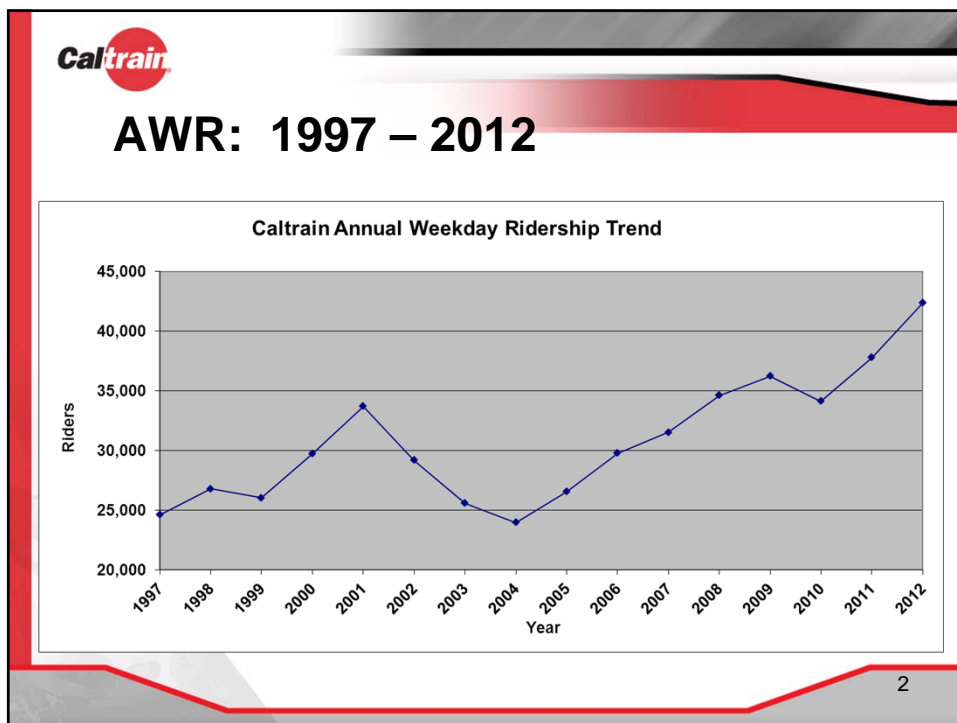




# 2012 Annual Passenger Counts

San Mateo County Transportation Authority  
April 5, 2012



**Caltrain**

### Riders by Time Period: 2011 vs 2012

	Feb 2011 86 Trains	Feb 2012 86 Trains	Difference	% Change
<b>Traditional Peak</b>	18,262	20,473	2,211	12.1%
<b>Midday</b>	4,587	4,870	283	6.2%
<b>Reverse Peak</b>	12,768	14,353	1,585	12.4%
<b>Night</b>	2,162	2,658	497	23.0%
<b>TOTAL</b>	<b>37,779</b>	<b>42,354</b>	<b>4,576</b>	<b>12.1%</b>

3

**Caltrain**

### 2011 Station Ridership

- **27 Stations increased ridership 2011 vs 2012**

San Fran	774	Hillsdale	214	Sunnyvale	177
22 <sup>nd</sup> St.	216	Belmont	85	Lawrence	76
Bayshore	27	San Carlos	67	Santa Clara	60
SSF	24	Redwood City	293	College Park	11
San Bruno	28	Menlo Park	159	San Jose	507
Millbrae	279	Palo Alto	632	Tamien	76
Burlingame	74	California Ave.	174	Capitol	8
San Mateo	130	San Antonio	133	Morgan Hill	7
Hayward Park	39	Mountain View	301	Gilroy	3

- **2 stations decreased/maintained ridership 2011 vs 2012**

Blossom Hill	-1	San Martin	0
--------------	----	------------	---

4

**Caltrain**

## Station Rank - Top 10

Station	2011 86 trains		2012 86 trains		Change In AWR	% AWR Growth
	Rank	AWR	Rank	AWR		
San Francisco	1	8,897	1	9,670	774	8.7%
Palo Alto	2	4,028	2	4,661	632	15.7%
Mountain View	3	3,368	3	3,670	301	8.9%
San Jose Diridon	4	2,681	4	3,187	507	18.9%
Millbrae	5	2,600	5	2,880	279	10.7%
Redwood City	6	2,106	6	2,399	293	13.9%
Hillsdale	7	1,883	7	2,097	214	11.4%
Sunnyvale	8	1,787	8	1,965	177	9.9%
Menlo Park	9	1,347	9	1,477	130	9.7%
San Mateo	10	1,312	10	1,471	159	12.1%

