

**2015 MNR RIDERSHIP REPORT  
APPENDIX**

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**Table 1**  
**2015 FINAL ANNUAL RIDERSHIP SUMMARY**

	2015 ANNUAL RIDERSHIP	2014 ANNUAL RIDERSHIP	CHANGE VS. 2014	
			AMOUNT	PERCENT
<b>I) <u>EAST OF HUDSON</u></b>				
Harlem Line	27,503,888	27,128,023	375,865	1.4%
Hudson Line	16,424,638	16,237,239	187,399	1.2%
New Haven Line	40,343,883	39,610,306	733,577	1.9%
<b>TOTAL EAST OF HUDSON <sup>(1)</sup></b>	<b>84,272,409</b>	<b>82,975,568</b>	<b>1,296,841</b>	<b>1.6%</b>
<b>II) <u>WEST OF HUDSON</u></b>				
Port Jervis Line	1,039,377	1,018,667	20,710	2.0%
Pascack Valley Line	706,373	666,064	40,309	6.1%
<b>TOTAL WEST OF HUDSON <sup>(2)</sup></b>	<b>1,745,750</b>	<b>1,684,731</b>	<b>61,019</b>	<b>3.6%</b>
<b>TOTAL MN RAIL RIDERSHIP <sup>(3)</sup></b>	<b>86,018,159</b>	<b>84,660,299</b>	<b>1,357,860</b>	<b>1.6%</b>
<b>III) <u>CONNECTING SERVICES PROVIDED BY MNR CONTRACTORS</u></b>				
Hudson Rail Link	378,103	363,036	15,067	4.2%
Haverstraw-Ossining Ferry	117,867	110,086	7,781	7.1%
Newburgh-Beacon Ferry	60,039	62,412	(2,373)	-3.8%
<b>TOTAL CONNECTING SERVICES</b>	<b>556,009</b>	<b>535,534</b>	<b>20,475</b>	<b>3.8%</b>
<b>TOTAL MNR SYSTEM</b>	<b>86,574,168</b>	<b>85,195,833</b>	<b>1,378,335</b>	<b>1.6%</b>

Note: 2014 ridership figures have been restated to simulate the 2015 Calendar.

Table 2  
**1985-2015 ANNUAL EAST OF HUDSON RIDERSHIP**  
**(Based on Ticket Sales Data)**

