



Metropolitan Transportation Authority

State of New York

July 1, 2009

Dear Prospective Respondent:

The Metropolitan Transportation Authority ("MTA"), on behalf of the Long Island Rail Road Company ("LIRR"), and Metro-North Commuter Railroad Company ("MNR"), invites all qualified firms to submit **Expressions of Interest for Provisioning Wireless Broadband Services in Long Island Rail Road and Metro-North Railroad Trains and Stations.** Enclosed is the entire Request for Expressions of Interest ("RFEI") package. Please read the instructions carefully.

All responses to the RFEI are due no later than September 1, 2009.

If you are interested in responding to this RFEI, please complete and return the enclosed questionnaire (blue sheet) at your earliest convenience.

Thank you for your interest in the MTA

Real Estate Department

The agencies of the MTA

MTA New York City Transit
MTA Long Island Rail Road

MTA Long Island Bus
MTA Metro-North Railroad

MTA Bridges and Tunnels
MTA Capital Construction

MTA Bus Company



**Request for Expressions of Interest (RFEI)
For
Provision of Wireless Broadband Services
in
MTA Long Island Rail Road
and
MTA Metro-North Railroad
Trains and Stations**

Issued: July 1, 2009

Introduction

As broadband connectivity becomes more important in the lives of many of our customers, the Metropolitan Transportation Authority (“MTA”), together with the Long Island Rail Road (“LIRR”) and Metro-North Commuter Railroad (“Metro-North”, and together with LIRR, the “Railroads”), are considering the deployment of wireless broadband services on the Railroads’ trains and in the Railroads’ stations. This RFEI is being issued to solicit expressions of interest from providers of such services.

LIRR operates between New York City and Long Island and within Long Island. Metro-North operates between New York City and the northern suburban counties of Westchester, Putnam and Dutchess; from the City through the southern portion of the State of Connecticut; through an arrangement with New Jersey Transit, the Port Jervis and Pascack Valley commuter rail services to Orange and Rockland Counties; and within such counties and the State of Connecticut. LIRR and Metro-North are, respectively, the largest and second largest commuter railroad services in the nation and operate every day of the year, although frequency of service varies by route, day of the week and time of day.

MTA Long Island Rail Road and MTA Metro-North Railroad Commuter Services as of December 31, 2008⁽¹⁾

| | Revenue Passengers (in <u>thousands</u>) ⁽²⁾ | <u>Stations</u> | Actual Route <u>Miles</u> | Main Line Track <u>Miles</u> | Passenger <u>Cars</u> |
|---------------------------|---|-----------------|---------------------------------|---------------------------------------|--------------------------|
| MTA Long Island Rail Road | 87,358 | 124 | 319.1 | 594.1 | 1,138 |
| MTA Metro-North Railroad | <u>81,466</u> | <u>109</u> | <u>272.9</u> | <u>701.2</u> | <u>1,058</u> |
| Totals | 168,824 | 233 | 592.0 | 1,295.3 | 2,196 |

⁽¹⁾ Certain of the stations, track and passenger cars are not owned by MTA, MTA Long Island Rail Road or MTA Metro-North Railroad.

⁽²⁾ The number of revenue passengers is determined in part by ascribing an assumed frequency of use to holders of weekly and monthly commutation tickets.

Additional information relating to MTA, LIRR and Metro-North, including route maps, and organizational and financial information, is available on their consolidated website at www.mta.info.

Several other transportation systems in the U.S. and internationally have explored, are implementing, or have operational, wireless broadband service on their trains. Some of those efforts have failed for a number of reasons, including difficult operating environments, the high cost of implementation in a railroad setting, and various technology issues. Other on-train wireless broadband programs are considered successful. MTA and the Railroads want to avoid the problems experienced in prior wireless broadband efforts and want to use this RFEI to assist in identifying the best technology solutions and to develop a business case that makes sense to all stakeholders. There are a variety of technologies available for implementation of a wireless broadband network on trains and in stations. In addition to serving customers' needs, the Railroads are also interested in examining the possibility of using such a wireless broadband network for Railroad operational purposes.

The RFEI will provide MTA and the Railroads the opportunity to review different technologies and solutions and to evaluate different business cases. As an option, one or both of the Railroads may decide to permit a technical trial of one or more technical solutions at no cost to the Railroads. After the Railroads review the responses to the RFEI (and the results of technical trials, if any), a decision will be made whether to proceed with a wide scale on-train and/or station wireless broadband implementation pursuant to a subsequent request for proposals ("RFP").

Given that MTA and the Railroads are at a relatively early stage in our consideration of whether to proceed to implementation of a wireless broadband network as described in this RFEI, we recognize that Respondents may not be willing to spend the time and money necessary to develop detailed responses to all of the questions and specific requests for information that are set forth below. However, the better the quality of the responses we receive, including specific consideration of the Railroads' business, policy and operating environments, the better we will be able to (a) measure the interest of particular Respondents and (b) determine whether and how to proceed,

Responses to this RFEI are due no later than September 1, 2009. Please direct all questions about this RFEI and all responses to this RFEI to:

Metropolitan Transportation Authority
Real Estate Department
347 Madison Avenue, 8th Floor
New York, New York 10017
Attn: George McDonald (gmcdonal@mtahq.org)

Purpose of the RFEI

MTA and the Railroads are considering granting a license for the development of a commercial network that would provide wireless broadband service on trains and/or in stations in portions of the Railroads' service areas for use by the Railroads' customers and by the Railroads. It is currently anticipated that such wireless network would be established, maintained and operated by an entity other than MTA or the Railroads. The purpose of this RFEI is two-fold: (1) to review wireless broadband technologies and (2) to determine whether there is a business case for proceeding with wide-scale deployment. As an option, one or both of the Railroads may decide to permit a technical trial of one or more technical solutions. Respondents should indicate whether they are interested in performing a technical trial on either of the Railroads, it being understood that the Railroads shall have the discretion to determine whether they will undertake any technical trials (and shall have no obligation to undertake all requested technical trials if they undertake one or more technical trials) and that all of the costs associated with such trial(s) will be borne by the Respondent(s).

Deployment of a wireless broadband network serving the Railroads' trains and/or stations would likely require the substantial involvement of the Railroads' employees, including flagging and protection, design review, inspection and, depending on the work and the applicable collective bargaining agreements, actual construction, installation and maintenance work. The cost of such services by the Railroads (at the applicable fully burdened rates) will be the responsibility of the network implementer, and paid to the Railroads via a pre-established account.

Technical Parameters

MTA and the Railroads have defined certain basic technical parameters for the wireless broadband system while encouraging maximum flexibility and creativity by Respondents. The technical parameters set forth below are defined at a summary level. If these technical parameters cannot be met, the Respondent should address the reasons for non-performance, and provide a justification for what requirements may be substituted. The technical parameters are:

A. Network architecture. Minimize need for equipment installations both on-train, in station, and along right-of-way. The Railroads prefer solutions that require minimal changes to their network and physical infrastructure.

B. Devices to be supported. Laptops, handheld devices, PDAs, mobile phones and other manned or unmanned devices. Identify whether proposed network includes support of 802.11 b/g/n wireless standards.

C. Bandwidth requirements. Ability to support numerous simultaneous customer users and use for Railroad operational applications.

D. Supported Applications, including but not limited to:

- Wireless access to the Internet
- Mobile office (email and VPN)
- Real time travel information
- File upload and download
- Video and audio streaming
- Potential Railroad Applications:
 - E-ticketing and management of passenger information
 - Transmission of train diagnostic information and tracking information
 - Passenger Information System and Automated Station Identification (PIS/ASI)
 - Feed for advertising and agency related communications

E. Security. Support for state-of-the-art, multi-layer security standards and diagnostic logging for wireless connectivity (for Railroad operational applications).

F. No Interference. No interference with Railroad equipment or operations.

G. Scalability and Upgradability. Scalable and upgradable and must demonstrate the ability to increase capacity and capabilities over time in a cost-effective way as traffic volume and demand for new wireless services grows.

H. Reliability. Fault tolerance mechanisms to mitigate and/or eliminate single points of failure and ensure high reliability.

I. Customer Service. 24x7 end user help desk capabilities.

RFEI Response

Respondents must provide ten (10) hard copies, together with ten (10) CD ROM discs of the following:

1. **A transmittal letter**, on the Respondent's letterhead, signed by a corporate officer or an authorized agent, stating the contact person who will be responsible for answering any questions that the MTA or the Railroads may have. Include the telephone number and fax number for such contact person.

2. **A description of the Respondent and its experience:**

a. Name, street address, mailing address if different, email address, and telephone and facsimile numbers of the Respondent.

b. Year established. Identify the state in which the firm was incorporated or otherwise organized.

c. A narrative description and organization chart depicting the management of the Respondents organization and its relationship to any other business entities. For joint ventures submitting as a Respondent, please describe the role of each of the parties.

d. A description of the overall operations of the Respondent, the number and scope of other similar projects currently ongoing or set to begin in the near future.

e. A narrative description of Respondent's prior operating experience that might be relevant.

f. A description of Respondent's existing wireless broadband coverage level in each Railroad's service area.

g. Any additional information not specifically listed above which shows any experience of the Respondent that might be relevant to a wireless broadband deployment on the Railroads' trains and/or in the Railroads' stations.

3. **A description of the wide scale implementation proposed,** including:

a. A functional specification, flow diagram and topology layout of the network elements to be deployed.

b. Names of vendors who will provide key equipment.

c. Technologies to be utilized for in-car and station coverage, backhaul to terrestrial base stations or satellites, backhaul to an internet peering point and their expected evolution in performance over the next five-year period, indicating which standards they are in compliance with and whether the products used will be certified for interoperability.

d. Spectrum bands, modulation techniques, channel width to be used.

e. Infrastructure requirements (equipment to be installed on trains, in stations and along right of way, power and space requirements, regulatory permits required, etc.).

f. Installation and construction requirements; description of means and methods; power requirements for train, station and right-of-way; utilization of existing infrastructure (such as attachment to existing poles, catenary, etc.) maintenance and emergency accessibility requirements. As noted above, deployment of a wireless broadband network serving the Railroads' trains and/or stations will likely require the substantial involvement of the Railroads' employees, including flagging and protection, design review, inspection and, depending on the work and the applicable collective bargaining agreements, actual construction, installation and maintenance work (commonly referred to as "Force Account Charges"). The cost of such services by the Railroads (at the applicable fully burdened rates) will be the responsibility of the network implementer, and paid to the Railroads via a pre-established account. An example of a typical daily force account charge estimate (approximately \$5,000.00 per day) for work requiring services of railroad employees is outlined in Exhibit A.

g. Comments on scalability, ease of installation and maintenance, and future technology evolution of the solution.

h. How the following services will be provided:

- Architecture and Design Services
- Installation Services
- Telecommunications Provisioning and Services
- Network Monitoring and Management Services
- Network Maintenance and Upgrade Services
- Business and Operations Support Systems (BSS/OSS) Services
- Customer Service and Technical Support Services
- Software Hosting and Facilities Services
- Program and Project Management Services

i. Proposed implementation schedule and phasing.

j. How the Railroads can utilize the Respondent's wireless broadband infrastructure for Railroad operations, including, but not limited to:

- E-ticketing and management of passenger information
- Transmission of train diagnostic information
- Feed for advertising and agency related communications

k. Security and encryption features.

4. **A discussion of the Respondent's ability to meet or exceed the technical parameters described above in connection with:**

- A. Network architecture.
- B. Devices to be supported.
- C. Bandwidth requirements.
- D. Electric power requirements.
- E. Supported Applications.
- F. Security.
- G. Scalability and Upgradability.
- H. Reliability.
- I. Customer Service.

For each technical parameter, each Respondent should indicate whether its proposed solution meets or exceeds the requirement; or whether it does not meet the requirement but an alternative solution is proposed to provide the required functionality. The technical parameters listed in the RFEI are based on current expected usage and minimum functionality. Respondents should discuss how their proposed solutions performance goes beyond the stated requirements or offers additional functionality, and how they expect that it will evolve over the next five years, and scale with increases in demand.

5. **A description of the Respondent's business case** for a wide scale wireless broadband deployment, including

- Deployment strategy, schedule and phasing
- Customer subscription and pricing model
- Usage and revenue forecast
- Pro-forma profit and loss statement
- Financing plan
- A preliminary estimate of the costs involved in a commercial rollout for the entire right-of-way and all of the stations of each of the Railroads based on the business case
- License fees or other compensation to the Railroads

Respondent should discuss a business case in which access to the wireless network on the trains and in stations would be free to all customers.

Respondents should be aware that there are other wireless technology initiatives within the areas served by the Railroads. Metro-North expects to award a license agreement that will provide a distributed antenna system within Grand Central Terminal, the GCT Train Shed and the Park Avenue Tunnel. As part of that agreement, a license for a distributed antenna system providing wireless telecommunications and WiFi services is being awarded for those facilities. Being a provider of services under that license does not foreclose an entity from

being a provider of services in connection with the wireless broadband initiative addressed by this RFEI, and *vice versa*.

Certain of the right-of-way on which the Railroads operate is owned by and under the control of Amtrak (LIRR: East River Tunnels and portions of Penn Station; MNR: Connecticut) or New Jersey Transit (Port Jervis and Pascack Valley commuter rail services to Orange and Rockland Counties). Use of such right-of-way for installation of equipment and cable may require the consent of Amtrak or New Jersey Transit, as applicable. Certain of the trains operated by MNR are owned by the State of Connecticut and installation of equipment on those trains may require the consent of the Connecticut Department of Transportation.

Respondents should describe how they would propose interfacing with any existing or planned wireless broadband networks available in the Railroad environment.

6. **If desired by the Respondent, a signed copy of** the Non-Disclosure Agreement (Exhibit B).

7. **A narrative setting forth your suggestions** for improving the proposed wireless broadband implementation, including cost efficiencies, changes in technology parameters, adding or limiting supported applications, or changes in the selection and deployment process.

General Matters

All Submissions must be addressed to:

Metropolitan Transportation Authority
Real Estate Department
347 Madison Avenue, 8th Floor
New York, New York 10017
Attn: George McDonald
Email: gmcdonal@mtahq.org

Requests for clarification concerning this RFEI should be made by mail or email to the Project Manager at the above address. Neither the Project Manager nor any other employee of the MTA, or the Railroads, is authorized to give interpretations of this RFEI or additional information regarding the requirements of this RFEI directly to individual Respondents. Interpretations or additional information with respect to this RFEI, if provided, will be communicated to all registered Respondents by email or written addenda.

Neither MTA nor the Railroads will be responsible for any costs or expenses incurred in preparing and submitting information in response to this RFEI. The MTA and the Railroads assume no contractual or other obligations as a result of

the issuance of this RFEI, the preparation or submission of materials by a Respondent, the evaluation of materials, the Respondents conducting of presentations, or the selection of any Respondent for a technical trial. There may be no claims whatsoever for reimbursement from the MTA or the Railroads or any of their consultants or agents for such costs.

If Respondents desire their submission to be subject to the terms of a Non-Disclosure Agreement, MTA and the Railroads are willing to enter into the Non-Disclosure Agreement set forth as Exhibit B. Subject to the terms of that Non-Disclosure Agreement, MTA and the Railroads shall be entitled to retain and use, without compensation to any party responding to this RFEI, all information submitted, including but not limited to any concept, element or idea (including financial plans and ownership structures) disclosed in or evident from the foregoing or which may be revealed during any communications with Respondents. Public access to material submitted by Respondents in response to this RFEI shall be governed by the relevant provisions of the Freedom of Information Law, which constitutes Article 6 of the New York State Public Officers Law ("FOIL"), and regulations adopted pursuant thereto. If any Respondent submits information that it believes to be a trade secret or otherwise exempt from disclosure under FOIL, it must specifically identify such information and state in writing the reasons why the information should be exempt from disclosure.

The MTA and the Railroads will not pay for or refund any costs and expenses incurred by a Respondent in responding to this RFEI.

The MTA and the Railroads reserve the right, at any time, in their sole and absolute discretion and without liability, to (a) withdraw the RFEI without notice, (b) use the submissions as a basis for negotiation with one or more Respondents and/or with parties other than those responding to this RFEI and/or on terms other than those set forth herein, including to enter into definitive agreements for the deployment of one or more wireless broadband networks without undertaking any further solicitation process, (c) waive compliance with and/or change any of the terms of this RFEI, (d) proceed with a wireless broadband trial with one or more Respondents, (e) proceed with a follow-on RFP, with or without making a response to this RFEI a condition to participation in such further solicitation and/or (f) proceed with a wireless broadband trial or the wide scale wireless broadband implementation outside this solicitation process.

If for any reason the MTA and the Railroads decide not to proceed with the wide scale wireless broadband implementation outside this solicitation process, the MTA and the Railroads will not be liable for any costs and expenses associated with the preparation, clarification, submission, or negotiation of submissions submitted in response to this RFEI.

This RFEI does not constitute an offer to sell, lease or license any property of MTA or the Railroads. None of the MTA, the Railroads, or any affiliate or

subsidiary of any of the foregoing, shall incur any obligation or liability on account of any submission made in connection with this RFEI unless and until an agreement setting forth all the terms and conditions of a transaction has been fully negotiated and a written agreement incorporating such terms and conditions has been fully executed and unconditionally delivered by all the parties thereto and all necessary consents and approvals have been obtained including, without limitation, approval of such written agreement by the MTA Board.

MTA and the Railroads make no representations or warranties whatsoever with respect to this RFEI, including, without limitation, representations or warranties as to the accuracy or completeness of any information or assumptions contained in this RFEI or otherwise furnished to Respondents; the ridership of the Railroads; the suitability of the Railroads' facilities for the implementation of wireless broadband service; and any environmental conditions existing on the property of the Railroads. Respondents shall make their own analysis and evaluation of the income potential and profits and expense of any wireless broadband deployment, as well as the physical condition, operation, layout, size, systems and integrity of the Railroads' facilities, and Respondents shall not rely upon any statement or information given to Respondents by the MTA or the Railroads, including without limitation, any information contained in this RFEI or in any other documents cited in this RFEI or made available during this RFEI process.

MINORITY AND WOMEN-OWNED BUSINESS ENTERPRISE

It is the policy of the MTA that Minority and Women-owned Business Enterprises (M/WBEs) shall have the maximum opportunity to participate in the performance of this engagement. The Respondent shall describe in detail past participation of M/WBE firms on recently completed projects.

The Respondent must indicate whether its team will include M/WBE participation. The Respondent shall describe in detail how M/WBE firms will be utilized on the proposed wide scale wireless broadband implementation.

EXHIBIT A**FORCE ACCOUNT ESTIMATE****ENGINEERING & ADMINISTRATION**

| | | | | | | |
|---------------------------------------|---|------------|---|-------|------|----------------|
| Labor | 1 | Persondays | @ | \$400 | /day | \$400 |
| Labor Additives | | 175% | | | | \$700 |
| Expenses | 1 | Persondays | @ | \$45 | /day | <u>\$45</u> |
| Subtotal Engineering & Administration | | | | | | <u>\$1,145</u> |

INSPECTION

| | | | | | | |
|---------------------|---|------------|---|-------|------|----------------|
| Labor | 1 | Persondays | @ | \$400 | /day | \$400 |
| Labor Additives | | 175% | | | | \$700 |
| Expenses | 1 | Persondays | @ | \$40 | /day | <u>\$40</u> |
| Subtotal Inspection | | | | | | <u>\$1,140</u> |

TRANSPORTATION

| | | | | | | |
|-------------------------|------|------------|---|-------|------|----------------|
| Labor, Flag | 1 | Persondays | @ | \$450 | /day | \$450 |
| Trainmaster | 0.25 | Persondays | @ | \$450 | /day | \$113 |
| Subtotal Labor | | | | | | <u>\$563</u> |
| Labor Additives | | 175% | | | | \$984 |
| Expenses | 1 | Persondays | @ | \$50 | /day | <u>\$63</u> |
| Subtotal Transportation | | | | | | <u>\$1,609</u> |

POWER

| | | | | | | |
|---------------------|--|------------|---|-------|------|---------|
| Labor | | Persondays | @ | \$400 | /day | |
| Labor Additives | | 175% | | | | |
| Expenses | | Persondays | @ | \$40 | /day | <u></u> |
| Subtotal Third Rail | | | | | | <u></u> |

MAINTENANCE OF WAY

| | | | | | | |
|-----------------|--|------------|---|-------|------|---------|
| Labor | | Persondays | @ | \$400 | /day | |
| Labor Additives | | 175% | | | | |
| Expenses | | Persondays | @ | \$40 | /day | <u></u> |
| Subtotal T & S | | | | | | <u></u> |

MATERIALS

| | | | | | | |
|--------------------|--|-------|---|-------|-------|---------|
| Ballast | | Yards | @ | \$800 | /yard | |
| Labor Additives | | 19% | | | | <u></u> |
| Subtotal Materials | | | | | | <u></u> |

| | | | | | | |
|-------------------|--|--|--|--|--|----------------|
| Project Subtotal: | | | | | | <u>\$3,894</u> |
|-------------------|--|--|--|--|--|----------------|

| | | | | | | |
|---------------|-----|--|--|--|--|--------------|
| Contingencies | 15% | | | | | <u>\$584</u> |
|---------------|-----|--|--|--|--|--------------|

| | | | | | | |
|----------------------|--|--|--|--|--|----------------|
| Project Total | | | | | | <u>\$4,479</u> |
|----------------------|--|--|--|--|--|----------------|

| | | | | | | |
|----------------------|--|--|--|--|--|----------------|
| Rounded Total | | | | | | <u>\$5,000</u> |
|----------------------|--|--|--|--|--|----------------|

Note: Rates are for estimating purposes only. Rates will be adjusted to actual rates in effect at the time the work is performed.

