2017 MNR RIDERSHIP REPORT APPENDIX

List of Ridership Tables in Appendix

Table 1
2017 ANNUAL RIDERSHIP SUMMARY

	2017 ANNUAL RIDERSHIP	2016 ANNUAL RIDERSHIP (1)	CHANGE VS. 2016 RESTATED	
			AMOUNT	PERCENT
I) EAST OF HUDSON				
Harlem Line	27,812,123	27,627,703	184,420	0.7%
Hudson Line	16,897,486	16,549,316	348,170	2.1%
New Haven Line	40,169,325	40,353,540	(184,215)	-0.5%
TOTAL EAST OF HUDSON (2)	**84,878,934**	**84,530,559**	**348,375**	**0.4%**
II) WEST OF HUDSON				
Port Jervis Line	965,666	1,000,809	(35,143)	-3.5%
Pascack Valley Line	650,153	676,038	(25,885)	-3.8%
TOTAL WEST OF HUDSON (2)	**1,615,819**	**1,676,847**	**(61,028)**	**-3.6%**
TOTAL MN RAIL RIDERSHIP	**86,494,753**	**86,207,406**	**287,347**	**0.3%**
III) CONNECTING SERVICES PROVIDED BY MNR CONTRACTORS				
Hudson Rail Link	398,843	382,477	16,366	4.3%
Haverstraw-Ossining Ferry	126,727	130,088	(3,361)	-2.6%
Newburgh-Beacon Ferry	61,172	62,344	(1,172)	-1.9%
TOTAL CONNECTING SERVICES	**586,742**	**574,909**	**11,833**	**2.1%**
TOTAL MNR SYSTEM	**87,081,495**	**86,782,315**	**299,180**	**0.3%**

Note:

(1) 2016 ridership figures have been restated to simulate the 2017 Calendar.

(2) 2017 annual ridership figures are final.

