Stop	1	1	2	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0
Menlo Park	Stop	0	1	0	Stop	0	0	0	Stop	0	0	2	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0
Redwood City	Stop	0	0	0	Stop	0	0	0	Stop	0	1	2	Stop	1	0	1	Stop	0	0	0	Stop	1	0	1	Stop	1	1	1	Stop	0	0	0
San Carlos	Stop	0	0	0	Stop	0	0	0	Stop	0	1	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0
Belmont	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0
Hillsdale	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	1	0	Stop	0	0	1	Stop	0	0	0
Hayward Park		0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0	Stop	1	0	1
San Mateo	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1
Burlingame	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1
Millbrae	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1
San Bruno	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0
South San Francisco		0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Bayshore		0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
22nd Street		0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
San Francisco	Stop	0	0	0	Stop	0	0	0	Stop	0	1	1	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
TOTAL		1	1			0	0			3	3			1	1			1	1			1	1			1	1			1	1	

PNA	Train 257				Train 159				Train 261				Train 263				Train 365				Train 267				Train 269				Train 371			
Stopping Pattern	Express-Local				Local				Express-Local				Express-Local				Local				Unified Limited				Express-Local				Local			
Time of Day	Midday				PM Peak				PM Peak				PM Peak				PM Peak				PM Peak				PM Peak				PM Peak			
Consist	Bomb, 6 Cars				Gallery, 5 Cars				Bomb, 6 Cars				Gallery, 5 Cars				Gallery, 6 Cars				Gallery, 5 Cars				Bomb, 6 Cars				Gallery, 5 Cars			
Avg Mid-Weekday PNA	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board
Gilroy		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
San Martin		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Morgan Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Blossom Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Capitol		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Tamien	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0
San Jose Diridon	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
College Park		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Santa Clara	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0
Lawrence	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0
Sunnyvale	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0
Mountain View	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
San Antonio	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0
California Avenue	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0
Palo Alto	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Menlo Park	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0
Redwood City	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1	Stop	1	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0
San Carlos	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1		0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0
Belmont	Stop	0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	1		0	0	0		0	0	0		0	0	0		0	0	0
Hillsdale	Stop	0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	1		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0
Hayward Park		0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	1		0	0	0		0	0	0		0	0	0		0	0	0
San Mateo	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1		0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0
Burlingame	Stop	0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	1		0	0	0	Stop	0	0	0		0	0	0		0	0	0
Millbrae	Stop	0	0	0	Stop	0	0	0	Stop	0	1	1	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0
San Bruno	Stop	0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	1		0	0	0	Stop	0	0	0		0	0	0		0	0	0
South San Francisco		0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	1		0	0	0		0	0	0		0	0	0		0	0	0
Bayshore		0	0	0	Stop	0	0	0		0	0	1	Stop	0	1	0		0	0	0		0	0	0		0	0	0		0	0	0
22nd Street		0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
San Francisco	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
TOTAL		0	0			0	0			1	1			1	1			0	0			0	0			0	0			0	0	

PNA	Train 273				Train 375				Train 277				Train 279				Train 381				Train 283				Train 385				Train 287			
Stopping Pattern	Express-Local				Local				Unified Limited				Express-Local				Local				Express-Local				Local				Unified Limited			
Time of Day	PM Peak				PM Peak				PM Peak				PM Peak				PM Peak				PM Peak				PM Peak				PM Peak			
Consist	Gallery, 6 Cars				Bomb, 6 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Gallery, 6 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Bomb, 6 Cars			
Avg Mid-Weekday PNA	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board
Gilroy		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
San Martin		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Morgan Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Blossom Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Capitol		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Tamien		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
San Jose Diridon	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
College Park		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Santa Clara	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
Lawrence		0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0
Sunnyvale		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0
Mountain View		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0
San Antonio		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
California Avenue		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Palo Alto	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Menlo Park		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0
Redwood City	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0
San Carlos	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0
Belmont	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
Hillsdale	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0
Hayward Park	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
San Mateo	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0
Burlingame	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0
Millbrae	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0
San Bruno	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0
South San Francisco	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
Bayshore	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
22nd Street	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
San Francisco	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
TOTAL		0	0			0	0			0	0			0	0			0	0			0	0			0	0			0	0	