EXHIBIT B: Form of Non-Disclosure Agreement

RECIPROCAL NON-DISCLOSURE AND CONFIDENTIALITY AGREEMENT

1. This Reciprocal Non-Disclosure and Confidentiality Agreement (the "Agreement") is made and entered into as of the _____ day of _____ 2009 by, between and among [Respondent], a _____ [corporation], and its affiliates and subsidiaries (collectively, "Respondent") having its principal place of business at [ADDRESS] and the Metropolitan Transportation Authority, a New York public benefit corporation, its subsidiaries Long Island Rail Road and Metro-North Commuter Rail Road Company (collectively, "MTA"), having its principal place of business at 347 Madison Avenue, Real Estate, 8th floor, New York, NY 10017. Respondent and MTA shall hereinafter collectively be referred to as the "Parties" and individually as the "Party".

2. The Parties desire to discuss certain business transactions and to exchange information for the purpose of exploring a potential business relationship regarding the deployment of a wireless broadband network on the MTA's trains and in the MTA's stations ("Purpose"). In order to facilitate these discussions and in order for the Parties to receive from each other, either orally or in writing, certain technical and business information under terms that will protect the confidential and proprietary nature of such information, the Parties have entered into this Agreement. For purposes herein, any confidential technical or business information of third persons furnished or disclosed confidentially, as set forth herein, by one Party to the other shall be deemed the disclosing Party's information and, accordingly, shall be subject to the terms and conditions of this Agreement.

3. Each Party may find it beneficial to disclose to the other Party certain information that may include, but is not limited to, trade secrets, discoveries, ideas, concepts, know-how, techniques, designs, specifications, drawings, maps, blueprints, diagrams, flow and other technical, financial or business information (the "Information"). Such Information, which is provided in written, encoded, graphic, or other tangible form shall be deemed to be confidential and proprietary if it is clearly marked confidential. If the Information is provided orally, it shall be deemed to be confidential and proprietary if it is so identified by the disclosing Party at the time of such disclosure. Either Party may confirm, within five (5) days of making oral confidential statements, that such information was confidential and proprietary. The Information disclosed as set forth above shall be deemed "Confidential Information."

4. The Parties agree that they shall hold such Confidential Information in confidence, with the same care a Party uses for its own Confidential Information, which, in no event shall be less than a reasonable standard of care, and shall use same solely for the Purpose, and further agree that they shall not make disclosure of any such Confidential Information to anyone except those employees and consultants necessary to review such Confidential Information. Prior to providing the Confidential Information to

any consultant, a Party will ensure that a nondisclosure agreement or an agreement with similar protections, is in place with each consultant that is substantially similar to this Agreement. Prior to providing the Confidential Information, each employee or consultant to whom such disclosure is to be made, shall be notified that such Confidential Information is received in confidence and shall be kept in confidence by such employee or consultant as set forth in this Agreement. In the event such Confidential Information must be disclosed by either Party to third persons for the Purpose, each Party shall, prior to such disclosure, obtain written consent from the other Party and obtain from the third person a written agreement regarding confidentiality of the Confidential Information, the terms of which shall be substantially similar to those contained herein.

5. The obligation of non-disclosure and confidentiality shall not apply to any Confidential Information: (a) previously known to either Party free of any obligation to keep it confidential; (b) that has been or which becomes publicly known, through no wrongful act of either Party; (c) which is rightfully received from a third party who is under no obligation of confidence to either Party; (d) which is independently developed by the recipient Party without resort to the Confidential Information that has been disclosed pursuant to this Agreement; or (e) which MTA determines is required to be disclosed in order to comply with applicable law or regulation (including without limitation, the New York Freedom of Information Law) or with any requirement imposed by judicial or administrative process, or any governmental or court order but only to the extent required and, provided that the recipient Party in each such instance before making such disclosure first: (i) promptly notifies the other Party of a required disclosure upon receipt of a governmental or court order or upon receipt of a request for disclosure under the New York Freedom of Information Law, and (ii) cooperates with the other Party in making, if available under applicable law, a good faith effort to obtain a protective order or other appropriate determination against, or limiting disclosure or use of the Confidential Information, at no cost to the recipient Party.

6. All Confidential Information shall remain the exclusive property of the disclosing Party. The disclosure of Confidential Information by the disclosing Party shall not constitute an express or implied grant to the recipient Party, of any rights to or under the disclosing Party's patents, copyrights, trade secrets, trademarks or any other intellectual property rights. All Confidential Information shall be returned to the disclosing Party upon written request. In the event the Parties decide not to enter into a business relationship regarding the subject matter hereof, then all such disclosed Confidential Information shall be returned to the Party who provided such Confidential Information upon request. Notwithstanding the foregoing, MTA shall have no obligation to return any Confidential Information provided to it by Respondent as part of Respondent's response to MTA's Request for Expressions of Interest, provided however, that MTA shall continue to have the obligation to protect the confidentiality of such Confidential Information pursuant to the terms hereof.

7. Neither this Agreement, nor any rights hereunder, in whole or in part, shall be assignable or otherwise transferable by either Party and the obligations contained in

this Agreement shall survive and continue for a period of five (5) years from the date of this Agreement, except if the Parties agree to incorporate this Agreement by reference into a business agreement or contract as contemplated by the Purpose, in which case notwithstanding anything to the contrary in this Agreement, the obligations contained in this Agreement shall then continue and survive from the date of initial disclosure of Confidential Information through the term of such business agreement or contract and after its expiration.

8. This Agreement shall be governed by and constituted and enforced in accordance with the laws of the State of New York without regards to conflicts of law. Failure to enforce any provision of this Agreement shall not constitute a waiver of any other term hereof.

9. The recipient Party acknowledges that remedies at law may be inadequate to protect the disclosing Party against any actual or threatened breach of this Agreement by the recipient Party or by its representatives and, without prejudice to any other rights and remedies otherwise available to the disclosing Party, the recipient Party agrees to allow the seeking of injunctive or other equitable relief in the disclosing Party's favor, without the requirement of providing proof of actual damages.

10. This Agreement contains the sole and entire agreement between the Parties related to the disclosure of Confidential Information with respect to the Purpose. This Agreement may only be modified in a writing executed by both Parties. Should any provision of this Agreement be deemed illegal or otherwise unenforceable, that provision shall be severed and the remainder of this Agreement shall remain in full force and effect.

11. This Agreement shall not create, nor will it create an obligation to form a joint venture, partnership or other formal business relationship of any kind nor will it prohibit either Party from engaging in similar discussions with a similar Purpose, with any other third party.

12. If a legal action between or among any Parties arises from this Agreement or the conduct of any Party with respect to any disclosing Party's Confidential Information, a prevailing Party shall recover from the other Party or parties to the action its reasonable attorney fees and costs of suit.

13. This Agreement may be executed by facsimile and in counterparts.

IN WITNESS HEREOF, the Parties hereto have caused this Agreement to be executed by their duly authorized representatives as of the date and year written above.

[RESPONDENT]

By _____
Name :
Title :

METROPOLITAN TRANSPORTATION AUTHORITY

By _____
Name :
Title :

MTA LONG ISLAND RAIL ROAD

PASSENGER COUNTS

2006

APPENDIX D
LIRR STATION 2006 WEEKDAY PASSENGER COUNTS
Total East / West Commuters In Numerical Order

| Station | WESTBOUND | | | | | | EASTBOUND | | | | | | | | | | |
|----------------------|-----------|-------|--------|-------|--------|-------|-----------------|-------|-----------------|---------|---------|-----|-----------|-------|--------|-------|--------|
| | East | | West | | Totals | | AM Reverse Peak | | Midday Off Peak | | PM Peak | | Sub Total | | Total | | |
| | On | Off | On | Off | On | Off | On | Off | On | Off | On | Off | On | Off | | | |
| Pennsylvania Station | 293,982 | 0 | 86,379 | 0 | 14,820 | 0 | 8,830 | 0 | 110,029 | 110,029 | 5,557 | 0 | 19,048 | 0 | 93,953 | 0 | 93,953 |
| Flatbush Ave | 29,900 | 0 | 10,699 | 0 | 2,228 | 0 | 1,524 | 0 | 14,451 | 14,451 | 3,848 | 0 | 4,366 | 0 | 15,449 | 0 | 15,449 |
| Jamaica | 21,785 | 1,389 | 3,467 | 1,729 | 1,492 | 667 | 2,703 | 3,785 | 7,662 | 14,447 | 1,504 | 473 | 1,472 | 2,146 | 2,212 | 4,831 | 10,318 |
| Ronkonkoma | 17,278 | 5,746 | 0 | 1,252 | 0 | 298 | 0 | 7,296 | 0 | 7,296 | 0 | 477 | 0 | 3,005 | 0 | 9,982 | 8,982 |
| Hicksville | 16,215 | 5,584 | 190 | 1,586 | 159 | 476 | 84 | 7,646 | 433 | 8,079 | 348 | 501 | 385 | 2,218 | 436 | 6,967 | 8,136 |
| Huntington | 11,113 | 4,935 | 292 | 1,854 | 198 | 697 | 478 | 7,486 | 968 | 8,454 | 67 | 76 | 64 | 603 | 82 | 2,13 | 2,446 |
| Great Neck | 11,024 | 3,011 | 111 | 1,682 | 22 | 956 | 25 | 5,649 | 158 | 5,807 | 31 | 681 | 65 | 851 | 101 | 3,488 | 5,217 |
| Milnosa | 10,348 | 2,496 | 379 | 1,549 | 319 | 723 | 233 | 4,768 | 931 | 5,699 | 187 | 688 | 164 | 1,032 | 403 | 754 | 3,895 |
| Long Beach | 8,721 | 2,022 | 0 | 1,266 | 0 | 1,202 | 0 | 4,490 | 0 | 4,490 | 0 | 333 | 0 | 1,876 | 0 | 4,231 | 4,231 |
| Bayside | 8,649 | 2,882 | 8 | 820 | 94 | 216 | 62 | 3,918 | 164 | 4,082 | 127 | 179 | 37 | 733 | 46 | 3,445 | 4,567 |
| Port Washington | 7,993 | 2,396 | 0 | 1,181 | 0 | 557 | 0 | 4,134 | 0 | 4,134 | 84 | 586 | 0 | 1,104 | 0 | 3,859 | 3,859 |
| Rockville Centre | 6,850 | 2,209 | 99 | 765 | 143 | 249 | 93 | 3,223 | 335 | 3,558 | 0 | 231 | 140 | 499 | 248 | 2,820 | 3,292 |
| Merrick | 6,767 | 3,381 | 52 | 575 | 50 | 168 | 5 | 4,124 | 107 | 4,231 | 92 | 68 | 84 | 452 | 24 | 2,336 | 2,536 |
| Baldwin | 6,743 | 2,744 | 35 | 448 | 112 | 170 | 44 | 3,362 | 191 | 3,553 | 290 | 122 | 99 | 498 | 26 | 2,155 | 3,190 |
| Babylon | 6,586 | 2,312 | 36 | 817 | 34 | 273 | 0 | 3,402 | 70 | 3,472 | 0 | 433 | 0 | 1,057 | 8 | 3,106 | 3,114 |
| Baltimore | 6,535 | 2,800 | 27 | 703 | 59 | 165 | 62 | 3,668 | 148 | 3,816 | 114 | 236 | 122 | 649 | 27 | 2,853 | 2,719 |
| Hunterspoint Ave | 6,479 | 0 | 3,443 | ** | ** | ** | ** | 0 | 3,443 | 3,443 | ** | ** | ** | ** | 0 | 3,036 | 3,036 |
| Manhasset | 6,315 | 2,399 | 26 | 825 | 28 | 398 | 13 | 3,622 | 67 | 3,689 | 4 | 293 | 28 | 354 | 6 | 1,941 | 2,626 |
| Massapequa | 5,919 | 2,436 | 20 | 295 | 124 | 47 | 81 | 2,778 | 225 | 3,003 | 112 | 175 | 77 | 415 | 84 | 2,093 | 2,916 |
| Wantagh | 5,781 | 2,353 | 98 | 624 | 106 | 339 | 38 | 3,316 | 242 | 3,558 | 10 | 142 | 29 | 431 | 102 | 1,509 | 2,223 |
| Woodside | 5,728 | 498 | 1,270 | 123 | 532 | 50 | 700 | 671 | 2,502 | 3,173 | 634 | 75 | 707 | 88 | 937 | 2,278 | 2,555 |
| Syoset | 5,497 | 2,123 | 63 | 622 | 26 | 256 | 17 | 3,001 | 106 | 3,107 | 1 | 306 | 16 | 442 | 20 | 1,605 | 2,390 |
| Lynbrook | 5,476 | 1,746 | 71 | 550 | 84 | 227 | 100 | 2,523 | 255 | 2,778 | 136 | 270 | 151 | 510 | 209 | 1,422 | 2,698 |
| Deer Park | 5,417 | 2,089 | 82 | 401 | 116 | 302 | 29 | 2,792 | 227 | 3,019 | 22 | 213 | 52 | 506 | 138 | 1,467 | 2,398 |
| Freeport | 5,029 | 1,236 | 399 | 547 | 112 | 112 | 155 | 1,938 | 638 | 2,576 | 376 | 265 | 117 | 432 | 69 | 1,154 | 2,453 |
| Bathpage | 4,963 | 2,988 | 90 | 506 | 39 | 234 | 15 | 3,728 | 144 | 3,872 | 5 | 53 | 25 | 284 | 24 | 720 | 1,091 |
| Valley Stream | 4,852 | 1,754 | 32 | 519 | 59 | 138 | 87 | 2,411 | 151 | 2,562 | 56 | 154 | 66 | 356 | 38 | 1,440 | 2,290 |
| Farmingdale | 4,625 | 1,477 | 215 | 519 | 52 | 436 | 46 | 2,432 | 320 | 2,752 | 319 | 314 | 158 | 224 | 212 | 646 | 1,873 |
| Cold Spring Harbor | 4,166 | 1,491 | 21 | 180 | 17 | 157 | 5 | 1,828 | 43 | 1,871 | 11 | 252 | 5 | 317 | 15 | 1,695 | 2,295 |
| Westbury | 3,903 | 1,255 | 48 | 446 | 37 | 189 | 29 | 1,890 | 114 | 2,004 | 44 | 177 | 84 | 389 | 55 | 1,150 | 1,899 |
| Hempstead | 3,614 | 946 | 0 | 539 | 0 | 276 | 0 | 1,763 | 0 | 1,763 | 0 | 774 | 0 | 471 | 0 | 1,851 | 1,851 |
| Seaford | 3,608 | 1,525 | 5 | 386 | 44 | 109 | 56 | 2,020 | 105 | 2,125 | 46 | 80 | 35 | 343 | 4 | 975 | 1,483 |
| Lindenhurst | 3,583 | 1,277 | 14 | 250 | 24 | 92 | 7 | 1,578 | 45 | 1,623 | 74 | 106 | 43 | 507 | 262 | 968 | 1,960 |
| Central Islip | 3,574 | 1,210 | 22 | 474 | 35 | 92 | 12 | 1,776 | 69 | 1,845 | 19 | 109 | 65 | 498 | 32 | 1,006 | 1,729 |
| Wyandanch | 3,517 | 1,495 | 86 | 250 | 78 | 20 | 21 | 1,765 | 185 | 1,950 | 54 | 138 | 54 | 329 | 66 | 926 | 1,567 |
| New Hyde Park | 3,451 | 1,112 | 25 | 448 | 46 | 123 | 26 | 1,683 | 91 | 1,774 | 28 | 52 | 19 | 707 | 54 | 795 | 1,677 |
| Massapequa Park | 3,345 | 1,293 | 12 | 259 | 16 | 67 | 11 | 1,619 | 39 | 1,658 | 2 | 108 | 19 | 279 | 20 | 1,259 | 1,687 |
| Amityville | 3,085 | 797 | 53 | 289 | 50 | 124 | 63 | 1,210 | 166 | 1,376 | 39 | 224 | 170 | 328 | 211 | 737 | 1,709 |
| Floral Park | 2,991 | 1,497 | 7 | 237 | 30 | 102 | 12 | 1,836 | 49 | 1,885 | 25 | 73 | 6 | 170 | 6 | 826 | 1,106 |
| Little Neck | 2,886 | 1,372 | 20 | 492 | 8 | 98 | 2 | 1,795 | 34 | 1,829 | 14 | 42 | 10 | 204 | 2 | 785 | 1,057 |
| Oceanside | 2,786 | 1,064 | 19 | 160 | 31 | 98 | 8 | 1,630 | 53 | 1,683 | 6 | 105 | 20 | 188 | 17 | 787 | 1,103 |
| Brentwood | 2,750 | 1,041 | 29 | 347 | 25 | 59 | 6 | 1,419 | 60 | 1,479 | 12 | 211 | 13 | 388 | 0 | 637 | 1,271 |
| Copliague | 2,681 | 939 | 34 | 265 | 66 | 59 | 36 | 1,263 | 136 | 1,399 | 9 | 42 | 44 | 563 | 107 | 497 | 1,262 |
| Northport | 2,583 | 1,064 | 19 | 288 | 16 | 56 | 19 | 1,408 | 54 | 1,462 | 23 | 153 | 73 | 148 | 15 | 719 | 1,131 |
| Broadway | 2,430 | 968 | 7 | 243 | 43 | 78 | 21 | 1,289 | 71 | 1,360 | 77 | 33 | 32 | 180 | 19 | 729 | 1,070 |
| Rosedale | 2,391 | 1,037 | 1 | 153 | 6 | 23 | 8 | 1,213 | 15 | 1,228 | 43 | 51 | 9 | 194 | 5 | 861 | 1,163 |
| Douglaston | 2,375 | 1,021 | 0 | 326 | 19 | 85 | 6 | 1,432 | 25 | 1,457 | 0 | 80 | 0 | 144 | 1 | 917 | 918 |
| Patchogue | 2,327 | 472 | 10 | 348 | 26 | 100 | 1 | 920 | 37 | 957 | 27 | 211 | 30 | 578 | 110 | 414 | 1,203 |