Table 2
1987-2017 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. 1987	Total Rides	% Change vs. Prev. Year	% Change vs. 1987	Total Rides	% Change vs. Prev. Year	% Change vs. 1987	Total Rides	% Change vs. Prev. Year	% Change vs. 1987
1987	18,527,032	5.0%	---	9,879,790	5.5%	---	25,395,159	2.6%	---	53,801,981	4.0%	---
1988 (2)	18,886,777	1.9%	1.9%	10,100,457	2.2%	2.2%	25,522,340	0.5%	0.5%	54,509,574	1.3%	1.3%
1989	19,376,302	2.6%	4.6%	10,456,840	3.5%	5.8%	26,068,820	2.1%	2.7%	55,901,962	2.6%	3.9%
1990	19,243,844	-0.7%	3.9%	10,519,589	0.6%	6.5%	26,764,364	2.7%	5.4%	56,527,797	1.1%	5.1%
1991	18,968,063	-1.4%	2.4%	10,335,374	-1.8%	4.6%	26,677,194	-0.3%	5.0%	55,980,631	-1.0%	4.0%
1992	19,163,964	1.0%	3.4%	10,497,834	1.6%	6.3%	26,766,186	0.3%	5.4%	56,427,984	0.8%	4.9%
1993	19,732,533	3.0%	6.5%	10,902,088	3.9%	10.3%	27,147,722	1.4%	6.9%	57,782,343	2.4%	7.4%
1994	20,805,249	5.4%	12.3%	11,530,739	5.8%	16.7%	28,319,707	4.3%	11.5%	60,655,695	5.0%	12.7%
1995 (3)	20,811,260	0.0%	12.3%	11,613,711	0.7%	17.6%	28,499,726	0.6%	12.2%	60,924,697	0.4%	13.2%
1996	21,100,921	1.4%	13.9%	11,654,337	0.3%	18.0%	28,881,241	1.3%	13.7%	61,636,499	1.2%	14.6%
1997	21,490,250	1.8%	16.0%	11,748,777	0.8%	18.9%	29,324,454	1.5%	15.5%	62,563,481	1.5%	16.3%
1998	22,347,894	4.0%	20.6%	12,311,898	4.8%	24.6%	30,362,063	3.5%	19.6%	65,021,855	3.9%	20.9%
1999	23,210,661	3.9%	25.3%	12,765,657	3.7%	29.2%	31,094,818	2.4%	22.4%	67,071,136	3.2%	24.7%
2000	24,260,291	4.5%	30.9%	13,490,935	5.7%	36.6%	32,494,767	4.5%	28.0%	70,245,993	4.7%	30.6%
2001	24,646,907	1.6%	33.0%	13,846,907	2.6%	40.2%	32,932,154	1.3%	29.7%	71,425,968	1.7%	32.8%
2002	24,520,582	-0.5%	32.4%	14,011,218	1.2%	41.8%	33,104,880	0.5%	30.4%	71,636,680	0.3%	33.1%
2003	24,004,514	-2.1%	29.6%	13,738,727	-1.9%	39.1%	32,759,176	-1.0%	29.0%	70,502,417	-1.6%	31.0%
2004	24,038,871	0.1%	29.8%	13,615,526	-0.9%	37.8%	33,102,219	1.0%	30.3%	70,756,616	0.4%	31.5%
2005	24,754,160	3.0%	33.6%	14,137,886	3.8%	43.1%	33,891,520	2.4%	33.5%	72,783,566	2.9%	35.3%
2006	25,396,654	2.6%	37.1%	14,712,165	4.1%	48.9%	34,935,154	3.1%	37.6%	75,043,973	3.1%	39.5%
2007	26,418,859	4.0%	42.6%	15,451,901	5.0%	56.4%	36,360,339	4.1%	43.2%	78,231,099	4.2%	45.4%
2008	27,390,484	3.7%	47.8%	16,180,171	4.7%	63.8%	37,895,827	4.2%	49.2%	81,466,482	4.1%	51.4%
2009	26,163,326	-4.5%	41.2%	15,497,254	-4.2%	56.9%	36,314,980	-4.2%	43.0%	77,975,560	-4.3%	44.9%
2010	26,231,109	0.3%	41.6%	15,656,078	1.0%	58.5%	37,323,761	2.8%	47.0%	79,210,948	1.6%	47.2%
2011 (4)	26,364,150	0.5%	42.3%	15,760,094	0.7%	59.5%	38,240,135	2.5%	50.6%	80,364,379	1.5%	49.4%
2012 (5)	26,647,872	1.1%	43.8%	15,853,088	0.6%	60.5%	38,840,260	1.6%	52.9%	81,341,220	1.2%	51.2%
2013 (6)	26,949,667	1.1%	45.5%	15,877,559	0.2%	60.7%	38,975,052	0.3%	53.5%	81,802,278	0.6%	52.0%
2014	27,127,447	0.7%	46.4%	16,236,555	2.3%	64.3%	39,611,113	1.6%	56.0%	82,975,115	1.4%	54.2%
2015	27,503,888	1.4%	48.5%	16,424,638	1.2%	66.2%	40,343,883	1.8%	58.9%	84,272,410	1.6%	56.6%
2016 (7)	27,627,703	0.5%	49.1%	16,549,316	0.8%	67.5%	40,353,540	0.0%	58.9%	84,530,559	0.3%	57.1%
2017	27,812,123	0.7%	50.1%	16,897,486	2.1%	71.0%	40,169,325	-0.5%	58.2%	84,878,934	0.4%	57.8%

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 shutdowndue 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.

(7) 2016 ridership figures have been restated to simulate the 2017 calendar.

