

**2016 MNR RIDERSHIP REPORT
APPENDIX**

Table 1
2016 PRELIMINARY ANNUAL RIDERSHIP SUMMARY

	2016 ANNUAL RIDERSHIP	2015 ANNUAL RIDERSHIP ⁽¹⁾	CHANGE VS. 2015 ACTUAL	
			AMOUNT	PERCENT
I) <u>EAST OF HUDSON</u>				
Harlem Line	27,720,718	27,503,888	216,830	0.8%
Hudson Line	16,603,773	16,424,638	179,135	1.1%
New Haven Line	40,483,792	40,343,883	139,909	0.3%
TOTAL EAST OF HUDSON ⁽²⁾	84,808,283	84,272,409	535,874	0.6%
II) <u>WEST OF HUDSON</u>				
Port Jervis Line	1,005,985	1,039,377	(33,392)	-3.2%
Pascack Valley Line	678,853	706,373	(27,520)	-3.9%
TOTAL WEST OF HUDSON ⁽²⁾	1,684,838	1,745,750	(60,912)	-3.5%
TOTAL MN RAIL RIDERSHIP	86,493,121	86,018,159	474,962	0.6%
III) <u>CONNECTING SERVICES PROVIDED BY MNR CONTRACTORS</u>				
Hudson Rail Link	384,044	378,103	5,941	1.6%
Haverstraw-Ossining Ferry	130,550	117,867	12,683	10.8%
Newburgh-Beacon Ferry	62,495	60,039	2,456	4.1%
TOTAL CONNECTING SERVICES	577,089	556,009	21,080	3.8%
TOTAL MNR SYSTEM	87,070,210	86,574,168	496,042	0.6%

Note:

(1) 2015 ridership figures based on actuals.

(2) 2016 annual ridership figures are preliminary.

Table 2
1986-2016 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. 1986	Total Rides	% Change vs. Prev. Year	% Change vs. 1986	Total Rides	% Change vs. Prev. Year	% Change vs. 1986	Total Rides	% Change vs. Prev. Year	% Change vs. 1986
1986	17,643,070	6.5%	---	9,363,475	4.2%	---	24,750,694	4.4%	---	51,757,239	5.1%	---
1987	18,527,032	5.0%	5.0%	9,879,790	5.5%	5.5%	25,395,159	2.6%	2.6%	53,801,981	4.0%	4.0%
1988 (2)	18,886,777	1.9%	7.0%	10,100,457	2.2%	7.9%	25,522,340	0.5%	3.1%	54,509,574	1.3%	5.3%
1989	19,376,302	2.6%	9.8%	10,456,840	3.5%	11.7%	26,068,820	2.1%	5.3%	55,901,962	2.6%	8.0%
1990	19,243,844	-0.7%	9.1%	10,519,589	0.6%	12.3%	26,764,364	2.7%	8.1%	56,527,797	1.1%	9.2%
1991	18,968,063	-1.4%	7.5%	10,335,374	-1.8%	10.4%	26,677,194	-0.3%	7.8%	55,980,631	-1.0%	8.2%
1992	19,163,964	1.0%	8.6%	10,497,834	1.6%	12.1%	26,766,186	0.3%	8.1%	56,427,984	0.8%	9.0%
1993	19,732,533	3.0%	11.8%	10,902,088	3.9%	16.4%	27,147,722	1.4%	9.7%	57,782,343	2.4%	11.6%
1994	20,805,249	5.4%	17.9%	11,530,739	5.8%	23.1%	28,319,707	4.3%	14.4%	60,655,695	5.0%	17.2%