APPENDIX D
LIRR STATION 2006 WEEKDAY PASSENGER COUNTS
Total East / West Commuters in Numerical Order

| Station | WESTBOUND | | | | | | EASTBOUND | | | | | | | | | | | | |
|--------------------|-------------|------------|-------------|--------------------|---------------------|--------------------|---------------------|--------------|---------------|-------|--------------------|---------------------|--------------------|---------------------|------------|-------------|--------------|---------------|-------|
| | West Totals | AM Peak On | AM Peak Off | Midday Off Peak On | Midday Off Peak Off | PM Reverse Peak On | PM Reverse Peak Off | Sub Total On | Sub Total Off | Total | AM Reverse Peak On | AM Reverse Peak Off | Midday Off Peak On | Midday Off Peak Off | PM Peak On | PM Peak Off | Sub Total On | Sub Total Off | Total |
| Island Park | 2,220 | 977 | 6 | 213 | 4 | 95 | 1 | 1,285 | 11 | 1,296 | 5 | 91 | 5 | 175 | 1 | 647 | 11 | 913 | 924 |
| Fushing | 2,136 | 231 | 70 | 199 | 193 | 76 | 281 | 506 | 544 | 1,050 | 235 | 82 | 168 | 159 | 112 | 330 | 515 | 571 | 1,086 |
| Stewart Manor | 1,925 | 881 | 2 | 149 | 17 | 65 | 2 | 1,095 | 21 | 1,116 | 11 | 47 | 13 | 48 | 1 | 689 | 25 | 784 | 809 |
| Kings Park | 1,878 | 625 | 6 | 226 | 4 | 72 | 12 | 923 | 22 | 945 | 22 | 80 | 15 | 136 | 13 | 685 | 50 | 881 | 931 |
| Port Jefferson | 1,793 | 686 | 0 | 296 | 0 | 49 | 0 | 1,031 | 0 | 1,031 | 0 | 113 | 0 | 268 | 0 | 381 | 0 | 762 | 762 |
| Laureton | 1,755 | 543 | 5 | 137 | 3 | 42 | 23 | 722 | 31 | 753 | 21 | 31 | 3 | 139 | 0 | 808 | 24 | 978 | 1,002 |
| Woodmere | 1,749 | 585 | 14 | 210 | 15 | 119 | 11 | 914 | 40 | 954 | 4 | 125 | 4 | 145 | 3 | 514 | 11 | 784 | 795 |
| Cedarhurst | 1,744 | 640 | 6 | 189 | 2 | 108 | 1 | 937 | 9 | 946 | 2 | 172 | 1 | 177 | 3 | 443 | 6 | 792 | 798 |
| Nassau Blvd | 1,741 | 372 | 19 | 274 | 18 | 268 | 21 | 914 | 58 | 972 | 0 | 101 | 6 | 97 | 31 | 524 | 37 | 732 | 769 |
| Kew Gardens | 1,651 | 590 | 37 | 154 | 15 | 47 | 32 | 791 | 84 | 875 | 100 | 21 | 68 | 149 | 38 | 380 | 206 | 550 | 756 |
| Bay Shore | 1,622 | 603 | 31 | 176 | 23 | 82 | 11 | 861 | 65 | 926 | 18 | 95 | 29 | 155 | 21 | 378 | 68 | 628 | 686 |
| Smithtown | 1,608 | 700 | 17 | 153 | 48 | 92 | 65 | 945 | 130 | 1,075 | 3 | 72 | 18 | 115 | 10 | 315 | 31 | 502 | 533 |
| Queens Village | 1,582 | 621 | 8 | 173 | 28 | 45 | 17 | 839 | 53 | 892 | 43 | 26 | 11 | 92 | 6 | 512 | 60 | 630 | 690 |
| Hewlett | 1,533 | 558 | 6 | 126 | 1 | 61 | 3 | 745 | 10 | 755 | 12 | 88 | 6 | 110 | 2 | 560 | 20 | 758 | 778 |
| Merrillon Avenue | 1,533 | 632 | 9 | 86 | 0 | 39 | 2 | 757 | 11 | 768 | 7 | 27 | 7 | 177 | 14 | 533 | 28 | 737 | 765 |
| Inwood | 1,461 | 555 | 5 | 168 | 4 | 73 | 2 | 796 | 11 | 807 | 4 | 45 | 2 | 114 | 5 | 474 | 11 | 633 | 644 |
| Stony Brook | 1,448 | 377 | 4 | 295 | 11 | 83 | 2 | 755 | 17 | 772 | 6 | 134 | 11 | 161 | 18 | 346 | 35 | 641 | 676 |
| East Rockaway | 1,401 | 534 | 20 | 194 | 47 | 36 | 8 | 764 | 75 | 839 | 9 | 40 | 15 | 96 | 9 | 333 | 33 | 529 | 562 |
| Garden City | 1,401 | 427 | 1 | 185 | 2 | 35 | 7 | 647 | 3 | 650 | 2 | 228 | 8 | 98 | 4 | 450 | 3 | 584 | 603 |
| Locust Manor | 1,360 | 576 | 1 | 122 | 9 | 42 | 4 | 740 | 17 | 757 | 7 | 36 | 1 | 133 | 4 | 450 | 19 | 584 | 603 |
| Gibson | 1,244 | 515 | 9 | 125 | 9 | 125 | 11 | 678 | 29 | 707 | 14 | 34 | 15 | 75 | 7 | 392 | 36 | 501 | 537 |
| Country Life Press | 1,236 | 493 | 3 | 55 | 7 | 99 | 25 | 647 | 35 | 682 | 1 | 81 | 9 | 58 | 4 | 409 | 6 | 548 | 554 |
| Aubundale | 1,234 | 573 | 0 | 101 | 17 | 15 | 15 | 689 | 53 | 742 | 27 | 5 | 9 | 82 | 5 | 364 | 41 | 451 | 492 |
| East Hills | 1,127 | 10 | 181 | 10 | 86 | 3 | 177 | 23 | 444 | 467 | 290 | 8 | 202 | 8 | 144 | 8 | 636 | 660 | |
| Forest Hills | 1,116 | 469 | 82 | 75 | 62 | 42 | 128 | 586 | 270 | 856 | 43 | 12 | 49 | 44 | 28 | 84 | 120 | 140 | 260 |
| Greenlawn | 1,100 | 441 | 20 | 98 | 12 | 15 | 2 | 554 | 34 | 588 | 2 | 14 | 29 | 69 | 10 | 388 | 41 | 471 | 512 |
| Sayville | 1,086 | 334 | 4 | 163 | 6 | 81 | 1 | 578 | 7 | 585 | 6 | 34 | 0 | 181 | 3 | 277 | 9 | 492 | 501 |
| Lawrence | 975 | 385 | 4 | 133 | 2 | 84 | 1 | 602 | 7 | 609 | 2 | 89 | 1 | 63 | 0 | 211 | 3 | 363 | 366 |
| Plandome | 971 | 413 | 12 | 75 | 1 | 21 | 4 | 509 | 17 | 526 | 0 | 35 | 13 | 35 | 1 | 361 | 14 | 431 | 445 |
| Centre Avenue | 958 | 376 | 7 | 62 | 7 | 32 | 6 | 470 | 20 | 490 | 2 | 25 | 8 | 61 | 5 | 367 | 15 | 453 | 468 |
| Bellerose | 951 | 342 | 4 | 60 | 1 | 15 | 3 | 417 | 8 | 425 | 6 | 16 | 12 | 182 | 10 | 300 | 28 | 498 | 526 |
| Lakeview | 868 | 421 | 0 | 64 | 3 | 8 | 0 | 493 | 3 | 496 | 0 | 11 | 0 | 36 | 0 | 325 | 0 | 372 | 372 |
| East Williston | 859 | 396 | 3 | 19 | 0 | 15 | 0 | 430 | 3 | 433 | 0 | 10 | 0 | 45 | 6 | 365 | 6 | 420 | 426 |
| Nostrand Ave | 856 | 1 | 62 | 3 | 132 | 2 | 201 | 6 | 395 | 401 | 221 | 0 | 0 | 45 | 6 | 365 | 6 | 420 | 426 |
| Roslyn | 823 | 256 | 8 | 72 | 5 | 88 | 5 | 416 | 18 | 434 | 2 | 94 | 7 | 55 | 3 | 228 | 12 | 377 | 389 |
| Islip | 820 | 372 | 5 | 71 | 3 | 20 | 3 | 463 | 11 | 474 | 18 | 15 | 6 | 118 | 7 | 182 | 31 | 315 | 346 |
| Murray Hill | 794 | 290 | 2 | 103 | 8 | 34 | 23 | 426 | 33 | 459 | 33 | 11 | 9 | 54 | 4 | 224 | 46 | 289 | 335 |
| Carle Place | 772 | 290 | 7 | 66 | 13 | 27 | 12 | 383 | 32 | 415 | 12 | 51 | 8 | 67 | 8 | 211 | 28 | 329 | 357 |
| Westwood | 711 | 281 | 1 | 50 | 5 | 0 | 70 | 331 | 76 | 407 | 0 | 6 | 0 | 44 | 0 | 254 | 0 | 304 | 304 |
| Sea Cliff | 602 | 272 | 18 | 32 | 1 | 19 | 0 | 325 | 19 | 344 | 0 | 15 | 1 | 46 | 12 | 184 | 13 | 304 | 304 |
| Alburtson | 584 | 206 | 4 | 36 | 0 | 13 | 0 | 261 | 4 | 265 | 3 | 26 | 1 | 32 | 1 | 266 | 5 | 324 | 329 |
| St. James | 588 | 224 | 6 | 55 | 4 | 13 | 2 | 292 | 12 | 304 | 11 | 21 | 2 | 78 | 0 | 173 | 12 | 272 | 284 |
| Glen Head | 549 | 257 | 2 | 26 | 4 | 2 | 2 | 292 | 6 | 304 | 3 | 20 | 4 | 32 | 1 | 168 | 8 | 220 | 228 |
| Oakdale | 501 | 256 | 5 | 49 | 1 | 24 | 0 | 329 | 6 | 335 | 0 | 34 | 2 | 60 | 4 | 63 | 9 | 157 | 166 |
| Locust Valley | 479 | 149 | 4 | 32 | 6 | 35 | 9 | 216 | 19 | 235 | 0 | 38 | 6 | 31 | 12 | 157 | 18 | 226 | 244 |
| Glen Street | 478 | 155 | 3 | 45 | 2 | 37 | 2 | 237 | 7 | 244 | 1 | 33 | 4 | 42 | 3 | 151 | 8 | 226 | 234 |
| Mastic-Shirley | 440 | 201 | 0 | 16 | 2 | 6 | 5 | 223 | 13 | 236 | 2 | 9 | 1 | 8 | 6 | 178 | 9 | 195 | 204 |
| Hempstead Gardens | 369 | 171 | 0 | 15 | 0 | 5 | 0 | 191 | 0 | 191 | 0 | 7 | 0 | 9 | 0 | 162 | 0 | 178 | 178 |

APPENDIX D
LIRR STATION 2006 WEEKDAY PASSENGER COUNTS
Total East / West Commuters in Numerical Order

| Station | WESTBOUND | | | | | | | | | | EASTBOUND | | | | | | | | | | | | |
|----------------|------------------|---------|---------|--------|-----------------|--------|-----------------|---------|-----------|---------|-----------|--------|-----------------|--------|-----------------|--------|---------|---------|-----------|-----|-------|-----|----|
| | East West Totals | | AM Peak | | Midday Off Peak | | PM Reverse Peak | | Sub Total | | Total | | AM Reverse Peak | | Midday Off Peak | | PM Peak | | Sub Total | | Total | | |
| | On | Off | On | Off | On | Off | On | Off | On | Off | On | Off | On | Off | On | Off | On | Off | On | Off | On | Off | |
| Glen Cove | 368 | 153 | 0 | 33 | 2 | 13 | 4 | 199 | 6 | 205 | 0 | 9 | 10 | 15 | 6 | 123 | 16 | 147 | 163 | 0 | 112 | 112 | |
| Far Rockaway | 316 | 142 | 0 | 45 | 0 | 17 | 0 | 204 | 0 | 204 | 0 | 19 | 0 | 25 | 0 | 123 | 0 | 123 | 112 | 0 | 112 | 112 | |
| West Hempstead | 313 | 154 | 0 | 12 | 0 | 4 | 0 | 170 | 0 | 170 | 0 | 10 | 0 | 15 | 0 | 118 | 0 | 118 | 143 | 0 | 143 | 143 | |
| Great River | 311 | 104 | 1 | 49 | 1 | 8 | 2 | 161 | 4 | 165 | 3 | 9 | 3 | 65 | 1 | 65 | 7 | 139 | 146 | 0 | 146 | 146 | |
| Speonk | 283 | 120 | 2 | 25 | 6 | 11 | 9 | 156 | 17 | 173 | 20 | 9 | 10 | 9 | 3 | 59 | 33 | 77 | 110 | 0 | 110 | 110 | |
| Greenvale | 262 | 88 | 1 | 17 | 1 | 6 | 0 | 111 | 2 | 113 | 3 | 27 | 0 | 23 | 1 | 95 | 4 | 145 | 149 | 0 | 149 | 149 | |
| Malverne | 235 | 129 | 0 | 11 | 0 | 1 | 0 | 141 | 1 | 142 | 4 | 3 | 0 | 12 | 0 | 78 | 0 | 93 | 93 | 0 | 93 | 93 | |
| Hollis | 228 | 99 | 3 | 13 | 9 | 2 | 6 | 114 | 18 | 132 | 4 | 5 | 0 | 6 | 0 | 81 | 4 | 92 | 96 | 0 | 96 | 96 | |
| Oyster Bay | 225 | 52 | 0 | 36 | 0 | 28 | 0 | 116 | 0 | 116 | 0 | 20 | 0 | 43 | 0 | 46 | 0 | 109 | 109 | 0 | 109 | 109 | |
| Sf. Albans | 187 | 70 | 2 | 16 | 2 | 7 | ** | 93 | 4 | 97 | 6 | 2 | 7 | 13 | 1 | 61 | 14 | 76 | 90 | 0 | 90 | 90 | |
| LIC | 115 | 0 | 80 | ** | ** | ** | ** | 0 | 80 | 80 | ** | ** | ** | ** | 35 | 0 | 35 | 0 | 76 | 35 | 0 | 35 | 35 |
| Riverhead | 52 | 16 | 0 | 8 | 8 | 0 | 0 | 32 | 0 | 32 | 0 | 0 | 0 | 14 | 0 | 6 | 0 | 20 | 20 | 0 | 20 | 20 | |
| Pinelawn | 50 | 24 | 0 | 5 | 8 | 0 | 0 | 8 | 8 | 16 | 0 | 12 | 10 | 12 | 0 | 0 | 10 | 24 | 34 | 0 | 34 | 34 | |
| Ballport | 47 | 22 | 0 | 2 | 0 | 0 | 0 | 29 | 0 | 29 | 0 | 0 | 0 | 3 | 1 | 14 | 1 | 17 | 17 | 0 | 17 | 17 | |
| Medford | 41 | 13 | 0 | 2 | 0 | 0 | 0 | 24 | 0 | 24 | 0 | 0 | 0 | 1 | 0 | 16 | 0 | 16 | 16 | 0 | 16 | 16 | |
| East Hampton | 39 | 13 | 2 | 5 | 0 | 7 | 3 | 25 | 5 | 30 | 1 | 5 | 1 | 2 | 0 | 0 | 2 | 7 | 7 | 0 | 7 | 7 | |
| Southampton | 26 | 6 | 2 | 2 | 0 | 5 | 0 | 13 | 2 | 15 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 11 | 11 | 0 | 11 | 11 | |
| Montauk | 23 | 6 | 0 | 10 | 0 | 1 | 0 | 17 | 0 | 17 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 6 | 6 | 0 | 6 | 6 | |
| Westhampton | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 12 | 12 | 0 | 12 | 12 | |
| Hampton Bays | 11 | 1 | 0 | 4 | 0 | 1 | 0 | 6 | 0 | 6 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 5 | 5 | 0 | 5 | 5 | |
| Mattituck | 11 | 4 | 1 | 1 | 0 | 0 | 0 | 5 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Yaphank | 9 | 4 | 0 | 2 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 3 | 0 | 3 | 3 | |
| Bridgehampton | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Greenport | 6 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Amagansett | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 2 | |
| Southold | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 568,383 | 109,426 | 108,820 | 33,889 | 22,469 | 13,879 | 17,014 | 157,193 | 148,303 | 305,496 | 15,738 | 12,917 | 29,177 | 32,504 | 87,087 | 85,464 | 132,002 | 130,885 | 262,887 | 2 | 2 | 2 | |

Source: 2006 LIRR Origin And Destination Study

APPENDIX D
LIRR STATION 2006 WEEKDAY PASSENGER COUNTS
Total East / West Commuters in Alphabetical Order

| Station | WESTBOUND | | | | | | | | | | EASTBOUND | | | | | | | | | |
|--------------------|------------------|-------|---------|-------|-----------------|-----|-----------------|-------|-----------|--------|-----------|-----------------|-------|-----------------|-------|---------|--------|-----------|--------|-------|
| | East/West Totals | | AM Peak | | Midday Off Peak | | PM Reverse Peak | | Sub Total | | Total | AM Reverse Peak | | Midday Off Peak | | PM Peak | | Sub Total | | Total |
| | On | Off | On | Off | On | Off | On | Off | On | Off | | On | Off | On | Off | On | Off | On | Off | |
| Albertson | 594 | 206 | 4 | 36 | 0 | 0 | 19 | 0 | 261 | 4 | 265 | 3 | 26 | 1 | 32 | 1 | 266 | 5 | 324 | 329 |
| Amagasset | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Amblyville | 3,085 | 797 | 53 | 289 | 50 | 124 | 63 | 1,210 | 166 | 1,376 | 39 | 224 | 170 | 328 | 211 | 737 | 420 | 1,289 | 1,709 | |
| Auburndale | 1,234 | 573 | 0 | 101 | 17 | 15 | 36 | 689 | 53 | 742 | 27 | 5 | 9 | 82 | 5 | 364 | 41 | 451 | 492 | |
| Babylon | 6,586 | 2,312 | 36 | 817 | 34 | 273 | 0 | 3,402 | 70 | 3,472 | 0 | 433 | 0 | 1,057 | 8 | 1,616 | 8 | 3,114 | 3,114 | |
| Baldwin | 6,743 | 2,744 | 35 | 448 | 112 | 170 | 44 | 3,362 | 191 | 3,553 | 290 | 122 | 99 | 498 | 26 | 2,155 | 415 | 2,775 | 3,190 | |
| Bay Shore | 1,622 | 603 | 31 | 178 | 23 | 82 | 11 | 861 | 65 | 926 | 18 | 95 | 29 | 155 | 21 | 378 | 68 | 628 | 696 | |
| Bayside | 8,649 | 2,882 | 8 | 820 | 94 | 216 | 62 | 3,918 | 164 | 4,082 | 127 | 179 | 37 | 733 | 46 | 3,445 | 210 | 4,357 | 4,567 | |
| Bellerose | 951 | 342 | 4 | 60 | 1 | 15 | 3 | 417 | 8 | 425 | 6 | 16 | 12 | 182 | 10 | 300 | 28 | 498 | 526 | |
| Bellmore | 6,535 | 2,800 | 27 | 703 | 59 | 165 | 62 | 3,868 | 148 | 3,816 | 114 | 236 | 122 | 649 | 27 | 1,571 | 253 | 2,456 | 2,719 | |
| Bellport | 47 | 24 | 0 | 5 | 0 | 0 | 0 | 29 | 0 | 29 | 0 | 0 | 0 | 3 | 0 | 14 | 0 | 17 | 18 | |
| Bethpage | 4,963 | 2,988 | 90 | 506 | 39 | 234 | 15 | 3,728 | 144 | 3,872 | 5 | 53 | 25 | 264 | 24 | 720 | 54 | 1,037 | 1,091 | |
| Brentwood | 2,750 | 1,041 | 29 | 347 | 25 | 31 | 6 | 1,419 | 60 | 1,479 | 12 | 211 | 13 | 398 | 0 | 637 | 25 | 1,246 | 1,271 | |
| Bridgethompson | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 4 | |
| Broadway | 2,430 | 968 | 7 | 243 | 43 | 78 | 21 | 1,289 | 71 | 1,360 | 77 | 33 | 32 | 180 | 19 | 729 | 128 | 942 | 1,070 | |
| Carle Place | 772 | 290 | 7 | 66 | 13 | 27 | 12 | 383 | 32 | 415 | 12 | 51 | 8 | 67 | 8 | 211 | 28 | 329 | 357 | |
| Cedarhurst | 1,744 | 640 | 6 | 189 | 2 | 108 | 1 | 937 | 9 | 946 | 19 | 172 | 1 | 177 | 3 | 443 | 6 | 792 | 798 | |
| Central Islip | 3,574 | 1,210 | 22 | 474 | 35 | 92 | 12 | 1,776 | 69 | 1,845 | 19 | 109 | 65 | 498 | 32 | 1,006 | 116 | 1,613 | 1,729 | |
| Cold Spring Harbor | 4,186 | 1,491 | 21 | 180 | 17 | 157 | 5 | 1,828 | 43 | 1,871 | 11 | 252 | 5 | 317 | 15 | 1,695 | 31 | 2,284 | 2,295 | |
| Copliague | 2,861 | 939 | 34 | 265 | 66 | 59 | 36 | 1,263 | 136 | 1,399 | 9 | 42 | 44 | 563 | 107 | 497 | 160 | 1,102 | 1,262 | |
| Country Life Press | 1,236 | 493 | 3 | 55 | 7 | 9 | 25 | 647 | 35 | 682 | 1 | 81 | 1 | 58 | 4 | 409 | 6 | 548 | 554 | |
| Deer Park | 6,417 | 2,089 | 82 | 401 | 116 | 302 | 29 | 2,792 | 227 | 3,019 | 22 | 213 | 52 | 506 | 138 | 1,467 | 212 | 2,186 | 2,398 | |
| Douglaston | 2,375 | 1,021 | 0 | 326 | 19 | 85 | 6 | 1,432 | 25 | 1,457 | 0 | 80 | 0 | 144 | 1 | 693 | 1 | 917 | 918 | |
| East Hampton | 39 | 13 | 2 | 5 | 0 | 7 | 3 | 25 | 5 | 30 | 1 | 5 | 1 | 2 | 0 | 0 | 0 | 2 | 7 | |
| East New York | 1,127 | 10 | 181 | 10 | 86 | 3 | 177 | 23 | 444 | 467 | 290 | 8 | 202 | 8 | 144 | 8 | 636 | 24 | 660 | |
| East Rockaway | 1,401 | 534 | 20 | 194 | 47 | 36 | 8 | 764 | 75 | 839 | 9 | 40 | 15 | 96 | 9 | 393 | 33 | 529 | 562 | |
| East Williston | 889 | 396 | 3 | 19 | 0 | 15 | 0 | 430 | 3 | 433 | 0 | 10 | 0 | 45 | 6 | 365 | 6 | 420 | 426 | |
| Far Rockaway | 316 | 142 | 0 | 45 | 0 | 17 | 0 | 204 | 0 | 204 | 0 | 19 | 0 | 25 | 0 | 68 | 0 | 112 | 112 | |
| Farmingdale | 4,625 | 1,477 | 215 | 519 | 59 | 436 | 46 | 2,432 | 320 | 2,752 | 319 | 314 | 158 | 224 | 212 | 646 | 689 | 1,184 | 1,873 | |
| Flatbush Ave | 29,900 | 0 | 10,699 | 0 | 2,228 | 0 | 1,524 | 0 | 14,451 | 14,451 | 3,848 | 0 | 4,366 | 0 | 7,235 | 0 | 15,449 | 0 | 15,449 | |
| Floral Park | 2,991 | 1,497 | 7 | 237 | 30 | 102 | 12 | 1,836 | 49 | 1,885 | 25 | 73 | 6 | 170 | 6 | 826 | 37 | 1,069 | 1,106 | |
| Flushing | 2,136 | 231 | 199 | 193 | 60 | 76 | 281 | 506 | 544 | 1,050 | 235 | 82 | 168 | 159 | 112 | 330 | 515 | 571 | 1,086 | |
| Forest Hills | 4,116 | 469 | 82 | 75 | 60 | 42 | 128 | 586 | 270 | 856 | 43 | 12 | 49 | 44 | 28 | 84 | 120 | 140 | 260 | |
| Freeport | 5,029 | 1,236 | 399 | 547 | 112 | 155 | 127 | 1,938 | 638 | 2,576 | 376 | 265 | 117 | 432 | 69 | 1,194 | 562 | 1,891 | 2,453 | |
| Garden City | 1,401 | 427 | 1 | 185 | 2 | 35 | 0 | 647 | 3 | 650 | 2 | 228 | 1 | 133 | 0 | 387 | 3 | 748 | 751 | |
| Gibson | 1,244 | 515 | 9 | 125 | 9 | 38 | 11 | 678 | 29 | 707 | 14 | 34 | 15 | 75 | 7 | 392 | 36 | 501 | 537 | |
| Glen Cove | 368 | 153 | 0 | 33 | 2 | 13 | 4 | 199 | 6 | 205 | 0 | 9 | 10 | 15 | 6 | 123 | 16 | 147 | 163 | |
| Glen Head | 549 | 257 | 2 | 26 | 4 | 30 | 2 | 313 | 8 | 321 | 3 | 20 | 4 | 32 | 1 | 168 | 8 | 220 | 228 | |
| Glen Street | 478 | 155 | 3 | 45 | 4 | 37 | 2 | 237 | 7 | 244 | 1 | 33 | 4 | 42 | 3 | 151 | 8 | 226 | 234 | |
| Great Neck | 11,024 | 3,011 | 111 | 1,682 | 22 | 956 | 25 | 5,449 | 158 | 5,807 | 31 | 681 | 65 | 851 | 101 | 3,486 | 197 | 5,020 | 5,217 | |
| Great River | 311 | 104 | 1 | 49 | 1 | 8 | 2 | 161 | 4 | 165 | 3 | 9 | 3 | 65 | 1 | 65 | 7 | 139 | 146 | |
| Greenlawn | 1,100 | 441 | 20 | 98 | 12 | 15 | 0 | 554 | 34 | 588 | 2 | 14 | 29 | 69 | 10 | 386 | 41 | 471 | 512 | |
| Greenport | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | |
| Greenvale | 282 | 88 | 1 | 17 | 1 | 6 | 0 | 111 | 2 | 113 | 3 | 27 | 0 | 23 | 1 | 95 | 4 | 145 | 149 | |
| Hampton Bays | 11 | 1 | 0 | 4 | 0 | 1 | 0 | 6 | 0 | 6 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 5 | |
| Hamptstead | 3,614 | 948 | 0 | 539 | 0 | 276 | 0 | 1,763 | 0 | 1,763 | 0 | 774 | 0 | 471 | 0 | 606 | 0 | 1,851 | 1,851 | |
| Hempstead Gardens | 369 | 171 | 0 | 15 | 0 | 5 | 0 | 191 | 0 | 191 | 0 | 7 | 0 | 9 | 0 | 162 | 0 | 178 | 178 | |