YEAR	HARLEM LINE			HUDSON LINE			NEW HAVEN LINE			TOTAL EAST OF HUDSON		
	Total Rides	% Change vs. Prev. Year	% Change vs. 1985	Total Rides	% Change vs. Prev. Year	% Change vs. 1985	Total Rides	% Change vs. Prev. Year	% Change vs. 1985	Total Rides	% Change vs. Prev. Year	% Change vs. 1985
1985	16,573,447	-----	-----	8,982,267	-----	-----	23,705,949	-----	-----	49,261,663	-----	-----
1986	17,643,070	6.5%	6.5%	9,363,475	4.2%	4.2%	24,750,694	4.4%	4.4%	51,757,239	5.1%	5.1%
1987	18,527,032	5.0%	11.8%	9,879,790	5.5%	10.0%	25,395,159	2.6%	7.1%	53,801,981	4.0%	9.2%
1988 (2)	18,886,777	1.9%	14.0%	10,100,457	2.2%	12.4%	25,522,340	0.5%	7.7%	54,509,574	1.3%	10.7%
1989	19,376,302	2.6%	16.9%	10,456,840	3.5%	16.4%	26,068,820	2.1%	10.0%	55,901,962	2.6%	13.5%
1990	19,243,844	-0.7%	16.1%	10,519,589	0.6%	17.1%	26,764,364	2.7%	12.9%	56,527,797	1.1%	14.8%
1991	18,968,063	-1.4%	14.4%	10,335,374	-1.8%	15.1%	26,677,194	-0.3%	12.5%	55,980,631	-1.0%	13.6%
1992	19,163,964	1.0%	15.6%	10,497,834	1.6%	16.9%	26,766,186	0.3%	12.9%	56,427,984	0.8%	14.5%
1993	19,732,533	3.0%	19.1%	10,902,088	3.9%	21.4%	27,147,722	1.4%	14.5%	57,782,343	2.4%	17.3%
1994	20,805,249	5.4%	25.5%	11,530,739	5.8%	28.4%	28,319,707	4.3%	19.5%	60,655,695	5.0%	23.1%
1995 (3)	20,811,260	0.0%	25.6%	11,613,711	0.7%	29.3%	28,499,726	0.6%	20.2%	60,924,697	0.4%	23.7%
1996	21,100,921	1.4%	27.3%	11,654,337	0.3%	29.7%	28,881,241	1.3%	21.8%	61,636,499	1.2%	25.1%
1997	21,490,250	1.8%	29.7%	11,748,777	0.8%	30.8%	29,324,454	1.5%	23.7%	62,563,481	1.5%	27.0%
1998	22,347,894	4.0%	34.8%	12,311,898	4.8%	37.1%	30,362,063	3.5%	28.1%	65,021,855	3.9%	32.0%
1999	23,210,661	3.9%	40.0%	12,765,657	3.7%	42.1%	31,094,818	2.4%	31.2%	67,071,136	3.2%	36.2%
2000	24,260,291	4.5%	46.4%	13,490,935	5.7%	50.2%	32,494,767	4.5%	37.1%	70,245,993	4.7%	42.6%
2001	24,646,907	1.6%	48.7%	13,846,907	2.6%	54.2%	32,932,154	1.3%	38.9%	71,425,968	1.7%	45.0%
2002	24,520,582	-0.5%	48.0%	14,011,218	1.2%	56.0%	33,104,880	0.5%	39.6%	71,636,680	0.3%	45.4%
2003	24,004,514	-2.1%	44.8%	13,738,727	-1.9%	53.0%	32,759,176	-1.0%	38.2%	70,502,417	-1.6%	43.1%
2004	24,038,871	0.1%	45.0%	13,615,526	-0.9%	51.6%	33,102,219	1.0%	39.6%	70,756,616	0.4%	43.6%
2005	24,754,160	3.0%	49.4%	14,137,886	3.8%	57.4%	33,891,520	2.4%	43.0%	72,783,566	2.9%	47.7%
2006	25,396,654	2.6%	53.2%	14,712,165	4.1%	63.8%	34,935,154	3.1%	47.4%	75,043,973	3.1%	52.3%
2007	26,418,859	4.0%	59.4%	15,451,901	5.0%	72.0%	36,360,339	4.1%	53.4%	78,231,099	4.2%	58.8%
2008	27,390,484	3.7%	65.3%	16,180,171	4.7%	80.1%	37,895,827	4.2%	59.9%	81,466,482	4.1%	65.4%
2009	26,163,326	-4.5%	57.9%	15,497,254	-4.2%	72.5%	36,314,980	-4.2%	53.2%	77,975,560	-4.3%	58.3%
2010	26,231,109	0.3%	58.3%	15,656,078	1.0%	74.3%	37,323,761	2.8%	57.4%	79,210,948	1.6%	60.8%
2011 (4)	26,364,150	0.5%	59.1%	15,760,094	0.7%	75.5%	38,240,135	2.5%	61.3%	80,364,379	1.5%	63.1%
2012 (5)	26,647,872	1.1%	60.8%	15,853,088	0.6%	76.5%	38,840,260	1.6%	63.8%	81,341,220	1.2%	65.1%
2013 (6)	26,949,667	1.1%	62.6%	15,877,559	0.2%	76.8%	38,975,052	0.3%	64.4%	81,802,278	0.6%	66.1%
2014	27,128,023	0.7%	63.7%	16,237,239	2.3%	80.8%	39,610,306	1.6%	67.1%	82,975,568	1.4%	68.4%
2015	27,503,888	1.4%	66.0%	16,424,638	1.2%	82.9%	40,343,883	1.9%	70.2%	84,272,409	1.6%	71.1%

Notes:

- (1) Completion of Upper Harlem Electrification: 1984.
- (2) Ridership figures reflect impact of one-day strikes in September and November, 1988.
- (3) 1995 ridership figures reflect impact of service disruptions on 11/28 and 12/1.
- (4) 2011 ridership figures reflect impact of three-day shutdown due to Hurricane Irene.
- (5) 2012 ridership figures reflect impact of three-day shutdown and residual ridership losses due to Superstorm Sandy.
- (6) 2013 ridership figures reflect impact of May New Haven Line derailment/collision, the July CSX freight train derailment, the September/October Con-Edison service disruption, and the December Spuyten Duyvil derailment.

Ridership Calculations:

- (a) Ridership calculated using existing multipliers for commutation tickets (Calculated based on number of work days and non-work days in each month).
- (b) Ridership totals include intermediate riders and passengers purchasing cash fares.