PNA	Train 289				Train 191				Train 193				Train 195				Train 197				Train 199				**Total - All Day**		
Stopping Pattern	Unified Limited				Local				Local				Local				Local				Local						
Time of Day	PM Peak				Night				Night				Night				Night				Night						
Consist	Bomb, 6 Cars				Gallery, 6 Cars				Bomb, 6 Cars				Gallery, 6 Cars				Gallery, 6 Cars				Bomb, 6 Cars						
Avg Mid-Weekday PNA	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	On	Off	On Board
Gilroy		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0	0
San Martin		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	1	0	1
Morgan Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	1	0	1
Blossom Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0	1
Capitol		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0	1
Tamien	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	1	0	2
San Jose Diridon	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1	Stop	1	0	1	6	0	7
College Park		0	0	0		0	0	0		0	0	0		0	0	0		0	0	1		0	0	1	0	0	7
Santa Clara		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1	Stop	0	0	1	Stop	0	0	1	1	1	7
Lawrence	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1	0	0	7
Sunnyvale		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1	1	0	8
Mountain View	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	1	0	1	2	0	9
San Antonio		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1	0	0	9
California Avenue	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0	Stop	0	0	1	Stop	0	0	1	1	3	7
Palo Alto	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1	Stop	0	0	1	Stop	0	1	1	2	2	7
Menlo Park	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1	0	1	7
Redwood City	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	2	0	2	Stop	0	0	1	Stop	0	0	1	4	1	10
San Carlos	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	2	Stop	0	1	0	Stop	0	0	1	0	1	9
Belmont		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	2	Stop	0	0	0	Stop	0	0	1	0	0	9
Hillsdale	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	2	Stop	0	0	0	Stop	0	0	1	0	1	8
Hayward Park		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	2	Stop	0	0	0	Stop	0	0	1	1	1	8
San Mateo	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	2	Stop	0	0	0	Stop	0	0	1	0	0	8
Burlingame	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	2	Stop	0	0	0	Stop	0	0	1	0	0	8
Millbrae	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	2	Stop	0	0	0	Stop	0	0	1	0	1	7
San Bruno		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	2	Stop	0	0	0	Stop	0	0	1	0	1	7
South San Francisco		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	2	Stop	0	0	0	Stop	0	0	1	0	0	7
Bayshore		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	2	Stop	0	0	0	Stop	0	0	1	0	1	6
22nd Street	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	2	Stop	0	0	0	Stop	0	0	1	0	0	6
San Francisco	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	2	0	Stop	0	0	0	Stop	0	1	0	0	5	1
TOTAL		0	0			0	0			0	0			3	3			1	1			1	1		17	16	

Caltrain 2019 Annual Count

XXXII: Weekday Southbound PNA Ridership by Train

(This page is kept blank intentionally in order to achieve an optimum result in double-sided printing.)

PNA	Train 102				Train 104				Train 206				Train 208				Train 310				Train 212				Train 314				Train 216			
Stopping Pattern	Local				Local				Unified Limited				Express-Local				Local				Express-Local				Local				Unified Limited			
Time of Day	AM Peak				AM Peak				AM Peak				AM Peak				AM Peak				AM Peak				AM Peak				AM Peak			
Consist	Gallery, 6 Cars				Gallery, 6 Cars				Bomb, 6 Cars				Gallery, 5 Cars				Bomb, 6 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Gallery, 5 Cars			
Avg Mid-Weekday PNA	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board
San Francisco	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1	Stop	0	0	0	Stop	1	0	1	Stop	0	0	0
22nd Street	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0
Bayshore	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	1		0	0	0		0	0	1		0	0	0
South San Francisco	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	1		0	0	0		0	0	1		0	0	0
San Bruno	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	1		0	0	0		0	0	1	Stop	0	0	0
Millbrae	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1		0	0	0
Burlingame	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	1		0	0	0		0	0	1	Stop	0	0	0
San Mateo	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	0		0	0	1	Stop	0	0	0
Hayward Park	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	1		0	0	0		0	0	1		0	0	0
Hillsdale	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	1		0	0	0	Stop	0	0	1	Stop	0	0	0
Belmont	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	1		0	0	0		0	0	1		0	0	0
San Carlos	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	0		0	0	1	Stop	0	0	0
Redwood City	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1		0	0	0
Menlo Park	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	0		0	0	1	Stop	0	0	0
Palo Alto	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0
California Avenue	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
San Antonio	Stop	0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
Mountain View	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Sunnyvale	Stop	0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
Lawrence	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0
Santa Clara	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
College Park		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
San Jose Diridon	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Tamien		0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0
Capitol		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Blossom Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Morgan Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
San Martin		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Gilroy		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
TOTAL		0	0			0	0			0	0			0	0			1	1			0	0			1	1			0	0	