APPENDIX D
LIRR STATION 2006 WEEKDAY PASSENGER COUNTS
Total East / West Commuters in Alphabetical Order

| Station | WESTBOUND | | | | | | | | | | EASTBOUND | | | | | | | | | |
|----------------------|------------------|-------|---------|-------|-----------------|-------|-----------------|-------|-----------|---------|-----------|-----------------|--------|-----------------|--------|---------|--------|-----------|--------|--------|
| | East/West Totals | | AM Peak | | Midday Off Peak | | PM Reverse Peak | | Sub Total | | Total | AM Reverse Peak | | Midday Off Peak | | PM Peak | | Sub Total | | Total |
| | On | Off | On | Off | On | Off | On | Off | On | Off | | On | Off | On | Off | On | Off | On | Off | |
| Hewlett | 1,633 | 558 | 6 | 126 | 1 | 61 | 3 | 745 | 10 | 755 | 12 | 88 | 6 | 110 | 2 | 560 | 20 | 758 | 778 | |
| Hicksville | 16,215 | 5,584 | 190 | 1,586 | 159 | 476 | 84 | 7,646 | 433 | 8,079 | 348 | 501 | 385 | 2,218 | 436 | 4,248 | 1,169 | 6,987 | 8,136 | |
| Hollis | 228 | 99 | 3 | 13 | 9 | 2 | 114 | 18 | 132 | 4 | 5 | 6 | 81 | 0 | 81 | 4 | 92 | 96 | | |
| Hunterspoint Ave | 6,478 | 0 | 3,443 | ** | ** | ** | 3,443 | 3,443 | 3,443 | 3,443 | ** | ** | ** | 3,036 | 0 | 3,036 | 3,036 | 0 | 3,036 | |
| Huntington | 11,113 | 4,935 | 292 | 1,854 | 198 | 697 | 478 | 7,486 | 968 | 8,454 | 67 | 76 | 64 | 603 | 82 | 1,767 | 213 | 2,446 | 2,659 | |
| Inwood | 1,451 | 555 | 5 | 168 | 4 | 73 | 2 | 796 | 11 | 807 | 4 | 45 | 2 | 114 | 5 | 474 | 11 | 633 | 644 | |
| Island Park | 2,220 | 977 | 6 | 213 | 4 | 95 | 1 | 1,285 | 11 | 1,296 | 5 | 91 | 5 | 175 | 1 | 647 | 11 | 913 | 924 | |
| Islip | 820 | 372 | 5 | 71 | 3 | 20 | 3 | 463 | 11 | 474 | 18 | 15 | 6 | 118 | 7 | 182 | 31 | 315 | 346 | |
| Jamaica* | 21,785 | 1,389 | 3,467 | 1,729 | 1,492 | 667 | 2,703 | 3,785 | 7,662 | 11,447 | 1,504 | 473 | 1,472 | 2,146 | 2,511 | 2,212 | 5,487 | 4,831 | 10,318 | |
| Kew Gardens | 1,631 | 590 | 37 | 154 | 15 | 47 | 32 | 791 | 84 | 875 | 100 | 21 | 68 | 149 | 38 | 380 | 206 | 550 | 756 | |
| Kings Park | 1,876 | 625 | 6 | 226 | 4 | 72 | 12 | 923 | 22 | 945 | 22 | 80 | 15 | 136 | 13 | 665 | 50 | 881 | 931 | |
| Lakeview | 868 | 421 | 0 | 64 | 3 | 8 | 0 | 493 | 3 | 496 | 11 | 11 | 0 | 36 | 0 | 325 | 0 | 372 | 372 | |
| Laureton | 1,755 | 543 | 5 | 137 | 3 | 42 | 23 | 722 | 31 | 753 | 21 | 31 | 3 | 139 | 0 | 808 | 24 | 978 | 1,002 | |
| Lawrence | 875 | 385 | 4 | 133 | 2 | 84 | 1 | 602 | 7 | 609 | 2 | 89 | 1 | 63 | 0 | 211 | 3 | 363 | 366 | |
| LIC | 115 | 0 | 80 | ** | ** | ** | ** | 0 | 80 | 80 | ** | ** | ** | ** | 35 | 0 | 0 | 35 | 0 | 35 |
| Lindenhurst | 3,683 | 1,277 | 14 | 250 | 24 | 51 | 7 | 1,578 | 45 | 1,623 | 74 | 106 | 43 | 507 | 262 | 968 | 379 | 1,581 | 1,960 | |
| Little Neck | 2,886 | 1,132 | 3 | 492 | 8 | 171 | 23 | 1,195 | 34 | 1,828 | 14 | 42 | 10 | 204 | 2 | 785 | 26 | 1,031 | 1,057 | |
| Locust Manor | 1,360 | 576 | 1 | 122 | 9 | 42 | 7 | 740 | 17 | 757 | 7 | 36 | 8 | 98 | 4 | 450 | 19 | 584 | 603 | |
| Locust Valley | 479 | 149 | 4 | 32 | 6 | 35 | 9 | 216 | 19 | 235 | 0 | 38 | 6 | 31 | 12 | 157 | 18 | 226 | 244 | |
| Long Beach | 8,721 | 2,022 | 0 | 1,266 | 0 | 1,202 | 0 | 4,490 | 0 | 4,490 | 0 | 333 | 0 | 1,876 | 0 | 2,022 | 0 | 4,231 | 4,231 | |
| Lynbrook | 5,476 | 1,746 | 71 | 550 | 84 | 227 | 100 | 2,523 | 255 | 2,778 | 136 | 270 | 151 | 510 | 209 | 1,422 | 466 | 2,202 | 2,698 | |
| Malverne | 235 | 129 | 0 | 11 | 0 | 1 | 1 | 141 | 1 | 142 | 4 | 3 | 0 | 12 | 0 | 78 | 0 | 78 | 93 | |
| Manhasset | 6,315 | 2,399 | 26 | 825 | 28 | 398 | 13 | 3,622 | 67 | 3,689 | 293 | 28 | 354 | 6 | 1,941 | 6 | 1,941 | 38 | 2,588 | 2,626 |
| Massapequa | 5,919 | 2,436 | 20 | 295 | 124 | 47 | 81 | 2,778 | 225 | 3,003 | 112 | 175 | 77 | 415 | 84 | 2,053 | 273 | 2,643 | 2,916 | |
| Massapequa Park | 3,345 | 1,293 | 12 | 259 | 16 | 67 | 11 | 1,619 | 39 | 1,658 | 2 | 108 | 19 | 279 | 20 | 1,259 | 41 | 1,646 | 1,687 | |
| Mastic-Shirley | 440 | 201 | 6 | 16 | 2 | 6 | 5 | 223 | 13 | 236 | 2 | 9 | 1 | 8 | 6 | 178 | 9 | 195 | 204 | |
| Mattuck | 11 | 4 | 1 | 1 | 0 | 0 | 0 | 5 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 5 | |
| Medford | 41 | 22 | 0 | 2 | 0 | 0 | 0 | 24 | 0 | 24 | 0 | 0 | 0 | 1 | 0 | 16 | 0 | 17 | 17 | |
| Merrion Avenue | 1,533 | 632 | 9 | 86 | 0 | 39 | 2 | 757 | 11 | 768 | 7 | 27 | 7 | 177 | 14 | 533 | 28 | 737 | 765 | |
| Merrick | 6,767 | 3,381 | 52 | 575 | 50 | 168 | 5 | 4,124 | 107 | 4,231 | 92 | 66 | 84 | 452 | 24 | 1,816 | 200 | 2,336 | 2,536 | |
| Minerva | 10,348 | 2,496 | 379 | 1,549 | 319 | 723 | 233 | 4,768 | 931 | 5,699 | 187 | 698 | 164 | 1,032 | 403 | 2,175 | 754 | 3,895 | 4,649 | |
| Montauk | 23 | 6 | 0 | 10 | 0 | 1 | 0 | 17 | 0 | 17 | 0 | 0 | 0 | 5 | 0 | 0 | 6 | 6 | 6 | |
| Murray Hill | 794 | 289 | 2 | 103 | 8 | 34 | 23 | 426 | 33 | 459 | 33 | 11 | 9 | 54 | 4 | 224 | 46 | 289 | 335 | |
| Nassau Blvd | 1,741 | 372 | 19 | 112 | 18 | 268 | 21 | 914 | 58 | 972 | 0 | 101 | 6 | 97 | 31 | 534 | 37 | 732 | 769 | |
| New Hyde Park | 3,451 | 1,112 | 25 | 448 | 40 | 123 | 26 | 1,683 | 91 | 1,774 | 28 | 52 | 41 | 707 | 54 | 795 | 123 | 1,554 | 1,677 | |
| Northport | 2,583 | 1,064 | 19 | 288 | 16 | 56 | 19 | 1,408 | 54 | 1,462 | 23 | 153 | 73 | 148 | 15 | 719 | 111 | 1,020 | 1,131 | |
| Nostrand Ave | 856 | 1 | 62 | 3 | 132 | 2 | 201 | 6 | 395 | 401 | 221 | 0 | 130 | 9 | 93 | 2 | 444 | 11 | 455 | 466 |
| Oakdale | 501 | 256 | 5 | 48 | 1 | 24 | 0 | 329 | 6 | 335 | 3 | 34 | 2 | 60 | 4 | 63 | 9 | 157 | 166 | |
| Oceanside | 2,786 | 1,372 | 20 | 160 | 31 | 98 | 2 | 1,630 | 53 | 1,683 | 6 | 105 | 20 | 188 | 17 | 767 | 43 | 1,060 | 1,103 | |
| Oyster Bay | 225 | 52 | 0 | 36 | 0 | 28 | 0 | 116 | 0 | 116 | 0 | 20 | 0 | 43 | 0 | 46 | 0 | 109 | 109 | |
| Pathogue | 2,327 | 472 | 10 | 348 | 26 | 100 | 1 | 1,620 | 37 | 1,657 | 27 | 211 | 30 | 578 | 110 | 414 | 167 | 1,203 | 1,370 | |
| Pennsylvania Station | 203,982 | 0 | 86,379 | 0 | 14,820 | 0 | 8,830 | 0 | 110,029 | 110,029 | 5,557 | 0 | 19,048 | 0 | 69,348 | 0 | 93,953 | 0 | 83,953 | 83,953 |
| Pinelawn | 50 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 8 | 16 | 0 | 12 | 10 | 12 | 0 | 0 | 10 | 24 | 34 | 34 |
| Plandome | 971 | 413 | 12 | 75 | 1 | 21 | 4 | 509 | 17 | 526 | 0 | 35 | 13 | 35 | 1 | 361 | 14 | 431 | 445 | |
| Port Jefferson | 1,793 | 686 | 0 | 296 | 0 | 49 | 0 | 1,031 | 0 | 1,031 | 0 | 113 | 0 | 268 | 0 | 381 | 0 | 72 | 762 | |
| Port Washington | 7,993 | 2,396 | 0 | 1,181 | 0 | 557 | 0 | 4,134 | 0 | 4,134 | 0 | 586 | 0 | 1,104 | 0 | 2,169 | 0 | 3,859 | 3,859 | |
| Queens Village | 1,582 | 621 | 8 | 173 | 28 | 45 | 17 | 839 | 53 | 892 | 43 | 28 | 11 | 92 | 6 | 512 | 60 | 630 | 690 | |
| Riverhead | 52 | 16 | 0 | 16 | 0 | 0 | 0 | 32 | 0 | 32 | 0 | 0 | 0 | 14 | 0 | 6 | 0 | 20 | 20 | |

APPENDIX D
LIRR STATION 2006 WEEKDAY PASSENGER COUNTS
Total East / West Commuters in Alphabetical Order

| Station | WESTBOUND | | | | | | | | | | EASTBOUND | | | | | | | | | |
|------------------|------------------|---------|---------|--------|-----------------|--------|-----------------|---------|-----------|---------|-----------|-----------------|--------|-----------------|--------|---------|---------|-----------|---------|-------|
| | East/West Totals | | AM Peak | | Midday Off Peak | | PM Reverse Peak | | Sub Total | | Total | AM Reverse Peak | | Midday Off Peak | | PM Peak | | Sub Total | | Total |
| | On | Off | On | Off | On | Off | On | Off | On | Off | | On | Off | On | Off | On | Off | On | Off | |
| Rockville Centre | 6,850 | 2,209 | 99 | 765 | 143 | 249 | 93 | 3,223 | 335 | 3,558 | 84 | 231 | 140 | 499 | 248 | 2,090 | 472 | 2,820 | 3,292 | |
| Ronkonkoma | 17,278 | 5,746 | 0 | 1,252 | 0 | 298 | 0 | 7,296 | 0 | 7,296 | 0 | 477 | 0 | 3,005 | 0 | 6,500 | 0 | 9,982 | 9,982 | |
| Rosedale | 2,391 | 1,037 | 1 | 153 | 6 | 23 | 8 | 1,213 | 15 | 1,228 | 43 | 51 | 9 | 194 | 5 | 861 | 57 | 1,106 | 1,163 | |
| Roslyn | 823 | 256 | 8 | 72 | 5 | 88 | 5 | 416 | 18 | 434 | 2 | 94 | 7 | 55 | 3 | 228 | 12 | 377 | 389 | |
| Sayville | 1,086 | 334 | 0 | 163 | 6 | 81 | 1 | 578 | 7 | 585 | 6 | 34 | 0 | 181 | 3 | 277 | 9 | 492 | 501 | |
| Sea Cliff | 602 | 272 | 18 | 32 | 1 | 21 | 0 | 325 | 19 | 344 | 0 | 15 | 1 | 46 | 12 | 184 | 13 | 245 | 258 | |
| Seaford | 3,608 | 1,525 | 5 | 386 | 44 | 109 | 56 | 2,020 | 105 | 2,125 | 46 | 80 | 35 | 343 | 4 | 975 | 85 | 1,398 | 1,483 | |
| Smithtown | 1,608 | 700 | 17 | 153 | 48 | 92 | 65 | 945 | 130 | 1,075 | 3 | 72 | 18 | 115 | 10 | 315 | 31 | 502 | 533 | |
| Southold | 26 | 6 | 2 | 2 | 0 | 5 | 0 | 13 | 2 | 15 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 11 | 11 | |
| Southold | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | |
| Speonk | 283 | 120 | 2 | 25 | 6 | 11 | 9 | 156 | 17 | 173 | 20 | 9 | 10 | 9 | 3 | 59 | 33 | 77 | 110 | |
| St Albans | 187 | 70 | 2 | 16 | 2 | 7 | 0 | 93 | 4 | 97 | 6 | 2 | 7 | 13 | 1 | 61 | 14 | 76 | 90 | |
| St James | 688 | 224 | 6 | 55 | 4 | 13 | 2 | 292 | 12 | 304 | 11 | 21 | 1 | 78 | 0 | 173 | 12 | 272 | 284 | |
| Stewart Manor | 1,925 | 881 | 2 | 149 | 17 | 65 | 2 | 1,095 | 21 | 1,116 | 11 | 47 | 13 | 48 | 1 | 689 | 25 | 784 | 809 | |
| Stony Brook | 1,448 | 377 | 4 | 295 | 11 | 83 | 2 | 755 | 17 | 772 | 6 | 134 | 11 | 161 | 18 | 346 | 35 | 641 | 676 | |
| Syosset | 5,497 | 2,123 | 63 | 622 | 26 | 256 | 17 | 3,001 | 106 | 3,107 | 1 | 306 | 16 | 442 | 20 | 1,605 | 37 | 2,353 | 2,390 | |
| Valley Stream | 4,862 | 1,754 | 32 | 519 | 32 | 138 | 87 | 2,411 | 151 | 2,562 | 56 | 154 | 66 | 536 | 38 | 1,440 | 160 | 2,130 | 2,290 | |
| Walden | 5,781 | 2,353 | 98 | 624 | 106 | 339 | 38 | 3,316 | 242 | 3,558 | 10 | 142 | 29 | 431 | 102 | 1,509 | 141 | 2,082 | 2,223 | |
| West Hempstead | 313 | 154 | 0 | 12 | 0 | 4 | 0 | 170 | 0 | 170 | 0 | 10 | 0 | 15 | 0 | 118 | 0 | 143 | 143 | |
| Westbury | 3,903 | 1,255 | 48 | 446 | 37 | 189 | 29 | 1,890 | 114 | 2,004 | 44 | 177 | 84 | 389 | 55 | 1,150 | 183 | 1,716 | 1,899 | |
| Westhampton | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 1 | 0 | 0 | 0 | 12 | 3 | 15 | |
| Westwood | 711 | 281 | 1 | 50 | 5 | 0 | 0 | 331 | 76 | 407 | 0 | 6 | 0 | 44 | 0 | 254 | 0 | 304 | 304 | |
| Woodmere | 1,749 | 585 | 14 | 210 | 15 | 119 | 11 | 914 | 40 | 954 | 4 | 125 | 4 | 145 | 3 | 514 | 11 | 784 | 795 | |
| Woodside | 6,728 | 498 | 1,270 | 123 | 532 | 50 | 700 | 671 | 2,502 | 3,173 | 634 | 75 | 707 | 88 | 937 | 114 | 2,278 | 277 | 2,555 | |
| Wynandanch | 3,517 | 1,495 | 86 | 250 | 78 | 20 | 21 | 1,765 | 185 | 1,950 | 54 | 138 | 54 | 329 | 66 | 926 | 174 | 1,393 | 1,567 | |
| Yaphank | 9 | 4 | 0 | 2 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 3 | |
| Total | 568,383 | 109,425 | 108,820 | 33,889 | 22,469 | 13,879 | 17,014 | 157,193 | 148,303 | 305,496 | 15,738 | 12,917 | 29,177 | 32,504 | 87,087 | 85,464 | 132,002 | 130,885 | 262,887 | |