1995 (3)	20,811,260	0.0%	18.0%	11,613,711	0.7%	24.0%	28,499,726	0.6%	15.1%	60,924,697	0.4%	17.7%
1996	21,100,921	1.4%	19.6%	11,654,337	0.3%	24.5%	28,881,241	1.3%	16.7%	61,636,499	1.2%	19.1%
1997	21,490,250	1.8%	21.8%	11,748,777	0.8%	25.5%	29,324,454	1.5%	18.5%	62,563,481	1.5%	20.9%
1998	22,347,894	4.0%	26.7%	12,311,898	4.8%	31.5%	30,362,063	3.5%	22.7%	65,021,855	3.9%	25.6%
1999	23,210,661	3.9%	31.6%	12,765,657	3.7%	36.3%	31,094,818	2.4%	25.6%	67,071,136	3.2%	29.6%
2000	24,260,291	4.5%	37.5%	13,490,935	5.7%	44.1%	32,494,767	4.5%	31.3%	70,245,993	4.7%	35.7%
2001	24,646,907	1.6%	39.7%	13,846,907	2.6%	47.9%	32,932,154	1.3%	33.1%	71,425,968	1.7%	38.0%
2002	24,520,582	-0.5%	39.0%	14,011,218	1.2%	49.6%	33,104,880	0.5%	33.8%	71,636,680	0.3%	38.4%
2003	24,004,514	-2.1%	36.1%	13,738,727	-1.9%	46.7%	32,759,176	-1.0%	32.4%	70,502,417	-1.6%	36.2%
2004	24,038,871	0.1%	36.3%	13,615,526	-0.9%	45.4%	33,102,219	1.0%	33.7%	70,756,616	0.4%	36.7%
2005	24,754,160	3.0%	40.3%	14,137,886	3.8%	51.0%	33,891,520	2.4%	36.9%	72,783,566	2.9%	40.6%
2006	25,396,654	2.6%	43.9%	14,712,165	4.1%	57.1%	34,935,154	3.1%	41.1%	75,043,973	3.1%	45.0%
2007	26,418,859	4.0%	49.7%	15,451,901	5.0%	65.0%	36,360,339	4.1%	46.9%	78,231,099	4.2%	51.2%
2008	27,390,484	3.7%	55.2%	16,180,171	4.7%	72.8%	37,895,827	4.2%	53.1%	81,466,482	4.1%	57.4%
2009	26,163,326	-4.5%	48.3%	15,497,254	-4.2%	65.5%	36,314,980	-4.2%	46.7%	77,975,560	-4.3%	50.7%
2010	26,231,109	0.3%	48.7%	15,656,078	1.0%	67.2%	37,323,761	2.8%	50.8%	79,210,948	1.6%	53.0%
2011 (4)	26,364,150	0.5%	49.4%	15,760,094	0.7%	68.3%	38,240,135	2.5%	54.5%	80,364,379	1.5%	55.3%
2012 (5)	26,647,872	1.1%	51.0%	15,853,088	0.6%	69.3%	38,840,260	1.6%	56.9%	81,341,220	1.2%	57.2%
2013 (6)	26,949,667	1.1%	52.7%	15,877,559	0.2%	69.6%	38,975,052	0.3%	57.5%	81,802,278	0.6%	58.0%
2014	27,128,023	0.7%	53.8%	16,237,239	2.3%	73.4%	39,610,306	1.6%	60.0%	82,975,568	1.4%	60.3%
2015 (7)	27,590,335	1.7%	56.4%	16,475,918	1.5%	76.0%	40,467,599	2.2%	63.5%	84,533,852	1.9%	63.3%
2016	27,720,718	0.5%	57.1%	16,603,773	0.8%	77.3%	40,483,792	0.0%	63.6%	84,808,283	0.3%	63.9%