**Table 3**  
**1985-2015 ANNUAL WEST OF HUDSON RIDERSHIP**  
**(Based on Ticket Sales Data)**

YEAR	PORT JERVIS LINE			PASCACK VALLEY LINE			TOTAL WEST OF HUDSON		
	Total Rides	% Change vs. Prev. Year	% Change vs. 1985	Total Rides	% Change vs. Prev. Year	% Change vs. 1985	Total Rides	% Change vs. Prev. Year	% Change vs. 1985
1985	599,702	----	----	408,617	----	----	1,008,319	----	----
1986	636,847	6.2%	6.2%	460,116	12.6%	12.6%	1,096,963	8.8%	8.8%
1987	674,040	5.8%	12.4%	470,657	2.3%	15.2%	1,144,697	4.4%	13.5%
1988 (1)	619,018	-8.2%	3.2%	463,059	-1.6%	13.3%	1,082,077	-5.5%	7.3%
1989	638,741	3.2%	6.5%	433,848	-6.3%	6.2%	1,072,589	-0.9%	6.4%
1990	710,645	11.3%	18.5%	403,024	-7.1%	-1.4%	1,113,669	3.8%	10.4%
1991	715,002	0.6%	19.2%	397,349	-1.4%	-2.8%	1,112,351	-0.1%	10.3%
1992	735,644	2.9%	22.7%	405,421	2.0%	-0.8%	1,141,065	2.6%	13.2%
1993	769,372	4.6%	28.3%	403,922	-0.4%	-1.1%	1,173,294	2.8%	16.4%
1994	848,953	10.3%	41.6%	427,087	5.7%	4.5%	1,276,040	8.8%	26.6%
1995	868,787	2.3%	44.9%	423,815	-0.8%	3.7%	1,292,602	1.3%	28.2%
1996	871,848	0.4%	45.4%	424,252	0.1%	3.8%	1,296,100	0.3%	28.5%
1997	862,118	-1.1%	43.8%	428,201	0.9%	4.8%	1,290,319	-0.4%	28.0%
1998	966,970	12.2%	61.2%	429,205	0.2%	5.0%	1,396,175	8.2%	38.5%
1999	1,048,634	8.4%	74.9%	433,725	1.1%	6.1%	1,482,359	6.2%	47.0%
2000	1,145,002	9.2%	90.9%	473,609	9.2%	15.9%	1,618,611	9.2%	60.5%
2001	1,192,779	4.2%	98.9%	462,305	-2.4%	13.1%	1,655,084	2.3%	64.1%
2002 (2)	1,131,932	-5.1%	88.7%	372,197	-19.5%	-8.9%	1,504,129	-9.1%	49.2%
2003	1,107,828	-2.1%	84.7%	357,405	-4.0%	-12.5%	1,465,233	-2.6%	45.3%
2004 (3,4)	1,217,730	9.9%	103.1%	400,429	12.0%	-2.0%	1,618,159	10.4%	60.5%
2005	1,308,830	7.5%	118.2%	414,945	3.6%	1.5%	1,723,775	6.5%	71.0%
2006	1,383,368	5.7%	130.7%	423,136	2.0%	3.6%	1,806,504	4.8%	79.2%
2007	1,459,730	5.5%	143.4%	443,038	4.7%	8.4%	1,902,768	5.3%	88.7%
2008	1,535,758	5.2%	156.1%	553,347	24.9%	35.4%	2,089,105	9.8%	107.2%
2009	1,381,829	-10.0%	130.4%	541,758	-2.1%	32.6%	1,923,587	-7.9%	90.8%
2010	1,319,689	-4.5%	120.1%	569,746	5.2%	39.4%	1,889,435	-1.8%	87.4%
2011 (5)	1,089,224	-17.5%	81.6%	584,183	2.5%	43.0%	1,673,407	-11.4%	66.0%
2012 (6)	1,019,587	-6.4%	70.0%	592,821	1.5%	45.1%	1,612,408	-3.6%	59.9%
2013	983,362	-3.6%	64.0%	592,865	0.0%	45.1%	1,576,227	-2.2%	56.3%
2014	1,018,667	3.6%	69.9%	666,064	12.3%	63.0%	1,684,731	6.9%	67.1%
2015	1,039,377	2.0%	73.3%	706,373	6.1%	72.9%	1,745,750	3.6%	73.1%

Notes:

- (1) Significant ridership loss on Port Jervis Line due to trackwork delays: 1988
- (3) Suspension of PATH service to Lower Manhattan after World Trade Center attack: Fall 2001
- (3) Restoration of PATH service to Lower Manhattan: Fall 2003
- (4) Opening of Secaucus Junction: December 2003
- (5) Three-month suspension of Port Jervis Line service due to catastrophic damage from Hurricane Irene.
- (6) Reflects impact of three-day shutdown and residual ridership losses due to Superstorm Sandy.