PNA	Train 218				Train 320				Train 222				Train 324				Train 226				Train 228				Train 330				Train 232			
Stopping Pattern	Express-Local				Local				Express-Local				Local				Unified Limited				Express-Local				Local				Express-Local			
Time of Day	AM Peak				AM Peak				AM Peak				AM Peak				AM Peak				AM Peak				AM Peak				AM Peak			
Consist	Gallery, 6 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Gallery, 6 Cars				Gallery, 5 Cars				Bomb, 6 Cars				Gallery, 6 Cars				Bomb, 6 Cars			
Avg Mid-Weekday PNA	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board
San Francisco	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
22nd Street	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Bayshore	Stop	1	0	1		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
South San Francisco	Stop	0	0	1		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
San Bruno	Stop	0	0	1		0	0	0		0	0	0		0	0	0	Stop	1	0	1	Stop	0	0	0		0	0	0		0	0	0
Millbrae	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1
Burlingame	Stop	0	0	1		0	0	0		0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	0		0	0	0		0	0	1
San Mateo	Stop	0	0	1		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	1
Hayward Park	Stop	0	0	1		0	0	0		0	0	0		0	0	0		0	0	1	Stop	0	0	0		0	0	0		0	0	1
Hillsdale	Stop	0	0	1		0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	1
Belmont	Stop	0	0	1		0	0	0		0	0	0		0	0	0		0	0	1	Stop	0	0	0		0	0	0		0	0	1
San Carlos	Stop	0	0	1		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	1
Redwood City	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0
Menlo Park		0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	1		0	0	0	Stop	0	0	0	Stop	0	0	0
Palo Alto	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
California Avenue		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	1		0	0	0		0	0	0	Stop	0	0	0
San Antonio		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	1		0	0	0		0	0	0	Stop	0	0	0
Mountain View		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1		0	0	0	Stop	0	0	0	Stop	0	0	0
Sunnyvale		0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	1		0	0	0		0	0	0	Stop	0	0	0
Lawrence		0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	1	0		0	0	0		0	0	0	Stop	0	0	0
Santa Clara	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0
College Park		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
San Jose Diridon	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Tamien		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0
Capitol		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Blossom Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Morgan Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
San Martin		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Gilroy		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
TOTAL		1	1			0	0			0	0			0	0			1	1			0	0			0	0			1	1	