Source: 2006 LIRR Origin And Destination Study

APPENDIX D
LIRR STATION 2006 WEEKEND PASSENGER COUNTS
Total East / West Commuters in Numerical Order

| Station | WESTBOUND | | | | | | EASTBOUND | | | | | | | | |
|----------------------|-----------|--------|----------|--------|--------|--------|-----------|--------|--------|--------|-----------|--------|-------|--------|--------|
| | East | | Saturday | | Sunday | | Saturday | | Sunday | | SUB TOTAL | | TOTAL | | |
| | West | Totals | On | Off | On | Off | On | Off | On | Off | On | Off | | | |
| Pennsylvania Station | 86,380 | | 0 | 23,631 | 0 | 21,450 | 0 | 45,081 | 45,081 | 21,450 | 0 | 19,849 | 0 | 41,299 | 41,299 |
| Jamaica | 28,716 | | 3,828 | 3,642 | 3,326 | 3,676 | 7,154 | 7,318 | 14,472 | 3,132 | 4,452 | 2,854 | 3,826 | 5,966 | 8,278 |
| Flatbush Ave | 13,863 | | 0 | 2,188 | 0 | 2,631 | 4,819 | 4,819 | 4,818 | 4,604 | 0 | 4,440 | 0 | 9,044 | 9,044 |
| Mtneola | 10,287 | | 2,795 | 848 | 1,818 | 476 | 4,613 | 1,324 | 5,937 | 413 | 2,637 | 268 | 1,032 | 681 | 3,669 |
| Hicksville | 10,011 | | 2,560 | 536 | 2,235 | 189 | 4,795 | 725 | 5,520 | 489 | 1,798 | 291 | 1,913 | 780 | 3,711 |
| Woodside | 9,004 | | 2,900 | 2,216 | 145 | 1,588 | 4,355 | 3,784 | 4,218 | 2,390 | 193 | 2,085 | 117 | 4,475 | 3,711 |
| Huntington | 8,728 | | 1,592 | 516 | 1,859 | 273 | 3,451 | 789 | 4,240 | 21 | 2,645 | 633 | 1,189 | 654 | 3,834 |
| Ronkonkoma | 8,090 | | 2,391 | 0 | 3,116 | 0 | 5,507 | 0 | 5,507 | 0 | 1,796 | 0 | 787 | 0 | 2,583 |
| Freeport | 6,206 | | 977 | 317 | 755 | 436 | 1,732 | 753 | 2,485 | 877 | 924 | 940 | 980 | 1,817 | 1,904 |
| Babylon | 5,824 | | 1,318 | 12 | 1,464 | 50 | 2,782 | 62 | 2,844 | 13 | 1,403 | 10 | 1,554 | 23 | 2,957 |
| Great Neck | 5,691 | | 1,703 | 94 | 1,535 | 38 | 3,238 | 132 | 3,370 | 72 | 941 | 78 | 1,230 | 150 | 2,171 |
| Port Washington | 5,186 | | 1,330 | 0 | 675 | 0 | 2,005 | 0 | 2,005 | 0 | 2,142 | 0 | 1,039 | 0 | 3,181 |
| Merrick | 4,333 | | 1,105 | 64 | 852 | 65 | 1,957 | 129 | 2,086 | 104 | 950 | 127 | 1,041 | 231 | 1,991 |
| Brenthwood | 4,107 | | 1,211 | 67 | 997 | 56 | 2,208 | 123 | 2,331 | 75 | 702 | 95 | 904 | 170 | 2,093 |
| Bayside | 3,893 | | 974 | 27 | 774 | 48 | 1,748 | 75 | 1,823 | 82 | 1,305 | 37 | 646 | 119 | 1,951 |
| Deer Park | 3,858 | | 1,006 | 0 | 862 | 0 | 1,868 | 0 | 1,868 | 9 | 1,170 | 0 | 811 | 9 | 1,981 |
| Long Beach | 3,835 | | 866 | 91 | 704 | 54 | 1,570 | 145 | 1,715 | 592 | 746 | 45 | 737 | 637 | 1,483 |
| Baldwin | 3,568 | | 691 | 198 | 861 | 123 | 1,201 | 321 | 1,522 | 393 | 441 | 427 | 785 | 820 | 1,226 |
| Wyandanch | 3,482 | | 990 | 43 | 791 | 49 | 1,781 | 92 | 1,873 | 46 | 935 | 39 | 589 | 85 | 1,504 |
| Syosset | 3,425 | | 916 | 59 | 710 | 22 | 1,626 | 81 | 1,707 | 68 | 879 | 65 | 706 | 133 | 1,585 |
| Manhasset | 3,247 | | 354 | 622 | 588 | 37 | 1,261 | 138 | 1,399 | 472 | 369 | 399 | 238 | 871 | 1,607 |
| Flushing | 3,086 | | 703 | 101 | 588 | 0 | 1,031 | 0 | 1,031 | 252 | 786 | 85 | 563 | 337 | 1,349 |
| Westbury | 3,043 | | 840 | 638 | 638 | 21 | 1,491 | 75 | 1,566 | 90 | 715 | 54 | 618 | 144 | 1,333 |
| Central Islip | 3,037 | | 723 | 133 | 670 | 99 | 1,393 | 232 | 1,625 | 223 | 592 | 166 | 431 | 389 | 1,442 |
| Rockville Centre | 2,883 | | 709 | 35 | 397 | 84 | 1,199 | 119 | 1,318 | 26 | 842 | 93 | 604 | 119 | 1,406 |
| Farmingdale | 2,756 | | 638 | 107 | 397 | 48 | 1,036 | 155 | 1,190 | 70 | 677 | 160 | 659 | 230 | 1,336 |
| Hempstead | 2,272 | | 544 | 0 | 487 | 0 | 1,031 | 0 | 1,031 | 13 | 640 | 0 | 588 | 13 | 1,228 |
| Massapequa Park | 2,180 | | 645 | 35 | 328 | 90 | 973 | 125 | 1,098 | 58 | 525 | 29 | 470 | 97 | 995 |
| Bellmore | 2,086 | | 517 | 65 | 378 | 20 | 895 | 85 | 980 | 55 | 576 | 20 | 414 | 95 | 930 |
| Broadway | 1,977 | | 647 | 69 | 461 | 33 | 1,108 | 102 | 1,210 | 112 | 377 | 366 | 268 | 478 | 645 |
| Patchogue | 1,910 | | 193 | 46 | 450 | 98 | 643 | 144 | 787 | 112 | 377 | 366 | 268 | 478 | 645 |
| Valley Stream | 1,866 | | 496 | 42 | 433 | 51 | 929 | 93 | 1,022 | 79 | 381 | 56 | 378 | 85 | 759 |
| Bethpage | 1,805 | | 469 | 50 | 388 | 39 | 857 | 89 | 946 | 70 | 485 | 36 | 268 | 103 | 859 |
| Bay Shore | 1,717 | | 268 | 40 | 684 | 64 | 952 | 104 | 1,056 | 51 | 308 | 52 | 250 | 103 | 558 |
| Forest Hills | 1,712 | | 245 | 182 | 162 | 222 | 407 | 404 | 811 | 282 | 165 | 322 | 132 | 604 | 297 |
| Lynbrook | 1,696 | | 274 | 141 | 457 | 54 | 743 | 195 | 926 | 175 | 376 | 79 | 139 | 254 | 515 |
| Massapequa | 1,541 | | 520 | 14 | 351 | 11 | 871 | 25 | 896 | 110 | 317 | 42 | 363 | 152 | 680 |
| Little Neck | 1,519 | | 358 | 57 | 289 | 28 | 593 | 85 | 678 | 14 | 389 | 14 | 228 | 28 | 617 |
| Copliague | 1,501 | | 539 | 66 | 289 | 45 | 828 | 111 | 939 | 180 | 432 | 44 | 185 | 224 | 841 |
| Cold Spring Harbor | 1,500 | | 5 | 408 | 0 | 355 | 5 | 763 | 768 | 375 | 6 | 342 | 9 | 717 | 555 |
| Nostrand Ave | 1,489 | | 389 | 49 | 282 | 90 | 671 | 139 | 810 | 104 | 220 | 160 | 195 | 264 | 679 |
| Kew Gardens | 1,445 | | 568 | 57 | 139 | 10 | 707 | 67 | 774 | 104 | 433 | 11 | 196 | 42 | 629 |
| Safoord | 1,339 | | 400 | 25 | 168 | 9 | 568 | 34 | 602 | 45 | 464 | 17 | 211 | 62 | 675 |
| Lindenhurst | 1,336 | | 318 | 27 | 281 | 38 | 599 | 65 | 664 | 21 | 287 | 29 | 335 | 50 | 622 |
| Auburndale | 1,321 | | 146 | 24 | 331 | 56 | 477 | 80 | 557 | 42 | 406 | 56 | 260 | 98 | 666 |
| Amyville | 1,257 | | 446 | 12 | 336 | 16 | 782 | 28 | 810 | 12 | 372 | 6 | 57 | 18 | 429 |

APPENDIX D
LIRR STATION 2006 WEEKEND PASSENGER COUNTS
Total East / West Commuters in Numerical Order

| Station | WESTBOUND | | | | | | EASTBOUND | | | | | | | | | | | |
|-----------------|--------------------|-----|----------|-----|--------|-----|-----------|-----|-------|-------|----------|-----|--------|-----|-----------|-----|-------|-------|
| | East / West Totals | | Saturday | | Sunday | | SUB TOTAL | | TOTAL | | Saturday | | Sunday | | SUB TOTAL | | TOTAL | |
| | On | Off | On | Off | On | Off | ON | OFF | TOTAL | TOTAL | On | Off | On | Off | ON | OFF | TOTAL | TOTAL |
| Rosedale | 1,218 | 417 | 24 | 235 | 7 | 652 | 31 | 683 | 7 | 307 | 9 | 212 | 16 | 519 | 16 | 535 | 635 | 673 |
| East New York | 1,217 | 25 | 250 | 2 | 227 | 27 | 517 | 544 | 353 | 9 | 304 | 7 | 147 | 657 | 16 | 673 | 673 | 673 |
| Laureton | 1,159 | 388 | 10 | 183 | 3 | 571 | 13 | 584 | 6 | 409 | 13 | 147 | 19 | 556 | 19 | 565 | 575 | 575 |
| Sayville | 1,153 | 274 | 60 | 201 | 24 | 475 | 84 | 559 | 12 | 427 | 17 | 138 | 29 | 565 | 29 | 565 | 594 | 594 |
| Floral Park | 1,135 | 460 | 53 | 192 | 28 | 652 | 81 | 733 | 19 | 188 | 20 | 175 | 39 | 363 | 39 | 363 | 402 | 402 |
| Northport | 1,133 | 173 | 18 | 205 | 65 | 378 | 83 | 461 | 126 | 263 | 81 | 202 | 207 | 465 | 207 | 465 | 472 | 472 |
| New Hyde Park | 1,057 | 295 | 38 | 237 | 23 | 532 | 61 | 593 | 55 | 214 | 26 | 169 | 81 | 383 | 81 | 383 | 464 | 464 |
| Island Park | 1,030 | 256 | 2 | 332 | 5 | 588 | 7 | 595 | 2 | 224 | 1 | 208 | 3 | 432 | 3 | 432 | 435 | 435 |
| Douglaston | 1,023 | 309 | 5 | 242 | 4 | 551 | 9 | 560 | 10 | 251 | 0 | 202 | 10 | 453 | 10 | 453 | 463 | 463 |
| Port Jefferson | 983 | 210 | 0 | 224 | 0 | 434 | 0 | 434 | 0 | 306 | 0 | 243 | 0 | 549 | 0 | 549 | 549 | 549 |
| Oceanside | 974 | 275 | 11 | 287 | 7 | 562 | 18 | 580 | 10 | 144 | 11 | 229 | 21 | 342 | 21 | 342 | 394 | 394 |
| Queens Village | 936 | 414 | 15 | 131 | 10 | 433 | 25 | 570 | 17 | 177 | 7 | 165 | 24 | 342 | 24 | 342 | 366 | 366 |
| Cedarhurst | 792 | 197 | 4 | 236 | 9 | 433 | 13 | 446 | 67 | 76 | 2 | 201 | 69 | 277 | 69 | 277 | 348 | 348 |
| Hewlett | 757 | 329 | 9 | 168 | 8 | 497 | 17 | 514 | 12 | 153 | 3 | 75 | 15 | 228 | 15 | 228 | 243 | 243 |
| Locust Manor | 756 | 196 | 23 | 168 | 5 | 364 | 28 | 392 | 4 | 205 | 8 | 147 | 12 | 352 | 12 | 352 | 364 | 364 |
| Woodmere | 746 | 152 | 11 | 133 | 7 | 285 | 18 | 303 | 8 | 89 | 12 | 334 | 20 | 423 | 20 | 423 | 443 | 443 |
| Garden City | 743 | 263 | 5 | 151 | 2 | 414 | 7 | 421 | 10 | 202 | 4 | 114 | 6 | 316 | 6 | 316 | 322 | 322 |
| Nassau Blvd | 733 | 229 | 5 | 168 | 14 | 397 | 19 | 416 | 10 | 144 | 8 | 155 | 18 | 299 | 18 | 299 | 317 | 317 |
| Murray Hill | 715 | 191 | 41 | 171 | 35 | 362 | 76 | 438 | 36 | 111 | 34 | 96 | 70 | 207 | 70 | 207 | 277 | 277 |
| Merillon Avenue | 672 | 207 | 8 | 177 | 10 | 384 | 18 | 402 | 7 | 125 | 9 | 129 | 16 | 254 | 16 | 254 | 270 | 270 |
| Stewart Manor | 597 | 148 | 27 | 160 | 15 | 308 | 42 | 350 | 11 | 118 | 11 | 107 | 22 | 225 | 22 | 225 | 247 | 247 |
| Kings Park | 660 | 155 | 19 | 117 | 21 | 272 | 40 | 312 | 35 | 103 | 17 | 93 | 52 | 196 | 52 | 196 | 248 | 248 |
| Carle Place | 558 | 131 | 10 | 86 | 18 | 217 | 28 | 245 | 10 | 163 | 14 | 126 | 24 | 289 | 24 | 289 | 313 | 313 |
| Gibson | 537 | 126 | 12 | 130 | 21 | 256 | 33 | 289 | 6 | 185 | 1 | 56 | 7 | 241 | 7 | 241 | 248 | 248 |
| Smithtown | 526 | 105 | 25 | 115 | 15 | 220 | 40 | 260 | 22 | 156 | 14 | 74 | 36 | 230 | 36 | 230 | 266 | 266 |
| Plandome | 524 | 103 | 14 | 140 | 7 | 243 | 21 | 264 | 4 | 109 | 12 | 135 | 16 | 244 | 16 | 244 | 260 | 260 |
| Centre Avenue | 518 | 186 | 10 | 122 | 16 | 308 | 26 | 334 | 4 | 114 | 9 | 57 | 13 | 171 | 13 | 171 | 184 | 184 |
| Locust Valley | 467 | 121 | 8 | 72 | 5 | 193 | 13 | 206 | 13 | 174 | 2 | 72 | 15 | 246 | 15 | 246 | 261 | 261 |
| Roslyn | 450 | 128 | 7 | 107 | 4 | 235 | 11 | 246 | 4 | 98 | 4 | 98 | 8 | 196 | 8 | 196 | 204 | 204 |
| Islip | 428 | 116 | 25 | 81 | 12 | 197 | 37 | 234 | 22 | 115 | 9 | 48 | 31 | 163 | 31 | 163 | 194 | 194 |
| East Rockaway | 424 | 133 | 13 | 78 | 22 | 211 | 49 | 260 | 13 | 83 | 9 | 59 | 22 | 142 | 22 | 142 | 164 | 164 |
| Montauk | 418 | 66 | 14 | 70 | 2 | 183 | 12 | 195 | 12 | 115 | 12 | 85 | 24 | 200 | 24 | 200 | 224 | 224 |
| Southampton | 418 | 113 | 10 | 70 | 8 | 183 | 12 | 195 | 30 | 143 | 17 | 146 | 47 | 206 | 47 | 206 | 253 | 253 |
| Mastic-Shirley | 400 | 111 | 14 | 116 | 4 | 227 | 18 | 245 | 2 | 80 | 29 | 44 | 31 | 124 | 31 | 124 | 155 | 155 |
| Bellerose | 396 | 131 | 15 | 71 | 3 | 202 | 18 | 220 | 14 | 78 | 4 | 80 | 18 | 158 | 18 | 158 | 176 | 176 |
| Glen Street | 376 | 101 | 6 | 72 | 2 | 173 | 8 | 181 | 14 | 104 | 9 | 68 | 23 | 172 | 23 | 172 | 195 | 195 |
| East Hampton | 345 | 80 | 2 | 104 | 9 | 184 | 11 | 195 | 32 | 58 | 11 | 63 | 43 | 107 | 43 | 107 | 150 | 150 |
| Lawrence | 332 | 101 | 0 | 97 | 0 | 198 | 0 | 198 | 7 | 58 | 0 | 69 | 7 | 127 | 7 | 127 | 134 | 134 |
| Far Rockaway | 328 | 47 | 0 | 95 | 2 | 142 | 2 | 144 | 24 | 41 | 13 | 90 | 15 | 170 | 15 | 170 | 185 | 185 |
| Speonk | 288 | 63 | 4 | 112 | 0 | 175 | 4 | 179 | 0 | 41 | 20 | 24 | 44 | 65 | 44 | 65 | 109 | 109 |
| Inwood | 283 | 0 | 0 | 128 | 0 | 180 | 0 | 180 | 0 | 49 | 1 | 53 | 1 | 102 | 1 | 102 | 103 | 103 |
| Glen Cove | 279 | 57 | 11 | 52 | 6 | 109 | 17 | 126 | 10 | 77 | 1 | 66 | 11 | 142 | 11 | 142 | 153 | 153 |
| Bridgehampton | 260 | 41 | 3 | 58 | 1 | 99 | 4 | 103 | 19 | 44 | 8 | 86 | 27 | 130 | 27 | 130 | 157 | 157 |
| Oyster Bay | 258 | 0 | 0 | 45 | 0 | 121 | 0 | 121 | 0 | 100 | 0 | 37 | 0 | 137 | 0 | 137 | 137 | 137 |
| Glen Head | 252 | 34 | 18 | 62 | 0 | 96 | 18 | 114 | 7 | 51 | 2 | 78 | 9 | 129 | 9 | 129 | 138 | 138 |
| Hampton Bays | 250 | 57 | 7 | 36 | 4 | 93 | 11 | 104 | 18 | 37 | 11 | 80 | 29 | 117 | 29 | 117 | 146 | 146 |
| Saa Cliff | 243 | 42 | 7 | 50 | 4 | 92 | 11 | 103 | 10 | 73 | 4 | 53 | 14 | 126 | 14 | 126 | 140 | 140 |
| Hollis | 236 | 57 | 7 | 61 | 11 | 118 | 18 | 136 | 8 | 49 | 6 | 37 | 14 | 86 | 14 | 86 | 100 | 100 |