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
1987-2017 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. 1987	Total Rides	% Change vs. Prev. Year	% Change vs. 1987	Total Rides	% Change vs. Prev. Year	% Change vs. 1987
1987	674,040	----	----	470,657	----	----	1,144,697	----	----
1988 (1)	619,018	-8.2%	-8.2%	463,059	-1.6%	-1.6%	1,082,077	-5.5%	-5.5%
1989	638,741	3.2%	-5.2%	433,848	-6.3%	-7.8%	1,072,589	-0.9%	-6.3%
1990	710,645	11.3%	5.4%	403,024	-7.1%	-14.4%	1,113,669	3.8%	-2.7%
1991	715,002	0.6%	6.1%	397,349	-1.4%	-15.6%	1,112,351	-0.1%	-2.8%
1992	735,644	2.9%	9.1%	405,421	2.0%	-13.9%	1,141,065	2.6%	-0.3%
1993	769,372	4.6%	14.1%	403,922	-0.4%	-14.2%	1,173,294	2.8%	2.5%
1994	848,953	10.3%	25.9%	427,087	5.7%	-9.3%	1,276,040	8.8%	11.5%
1995	868,787	2.3%	28.9%	423,815	-0.8%	-10.0%	1,292,602	1.3%	12.9%
1996	871,848	0.4%	29.3%	424,252	0.1%	-9.9%	1,296,100	0.3%	13.2%
1997	862,118	-1.1%	27.9%	428,201	0.9%	-9.0%	1,290,319	-0.4%	12.7%
1998	966,970	12.2%	43.5%	429,205	0.2%	-8.8%	1,396,175	8.2%	22.0%
1999	1,048,634	8.4%	55.6%	433,725	1.1%	-7.8%	1,482,359	6.2%	29.5%
2000	1,145,002	9.2%	69.9%	473,609	9.2%	0.6%	1,618,611	9.2%	41.4%
2001	1,192,779	4.2%	77.0%	462,305	-2.4%	-1.8%	1,655,084	2.3%	44.6%
2002 (2)	1,131,932	-5.1%	67.9%	372,197	-19.5%	-20.9%	1,504,129	-9.1%	31.4%
2003	1,107,828	-2.1%	64.4%	357,405	-4.0%	-24.1%	1,465,233	-2.6%	28.0%
2004 (3,4)	1,217,730	9.9%	80.7%	400,429	12.0%	-14.9%	1,618,159	10.4%	41.4%
2005	1,308,830	7.5%	94.2%	414,945	3.6%	-11.8%	1,723,775	6.5%	50.6%
2006	1,383,368	5.7%	105.2%	423,136	2.0%	-10.1%	1,806,504	4.8%	57.8%
2007	1,459,730	5.5%	116.6%	443,038	4.7%	-5.9%	1,902,768	5.3%	66.2%
2008	1,535,758	5.2%	127.8%	553,347	24.9%	17.6%	2,089,105	9.8%	82.5%
2009	1,381,829	-10.0%	105.0%	541,758	-2.1%	15.1%	1,923,587	-7.9%	68.0%
2010	1,319,689	-4.5%	95.8%	569,746	5.2%	21.1%	1,889,435	-1.8%	65.1%
2011 (5)	1,089,224	-17.5%	61.6%	584,183	2.5%	24.1%	1,673,407	-11.4%	46.2%
2012 (6)	1,019,587	-6.4%	51.3%	592,821	1.5%	26.0%	1,612,408	-3.6%	40.9%
2013	983,362	-3.6%	45.9%	592,865	0.0%	26.0%	1,576,227	-2.2%	37.7%
2014	1,018,332	3.6%	51.1%	665,679	12.3%	41.4%	1,684,011	6.8%	47.1%
2015	1,039,377	2.1%	54.2%	706,373	6.1%	50.1%	1,745,750	3.7%	52.5%
2016 (7)	1,000,809	-3.7%	48.5%	676,038	-4.3%	43.6%	1,676,847	-3.9%	46.5%
2017	965,666	-3.5%	43.3%	650,153	-3.8%	38.1%	1,615,819	-3.6%	41.2%

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.

(7) 2016 actual rides have been restated to simulate the 2017 calendar.