PNA	Train 134				Train 236				Train 138				Train 142				Train 146				Train 150				Train 152				Train 254			
Stopping Pattern	Local				Express-Local				Local				Local				Local				Local				Local				Express-Local			
Time of Day	Midday				Midday				Midday				Midday				Midday				Midday				Midday				Midday			
Consist	Bomb, 6 Cars				Bomb, 6 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Bomb, 6 Cars				Bomb, 6 Cars			
Avg Mid-Weekday PNA	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board
San Francisco	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1	Stop	2	0	2	Stop	1	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
22nd Street	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	2	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0		0	0	0
Bayshore	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	2	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0		0	0	0
South San Francisco	Stop	0	0	0		0	0	0	Stop	0	0	1	Stop	0	0	2	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0		0	0	0
San Bruno	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	2	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Millbrae	Stop	0	0	0	Stop	1	0	1	Stop	0	0	1	Stop	0	0	2	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Burlingame	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	0	0	2	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
San Mateo	Stop	0	0	0	Stop	0	0	1	Stop	0	1	0	Stop	1	0	2	Stop	0	0	1	Stop	0	0	0	Stop	1	0	1	Stop	0	0	0
Hayward Park	Stop	0	0	0		0	0	1	Stop	0	0	0	Stop	0	0	2	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1		0	0	0
Hillsdale	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	2	Stop	0	0	1	Stop	1	0	1	Stop	0	0	1	Stop	0	0	0
Belmont	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	0	2	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0
San Carlos	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0	Stop	0	0	2	Stop	0	0	1	Stop	0	0	1	Stop	0	0	1	Stop	0	0	0
Redwood City	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	1	Stop	0	0	1	Stop	0	1	0	Stop	1	0	1	Stop	0	0	0
Menlo Park	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	1	0	2	Stop	0	0	0	Stop	1	0	2	Stop	0	0	0
Palo Alto	Stop	1	0	1	Stop	0	0	0	Stop	1	0	1	Stop	0	0	1	Stop	1	1	2	Stop	0	0	0	Stop	0	1	1	Stop	1	0	1
California Avenue	Stop	0	0	1	Stop	0	0	0	Stop	0	0	1	Stop	0	0	1	Stop	1	0	2	Stop	0	0	0	Stop	0	1	1	Stop	0	0	1
San Antonio	Stop	0	0	1	Stop	0	0	0	Stop	0	1	0	Stop	0	0	1	Stop	0	0	2	Stop	1	0	1	Stop	0	0	1	Stop	0	0	1
Mountain View	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	1	1	Stop	0	1	2	Stop	0	1	0	Stop	0	1	0	Stop	0	0	1
Sunnyvale	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	2	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1
Lawrence	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	2	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1
Santa Clara	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	2	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1
College Park		0	0	1		0	0	0		0	0	0		0	0	1		0	0	2		0	0	0		0	0	0		0	0	1
San Jose Diridon	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0	Stop	0	2	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0
Tamien		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0
Capitol		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Blossom Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Morgan Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
San Martin		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Gilroy		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
TOTAL		1	1			1	1			1	1			2	2			3	3			1	1			2	2			1	1	