APPENDIX D
LIRR STATION 2006 WEEKEND PASSENGER COUNTS
Total East / West Commuters in Numerical Order

| Station | WESTBOUND | | | | | | EASTBOUND | | | | | | | | | | | |
|--------------------|------------------|--------|----------|--------|--------|--------|-----------|---------|--------|--------|----------|--------|--------|--------|-----------|-------|-------|--|
| | East West Totals | | Saturday | | Sunday | | SUB TOTAL | | TOTAL | | Saturday | | Sunday | | SUB TOTAL | | TOTAL | |
| | On | Off | On | Off | On | Off | ON | OFF | TOTAL | On | Off | On | Off | ON | OFF | TOTAL | | |
| Westhampton | 235 | 34 | 13 | 40 | 3 | 74 | 16 | 90 | 10 | 29 | 40 | 66 | 50 | 95 | 145 | | | |
| St. James | 230 | 79 | 4 | 50 | 10 | 129 | 14 | 143 | 1 | 42 | 3 | 41 | 4 | 83 | 87 | | | |
| Greenlawn | 216 | 50 | 8 | 38 | 10 | 88 | 18 | 106 | 12 | 50 | 6 | 42 | 18 | 92 | 110 | | | |
| Greenport | 184 | 52 | 0 | 75 | 0 | 127 | 0 | 127 | 0 | 27 | 0 | 30 | 0 | 57 | 57 | | | |
| Amagansett | 183 | 17 | 0 | 44 | 6 | 61 | 6 | 67 | 15 | 53 | 11 | 37 | 26 | 90 | 116 | | | |
| Great River | 179 | 79 | 24 | 24 | 4 | 103 | 28 | 131 | 2 | 20 | 3 | 23 | 5 | 43 | 48 | | | |
| Greenvale | 173 | 40 | 5 | 39 | 1 | 79 | 6 | 85 | 7 | 47 | 2 | 32 | 9 | 79 | 88 | | | |
| Mahette | 172 | 83 | 0 | 23 | 1 | 106 | 1 | 107 | 0 | 41 | 0 | 24 | 0 | 65 | 65 | | | |
| Oakdale | 168 | 45 | 1 | 57 | 4 | 102 | 5 | 107 | 0 | 16 | 3 | 42 | 3 | 58 | 61 | | | |
| Riverhead | 167 | 30 | 3 | 44 | 5 | 74 | 8 | 82 | 8 | 22 | 8 | 37 | 16 | 59 | 75 | | | |
| East Williston | 154 | 33 | 2 | 21 | 2 | 54 | 4 | 58 | 35 | 37 | 2 | 22 | 37 | 59 | 96 | | | |
| Pineblawn | 145 | 24 | 2 | 54 | 1 | 78 | 3 | 81 | 5 | 13 | 3 | 43 | 8 | 56 | 64 | | | |
| Albertson | 141 | 49 | 0 | 25 | 2 | 59 | 2 | 62 | 0 | 44 | 3 | 18 | 3 | 62 | 65 | | | |
| Country Life Press | 138 | 27 | 2 | 32 | 1 | 74 | 3 | 76 | 5 | 35 | 0 | 36 | 5 | 71 | 76 | | | |
| St. Albans | 116 | 24 | 19 | 19 | 4 | 43 | 23 | 66 | 16 | 10 | 2 | 22 | 18 | 32 | 50 | | | |
| Lakeview | 114 | 27 | 8 | 34 | 0 | 61 | 8 | 69 | 0 | 16 | 1 | 28 | 1 | 44 | 45 | | | |
| West Hempstead | 92 | 24 | 0 | 24 | 0 | 48 | 0 | 48 | 0 | 18 | 0 | 26 | 0 | 44 | 44 | | | |
| Southold | 75 | 20 | 1 | 30 | 1 | 50 | 2 | 52 | 4 | 6 | 6 | 7 | 10 | 13 | 23 | | | |
| Mattuck | 61 | 23 | 0 | 33 | 0 | 56 | 0 | 56 | 0 | 0 | 0 | 5 | 0 | 5 | 5 | | | |
| Westwood | 54 | 18 | 3 | 11 | 0 | 29 | 3 | 32 | 2 | 15 | 1 | 4 | 3 | 19 | 22 | | | |
| Hempstead Gardens | 45 | 10 | 0 | 14 | 0 | 24 | 0 | 24 | 0 | 8 | 1 | 12 | 1 | 20 | 21 | | | |
| Bellport | 42 | 13 | 0 | 16 | 0 | 29 | 0 | 29 | 0 | 5 | 0 | 8 | 0 | 13 | 13 | | | |
| Medford | 10 | 1 | 1 | 1 | 2 | 2 | 3 | 5 | 0 | 2 | 0 | 3 | 0 | 5 | 5 | | | |
| Yaphank | 10 | 0 | 1 | 0 | 1 | 0 | 2 | 2 | 4 | 0 | 4 | 0 | 8 | 0 | 8 | | | |
| Hunterspoint Ave | 0 | ** | ** | ** | ** | 0 | 0 | 0 | ** | ** | ** | ** | 0 | 0 | 0 | | | |
| LIC | 0 | ** | ** | ** | ** | 0 | 0 | 0 | ** | ** | ** | ** | 0 | 0 | 0 | | | |
| Total | 318,950 | 48,594 | 38,134 | 41,402 | 34,120 | 89,996 | 72,254 | 162,250 | 39,160 | 46,279 | 35,978 | 35,283 | 75,138 | 81,562 | 156,700 | | | |

Source: 2006 LIRR Origin And Destination Study

APPENDIX D
LIRR STATION 2006 WEEKEND PASSENGER COUNTS
Total East / West Commuters in Alphabetical Order

| Station | WESTBOUND | | | | | | EASTBOUND | | | | | | | | | | |
|--------------------|-----------|-------|--------|-------|-----------|-------|-----------|-------|--------|-------|-----------|-------|-------|-------|-------|-------|----|
| | Saturday | | Sunday | | SUB TOTAL | | Saturday | | Sunday | | SUB TOTAL | | | | | | |
| | On | Off | On | Off | ON | OFF | On | Off | On | Off | ON | OFF | | | | | |
| Albertain | 141 | 49 | 0 | 0 | 25 | 6 | 74 | 2 | 6 | 0 | 15 | 44 | 3 | 18 | 3 | 62 | 65 |
| Amagansett | 183 | 17 | 0 | 0 | 44 | 6 | 61 | 2 | 67 | 0 | 53 | 11 | 37 | 26 | 90 | 116 | |
| Amityville | 1,321 | 146 | 24 | 24 | 331 | 56 | 477 | 80 | 587 | 42 | 406 | 56 | 260 | 98 | 666 | 764 | |
| Auburndale | 1,336 | 318 | 27 | 27 | 281 | 38 | 599 | 65 | 664 | 21 | 287 | 29 | 335 | 50 | 622 | 672 | |
| Babylon | 5,824 | 1,318 | 12 | 12 | 1,464 | 50 | 2,782 | 62 | 2,844 | 13 | 1,403 | 10 | 1,554 | 23 | 2,957 | 2,980 | |
| Baldwin | 3,835 | 866 | 91 | 91 | 1,570 | 54 | 1,570 | 145 | 1,715 | 592 | 746 | 45 | 737 | 637 | 1,483 | 2,120 | |
| Bay Shore | 1,717 | 268 | 40 | 40 | 684 | 64 | 952 | 104 | 1,056 | 51 | 308 | 52 | 250 | 103 | 558 | 661 | |
| BaySide | 4,107 | 1,211 | 67 | 67 | 997 | 56 | 2,208 | 123 | 2,331 | 75 | 702 | 95 | 904 | 170 | 1,606 | 1,776 | |
| Bellerose | 396 | 131 | 15 | 15 | 378 | 20 | 895 | 85 | 980 | 14 | 78 | 4 | 80 | 18 | 158 | 176 | |
| Bellmore | 2,065 | 517 | 65 | 65 | 378 | 20 | 895 | 85 | 980 | 75 | 576 | 20 | 414 | 95 | 990 | 1,085 | |
| Bellport | 42 | 13 | 0 | 0 | 16 | 0 | 29 | 2 | 29 | 0 | 5 | 0 | 8 | 0 | 13 | 13 | |
| Bethpage | 1,805 | 489 | 50 | 50 | 388 | 39 | 857 | 89 | 946 | 70 | 485 | 36 | 268 | 106 | 753 | 859 | |
| Brentwood | 4,333 | 1,105 | 64 | 64 | 852 | 65 | 1,957 | 129 | 2,086 | 96 | 1,150 | 58 | 943 | 154 | 2,093 | 2,247 | |
| Bridgehampton | 260 | 41 | 3 | 3 | 58 | 1 | 99 | 4 | 103 | 19 | 44 | 8 | 86 | 27 | 130 | 157 | |
| Broadway | 1,977 | 647 | 69 | 69 | 461 | 33 | 1,108 | 102 | 1,210 | 55 | 365 | 99 | 248 | 154 | 613 | 767 | |
| Carle Place | 558 | 131 | 10 | 10 | 86 | 18 | 217 | 28 | 245 | 10 | 163 | 14 | 126 | 24 | 289 | 313 | |
| Cedarhurst | 792 | 197 | 4 | 4 | 236 | 9 | 433 | 13 | 446 | 67 | 76 | 2 | 201 | 69 | 277 | 346 | |
| Central Islip | 3,043 | 840 | 54 | 54 | 651 | 21 | 1,491 | 75 | 1,566 | 90 | 715 | 54 | 618 | 144 | 1,333 | 1,477 | |
| Centre Avenue | 518 | 186 | 10 | 10 | 122 | 16 | 308 | 26 | 334 | 4 | 114 | 9 | 57 | 13 | 171 | 184 | |
| Cold Spring Harbor | 1,501 | 539 | 66 | 66 | 289 | 45 | 828 | 111 | 939 | 5 | 427 | 2 | 128 | 7 | 555 | 562 | |
| Copiapue | 1,519 | 358 | 57 | 57 | 235 | 28 | 593 | 85 | 678 | 180 | 432 | 44 | 185 | 224 | 617 | 841 | |
| Country Life Press | 138 | 27 | 2 | 2 | 32 | 1 | 59 | 3 | 62 | 5 | 35 | 0 | 36 | 5 | 71 | 76 | |
| Deer Park | 3,893 | 974 | 27 | 27 | 774 | 48 | 1,748 | 75 | 1,823 | 82 | 1,305 | 37 | 646 | 119 | 1,951 | 2,070 | |
| Douglaston | 1,023 | 309 | 5 | 5 | 242 | 4 | 551 | 9 | 560 | 10 | 251 | 0 | 202 | 10 | 453 | 463 | |
| East Hampton | 345 | 80 | 2 | 2 | 104 | 9 | 184 | 11 | 195 | 10 | 44 | 11 | 63 | 43 | 107 | 150 | |
| East Rockaway | 1,217 | 25 | 290 | 290 | 2 | 227 | 27 | 517 | 544 | 9 | 304 | 7 | 657 | 16 | 673 | | |
| East Williston | 424 | 133 | 27 | 27 | 78 | 22 | 211 | 49 | 260 | 13 | 83 | 9 | 59 | 22 | 142 | 164 | |
| Far Rockaway | 154 | 33 | 2 | 2 | 21 | 2 | 54 | 4 | 58 | 35 | 37 | 2 | 22 | 37 | 59 | 86 | |
| Farmingdale | 329 | 47 | 0 | 0 | 95 | 2 | 142 | 2 | 144 | 2 | 80 | 13 | 90 | 15 | 170 | 185 | |
| Flatbush Ave | 2,756 | 638 | 107 | 107 | 397 | 48 | 1,035 | 155 | 1,190 | 70 | 677 | 160 | 659 | 230 | 1,356 | 1,566 | |
| Floral Park | 13,863 | 0 | 2,188 | 2,188 | 0 | 2,631 | 4,819 | 4,819 | 4,819 | 4,604 | 0 | 4,440 | 0 | 9,044 | 9,044 | | |
| Floral Park | 1,135 | 460 | 53 | 53 | 192 | 28 | 652 | 81 | 733 | 19 | 188 | 20 | 175 | 39 | 363 | 402 | |
| Flushing | 3,247 | 354 | 622 | 622 | 376 | 417 | 1,039 | 1,039 | 1,769 | 472 | 369 | 399 | 238 | 871 | 607 | 1,478 | |
| Forest Hills | 1,712 | 245 | 182 | 182 | 162 | 222 | 407 | 404 | 811 | 282 | 165 | 322 | 132 | 604 | 297 | 901 | |
| Freeport | 6,206 | 977 | 317 | 317 | 755 | 436 | 1,732 | 753 | 2,485 | 877 | 924 | 940 | 980 | 1,817 | 1,904 | 3,721 | |
| Garden City | 743 | 263 | 5 | 5 | 151 | 21 | 414 | 7 | 421 | 2 | 202 | 1 | 114 | 6 | 316 | 322 | |
| Gibson | 537 | 126 | 12 | 12 | 130 | 21 | 256 | 33 | 289 | 6 | 185 | 4 | 56 | 7 | 241 | 248 | |
| Glen Cove | 279 | 57 | 11 | 11 | 52 | 6 | 109 | 17 | 126 | 10 | 77 | 1 | 65 | 11 | 142 | 153 | |
| Glen Head | 252 | 34 | 18 | 18 | 62 | 0 | 96 | 8 | 114 | 7 | 104 | 9 | 78 | 9 | 129 | 138 | |
| Glen Street | 376 | 101 | 6 | 6 | 72 | 2 | 173 | 8 | 181 | 14 | 104 | 9 | 68 | 23 | 172 | 195 | |
| Great Neck | 5,691 | 1,703 | 94 | 94 | 1,535 | 38 | 3,238 | 132 | 3,370 | 72 | 941 | 78 | 1,220 | 150 | 2,171 | 2,321 | |
| Great River | 179 | 79 | 24 | 24 | 24 | 4 | 103 | 28 | 131 | 2 | 20 | 3 | 23 | 5 | 43 | 48 | |
| Greenlawn | 216 | 50 | 8 | 8 | 38 | 10 | 88 | 18 | 106 | 12 | 50 | 6 | 42 | 18 | 92 | 110 | |
| Greenport | 184 | 52 | 0 | 0 | 75 | 0 | 127 | 0 | 127 | 0 | 27 | 0 | 30 | 0 | 57 | 57 | |
| Greenvale | 173 | 40 | 5 | 5 | 39 | 1 | 79 | 6 | 85 | 7 | 47 | 2 | 32 | 9 | 79 | 88 | |
| Hampton Bays | 260 | 57 | 7 | 7 | 36 | 4 | 93 | 11 | 104 | 13 | 37 | 11 | 80 | 29 | 117 | 146 | |
| Hamptstead | 2,272 | 544 | 0 | 0 | 487 | 0 | 1,031 | 0 | 1,031 | 18 | 640 | 1 | 588 | 13 | 1,228 | 1,241 | |
| Hempstead Gardens | 45 | 10 | 0 | 0 | 14 | 0 | 24 | 0 | 24 | 0 | 8 | 1 | 12 | 1 | 20 | 21 | |

APPENDIX D
LIRR STATION 2006 WEEKEND PASSENGER COUNTS
Total East / West Commuters in Alphabetical Order

| Station | WESTBOUND | | | | | | EASTBOUND | | | | | | | | | | | |
|----------------------|-------------------|-------|----------|-------|--------|-------|-----------|--------|--------|-------|----------|-------|--------|-------|-----------|-----|-------|-----|
| | East/ West Totals | | Saturday | | Sunday | | SUB TOTAL | | TOTAL | | Saturday | | Sunday | | SUB TOTAL | | TOTAL | |
| | On | Off | On | Off | On | Off | On | Off | On | Off | On | Off | On | Off | On | Off | On | Off |
| Hewlett | 757 | 329 | 9 | 168 | 8 | 497 | 17 | 514 | 12 | 153 | 3 | 75 | 15 | 228 | 243 | | | |
| Hicksville | 10,011 | 2,560 | 536 | 2,235 | 189 | 4,795 | 725 | 5,520 | 489 | 1,798 | 291 | 1,913 | 780 | 3,711 | 4,481 | | | |
| Hollis | 238 | 57 | 7 | 61 | 11 | 118 | 18 | 136 | 8 | 49 | 6 | 37 | 14 | 86 | 100 | | | |
| Hunterspoint Ave | 0 | ** | ** | ** | ** | 0 | 0 | 0 | ** | ** | ** | ** | 0 | 0 | 0 | | | |
| Huntington | 8,728 | 1,592 | 516 | 1,859 | 273 | 3,451 | 789 | 4,240 | 21 | 2,645 | 633 | 1,189 | 654 | 3,834 | 4,488 | | | |
| Inwood | 283 | 52 | 0 | 128 | 0 | 180 | 0 | 180 | 49 | 49 | 1 | 53 | 1 | 102 | 103 | | | |
| Island Park | 1,030 | 256 | 2 | 332 | 5 | 588 | 7 | 595 | 2 | 224 | 1 | 208 | 3 | 432 | 435 | | | |
| Islip | 428 | 116 | 25 | 81 | 12 | 197 | 37 | 234 | 22 | 115 | 9 | 48 | 31 | 183 | 194 | | | |
| Jamaica | 28,716 | 3,828 | 3,642 | 3,326 | 3,676 | 7,154 | 7,318 | 14,472 | 3,132 | 4,452 | 2,834 | 3,826 | 5,966 | 8,278 | 14,244 | | | |
| Kew Gardens | 1,489 | 389 | 49 | 292 | 90 | 671 | 139 | 810 | 104 | 220 | 160 | 195 | 264 | 435 | 679 | | | |
| Kings Park | 580 | 155 | 19 | 117 | 21 | 272 | 40 | 312 | 35 | 103 | 17 | 93 | 52 | 196 | 248 | | | |
| Lakeview | 114 | 27 | 8 | 34 | 0 | 61 | 8 | 69 | 0 | 16 | 1 | 28 | 1 | 44 | 45 | | | |
| Laureton | 1,159 | 388 | 10 | 183 | 3 | 571 | 13 | 584 | 6 | 409 | 13 | 147 | 19 | 566 | 575 | | | |
| Lawrence | 332 | 101 | 0 | 97 | 0 | 198 | 0 | 198 | 7 | 58 | 0 | 69 | 7 | 127 | 134 | | | |
| LIC | 0 | ** | ** | ** | ** | 0 | 0 | 0 | ** | ** | ** | ** | 0 | 0 | 0 | | | |
| Lindenhurst | 1,339 | 400 | 25 | 168 | 9 | 568 | 34 | 602 | 45 | 464 | 17 | 211 | 62 | 675 | 737 | | | |
| Little Neck | 1,541 | 520 | 14 | 351 | 11 | 871 | 25 | 896 | 14 | 389 | 14 | 228 | 28 | 617 | 645 | | | |
| Locust Manor | 756 | 196 | 23 | 168 | 5 | 364 | 28 | 392 | 4 | 205 | 8 | 147 | 12 | 352 | 364 | | | |
| Locust Valley | 467 | 121 | 8 | 72 | 5 | 193 | 13 | 206 | 13 | 174 | 2 | 72 | 15 | 246 | 261 | | | |
| Long Beach | 3,858 | 1,006 | 0 | 862 | 0 | 1,868 | 0 | 1,868 | 9 | 1,170 | 0 | 811 | 9 | 1,981 | 1,990 | | | |
| Lynbrook | 1,695 | 274 | 141 | 457 | 54 | 731 | 195 | 926 | 175 | 376 | 79 | 139 | 254 | 515 | 769 | | | |
| Malverne | 172 | 83 | 0 | 23 | 1 | 106 | 1 | 107 | 0 | 41 | 0 | 24 | 0 | 65 | 65 | | | |
| Manhasset | 3,425 | 916 | 59 | 710 | 22 | 1,626 | 81 | 1,707 | 68 | 879 | 65 | 706 | 133 | 1,585 | 1,718 | | | |
| Massapequa | 1,646 | 309 | 29 | 434 | 42 | 743 | 71 | 814 | 110 | 317 | 42 | 363 | 152 | 680 | 832 | | | |
| Massapequa Park | 2,180 | 645 | 35 | 328 | 90 | 973 | 125 | 1,098 | 58 | 525 | 29 | 470 | 87 | 995 | 1,082 | | | |
| Mastic-Shirley | 400 | 111 | 14 | 116 | 4 | 227 | 18 | 245 | 2 | 80 | 29 | 44 | 31 | 124 | 155 | | | |
| Matthuck | 61 | 23 | 0 | 33 | 0 | 56 | 0 | 56 | 0 | 0 | 0 | 5 | 0 | 5 | 5 | | | |
| Medford | 10 | 1 | 1 | 1 | 2 | 2 | 3 | 5 | 0 | 2 | 0 | 3 | 0 | 5 | 5 | | | |
| Merrill Avenue | 672 | 207 | 8 | 177 | 10 | 384 | 18 | 402 | 7 | 125 | 9 | 129 | 16 | 254 | 270 | | | |
| Merrick | 4,360 | 1,045 | 64 | 953 | 76 | 1,998 | 140 | 2,138 | 104 | 950 | 127 | 1,041 | 231 | 1,991 | 2,222 | | | |
| Mineola | 10,287 | 2,795 | 848 | 1,818 | 476 | 4,613 | 1,324 | 5,937 | 413 | 2,637 | 268 | 1,032 | 681 | 3,669 | 4,350 | | | |
| Montauk | 419 | 113 | 10 | 70 | 2 | 183 | 12 | 195 | 12 | 115 | 12 | 85 | -24 | 200 | 224 | | | |
| Murray Hill | 715 | 191 | 41 | 171 | 35 | 362 | 76 | 438 | 36 | 111 | 34 | 96 | 70 | 207 | 277 | | | |
| Nassau Blvd | 733 | 229 | 5 | 168 | 14 | 397 | 10 | 416 | 8 | 144 | 8 | 155 | 18 | 299 | 317 | | | |
| New Hyde Park | 1,057 | 295 | 38 | 237 | 23 | 532 | 61 | 593 | 55 | 214 | 26 | 169 | 81 | 383 | 464 | | | |
| Northport | 1,133 | 173 | 18 | 205 | 65 | 378 | 83 | 461 | 126 | 263 | 81 | 202 | 207 | 465 | 672 | | | |
| Nostrand Ave | 1,500 | 5 | 408 | 355 | 4 | 768 | 763 | 1,531 | 375 | 16 | 3 | 9 | 15 | 732 | 732 | | | |
| Oakdale | 168 | 45 | 1 | 57 | 4 | 102 | 5 | 107 | 0 | 16 | 3 | 42 | 3 | 58 | 61 | | | |
| Oceanside | 974 | 275 | 11 | 287 | 7 | 562 | 18 | 580 | 10 | 144 | 11 | 229 | 21 | 373 | 394 | | | |
| Oyster Bay | 258 | 76 | 0 | 45 | 0 | 121 | 0 | 121 | 0 | 100 | 0 | 37 | 0 | 137 | 137 | | | |
| Patchogue | 1,910 | 193 | 46 | 450 | 98 | 643 | 144 | 787 | 112 | 377 | 366 | 268 | 478 | 645 | 1,123 | | | |
| Pennsylvania Station | 86,380 | 0 | 23,631 | 0 | 21,450 | 0 | 45,081 | 45,081 | 21,450 | 0 | 19,849 | 0 | 41,299 | 0 | 41,299 | | | |
| Pinelawn | 145 | 24 | 2 | 54 | 1 | 78 | 3 | 81 | 5 | 13 | 3 | 43 | 8 | 56 | 64 | | | |
| Plandome | 524 | 103 | 14 | 140 | 7 | 243 | 21 | 264 | 4 | 109 | 12 | 135 | 16 | 244 | 260 | | | |
| Port Jefferson | 983 | 210 | 0 | 224 | 0 | 434 | 0 | 434 | 0 | 306 | 0 | 243 | 0 | 549 | 549 | | | |
| Port Washington | 5,186 | 1,330 | 0 | 675 | 0 | 2,005 | 0 | 2,005 | 0 | 2,142 | 0 | 1,039 | 0 | 3,181 | 3,181 | | | |
| Queens Village | 936 | 414 | 15 | 131 | 10 | 545 | 25 | 570 | 17 | 177 | 7 | 165 | 24 | 342 | 366 | | | |
| Riverhead | 157 | 30 | 3 | 44 | 5 | 74 | 8 | 82 | 8 | 22 | 8 | 37 | 16 | 59 | 75 | | | |