**Table 4**  
**1985-2015 ANNUAL MNR RAIL RIDERSHIP BY MARKET**  
(Totals in Thousands)

YEAR	EAST OF HUDSON										WEST OF HUDSON		TOTAL MNR RAIL RIDERSHIP	
	Commutation To/From Manhattan		Non-Commutation To/From Manhattan		Total To/From Manhattan		Intermediate		Total East of Hudson		Annual Ridership	% Change vs. 1985	Annual Ridership	% Change vs. 1985
	Annual Ridership	% Change vs. 1985	Annual Ridership	% Change vs. 1985	Annual Ridership	% Change vs. 1985	Annual Ridership	% Change vs. 1985	Annual Ridership	% Change vs. 1985				
1985	32,439	0.0%	12,624	0.0%	45,063	0.0%	4,199	0.0%	49,262	0.0%	1,008	0.0%	50,270	0.0%
1986	33,332	2.8%	13,753	8.9%	47,085	4.5%	4,672	11.3%	51,757	5.1%	1,097	8.8%	52,854	5.1%
1987	34,162	5.3%	14,491	14.8%	48,653	8.0%	5,149	22.6%	53,802	9.2%	1,145	13.5%	54,947	9.3%
1988	34,188	5.4%	14,938	18.3%	49,126	9.0%	5,384	28.2%	54,510	10.7%	1,082	7.3%	55,592	10.6%
1989	34,757	7.1%	15,430	22.2%	50,187	11.4%	5,715	36.1%	55,902	13.5%	1,073	6.4%	56,975	13.3%
1990	35,003	7.9%	15,130	19.8%	50,132	11.2%	6,395	52.3%	56,528	14.8%	1,114	10.4%	57,641	14.7%
1991	34,527	6.4%	15,067	19.4%	49,595	10.1%	6,386	52.1%	55,981	13.6%	1,112	10.3%	57,093	13.6%
1992	34,705	7.0%	15,228	20.6%	49,933	10.8%	6,495	54.7%	56,428	14.5%	1,141	13.2%	57,569	14.5%
1993	35,282	8.8%	15,774	24.9%	51,056	13.3%	6,727	60.2%	57,782	17.3%	1,173	16.4%	58,956	17.3%
1994	36,435	12.3%	16,744	32.6%	53,178	18.0%	7,477	78.1%	60,656	23.1%	1,276	26.6%	61,932	23.2%
1995	36,489	12.5%	16,922	34.0%	53,410	18.5%	7,514	79.0%	60,925	23.7%	1,293	28.2%	62,217	23.8%
1996	36,602	12.8%	16,956	34.3%	53,559	18.9%	8,078	92.4%	61,636	25.1%	1,296	28.5%	62,933	25.2%
1997	36,618	12.9%	17,279	36.9%	53,897	19.6%	8,667	106.4%	62,564	27.0%	1,290	28.0%	63,854	27.0%
1998	37,300	15.0%	18,261	44.7%	55,562	23.3%	9,460	125.3%	65,022	32.0%	1,396	38.5%	66,418	32.1%
1999	37,930	16.9%	19,146	51.7%	57,075	26.7%	9,996	138.1%	67,071	36.2%	1,482	47.0%	68,553	36.4%
2000	39,333	21.3%	19,908	57.7%	59,241	31.5%	11,005	162.1%	70,246	42.6%	1,619	60.5%	71,865	43.0%
2001	39,285	21.1%	20,590	63.1%	59,875	32.9%	11,551	175.1%	71,426	45.0%	1,655	64.1%	73,081	45.4%
2002	38,168	17.7%	21,652	71.5%	59,820	32.7%	11,816	181.4%	71,637	45.4%	1,504	49.2%	73,141	45.5%
2003	37,313	15.0%	21,476	70.1%	58,789	30.5%	11,714	179.0%	70,502	43.1%	1,465	45.3%	71,968	43.2%
2004	36,895	13.7%	21,888	73.4%	58,784	30.4%	11,973	185.2%	70,757	43.6%	1,618	60.5%	72,375	44.0%
2005	37,551	15.8%	22,424	77.6%	59,975	33.1%	12,808	205.0%	72,784	47.7%	1,724	71.0%	74,507	48.2%
2006	38,494	18.7%	23,367	85.1%	61,861	37.3%	13,183	214.0%	75,044	52.3%	1,807	79.2%	76,850	52.9%
2007	40,018	23.4%	24,671	95.4%	64,689	43.6%	13,542	222.5%	78,231	58.8%	1,903	88.7%	80,134	59.4%
2008	41,207	27.0%	25,888	105.1%	67,095	48.9%	14,372	242.3%	81,466	65.4%	2,089	107.2%	83,556	66.2%
2009	38,965	20.1%	25,470	101.8%	64,435	43.0%	13,540	222.5%	77,976	58.3%	1,924	90.8%	79,899	58.9%
2010	39,366	21.4%	26,012	106.1%	65,378	45.1%	13,832	229.4%	79,211	60.8%	1,889	87.4%	81,100	61.3%
2011	39,732	22.5%	26,372	108.9%	66,103	46.7%	14,261	239.6%	80,364	63.1%	1,673	66.0%	82,038	63.2%
2012	39,716	22.4%	26,943	113.4%	66,659	47.9%	14,682	249.7%	81,341	65.1%	1,612	59.9%	82,954	65.0%
2013	40,552	25.0%	26,746	111.9%	67,298	49.3%	14,504	245.4%	81,802	66.1%	1,576	56.3%	83,379	65.9%
2014	40,955	26.3%	27,442	117.4%	68,397	51.8%	14,578	247.2%	82,975	68.4%	1,684	67.0%	84,659	68.4%
2015	41,534	28.0%	28,245	123.7%	69,780	54.8%	14,493	245.2%	84,272	71.1%	1,746	73.1%	86,018	71.1%