Table 4
1987-2017 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. 1987	Annual Ridership	% Change vs. 1987	Annual Ridership	% Change vs. 1987	Annual Ridership	% Change vs. 1987	Annual Ridership	% Change vs. 1987	Annual Ridership	% Change vs. 1987	Annual Ridership	% Change vs. 1987
1987	34,162	---	14,491	---	48,653	---	5,149	---	53,802	---	1,145	---	54,947	---
1988	34,188	0.1%	14,938	3.1%	49,126	1.0%	5,384	4.6%	54,510	1.3%	1,082	-5.5%	55,592	1.2%
1989	34,757	1.7%	15,430	6.5%	50,187	3.2%	5,715	11.0%	55,902	3.9%	1,073	-6.3%	56,975	3.7%
1990	35,003	2.5%	15,130	4.4%	50,132	3.0%	6,395	24.2%	56,528	5.1%	1,114	-2.7%	57,641	4.9%
1991	34,527	1.1%	15,067	4.0%	49,595	1.9%	6,386	24.0%	55,981	4.0%	1,112	-2.8%	57,093	3.9%
1992	34,705	1.6%	15,228	5.1%	49,933	2.6%	6,495	26.2%	56,428	4.9%	1,141	-0.3%	57,569	4.8%
1993	35,282	3.3%	15,774	8.9%	51,056	4.9%	6,727	30.7%	57,782	7.4%	1,173	2.5%	58,956	7.3%
1994	36,435	6.7%	16,744	15.5%	53,178	9.3%	7,477	45.2%	60,656	12.7%	1,276	11.5%	61,932	12.7%
1995	36,489	6.8%	16,922	16.8%	53,410	9.8%	7,514	45.9%	60,925	13.2%	1,293	12.9%	62,217	13.2%
1996	36,602	7.1%	16,956	17.0%	53,559	10.1%	8,078	56.9%	61,636	14.6%	1,296	13.2%	62,933	14.5%
1997	36,618	7.2%	17,279	19.2%	53,897	10.8%	8,667	68.3%	62,564	16.3%	1,290	12.7%	63,854	16.2%
1998	37,300	9.2%	18,261	26.0%	55,562	14.2%	9,460	83.7%	65,022	20.9%	1,396	22.0%	66,418	20.9%
1999	37,930	11.0%	19,146	32.1%	57,075	17.3%	9,996	94.1%	67,071	24.7%	1,482	29.5%	68,553	24.8%
2000	39,333	15.1%	19,908	37.4%	59,241	21.8%	11,005	113.8%	70,246	30.6%	1,619	41.4%	71,865	30.8%
2001	39,285	15.0%	20,590	42.1%	59,875	23.1%	11,551	124.3%	71,426	32.8%	1,655	44.6%	73,081	33.0%
2002	38,168	11.7%	21,652	49.4%	59,820	23.0%	11,816	129.5%	71,637	33.1%	1,504	31.4%	73,141	33.1%
2003	37,313	9.2%	21,476	48.2%	58,789	20.8%	11,714	127.5%	70,502	31.0%	1,465	28.0%	71,968	31.0%
2004	36,895	8.0%	21,888	51.0%	58,784	20.8%	11,973	132.5%	70,757	31.5%	1,618	41.4%	72,375	31.7%
2005	37,551	9.9%	22,424	54.7%	59,975	23.3%	12,808	148.8%	72,784	35.3%	1,724	50.6%	74,507	35.6%
2006	38,494	12.7%	23,367	61.3%	61,861	27.1%	13,183	156.0%	75,044	39.5%	1,807	57.8%	76,850	39.9%
2007	40,018	17.1%	24,671	70.2%	64,689	33.0%	13,542	163.0%	78,231	45.4%	1,903	66.2%	80,134	45.8%
2008	41,207	20.6%	25,888	78.6%	67,095	37.9%	14,372	179.1%	81,466	51.4%	2,089	82.5%	83,556	52.1%
2009	38,965	14.1%	25,470	75.8%	64,435	32.4%	13,540	163.0%	77,976	44.9%	1,924	68.0%	79,899	45.4%
2010	39,366	15.2%	26,012	79.5%	65,378	34.4%	13,832	168.7%	79,211	47.2%	1,889	65.1%	81,100	47.6%
2011	39,732	16.3%	26,372	82.0%	66,103	35.9%	14,261	177.0%	80,364	49.4%	1,673	46.2%	82,038	49.3%
2012	39,716	16.3%	26,943	85.9%	66,659	37.0%	14,682	185.2%	81,341	51.2%	1,612	40.9%	82,954	51.0%
2013	40,552	18.7%	26,746	84.6%	67,298	38.3%	14,504	181.7%	81,802	52.0%	1,576	37.7%	83,379	51.7%
2014	40,955	19.9%	27,442	89.4%	68,397	40.6%	14,578	183.1%	82,975	54.2%	1,684	47.1%	84,659	54.1%
2015	41,534	21.6%	28,245	94.9%	69,780	43.4%	14,493	181.5%	84,272	56.6%	1,746	52.5%	86,018	56.5%
2016	42,236	23.6%	28,467	96.4%	70,703	45.3%	14,105	174.0%	84,808	57.6%	1,684	47.1%	86,492	57.4%
2017	41,916	22.7%	29,203	101.5%	71,119	46.2%	13,760	167.3%	84,879	57.8%	1,616	41.2%	86,495	57.4%

Table 5

2017 vs. 2016 ANNUAL TRENDS BY MARKET

(Based on Ticket Sales Data)

	COMMUTATION (3) *2017 vs. 2016*	NON-COMMUTATION (4) *2017 vs. 2016*	TOTAL MNR *2017 vs. 2016*
1) TO/FROM MANHATTAN			
Hudson	0.2%	4.7%	2.0%
Harlem	-0.4%	3.8%	1.2%
New Haven	-0.7%	1.6%	0.2%
TO/FROM MANHATTAN	**-0.4%**	**2.9%**	**0.9%**
2) INTERMEDIATE			
Hudson	-3.1%	5.7%	2.6%
Harlem	-3.4%	-1.2%	-2.3%
New Haven	-5.0%	-1.5%	-3.2%
INTERMEDIATE	**-4.3%**	**-0.2%**	**-2.1%**
3) TOTAL EAST OF HUDSON			
Hudson	0.0%	4.9%	2.1%
Harlem	-0.7%	2.8%	0.7%
New Haven	-1.5%	0.9%	-0.5%
TOTAL EAST OF HUDSON	**-0.9%**	**2.2%**	**0.4%**