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.
- (7) 2015 ridership figures have been restated to simulate the 2016 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
1986-2016 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. 1986	Total Rides	% Change vs. Prev. Year	% Change vs. 1986	Total Rides	% Change vs. Prev. Year	% Change vs. 1986
1986	636,847	----	----	460,116	----	----	1,096,963	----	----
1987	674,040	5.8%	5.8%	470,657	2.3%	2.3%	1,144,697	4.4%	4.4%
1988 (1)	619,018	-8.2%	-2.8%	463,059	-1.6%	0.6%	1,082,077	-5.5%	-1.4%
1989	638,741	3.2%	0.3%	433,848	-6.3%	-5.7%	1,072,589	-0.9%	-2.2%
1990	710,645	11.3%	11.6%	403,024	-7.1%	-12.4%	1,113,669	3.8%	1.5%
1991	715,002	0.6%	12.3%	397,349	-1.4%	-13.6%	1,112,351	-0.1%	1.4%
1992	735,644	2.9%	15.5%	405,421	2.0%	-11.9%	1,141,065	2.6%	4.0%
1993	769,372	4.6%	20.8%	403,922	-0.4%	-12.2%	1,173,294	2.8%	7.0%
1994	848,953	10.3%	33.3%	427,087	5.7%	-7.2%	1,276,040	8.8%	16.3%
1995	868,787	2.3%	36.4%	423,815	-0.8%	-7.9%	1,292,602	1.3%	17.8%
1996	871,848	0.4%	36.9%	424,252	0.1%	-7.8%	1,296,100	0.3%	18.2%
1997	862,118	-1.1%	35.4%	428,201	0.9%	-6.9%	1,290,319	-0.4%	17.6%
1998	966,970	12.2%	51.8%	429,205	0.2%	-6.7%	1,396,175	8.2%	27.3%
1999	1,048,634	8.4%	64.7%	433,725	1.1%	-5.7%	1,482,359	6.2%	35.1%
2000	1,145,002	9.2%	79.8%	473,609	9.2%	2.9%	1,618,611	9.2%	47.6%
2001	1,192,779	4.2%	87.3%	462,305	-2.4%	0.5%	1,655,084	2.3%	50.9%
2002 (2)	1,131,932	-5.1%	77.7%	372,197	-19.5%	-19.1%	1,504,129	-9.1%	37.1%
2003	1,107,828	-2.1%	74.0%	357,405	-4.0%	-22.3%	1,465,233	-2.6%	33.6%
2004 (3,4)	1,217,730	9.9%	91.2%	400,429	12.0%	-13.0%	1,618,159	10.4%	47.5%
2005	1,308,830	7.5%	105.5%	414,945	3.6%	-9.8%	1,723,775	6.5%	57.1%
2006	1,383,368	5.7%	117.2%	423,136	2.0%	-8.0%	1,806,504	4.8%	64.7%
2007	1,459,730	5.5%	129.2%	443,038	4.7%	-3.7%	1,902,768	5.3%	73.5%
2008	1,535,758	5.2%	141.2%	553,347	24.9%	20.3%	2,089,105	9.8%	90.4%
2009	1,381,829	-10.0%	117.0%	541,758	-2.1%	17.7%	1,923,587	-7.9%	75.4%
2010	1,319,689	-4.5%	107.2%	569,746	5.2%	23.8%	1,889,435	-1.8%	72.2%
2011 (5)	1,089,224	-17.5%	71.0%	584,183	2.5%	27.0%	1,673,407	-11.4%	52.5%
2012 (6)	1,019,587	-6.4%	60.1%	592,821	1.5%	28.8%	1,612,408	-3.6%	47.0%
2013	983,362	-3.6%	54.4%	592,865	0.0%	28.9%	1,576,227	-2.2%	43.7%
2014	1,018,667	3.6%	60.0%	666,064	12.3%	44.8%	1,684,731	6.9%	53.6%
2015 (7)	1,039,689	2.1%	63.3%	706,517	6.1%	53.6%	1,746,206	3.6%	59.2%
2016	1,005,985	-3.2%	58.0%	678,853	-3.9%	47.5%	1,684,838	-3.5%	53.6%