PNA	Train 156				Train 258				Train 360				Train 262				Train 264				Train 366				Train 268				Train 370			
Stopping Pattern	Local				Express-Local				Local				Unified Limited				Express-Local				Local				Express-Local				Local			
Time of Day	PM Peak				PM Peak				PM Peak				PM Peak				PM Peak				PM Peak				PM Peak				PM Peak			
Consist	Gallery, 6 Cars				Gallery, 5 Cars				Gallery, 6 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Bomb, 6 Cars				Bomb, 6 Cars				Bomb, 6 Cars			
Avg Mid-Weekday PNA	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board
San Francisco	Stop	1	0	1	Stop	0	0	0	Stop	1	0	1	Stop	1	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1
22nd Street	Stop	0	0	1		0	0	0		0	0	1		0	0	1	Stop	0	0	0		0	0	0		0	0	0		0	0	1
Bayshore	Stop	0	1	0		0	0	0		0	0	1		0	0	1	Stop	0	0	0		0	0	0		0	0	0		0	0	1
South San Francisco	Stop	0	0	0		0	0	0		0	0	1		0	0	1	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	1
San Bruno	Stop	0	0	0	Stop	0	0	0		0	0	1	Stop	1	0	2	Stop	1	0	1		0	0	0		0	0	0		0	0	1
Millbrae	Stop	1	0	1	Stop	0	0	0	Stop	0	0	1		0	0	2	Stop	0	0	1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1
Burlingame	Stop	0	0	1	Stop	0	0	0		0	0	1	Stop	0	0	2	Stop	1	1	1		0	0	0		0	0	0		0	0	1
San Mateo	Stop	0	0	1	Stop	0	0	0		0	0	1	Stop	0	1	1	Stop	0	0	1	Stop	0	0	0		0	0	0		0	0	1
Hayward Park	Stop	0	0	1		0	0	0		0	0	1		0	0	1	Stop	0	1	0		0	0	0		0	0	0		0	0	1
Hillsdale	Stop	0	0	1	Stop	0	0	0	Stop	1	0	2	Stop	0	1	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	1
Belmont	Stop	0	0	1	Stop	0	0	0		0	0	2		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	1
San Carlos	Stop	0	0	1	Stop	1	0	1		0	0	2	Stop	0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	1
Redwood City	Stop	1	0	1	Stop	1	0	1		0	0	2		0	0	0	Stop	0	0	0	Stop	1	0	1	Stop	0	0	0		0	0	1
Menlo Park	Stop	0	0	1	Stop	0	0	1		0	0	2		0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	0		0	0	1
Palo Alto	Stop	0	0	1	Stop	0	0	1	Stop	0	0	2	Stop	1	0	1		0	0	0	Stop	0	0	1	Stop	0	0	0	Stop	0	1	0
California Avenue	Stop	0	0	1	Stop	1	0	2		0	0	2	Stop	0	0	1		0	0	0	Stop	0	0	1	Stop	0	0	0		0	0	0
San Antonio	Stop	0	0	1	Stop	0	1	1		0	0	2		0	0	1		0	0	0		0	0	1	Stop	0	0	0		0	0	0
Mountain View	Stop	0	0	1	Stop	0	0	1	Stop	0	0	2	Stop	0	1	0	Stop	0	0	0		0	0	1	Stop	0	0	0	Stop	0	0	0
Sunnyvale	Stop	0	0	1	Stop	0	0	1		0	0	2	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0		0	0	0
Lawrence	Stop	0	0	1	Stop	0	0	1		0	0	2		0	0	0		0	0	0		0	0	1	Stop	0	0	0		0	0	0
Santa Clara	Stop	0	0	1	Stop	0	0	1		0	0	2	Stop	0	0	0	Stop	0	0	0		0	0	1	Stop	0	0	0		0	0	0
College Park	Stop	0	0	1		0	0	1		0	0	2		0	0	0		0	0	0		0	0	1		0	0	0		0	0	0
San Jose Diridon	Stop	0	1	1	Stop	0	1	0	Stop	0	2	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0
Tamien	Stop	0	0	1	Stop	0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0
Capitol	Stop	0	0	1		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0
Blossom Hill	Stop	0	0	1		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0
Morgan Hill	Stop	0	1	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0
San Martin	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0
Gilroy	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0
TOTAL		2	2			2	2			2	2			2	2			1	1			1	1			0	0			1	1	

PNA	Train 272				Train 274				Train 376				Train 278				Train 380				Train 282				Train 284				Train 386			
Stopping Pattern	Unified Limited				Express-Local				Local				Express-Local				Local				Unified Limited				Express-Local				Local			
Time of Day	PM Peak				PM Peak				PM Peak				PM Peak				PM Peak				PM Peak				PM Peak				PM Peak			
Consist	Gallery, 6 Cars				Gallery, 5 Cars				Bomb, 6 Cars				Gallery, 6 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Gallery, 5 Cars				Bomb, 6 Cars			
Avg Mid-Weekday PNA	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board
San Francisco	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
22nd Street		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0
Bayshore		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0
South San Francisco		0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0
San Bruno	Stop	0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0
Millbrae		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0
Burlingame	Stop	0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0
San Mateo	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Hayward Park		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0
Hillsdale	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0
Belmont		0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0
San Carlos	Stop	0	0	0	Stop	0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0
Redwood City		0	0	0	Stop	0	0	0	Stop	0	1	-1	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0
Menlo Park		0	0	0	Stop	0	0	0		0	0	-1	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0
Palo Alto	Stop	0	0	0		0	0	0	Stop	0	0	-1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0	Stop	0	0	0
California Avenue	Stop	0	0	0		0	0	0	Stop	0	0	-1	Stop	0	0	0		0	0	0	Stop	0	0	0		0	0	0		0	0	0
San Antonio		0	0	0		0	0	0		0	0	-1	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Mountain View	Stop	0	0	0	Stop	0	0	0		0	0	-1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0
Sunnyvale	Stop	0	0	0	Stop	0	0	0	Stop	0	0	-1	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Lawrence		0	0	0	Stop	0	0	0		0	0	-1	Stop	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Santa Clara	Stop	0	0	0	Stop	0	0	0		0	0	-1	Stop	0	0	0		0	0	0		0	0	0	Stop	0	0	0		0	0	0
College Park		0	0	0		0	0	0		0	0	-1		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
San Jose Diridon	Stop	0	0	0	Stop	0	0	0	Stop	0	0	-1	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0
Tamien		0	0	0	Stop	0	0	0	Stop	0	0	-1	Stop	0	0	0		0	0	0		0	0	0		0	0	0	Stop	0	0	0
Capitol		0	0	0	Stop	0	0	0		0	0	-1		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Blossom Hill		0	0	0	Stop	0	0	0		0	0	-1		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Morgan Hill		0	0	0	Stop	0	0	0		0	0	-1		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
San Martin		0	0	0	Stop	0	0	0		0	0	-1		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
Gilroy		0	0	0	Stop	0	0	0		0	0	-1		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
TOTAL		0	0			0	0			0	1			0	0			0	0			0	0			0	0			0	0	