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
2017 vs. 2016 ANNUAL TRENDS BY LINE SEGMENT
TO/FROM MANHATTAN
(Based on Ticket Sales Data)

	COMMUTATION (3)	NON-COMMUTATION (4)	TOTAL MNR
	2017 vs. 2016	*2017 vs. 2016*	*2017 vs. 2016*
HUDSON LINE			
Bronx	4.4%	8.2%	6.1%
Lower Hudson	0.1%	3.9%	1.4%
Upper Hudson	-0.7%	4.9%	2.1%
TOTAL HUDSON LINE	**0.2%**	**4.7%**	**2.0%**
HARLEM LINE			
Bronx	8.0%	16.4%	13.3%
Lower Harlem	0.1%	2.1%	0.7%
Upper Harlem	-2.7%	1.7%	-1.0%
Wassaic Branch	-1.3%	1.7%	0.7%
TOTAL HARLEM LINE	**-0.4%**	**3.8%**	**1.2%**
NEW HAVEN LINE	0.6%	0	0
Inner New Haven	-1.5%	1.3%	-0.4%
Outer New Haven	-1.8%	1.3%	-0.2%
New Canaan Branch	0.3%	-0.9%	0.0%
Danbury Branch	-4.1%	-0.7%	-3.1%
Waterbury Branch	2.0%	1.8%	1.9%
TOTAL NEW HAVEN LINE	**-0.7%**	**1.6%**	**0.2%**
TOTAL TO/FROM MANHATTAN	**-0.4%**	**2.9%**	**0.9%**

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.

FALL 2017 GCT COUNT SUMMARY
TABLE 7

TIME PERIOD	LINE	FALL 2017 AVERAGE	FALL 2016 AVERAGE	% CHANGE FALL 2017 vs. FALL 2016
AM PEAK	HUDSON	17,162	16,903	1.5%
	HARLEM	27,981	27,689	1.1%
	NEW HAVEN	35,345	34,470	2.5%
	TOTAL MNR	**80,488**	**79,062**	**1.8%**
PM PEAK	HUDSON	15,517	15,491	0.2%
	HARLEM	24,363	24,097	1.1%
	NEW HAVEN	30,426	30,409	0.1%
	TOTAL MNR	**70,306**	**69,997**	**0.4%**
AM REVERSE PEAK	HUDSON	710	680	4.4%
	HARLEM	1,801	1,846	-2.4%
	NEW HAVEN	2,830	2,867	-1.3%
	TOTAL MNR	**5,341**	**5,393**	**-1.0%**
WEEKDAY OFF-PEAK	HUDSON	13,198	12,835	2.8%
	HARLEM	22,643	22,404	1.1%
	NEW HAVEN	30,291	30,256	0.1%
	TOTAL MNR	**66,132**	**65,495**	**1.0%**
TOTAL WEEKDAY	HUDSON	46,587	45,909	1.5%
	HARLEM	76,788	76,036	1.0%
	NEW HAVEN	98,892	98,002	0.9%
	TOTAL MNR	**222,267**	**219,947**	**1.1%**
SATURDAY	HUDSON	27,256	21,261	28.2%
	HARLEM	30,317	27,896	8.7%
	NEW HAVEN	42,385	40,718	4.1%
	TOTAL MNR	**99,958**	**89,875**	**11.2%**
SUNDAY	HUDSON	18,227	18,681	-2.4%
	HARLEM	20,976	20,768	1.0%
	NEW HAVEN	33,529	33,211	1.0%
	TOTAL MNR	**72,732**	**72,660**	**0.1%**
TOTAL WEEKEND	HUDSON	45,483	39,942	13.9%
	HARLEM	51,293	48,664	5.4%
	NEW HAVEN	75,914	73,929	2.7%
	TOTAL MNR	**172,690**	**162,535**	**6.2%**
WEEKLY TOTALS	HUDSON	278,418	269,487	3.3%
	HARLEM	435,233	428,844	1.5%
	NEW HAVEN	570,374	563,939	1.1%
	TOTAL MNR	**1,284,025**	**1,262,270**	**1.7%**