APPENDIX D
LIRR STATION 2006 WEEKEND PASSENGER COUNTS
Total East / West Commuters In Alphabetical Order

| Station | East/ West Totals | WESTBOUND | | | | EASTBOUND | | | | | | | | | |
|------------------|-------------------------|-----------|--------|--------|--------|-----------|--------|---------|--------|--------|--------|--------|--------|--------|---------|
| | | Saturday | | Sunday | | Saturday | | Sunday | | | | | | | |
| | | On | Off | On | Off | On | Off | On | Off | | | | | | |
| Rockville Centre | 3,037 | 723 | 133 | 670 | 99 | 1,393 | 232 | 1,625 | 223 | 592 | 166 | 431 | 399 | 1,023 | 1,412 |
| Ronkonkoma | 8,090 | 2,391 | 0 | 3,116 | 0 | 5,507 | 0 | 5,507 | 0 | 1,796 | 0 | 787 | 0 | 2,583 | 2,583 |
| Rosedale | 1,218 | 417 | 24 | 235 | 7 | 652 | 31 | 683 | 7 | 307 | 9 | 212 | 16 | 519 | 535 |
| Roslyn | 450 | 128 | 7 | 107 | 4 | 235 | 11 | 246 | 4 | 98 | 4 | 98 | 8 | 196 | 204 |
| Sayville | 1,153 | 274 | 60 | 201 | 24 | 475 | 84 | 559 | 12 | 427 | 17 | 138 | 29 | 565 | 594 |
| Sea Cliff | 243 | 42 | 7 | 50 | 4 | 92 | 11 | 103 | 10 | 73 | 4 | 53 | 14 | 126 | 140 |
| Seaford | 1,445 | 568 | 57 | 139 | 10 | 707 | 67 | 774 | 31 | 433 | 11 | 196 | 42 | 629 | 671 |
| Smithtown | 526 | 105 | 25 | 115 | 15 | 220 | 40 | 260 | 22 | 156 | 14 | 74 | 36 | 230 | 266 |
| Southampton | 418 | 66 | 14 | 77 | 8 | 143 | 22 | 165 | 30 | 60 | 17 | 146 | 47 | 206 | 253 |
| Southold | 75 | 20 | 1 | 30 | 1 | 50 | 2 | 52 | 4 | 6 | 6 | 7 | 10 | 13 | 23 |
| Speonk | 288 | 63 | 4 | 112 | 0 | 175 | 4 | 179 | 24 | 41 | 20 | 24 | 44 | 65 | 109 |
| St. Albans | 116 | 24 | 19 | 19 | 4 | 43 | 23 | 66 | 16 | 10 | 2 | 22 | 18 | 32 | 50 |
| St. James | 230 | 79 | 4 | 50 | 10 | 129 | 14 | 143 | 1 | 42 | 3 | 41 | 4 | 83 | 87 |
| Stewart Manor | 597 | 148 | 27 | 160 | 15 | 308 | 42 | 350 | 11 | 118 | 11 | 107 | 22 | 225 | 247 |
| Stony Brook | 1,257 | 446 | 12 | 336 | 16 | 782 | 28 | 810 | 12 | 372 | 6 | 57 | 18 | 429 | 447 |
| Syosset | 3,462 | 990 | 43 | 791 | 49 | 1,781 | 92 | 1,873 | 46 | 935 | 39 | 589 | 85 | 1,504 | 1,588 |
| Valley Stream | 1,866 | 496 | 42 | 433 | 51 | 929 | 93 | 1,022 | 29 | 381 | 56 | 378 | 85 | 759 | 844 |
| Wantagh | 2,883 | 709 | 35 | 480 | 84 | 1,199 | 119 | 1,318 | 26 | 842 | 93 | 604 | 119 | 1,446 | 1,565 |
| West Hempstead | 92 | 24 | 0 | 24 | 0 | 48 | 0 | 48 | 0 | 18 | 0 | 26 | 0 | 44 | 44 |
| Westbury | 3,085 | 703 | 101 | 558 | 37 | 1,261 | 138 | 1,399 | 252 | 786 | 85 | 563 | 337 | 1,349 | 1,686 |
| Westhampton | 235 | 34 | 13 | 40 | 3 | 74 | 16 | 90 | 10 | 29 | 40 | 66 | 50 | 95 | 145 |
| Westwood | 54 | 18 | 3 | 11 | 0 | 29 | 3 | 32 | 2 | 15 | 1 | 4 | 3 | 19 | 22 |
| Woodmere | 746 | 152 | 11 | 133 | 7 | 285 | 18 | 303 | 8 | 89 | 12 | 334 | 20 | 423 | 443 |
| Woodside | 9,004 | 2,900 | 2,216 | 145 | 1,568 | 435 | 3,784 | 4,219 | 2,380 | 193 | 2,085 | 117 | 4,475 | 310 | 4,785 |
| Wyandanch | 3,568 | 691 | 198 | 510 | 123 | 1,201 | 321 | 1,522 | 393 | 441 | 427 | 785 | 820 | 1,226 | 2,046 |
| Yaphank | 10 | 0 | 1 | 0 | 1 | 0 | 2 | 2 | 4 | 0 | 4 | 0 | 8 | 0 | 8 |
| Total | 318,950 | 48,694 | 38,134 | 41,402 | 34,120 | 89,996 | 72,254 | 162,250 | 39,160 | 46,279 | 35,978 | 35,283 | 75,138 | 81,562 | 156,700 |

Source: 2006 LIRR Origin And Destination Study

MTA LONG ISLAND RAIL ROAD

AND

MTA METRO-NORTH RAILROAD

PASSENGER DEMOGRAPHICS

2006

DEMOGRAPHICS

LIRR - 2006

Inbound

Commuter Occasional

(200) (202)
% %

Base: Total Respondents

Gender

Male

55

37

Female

45

63

Age

Mean Age

45.2

51.6

Household status

Mean Number of Person in HH

3.4

2.9

Ethnicity

White

75

84

Black/African American

9

5

Asian

3

3

Hispanic

6

5

Income

Less than \$35,000

5

9

\$35,000 to less than \$75,000

14

17

\$75,000 to less than \$200,000

51

53

\$200,000 or more

15

8

Mean (000)

132

111.3

Education

HS Grad or Less (Net)

11

12

Some College or More (Net)

86

86

Internet/ MTA Website Awareness and Usage

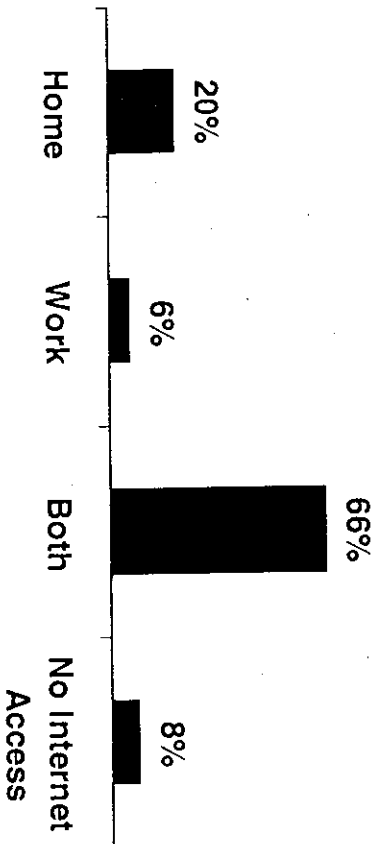
- By and large, the vast majority of MNR and LIRR Customers have Internet access (both at home and work), most have visited the MTA website recently and many have used the site as an informational tool.
 - Metro-North Commuters and Occasionals are more likely in 2007 than in 2005 to have mobile Internet access.
 - LIRR Commuters and Occasionals have virtually the same mobile Internet access in 2007 as in 2005.
- A majority of MNR and LIRR Customers have visited the MTA website in the past 30 days, but only a minority know or have bookmarked the MTA website address.
 - Each year, gradually more LIRR Commuters are saying that they have ever visited the MTA website. The trend is similar for MNR Commuters, yet showed a slight decline in 2007.
- A majority of Customers of both rail lines have used the website to access train schedules.
 - Commuters and Occasionals of both lines use the MTA website as an information tool, especially for train schedules, information about specific travel destinations, and travel directions.

Incidence of Internet Access

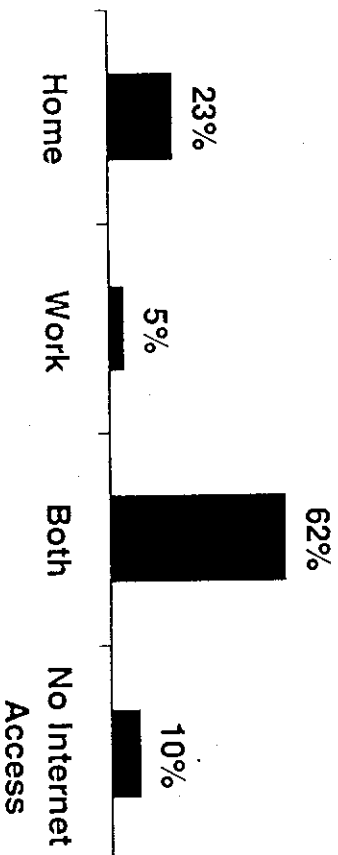
The vast majority of both Metro-North and LIRR Customers have Internet access – with better than six in ten having access both at home and work.

(Base: Total Respondents)

**Metro-North Customers
(92% Have Internet Access)**



**LIRR Customers
(90% Have Internet Access)**



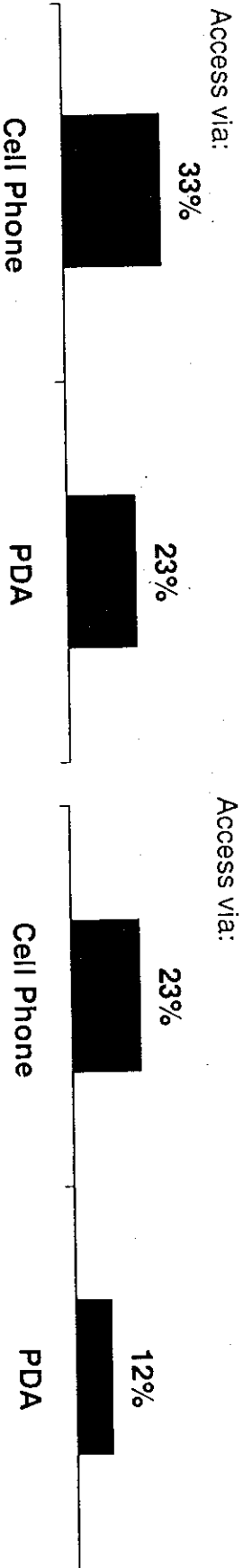
D1. Do you have access to the Internet at home or at work or both?

Incidence of Mobile Internet Access

Better than four in ten Metro-North Customers report that they have mobile Internet access. About one-quarter of LIRR Customers have mobile Internet access.

(Base: Total Respondents)

Metro-North Customers (42% Have Mobile Internet Access) **LIRR Customers** (27% Have Mobile Internet Access)



D2. Do you have access to the Internet on a cell phone?

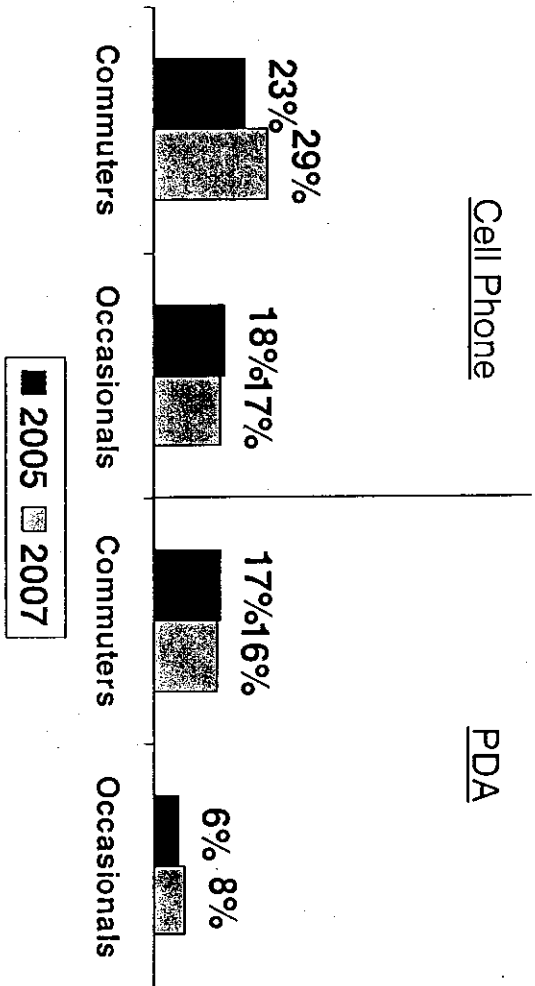
D3. Do you have access to the Internet on a PDA?

Incidence of Mobile Internet Access (Trended LIRR)

LIRR Customers have virtually the same likelihood of having mobile Internet access in 2007 as they had in 2005. Slightly more Commuters have Internet access on their cell phone.

(Base: Total Respondents)

LIRR Customers



- D2. Do you have access to the Internet on a cell phone?
- D3. Do you have access to the Internet on a PDA?

MTA METRO-NORTH RAILROAD

PASSENGER COUNTS

2007

TABLE 1
2007 INBOUND STATION BOARDINGS SUMMARY (1)

I) WEEKDAY

| LINE | AM PEAK | WEEKDAY OFF PEAK | TOTAL WEEKDAY |
|-----------------------------|--------------------|-----------------------------|--------------------------|
| Hudson Line | 18,132 | 7,347 | 25,479 |
| Harlem Line | 28,002 | 17,169 | 45,171 |
| New Haven Line | 39,199 | 22,807 | 62,006 |
| TOTAL EAST OF HUDSON | 85,333 | 47,323 | 132,656 |
| Port Jervis Line | 2,131 | 408 | 2,539 |
| Pascack Valley Line | 800 | 35 | 835 |
| TOTAL WEST OF HUDSON | 2,931 | 443 | 3,374 |
| | | | |
| METRO NORTH TOTAL | 88,264 | 47,766 | 136,030 |

II) WEEKEND

| LINE | SATURDAY | SUNDAY | TOTAL WEEKEND |
|-----------------------------|-----------------|---------------|--------------------------|
| Hudson Line | 11,287 | 9,255 | 20,542 |
| Harlem Line | 17,353 | 13,463 | 30,816 |
| New Haven Line | 28,066 | 21,372 | 49,438 |
| TOTAL EAST OF HUDSON | 56,706 | 44,090 | 100,796 |
| Port Jervis Line | 446 | 444 | 890 |
| Pascack Valley Line | 122 | 123 | 245 |
| TOTAL WEST OF HUDSON | 568 | 567 | 1,135 |
| | | | |
| METRO NORTH TOTAL | 57,274 | 44,657 | 101,931 |

(1) Calculated by factoring the most recent on/off counts for each line to reflect 2007 ridership, based on ticket sales data. Totals include transfers.

TABLE 2
2007 WEEKDAY INBOUND RIDERSHIP BY LINE SEGMENT (1)
HARLEM, HUDSON AND NEW HAVEN LINES

| LINE/SEGMENT | AM PEAK | WEEKDAY OFF PEAK | TOTAL WEEKDAY |
|-----------------------------|--------------------|-----------------------------|--------------------------|
| HUDSON LINE | | | |
| Lower Hudson | 12,017 | 4,978 | 16,995 |
| Upper Hudson | 6,115 | 2,369 | 8,484 |
| TOTAL HUDSON LINE | 18,132 | 7,347 | 25,479 |
| HARLEM LINE | | | |
| Lower Harlem | 18,810 | 12,274 | 31,084 |
| Upper Harlem | 8,674 | 4,442 | 13,116 |
| Dover Plains/Wassaic | 518 | 453 | 971 |
| TOTAL HARLEM LINE | 28,002 | 17,169 | 45,171 |
| NEW HAVEN LINE | | | |
| Inner New Haven | 20,558 | 15,011 | 35,569 |
| Outer New Haven | 15,520 | 7,031 | 22,551 |
| New Canaan Branch | 1,969 | 487 | 2,456 |
| Danbury Branch | 1,021 | 131 | 1,152 |
| Waterbury Branch | 131 | 147 | 278 |
| TOTAL NEW HAVEN LINE | 39,199 | 22,807 | 62,006 |
| METRO NORTH TOTAL | 85,333 | 47,323 | 132,656 |

(1) Calculated by factoring the most recent on/off counts for each line to reflect 2007 ridership, based on ticket sales data. Totals include transfers.