Table 5  
**2015 vs. 2014 ANNUAL TRENDS BY MARKET**  
 (Based on Ticket Sales Data)

	COMMUTATION <sup>(3)</sup> <i>2015 vs. 2014</i>	NON- COMMUTATION <sup>(4)</sup> <i>2015 vs. 2014</i>	TOTAL MNR <i>2015 vs. 2014</i>
<b>1) TO/FROM MANHATTAN</b>			
Hudson	0.9%	2.4%	1.5%
Harlem	1.5%	2.9%	2.0%
New Haven	1.6%	3.2%	2.3%
<b>TO/FROM MANHATTAN</b>	<b>1.4%</b>	<b>3.0%</b>	<b>2.0%</b>
<b>2) INTERMEDIATE</b>			
Hudson	-0.6%	-1.3%	-1.1%
Harlem	-1.7%	-2.3%	-2.0%
New Haven	-1.4%	2.1%	0.3%
<b>INTERMEDIATE</b>	<b>-1.4%</b>	<b>0.3%</b>	<b>-0.5%</b>
<b>3) TOTAL EAST OF HUDSON</b>			
Hudson	0.8%	1.7%	1.2%
Harlem	1.1%	1.9%	1.4%
New Haven	1.0%	2.9%	1.9%
<b>TOTAL EAST OF HUDSON</b>	<b>1.0%</b>	<b>2.4%</b>	<b>1.6%</b>

**Notes:**

- (1) Changes in ridership by market segment, adjusted for calendar impacts, derived from ticket sales.
- (2) Reflects January-December annualized growth rate.
- (3) Totals include trips made with monthly or weekly commutation tickets.
- (4) Totals include trips made with ten-trip peak, ten-trip off-peak, one way peak, one-way off-peak, senior citizen/disabled and miscellaneous one way tickets.

Table 6  
**2015 vs. 2014 ANNUAL TRENDS BY LINE SEGMENT  
 TO/FROM MANHATTAN**  
 (Based on Ticket Sales Data)