Table 8
WEEKDAY INBOUND TRENDS BY TIME PERIOD [1]

TIME PERIOD	HUDSON LINE			HARLEM LINE			NEW HAVEN LINE			METRO-NORTH TOTALS		
	FALL '17	FALL '16	% Change	FALL '17	FALL '16	% Change	FALL '17	FALL '16	% Change	FALL '17	FALL '16	% Change
AM PEAK INBOUND												
5 AM - 7 AM	2,244	2,106	6.6%	3,334	3,197	4.3%	3,424	3,404	0.6%	9,002	8,707	3.4%
7 AM - 7:30 AM	884	870	1.6%	3,361	3,295	2.0%	4,241	4,105	3.3%	8,486	8,270	2.6%
7:30 AM - 8 AM	3,078	2,934	4.9%	3,549	3,676	-3.5%	5,057	4,967	1.8%	11,684	11,577	0.9%
8 AM - 8:30 AM	3,888	3,866	0.6%	5,175	5,005	3.4%	8,423	8,121	3.7%	17,486	16,992	2.9%
8:30 AM - 9 AM	4,019	4,013	0.1%	6,637	6,513	1.9%	7,651	7,323	4.5%	18,307	17,849	2.6%
9 AM - 9:30 AM	1,938	2,015	-3.8%	4,603	4,719	-2.5%	3,709	3,671	1.0%	10,250	10,405	-1.5%
9:30 AM - 10 AM	1,111	1,099	1.1%	1,322	1,284	3.0%	2,840	2,879	-1.4%	5,273	5,262	0.2%
AM PEAK TOTAL	**17,162**	**16,903**	**1.5%**	**27,981**	**27,689**	**1.1%**	**35,345**	**34,470**	**2.5%**	**80,488**	**79,062**	**1.8%**
OFF-PEAK INBOUND												
10 AM - 11 AM	1,247	1,230	1.4%	1,831	1,831	0.0%	2,391	2,348	1.8%	5,469	5,409	1.1%
11 AM - 1 PM	1,136	1,053	7.9%	2,148	2,077	3.4%	2,794	2,706	3.3%	6,078	5,836	4.1%
1 PM - 4 PM	1,276	1,188	7.4%	1,948	1,873	4.0%	2,566	2,438	5.3%	5,790	5,499	5.3%
4 PM - 7 PM	1,553	1,491	4.2%	3,225	3,082	4.6%	4,417	4,422	-0.1%	9,195	8,995	2.2%
7 PM - 10 PM	579	518	11.8%	1,323	1,260	5.0%	1,885	1,878	0.4%	3,787	3,656	3.6%
10 PM - 2 AM	264	221	19.5%	400	347	15.3%	511	506	1.0%	1,175	1,074	9.4%
OFF-PEAK INBOUND TOTAL	**6,055**	**5,701**	**6.2%**	**10,875**	**10,470**	**3.9%**	**14,564**	**14,298**	**1.9%**	**31,494**	**30,469**	**3.4%**
WEEKDAY INBOUND TOTAL	**23,217**	**22,604**	**2.7%**	**38,856**	**38,159**	**1.8%**	**49,909**	**48,768**	**2.3%**	**111,982**	**109,531**	**2.2%**

Notes:
 (1) - Based on GCT counts for a 100% ridership sample for all peak and off-peak trains.

Table 9
WEEKDAY OUTBOUND TRENDS BY TIME PERIOD (1)