TABLE 3
2007 WEEKEND INBOUND RIDERSHIP BY LINE SEGMENT (1)
HARLEM, HUDSON AND NEW HAVEN LINES

| LINE/SEGMENT | SATURDAY | SUNDAY | TOTAL WEEKEND |
|-----------------------------|-----------------|---------------|----------------------|
| HUDSON LINE | | | |
| Lower Hudson | 6,076 | 4,884 | 10,960 |
| Upper Hudson | 5,211 | 4,371 | 9,582 |
| TOTAL HUDSON LINE | 11,287 | 9,255 | 20,542 |
| HARLEM LINE | | | |
| Lower Harlem | 11,427 | 7,800 | 19,227 |
| Upper Harlem | 5,385 | 4,878 | 10,263 |
| Dover Plains/Wassaic | 541 | 785 | 1,326 |
| TOTAL HARLEM LINE | 17,353 | 13,463 | 30,816 |
| NEW HAVEN LINE | | | |
| Inner New Haven | 14,944 | 10,518 | 25,462 |
| Outer New Haven | 12,150 | 9,714 | 21,864 |
| New Canaan Branch | 475 | 538 | 1,013 |
| Danbury Branch | 238 | 260 | 498 |
| Waterbury Branch | 259 | 342 | 601 |
| TOTAL NEW HAVEN LINE | 28,066 | 21,372 | 49,438 |
| | | | |
| METRO NORTH TOTAL | 56,706 | 44,090 | 100,796 |

(1) Calculated by factoring the most recent on/off counts for each line to reflect 2007 ridership, based on ticket sales data. Totals include transfers.

TABLE 4
2007 HUDSON LINE WEEKDAY INBOUND STATION BOARDINGS (1)

| STATION | AM PEAK | WEEKDAY OFF PEAK | TOTAL WEEKDAY |
|--------------------------|--------------------|-----------------------------|--------------------------|
| Poughkeepsie | 982 | 782 | 1,764 |
| New Hamburg | 851 | 247 | 1,098 |
| Beacon | 1,860 | 568 | 2,428 |
| Cold Spring | 307 | 121 | 428 |
| Garrison | 262 | 79 | 341 |
| Peekskill | 1,061 | 428 | 1,489 |
| Cortlandt | 792 | 144 | 936 |
| Croton-Harmon (2) | 2,661 | 924 | 3,585 |
| Ossining | 975 | 534 | 1,509 |
| Scarborough | 742 | 123 | 865 |
| Philipse Manor | 238 | 48 | 286 |
| Tarrytown | 1,760 | 1,123 | 2,883 |
| Irvington | 630 | 308 | 938 |
| Ardsley-on-Hudson | 186 | 134 | 320 |
| Dobbs Ferry | 810 | 376 | 1,186 |
| Hastings-on-Hudson | 831 | 303 | 1,134 |
| Greystone | 369 | 124 | 493 |
| Glenwood | 237 | 96 | 333 |
| Yonkers | 631 | 470 | 1,101 |
| Ludlow | 174 | 91 | 265 |
| Riverdale | 627 | 95 | 722 |
| Spuyten Duyvil | 933 | 131 | 1,064 |
| Marble Hill | 124 | 51 | 175 |
| University Heights | 22 | 5 | 27 |
| Morris Heights | 47 | 25 | 72 |
| Harlem-125th Street | 20 | 17 | 37 |
| TOTAL HUDSON LINE | 18,132 | 7,347 | 25,479 |

(1) Calculated by factoring 2006 On/Off Counts based on ticket sales data to reflect 2007 ridership levels.

(2) Station totals include transfers.

TABLE 8
2007 HUDSON LINE WEEKEND INBOUND STATION BOARDINGS (1)

| STATION | SATURDAY | SUNDAY | TOTAL WEEKEND |
|---------------------|-----------------|---------------|----------------------|
| Poughkeepsie | 1,742 | 1,589 | 3,331 |
| New Hamburg | 484 | 366 | 850 |
| Beacon | 1,404 | 1,075 | 2,479 |
| Breakneck Ridge | 11 | 6 | 17 |
| Cold Spring | 418 | 376 | 794 |
| Garrison | 268 | 207 | 475 |
| Manitou | 3 | 5 | 8 |
| Peekskill | 716 | 612 | 1,328 |
| Cortlandt | 165 | 135 | 300 |
| Croton-Harmon (2) | 1,275 | 974 | 2,249 |
| Ossining | 689 | 684 | 1,373 |
| Scarborough | 135 | 98 | 233 |
| Philipse Manor | 42 | 48 | 90 |
| Tarrytown | 1,427 | 1,079 | 2,506 |
| Irvington | 212 | 212 | 424 |
| Ardsley-on-Hudson | 116 | 45 | 161 |
| Dobbs Ferry | 415 | 386 | 801 |
| Hastings-on-Hudson | 403 | 273 | 676 |
| Greystone | 122 | 71 | 193 |
| Glenwood | 165 | 142 | 307 |
| Yonkers | 551 | 489 | 1,040 |
| Ludlow | 105 | 70 | 175 |
| Riverdale | 136 | 89 | 225 |
| Spuyten Duyvil | 164 | 140 | 304 |
| Marble Hill | 79 | 38 | 117 |
| University Heights | 7 | 8 | 15 |
| Morris Heights | 29 | 29 | 58 |
| Harlem-125th Street | 4 | 9 | 13 |

| | | | |
|--------------------------|---------------|--------------|---------------|
| TOTAL HUDSON LINE | 11,287 | 9,255 | 20,542 |
|--------------------------|---------------|--------------|---------------|

(1) Calculated by factoring 2006 On/Off Counts based on ticket sales data to reflect 2007 ridership levels.

(2) Station totals include transfers.

TABLE 5
2007 HARLEM LINE WEEKDAY INBOUND STATION BOARDINGS (1)

| STATION | AM PEAK | WEEKDAY OFF PEAK | TOTAL WEEKDAY |
|------------------------|--------------------|-----------------------------|--------------------------|
| Wassaic | 67 | 245 | 312 |
| Tenmile River | 9 | 13 | 22 |
| Dover Plains | 82 | 49 | 131 |
| Harlem Valley-Wingdale | 78 | 41 | 119 |
| Pawling | 197 | 58 | 255 |
| Patterson | 85 | 47 | 132 |
| Southeast (2) | 969 | 730 | 1,699 |
| Brewster | 781 | 486 | 1,267 |
| Croton Falls | 414 | 177 | 591 |
| Purdys | 436 | 125 | 561 |
| Goldens Bridge | 814 | 222 | 1,036 |
| Katonah | 814 | 444 | 1,258 |
| Bedford Hills | 428 | 298 | 726 |
| Mount Kisco | 900 | 647 | 1,547 |
| Chappaqua | 1,605 | 517 | 2,122 |
| Pleasantville | 618 | 420 | 1,038 |
| Hawthorne | 596 | 257 | 853 |
| Valhalla | 299 | 119 | 418 |
| North White Plains (2) | 1,468 | 956 | 2,424 |
| White Plains (2) | 3,653 | 5,632 | 9,285 |
| Hartsdale | 2,153 | 662 | 2,815 |
| Scarsdale | 2,992 | 1,321 | 4,313 |
| Crestwood | 1,393 | 398 | 1,791 |
| Tuckahoe | 1,032 | 393 | 1,425 |
| Bronxville | 2,119 | 991 | 3,110 |
| Fleetwood | 1,700 | 568 | 2,268 |
| Mount Vernon West (2) | 793 | 308 | 1,101 |
| Wakefield | 312 | 82 | 394 |
| Woodlawn | 720 | 272 | 992 |
| Williams Bridge | 133 | 46 | 179 |
| Botanical Garden | 145 | 146 | 291 |
| Fordham | 170 | 446 | 616 |
| Tremont | 9 | 7 | 16 |
| Melrose | 9 | 1 | 10 |
| Harlem-125th Street | 9 | 45 | 54 |

| | | | |
|--------------------------|---------------|---------------|---------------|
| TOTAL HARLEM LINE | 28,002 | 17,169 | 45,171 |
|--------------------------|---------------|---------------|---------------|

(1) Calculated by factoring 2005 On/Off Counts based on ticket sales data to reflect 2007 ridership levels.

(2) Station totals include transfers.

TABLE 9
2007 HARLEM LINE WEEKEND INBOUND STATION BOARDINGS (1)

| STATION | SATURDAY | SUNDAY | TOTAL WEEKEND |
|--------------------------|-----------------|---------------|----------------------|
| Wassaic | 226 | 365 | 591 |
| Tenmile River | 23 | 50 | 73 |
| Dover Plains | 109 | 131 | 240 |
| Harlem Valley-Wingdale | 61 | 99 | 160 |
| Appalachian Trail | 4 | 0 | 4 |
| Pawling | 80 | 109 | 189 |
| Patterson | 38 | 31 | 69 |
| Southeast (2) | 1,001 | 1,051 | 2,052 |
| Brewster | 608 | 682 | 1,290 |
| Croton Falls | 283 | 205 | 488 |
| Purdys | 172 | 98 | 270 |
| Goldens Bridge | 258 | 234 | 492 |
| Katonah | 580 | 492 | 1,072 |
| Bedford Hills | 345 | 377 | 722 |
| Mount Kisco | 743 | 710 | 1,453 |
| Chappaqua | 560 | 415 | 975 |
| Pleasantville | 474 | 333 | 807 |
| Hawthorne | 244 | 195 | 439 |
| Mount Pleasant | 10 | 6 | 16 |
| Valhalla | 107 | 80 | 187 |
| North White Plains (2) | 801 | 607 | 1,408 |
| White Plains (2) | 4,339 | 3,113 | 7,452 |
| Hartsdale | 756 | 446 | 1,202 |
| Scarsdale | 1,169 | 820 | 1,989 |
| Crestwood | 455 | 242 | 697 |
| Tuckahoe | 461 | 277 | 738 |
| Bronxville | 1,075 | 716 | 1,791 |
| Fleetwood | 738 | 505 | 1,243 |
| Mount Vernon West (2) | 383 | 218 | 601 |
| Wakefield | 143 | 80 | 223 |
| Woodlawn | 446 | 284 | 730 |
| Williams Bridge | 76 | 53 | 129 |
| Botanical Garden | 220 | 209 | 429 |
| Fordham | 324 | 207 | 531 |
| Tremont | 1 | 1 | 2 |
| Melrose | 1 | 3 | 4 |
| Harlem-125th Street | 39 | 19 | 58 |
| TOTAL HARLEM LINE | 17,353 | 13,463 | 30,816 |

(1) Calculated by factoring 2005 On/Off Counts based on ticket sales data to reflect 2007 ridership levels.

(2) Station totals include transfers.

TABLE 6
2007 NEW HAVEN LINE WEEKDAY INBOUND STATION BOARDINGS (1)

| STATION | AM PEAK | WEEKDAY OFF PEAK | TOTAL WEEKDAY |
|-----------------------------|--------------------|-----------------------------|--------------------------|
| Waterbury | 47 | 109 | 156 |
| Naugatuck | 19 | 11 | 30 |
| Beacon Falls | 16 | 5 | 21 |
| Seymour | 10 | 8 | 18 |
| Ansonia | 16 | 9 | 25 |
| Derby Shelton | 23 | 5 | 28 |
| Danbury | 187 | 73 | 260 |
| Bethel | 169 | 19 | 188 |
| Redding | 51 | 7 | 58 |
| Branchville | 196 | 13 | 209 |
| Cannondale | 109 | 5 | 114 |
| Wilton | 220 | 12 | 232 |
| Merritt-7 | 89 | 2 | 91 |
| New Canaan | 890 | 293 | 1,183 |
| Talmadge Hill | 312 | 36 | 348 |
| Springdale | 445 | 80 | 525 |
| Glenbrook | 322 | 78 | 400 |
| New Haven-State St. | 8 | 36 | 44 |
| New Haven | 2,130 | 1,856 | 3,986 |
| Milford | 1,051 | 439 | 1,490 |
| Stratford | 1,034 | 286 | 1,320 |
| Bridgeport (2) | 2,383 | 1,151 | 3,534 |
| Fairfield | 2,057 | 696 | 2,753 |
| Southport | 263 | 54 | 317 |
| Green's Farms | 539 | 79 | 618 |
| Westport | 1,788 | 812 | 2,600 |
| East Norwalk | 423 | 118 | 541 |
| South Norwalk (2) | 1,407 | 782 | 2,189 |
| Rowayton | 484 | 51 | 535 |
| Darien | 958 | 445 | 1,403 |
| Noroton Heights | 995 | 226 | 1,221 |
| Stamford (2) | 3,511 | 4,668 | 8,179 |
| Old Greenwich | 585 | 280 | 865 |
| Riverside | 555 | 190 | 745 |
| Cos Cob | 618 | 197 | 815 |
| Greenwich | 1,544 | 1,507 | 3,051 |
| Port Chester | 1,329 | 1,093 | 2,422 |
| Rye | 1,400 | 1,142 | 2,542 |
| Harrison | 1,437 | 836 | 2,273 |
| Mamaroneck | 1,438 | 1,032 | 2,470 |
| Larchmont | 2,725 | 1,051 | 3,776 |
| New Rochelle | 2,560 | 1,752 | 4,312 |
| Pelham | 1,873 | 586 | 2,459 |
| Mount Vernon East | 968 | 613 | 1,581 |
| Fordham | 3 | 43 | 46 |
| Harlem-125th Street | 12 | 21 | 33 |
| TOTAL NEW HAVEN LINE | 39,199 | 22,807 | 62,006 |

(1) Calculated by factoring 2001 On/Off Counts based on ticket sales data to reflect 2007 ridership levels

(2) Station totals include transfers.

TABLE 10
2007 NEW HAVEN LINE WEEKEND INBOUND STATION BOARDINGS (1)

| STATION | SATURDAY | SUNDAY | TOTAL WEEKEND |
|-----------------------------|-----------------|---------------|----------------------|
| Waterbury | 193 | 228 | 421 |
| Naugatuck | 20 | 33 | 53 |
| Beacon Falls | 1 | 10 | 11 |
| Seymour | 8 | 13 | 21 |
| Ansonia | 14 | 29 | 43 |
| Derby Shelton | 23 | 29 | 52 |
| Danbury | 137 | 118 | 255 |
| Bethel | 35 | 52 | 87 |
| Redding | 10 | 15 | 25 |
| Branchville | 23 | 35 | 58 |
| Cannondale | 13 | 17 | 30 |
| Wilton | 16 | 19 | 35 |
| Merritt-7 | 4 | 4 | 8 |
| New Canaan | 290 | 360 | 650 |
| Talmadge Hill | 28 | 36 | 64 |
| Springdale | 86 | 86 | 172 |
| Glenbrook | 71 | 56 | 127 |
| New Haven-State St. (3) | NA | NA | NA |
| New Haven | 4,132 | 3,416 | 7,548 |
| Milford | 828 | 597 | 1,425 |
| Stratford | 610 | 334 | 944 |
| Bridgeport (2) | 1,985 | 1,500 | 3,485 |
| Fairfield | 1,182 | 836 | 2,018 |
| Southport | 73 | 60 | 133 |
| Green's Farms | 51 | 70 | 121 |
| Westport | 1,107 | 993 | 2,100 |
| East Norwalk | 154 | 86 | 240 |
| South Norwalk (2) | 1,034 | 975 | 2,009 |
| Rowayton | 33 | 50 | 83 |
| Darien | 568 | 505 | 1,073 |
| Noroton Heights | 393 | 292 | 685 |
| Stamford (2) | 4,124 | 3,256 | 7,380 |
| Old Greenwich | 269 | 213 | 482 |
| Riverside | 107 | 130 | 237 |
| Cos Cob | 223 | 125 | 348 |
| Greenwich | 1,164 | 829 | 1,993 |
| Port Chester | 1,337 | 974 | 2,311 |
| Rye | 909 | 653 | 1,562 |
| Harrison | 768 | 543 | 1,311 |
| Mamaroneck | 977 | 703 | 1,680 |
| Larchmont | 1,224 | 693 | 1,917 |
| New Rochelle | 2,074 | 1,408 | 3,482 |
| Pelham | 827 | 483 | 1,310 |
| Mount Vernon East | 876 | 503 | 1,379 |
| Fordham | 41 | 2 | 43 |
| Harlem-125th Street | 24 | 3 | 27 |
| TOTAL NEW HAVEN LINE | 28,066 | 21,372 | 49,438 |

(1) Calculated by factoring 2001 On/Off Counts based on ticket sales data to reflect 2007 ridership levels.

(2) Station totals include transfers.

(3) No Weekend Service to/from New Haven-State St. station.

TABLE 7
2007 WEST OF HUDSON WEEKDAY INBOUND STATION BOARDINGS (1)

1) PORT JERVIS LINE (2)

| STATION | AM PEAK | WEEKDAY OFF PEAK | TOTAL WEEKDAY |
|-----------------------------|--------------------|-----------------------------|--------------------------|
| Port Jervis | 102 | 64 | 166 |
| Otisville | 26 | 8 | 34 |
| Middletown/Town of Wallkill | 486 | 86 | 572 |
| Campbell Hall | 142 | 21 | 163 |
| Salisbury Mills/Cornwall | 472 | 54 | 526 |
| Harriman | 717 | 134 | 851 |
| Tuxedo | 138 | 35 | 173 |
| Sloatsburg | 48 | 6 | 54 |

| | | | |
|-------------------------------|--------------|------------|--------------|
| TOTAL PORT JERVIS LINE | 2,131 | 408 | 2,539 |
|-------------------------------|--------------|------------|--------------|

2) PASCACK VALLEY LINE (2)

| STATION | AM PEAK | WEEKDAY OFF PEAK | TOTAL WEEKDAY |
|----------------|--------------------|-----------------------------|--------------------------|
| Spring Valley | 83 | 15 | 98 |
| Nanuet | 446 | 7 | 453 |
| Pearl River | 271 | 13 | 284 |

| | | | |
|----------------------------------|------------|-----------|------------|
| TOTAL PASCACK VALLEY LINE | 800 | 35 | 835 |
|----------------------------------|------------|-----------|------------|

(1) Reflects actual Spring 2007 on/off counts for the Port Jervis Line and Fall 2007 on/off counts for the Pascack Valley Line.

(2) New York State portion only.

TABLE 11
2007 WEST OF HUDSON WEEKEND INBOUND STATION BOARDINGS (1)

1) PORT JERVIS LINE (2)

| STATION | SATURDAY | SUNDAY | TOTAL WEEKEND |
|-----------------------------|-----------------|---------------|----------------------|
| Port Jervis | 33 | 64 | 97 |
| Otisville | 3 | 29 | 32 |
| Middletown/Town of Wallkill | 112 | 92 | 204 |
| Campbell Hall | 8 | 17 | 25 |
| Salisbury Mills/Cornwall | 25 | 38 | 63 |
| Harriman | 218 | 130 | 348 |
| Tuxedo | 35 | 68 | 103 |
| Sloatsburg | 12 | 6 | 18 |

| | | | |
|-------------------------------|------------|------------|------------|
| TOTAL PORT JERVIS LINE | 446 | 444 | 890 |
|-------------------------------|------------|------------|------------|

2) PASCACK VALLEY LINE (2)

| STATION | SATURDAY | SUNDAY | TOTAL WEEKEND |
|----------------|-----------------|---------------|----------------------|
| Spring Valley | 42 | 52 | 94 |
| Nanuet | 38 | 27 | 65 |
| Pearl River | 42 | 44 | 86 |

| | | | |
|----------------------------------|------------|------------|------------|
| TOTAL PASCACK VALLEY LINE | 122 | 123 | 245 |
|----------------------------------|------------|------------|------------|

(1) Reflects actual Spring 2007 on/off counts for the Port Jervis Line and Fall 2007 on/off counts for the Pascack Valley Line.

(2) New York State portion only.

MTA WIRELESS BROADBAND SERVICES RFEI

**ADDITIONAL INFORMATION AND ADDENDA RELATING TO THIS RFEI
WILL BE SENT TO ONLY THOSE WHO FILL OUT AND RETURN THIS FORM**

- [] We intend to respond to the MTA WIRELESS BROADBAND SERVICES RFEI. Please send addenda relating to this RFEI and keep our company on MTA's mailing list for communications opportunities.

- [] We DO NOT intend to respond to this RFEI. Please do not send addenda, but keep our company on MTA's mailing list for future communications opportunities.

Name: _____

Title: _____

Company: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Telephone: _____ Email: _____

Please return this form to: Metropolitan Transportation Authority
Real Estate Department – Mailing List Section
347 Madison Avenue – 8th Floor
New York, NY 10017

Attn: WIRELESS BROADBAND RFEI