5

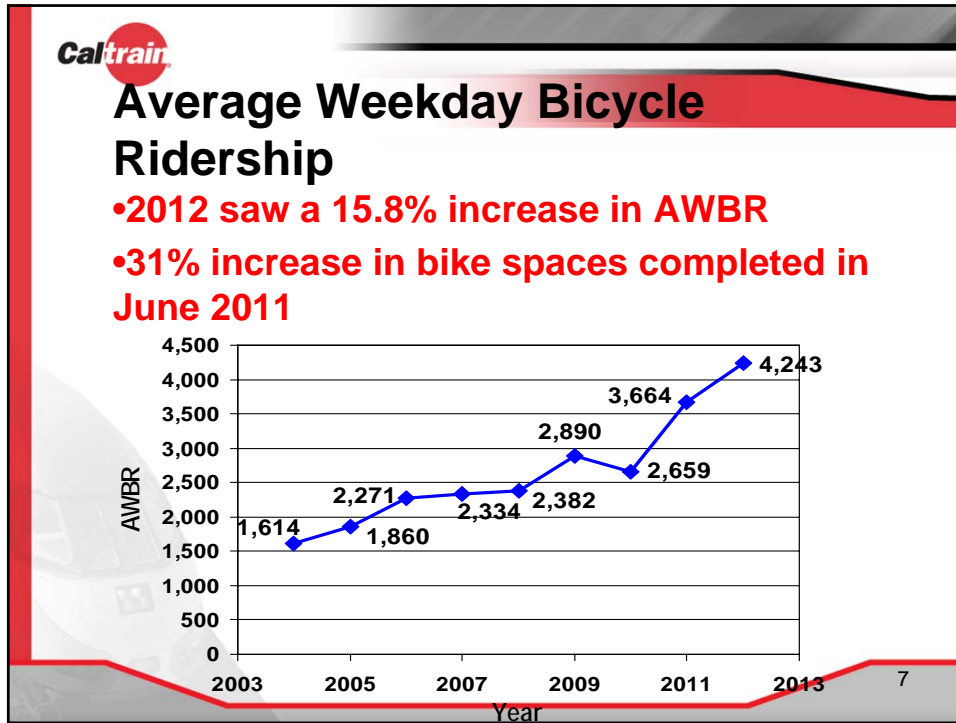
**Caltrain**

## County-by-County Comparison

County	2011 AWR	2012 AWR	Change	%
<b>San Francisco</b>	10,071	11,088	1,017	10.1%
<b>San Mateo</b>	12,285	13,678	1,393	11.3%
<b>Santa Clara</b>	15,423	17,588	2,165	14.0%
<b>TOTAL</b>	<b>37,779</b>	<b>42,354</b>	<b>4,575</b>	<b>12.1%</b>

All counties see double digit increase in ridership

6



- 
- ## Conclusions/Next Steps
- Ridership is at an all-time high - exceeds previous high seen in 2010
  - Sign of local economic recovery
  - All three counties saw ridership increases
  - On-board bike ridership increased with expanded on-board capacity
  - FY 2013 budget remains challenging with fuel price increases and relies heavily on one-time funding sources
  - Staff remains very concerned about the projected deficit for FY 2014 which will require finding additional one-time funds absent any dedicated revenue source for Caltrain operations



## Conclusions/Next Steps

- **Ridership growth strains capacity in peak periods**
- **Data will be used to develop potential service scenarios that**
  - **Positively impact the greatest numbers of customers possible**
  - **Balances fiscal constraints with continued growing demand for service**
  - **Timing of any service increase must contemplate operator transition to TASI**
  - **Review access programs (shuttles, bikes, transit, parking, walking) to optimize strategies**