TIME PERIOD	HUDSON LINE			HARLEM LINE			NEW HAVEN LINE			METRO-NORTH TOTALS		
	FALL '17	FALL '16	% Change	FALL '17	FALL '16	% Change	FALL '17	FALL '16	% Change	FALL '17	FALL '16	% Change
PM PEAK OUTBOUND												
4 PM - 4:30 PM	986	988	-0.2%	1,510	1,503	0.5%	1,723	1,755	-1.8%	4,219	4,246	-0.6%
4:30 PM - 5 PM	1,649	1,575	4.7%	2,173	2,068	5.1%	3,108	3,030	2.6%	6,930	6,673	3.9%
5 PM - 5:30 PM	2,815	2,829	-0.5%	3,457	3,482	-0.7%	5,285	5,124	3.1%	11,557	11,435	1.1%
5:30 PM - 6 PM	3,617	3,591	0.7%	5,766	5,585	3.2%	6,521	6,488	0.5%	15,904	15,664	1.5%
6 PM - 6:30 PM	2,674	2,741	-2.4%	3,892	3,993	-2.5%	5,245	5,292	-0.9%	11,811	12,026	-1.8%
6:30 PM - 7 PM	1,540	1,565	-1.6%	3,365	3,264	3.1%	4,287	4,446	-3.6%	9,192	9,275	-0.9%
7 PM - 7:30 PM	1,296	1,328	-2.4%	2,496	2,522	-1.0%	2,514	2,517	-0.1%	6,306	6,367	-1.0%
7:30 PM - 8 PM	940	874	7.6%	1,704	1,680	1.4%	1,743	1,757	-0.8%	4,387	4,311	1.8%
PM PEAK TOTAL	**15,517**	**15,491**	**0.2%**	**24,363**	**24,097**	**1.1%**	**30,426**	**30,409**	**0.1%**	**70,306**	**69,997**	**0.4%**
AM REVERSE PEAK/OFF-PEAK OUTBOUND												
5 AM - 9 AM (AM Reverse Peak)	710	680	4.4%	1,801	1,846	-2.4%	2,830	2,867	-1.3%	5,341	5,393	-1.0%
9 AM - 10 AM	222	210	5.7%	465	428	8.6%	626	631	-0.8%	1,313	1,269	3.5%
10 AM - 1 PM	804	772	4.1%	1,333	1,323	0.8%	1,705	1,685	1.2%	3,842	3,780	1.6%
1 PM - 3 PM	1,106	1,089	1.6%	1,942	1,924	0.9%	2,281	2,267	0.6%	5,329	5,280	0.9%
3 PM - 4 PM	1,301	1,251	4.0%	2,082	2,080	0.1%	2,430	2,442	-0.5%	5,813	5,773	0.7%
8 PM - 9 PM	927	982	-5.6%	2,244	2,276	-1.4%	3,138	3,236	-3.0%	6,309	6,494	-2.8%
9 PM - 10 PM	1,349	1,425	-5.3%	1,563	1,652	-5.4%	2,341	2,327	0.6%	5,253	5,404	-2.8%
10 PM - 2 AM	1,434	1,405	2.1%	2,139	2,251	-5.0%	3,206	3,370	-4.9%	6,779	7,026	-3.5%
OTHER OUTBOUND TOTAL	**7,853**	**7,814**	**0.5%**	**13,569**	**13,780**	**-1.5%**	**18,557**	**18,825**	**-1.4%**	**39,979**	**40,419**	**-1.1%**
WEEKDAY OUTBOUND TOTAL	**23,370**	**23,305**	**0.3%**	**37,932**	**37,877**	**0.1%**	**48,983**	**49,234**	**-0.5%**	**110,285**	**110,416**	**-0.1%**

Notes:
 (1) - Based on GCT counts for a 100% ridership sample for all peak and off-peak trains.

Table 10
SATURDAY TRENDS BY TIME PERIOD (1)

TIME PERIOD	HUDSON LINE			HARLEM LINE			NEW HAVEN LINE			METRO-NORTH TOTALS		
	FALL '17	FALL '16	% Change	FALL '17	FALL '16	% Change	FALL '17	FALL '16	% Change	FALL '17	FALL '16	% Change
SATURDAY INBOUND												
5 AM - 10 AM	1,522	1,483	2.6%	2,004	1,905	5.2%	2,659	2,644	0.6%	6,185	6,032	2.5%
10 AM - 1 PM	2,716	2,464	10.2%	3,533	3,335	5.9%	6,262	5,925	5.7%	12,511	11,724	6.7%
1 PM - 4 PM	2,134	1,792	19.1%	3,100	2,998	3.4%	4,254	4,045	5.2%	9,488	8,835	7.4%
4 PM - 7 PM	3,885	2,512	54.7%	3,559	3,049	16.7%	4,229	3,973	6.4%	11,673	9,534	22.4%
7 PM - 10 PM	2,535	1,411	79.7%	2,134	1,948	9.5%	2,481	2,457	1.0%	7,150	5,816	22.9%
10 PM - 2 AM	741	637	16.3%	873	790	10.5%	1,082	1,099	-1.5%	2,696	2,526	6.7%
INBOUND TOTAL	**13,533**	**10,299**	**31.4%**	**15,203**	**14,025**	**8.4%**	**20,967**	**20,143**	**4.1%**	**49,703**	**44,467**	**11.8%**
SATURDAY OUTBOUND												
5 AM - 10 AM	2,775	1,480	87.5%	1,565	1,387	12.8%	1,647	1,698	-3.0%	5,987	4,565	31.2%
10 AM - 1 PM	3,243	1,940	67.2%	2,349	1,921	22.3%	3,145	2,917	7.8%	8,737	6,778	28.9%
1 PM - 4 PM	1,744	1,653	5.5%	2,673	2,282	17.1%	3,274	3,183	2.9%	7,691	7,118	8.1%
4 PM - 7 PM	2,484	2,368	4.9%	3,434	3,241	6.0%	5,235	4,942	5.9%	11,153	10,551	5.7%
7 PM - 10 PM	1,767	1,748	1.1%	2,512	2,369	6.0%	4,221	3,981	6.0%	8,500	8,098	5.0%
10 PM - 2 AM	1,710	1,773	-3.6%	2,581	2,671	-3.4%	3,896	3,854	1.1%	8,187	8,298	-1.3%
OUTBOUND TOTAL	**13,723**	**10,962**	**25.2%**	**15,114**	**13,871**	**9.0%**	**21,418**	**20,575**	**4.1%**	**50,255**	**45,408**	**10.7%**
SATURDAY TOTAL	**27,256**	**21,261**	**28.2%**	**30,317**	**27,896**	**8.7%**	**42,385**	**40,718**	**4.1%**	**99,958**	**89,875**	**11.2%**