	COMMUTATION <sup>(3)</sup> <i>2015 vs. 2014</i>	NON- COMMUTATION <sup>(4)</sup> <i>2015 vs. 2014</i>	TOTAL MNR <i>2015 vs. 2014</i>
<b>HUDSON LINE</b>			
Bronx	6.8%	7.3%	7.0%
Lower Hudson	1.1%	3.1%	1.8%
Upper Hudson	-1.1%	0.6%	-0.2%
<b>TOTAL HUDSON LINE</b>	<b>0.9%</b>	<b>2.4%</b>	<b>1.5%</b>
<b>HARLEM LINE</b>			
Bronx	8.8%	14.9%	12.6%
Lower Harlem	1.6%	2.1%	1.8%
Upper Harlem	0.4%	0.4%	0.4%
Wassaic Branch	-4.6%	-0.5%	-1.8%
<b>TOTAL HARLEM LINE</b>	<b>1.5%</b>	<b>2.9%</b>	<b>2.0%</b>
<b>NEW HAVEN LINE</b>			
Inner New Haven	3.2%	4.3%	3.6%
Outer New Haven	0.2%	2.3%	1.3%
New Canaan Branch	-3.0%	2.5%	-1.7%
Danbury Branch	5.1%	19.9%	9.4%
Waterbury Branch	29.5%	0.0%	2.9%
<b>TOTAL NEW HAVEN LINE</b>	<b>1.6%</b>	<b>3.2%</b>	<b>2.3%</b>
<b>TOTAL TO/FROM MANHATTAN</b>	<b>1.4%</b>	<b>3.0%</b>	<b>2.0%</b>

**Notes:**

- (1) Changes in ridership by market segment, adjusted for calendar impacts, derived from ticket sales.
- (2) Reflects January-December annualized growth rate.
- (3) Totals include trips made with monthly or weekly commutation tickets.
- (4) Totals include trips made with ten-trip peak, ten-trip off-peak, one way peak, one-way off-peak, senior citizen/disabled and miscellaneous one way tickets.

Table 7

**FALL 2015 GCT COUNT SUMMARY**

04/08/16 TIME PERIOD	LINE	FALL 2015 AVERAGE	FALL 2014 AVERAGE	% CHANGE FALL 2015 vs. FALL 2014
AM PEAK	HUDSON	16,734	16,439	1.8%
	HARLEM	27,387	26,495	3.4%
	NEW HAVEN	34,389	33,161	3.7%
	<b>TOTAL MNR</b>	<b>78,510</b>	<b>76,095</b>	<b>3.2%</b>
PM PEAK	HUDSON	15,186	14,823	2.4%
	HARLEM	23,932	23,456	2.0%
	NEW HAVEN	30,040	29,087	3.3%
	<b>TOTAL MNR</b>	<b>69,158</b>	<b>67,366</b>	<b>2.7%</b>
AM REVERSE PEAK	HUDSON	697	705	-1.1%
	HARLEM	1,901	1,919	-0.9%
	NEW HAVEN	2,965	3,253	-8.9%
	<b>TOTAL MNR</b>	<b>5,563</b>	<b>5,877</b>	<b>-5.3%</b>
WEEKDAY OFF-PEAK	HUDSON	12,300	11,905	3.3%
	HARLEM	21,736	20,791	4.5%
	NEW HAVEN	30,380	29,645	2.5%
	<b>TOTAL MNR</b>	<b>64,416</b>	<b>62,341</b>	<b>3.3%</b>
TOTAL WEEKDAY	HUDSON	44,917	43,872	2.4%
	HARLEM	74,956	72,661	3.2%
	NEW HAVEN	97,774	95,146	2.8%
	<b>TOTAL MNR</b>	<b>217,647</b>	<b>211,679</b>	<b>2.8%</b>
SATURDAY	HUDSON	20,816	21,285	-2.2%
	HARLEM	28,395	27,371	3.7%
	NEW HAVEN	40,864	40,418	1.1%
	<b>TOTAL MNR</b>	<b>90,075</b>	<b>89,074</b>	<b>1.1%</b>
SUNDAY	HUDSON	16,038	16,617	-3.5%
	HARLEM	22,280	20,506	8.7%
	NEW HAVEN	34,446	32,946	4.6%
	<b>TOTAL MNR</b>	<b>72,764</b>	<b>70,069</b>	<b>3.8%</b>
TOTAL WEEKEND	HUDSON	36,854	37,902	-2.8%
	HARLEM	50,675	47,877	5.8%
	NEW HAVEN	75,310	73,364	2.7%
	<b>TOTAL MNR</b>	<b>162,839</b>	<b>159,143</b>	<b>2.3%</b>
WEEKLY TOTALS	HUDSON	261,439	257,262	1.6%
	HARLEM	425,455	411,182	3.5%
	NEW HAVEN	564,180	549,094	2.7%
	<b>TOTAL MNR</b>	<b>1,251,074</b>	<b>1,217,538</b>	<b>2.8%</b>