PNA	Train 288				Train 190				Train 192				Train 194				Train 196				Train 198				Total - All Day		
Stopping Pattern	Express-Local				Local				Local				Local				Local				Local						
Time of Day	PM Peak				Night				Night				Night				Night				Night						
Consist	Gallery, 6 Cars				Bomb, 6 Cars				Bomb, 6 Cars				Gallery, 5 Cars				Gallery, 6 Cars				Bomb, 6 Cars						
Avg Mid-Weekday PNA	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	Stop?	On	Off	On Board	On	Off	On Board
San Francisco	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1	Stop	0	0	0	8	0	8
22nd Street		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	0	0	8
Bayshore		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	1	1	8
South San Francisco	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	0	0	8
San Bruno		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	2	0	10
Millbrae	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	2	0	11
Burlingame		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	1	1	11
San Mateo		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	1	2	11
Hayward Park		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	0	1	10
Hillsdale	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	1	1	11
Belmont		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	0	0	11
San Carlos		0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	1	1	11
Redwood City	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	2	4	9
Menlo Park	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	1	Stop	0	0	0	1	0	10
Palo Alto	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0	3	3	10
California Avenue	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	1	1	10
San Antonio	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	1	0	1	Stop	0	0	0	Stop	0	0	0	1	1	10
Mountain View	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	1	0	Stop	0	0	0	Stop	0	0	0	0	3	7
Sunnyvale	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	7
Lawrence	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	1	7
Santa Clara	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	0	7
College Park		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0	7
San Jose Diridon	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	Stop	0	0	0	0	7	0
Tamien	Stop	0	0	0		0	0	0	Stop	0	0	0	Stop	0	0	0		0	0	0		0	0	0	0	0	0
Capitol		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0	0
Blossom Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0	0
Morgan Hill		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0	1	-1
San Martin		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0	-1
Gilroy		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0	-1
TOTAL		0	0			0	0			0	0			1	1			1	1			0	0		22	23	

Caltrain 2018 Annual Count

XXXIII: Saturday Northbound Passenger and Bicycle Ridership by Train

(No count performed on weekends)

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Caltrain 2018 Annual Count

XXXIV: Saturday Southbound Passenger and Bicycle Ridership by Train

(No count performed on weekends)

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Caltrain 2018 Annual Count

XXXV: Saturday Northbound PNA Ridership by Train

(No count performed on weekends)

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Caltrain 2018 Annual Count

XXXVI: Saturday Southbound PNA Ridership by Train

(No count performed on weekends)

(This page is kept blank intentionally in order to achieve an optimum result in double-sided printing.)

Caltrain 2018 Annual Count

XXXVII: Sunday Northbound Passenger and Bicycle Ridership by Train

(No count performed on weekends)

(This page is kept blank intentionally in order to achieve an optimum result in double-sided printing.)

Caltrain 2018 Annual Count

XXXVIII: Sunday Southbound Passenger and Bicycle Ridership by Train

(No count performed on weekends)

(This page is kept blank intentionally in order to achieve an optimum result in double-sided printing.)

Caltrain 2018 Annual Count

XXXIX: Sunday Northbound PNA Ridership by Train

(No count performed on weekends)

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Caltrain 2018 Annual Count

XL: Sunday Southbound PNA Ridership by Train

(No count performed on weekends)

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