Notes:

(1) - Based on GCT counts for a 100% ridership sample for all trains.

Table 11
SUNDAY TRENDS BY TIME PERIOD (1)

TIME PERIOD	HUDSON LINE			HARLEM LINE			NEW HAVEN LINE			METRO-NORTH TOTALS		
	FALL '17	FALL '16	% Change	FALL '17	FALL '16	% Change	FALL '17	FALL '16	% Change	FALL '17	FALL '16	% Change
SUNDAY INBOUND												
5 AM - 10 AM	970	865	12.1%	1,132	1,145	-1.1%	1,756	1,475	19.1%	3,858	3,485	10.7%
10 AM - 1 PM	2,175	1,912	13.8%	2,730	2,615	4.4%	4,759	4,691	1.4%	9,664	9,218	4.8%
1 PM - 4 PM	1,866	1,850	0.9%	2,383	2,394	-0.5%	3,340	3,396	-1.6%	7,589	7,640	-0.7%
4 PM - 7 PM	2,525	2,846	-11.3%	2,531	2,491	1.6%	3,613	3,444	4.9%	8,669	8,781	-1.3%
7 PM - 10 PM	1,648	1,595	3.3%	1,585	1,507	5.2%	2,946	2,791	5.6%	6,179	5,893	4.9%
10 PM - 2 AM	417	428	-2.6%	462	411	12.4%	741	732	1.2%	1,620	1,571	3.1%
INBOUND TOTAL	**9,601**	**9,496**	**1.1%**	**10,823**	**10,563**	**2.5%**	**17,155**	**16,529**	**3.8%**	**37,579**	**36,588**	**2.7%**
SUNDAY OUTBOUND												
5 AM - 10 AM	1,151	1,608	-28.4%	963	946	1.8%	1,114	1,211	-8.0%	3,228	3,765	-14.3%
10 AM - 1 PM	1,806	2,324	-22.3%	1,730	1,783	-3.0%	2,887	2,865	0.8%	6,423	6,972	-7.9%
1 PM - 4 PM	1,550	1,514	2.4%	1,956	2,023	-3.3%	3,084	3,249	-5.1%	6,590	6,786	-2.9%
4 PM - 7 PM	2,206	1,926	14.5%	2,876	2,834	1.5%	4,756	4,670	1.8%	9,838	9,430	4.3%
7 PM - 10 PM	1,272	1,177	8.1%	1,826	1,739	5.0%	3,242	3,355	-3.4%	6,340	6,271	1.1%
10 PM - 2 AM	641	636	0.8%	802	880	-8.9%	1,291	1,332	-3.1%	2,734	2,848	-4.0%
OUTBOUND TOTAL	**8,626**	**9,185**	**-6.1%**	**10,153**	**10,205**	**-0.5%**	**16,374**	**16,682**	**-1.8%**	**35,153**	**36,072**	**-2.5%**
SUNDAY TOTAL	**18,227**	**18,681**	**-2.4%**	**20,976**	**20,768**	**1.0%**	**33,529**	**33,211**	**1.0%**	**72,732**	**72,660**	**0.1%**

Notes:

(1) - Based on GCT counts for a 100% ridership sample for all trains.