Notes:

- (1) Significant ridership loss on Port Jervis Line due to trackwork delays: 1988
- (2) 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) 2015 actual rides have been restated to simulate the 2016 calendar.

Table 4
1986-2016 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. 1986	Annual Ridership	% Change vs. 1986
	Annual Ridership	% Change vs. 1986	Annual Ridership	% Change vs. 1986	Annual Ridership	% Change vs. 1986	Annual Ridership	% Change vs. 1986	Annual Ridership	% Change vs. 1986				
1986	33,332	---	13,753	---	47,085	---	4,672	---	51,757	---	1,097	---	52,854	---
1987	34,162	2.5%	14,491	5.4%	48,653	3.3%	5,149	10.2%	53,802	4.0%	1,145	4.4%	54,947	4.0%
1988	34,188	2.6%	14,938	8.6%	49,126	4.3%	5,384	15.2%	54,510	5.3%	1,082	-1.4%	55,592	5.2%
1989	34,757	4.3%	15,430	12.2%	50,187	6.6%	5,715	22.3%	55,902	8.0%	1,073	-2.2%	56,975	7.8%
1990	35,003	5.0%	15,130	10.0%	50,132	6.5%	6,395	36.9%	56,528	9.2%	1,114	1.5%	57,641	9.1%
1991	34,527	3.6%	15,067	9.6%	49,595	5.3%	6,386	36.7%	55,981	8.2%	1,112	1.4%	57,093	8.0%
1992	34,705	4.1%	15,228	10.7%	49,933	6.0%	6,495	39.0%	56,428	9.0%	1,141	4.0%	57,569	8.9%
1993	35,282	5.9%	15,774	14.7%	51,056	8.4%	6,727	44.0%	57,782	11.6%	1,173	7.0%	58,956	11.5%
1994	36,435	9.3%	16,744	21.7%	53,178	12.9%	7,477	60.0%	60,656	17.2%	1,276	16.3%	61,932	17.2%
1995	36,489	9.5%	16,922	23.0%	53,410	13.4%	7,514	60.8%	60,925	17.7%	1,293	17.8%	62,217	17.7%
1996	36,602	9.8%	16,956	23.3%	53,559	13.7%	8,078	72.9%	61,636	19.1%	1,296	18.2%	62,933	19.1%
1997	36,618	9.9%	17,279	25.6%	53,897	14.5%	8,667	85.5%	62,564	20.9%	1,290	17.6%	63,854	20.8%
1998	37,300	11.9%	18,261	32.8%	55,562	18.0%	9,460	102.5%	65,022	25.6%	1,396	27.3%	66,418	25.7%
1999	37,930	13.8%	19,146	39.2%	57,075	21.2%	9,996	113.9%	67,071	29.6%	1,482	35.1%	68,553	29.7%
2000	39,333	18.0%	19,908	44.7%	59,241	25.8%	11,005	135.5%	70,246	35.7%	1,619	47.6%	71,865	36.0%
2001	39,285	17.9%	20,590	49.7%	59,875	27.2%	11,551	147.2%	71,426	38.0%	1,655	50.9%	73,081	38.3%
2002	38,168	14.5%	21,652	57.4%	59,820	27.0%	11,816	152.9%	71,637	38.4%	1,504	37.1%	73,141	38.4%
2003	37,313	11.9%	21,476	56.2%	58,789	24.9%	11,714	150.7%	70,502	36.2%	1,465	33.6%	71,968	36.2%
2004	36,895	10.7%	21,888	59.2%	58,784	24.8%	11,973	156.3%	70,757	36.7%	1,618	47.5%	72,375	36.9%
2005	37,551	12.7%	22,424	63.0%	59,975	27.4%	12,808	174.1%	72,784	40.6%	1,724	57.1%	74,507	41.0%
2006	38,494	15.5%	23,367	69.9%	61,861	31.4%	13,183	182.1%	75,044	45.0%	1,807	64.7%	76,850	45.4%
2007	40,018	20.1%	24,671	79.4%	64,689	37.4%	13,542	189.8%	78,231	51.2%	1,903	73.5%	80,134	51.6%
2008	41,207	23.6%	25,888	88.2%	67,095	42.5%	14,372	207.6%	81,466	57.4%	2,089	90.4%	83,556	58.1%
2009	38,965	16.9%	25,470	85.2%	64,435	36.8%	13,540	189.8%	77,976	50.7%	1,924	75.4%	79,899	51.2%
2010	39,366	18.1%	26,012	89.1%	65,378	38.9%	13,832	196.1%	79,211	53.0%	1,889	72.2%	81,100	53.4%
2011	39,732	19.2%	26,372	91.7%	66,103	40.4%	14,261	205.2%	80,364	55.3%	1,673	52.5%	82,038	55.2%
2012	39,716	19.2%	26,943	95.9%	66,659	41.6%	14,682	214.2%	81,341	57.2%	1,612	47.0%	82,954	56.9%
2013	40,552	21.7%	26,746	94.5%	67,298	42.9%	14,504	210.4%	81,802	58.0%	1,576	43.7%	83,379	57.8%
2014	40,955	22.9%	27,442	99.5%	68,397	45.3%	14,578	212.0%	82,975	60.3%	1,684	53.5%	84,659	60.2%
2015	41,534	24.6%	28,245	105.4%	69,780	48.2%	14,493	210.2%	84,272	62.8%	1,746	59.1%	86,018	62.7%
2016	42,236	26.7%	28,467	107.0%	70,703	50.2%	14,105	201.9%	84,808	63.9%	1,685	53.6%	86,493	63.6%

Table 5
2016 vs. 2015 ANNUAL TRENDS BY MARKET
 (Based on Ticket Sales Data)

	COMMUTATION ⁽³⁾ <i>2016 vs. 2015</i>	NON- COMMUTATION ⁽⁴⁾ <i>2016 vs. 2015</i>	TOTAL MNR <i>2016 vs. 2015</i>
1) TO/FROM MANHATTAN			
Hudson	1.1%	1.5%	1.3%
Harlem	1.9%	0.2%	1.3%
New Haven	1.0%	0.4%	0.7%
TO/FROM MANHATTAN	1.3%	0.6%	1.0%
2) INTERMEDIATE			
Hudson	-3.4%	-2.0%	-2.5%
Harlem	-5.9%	-2.6%	-4.1%
New Haven	-3.0%	-2.0%	-2.5%
INTERMEDIATE	-3.9%	-2.2%	-3.0%
3) TOTAL EAST OF HUDSON			
Hudson	0.7%	0.9%	0.8%
Harlem	1.0%	-0.3%	0.5%
New Haven	0.3%	-0.2%	0.1%
TOTAL EAST OF HUDSON	0.6%	0.0%	0.3%

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
**2016 vs. 2015 ANNUAL TRENDS BY LINE SEGMENT
 TO/FROM MANHATTAN**
 (Based on Ticket Sales Data)

	COMMUTATION ⁽³⁾ <i>2016 vs. 2015</i>	NON- COMMUTATION ⁽⁴⁾ <i>2016 vs. 2015</i>	TOTAL MNR <i>2016 vs. 2015</i>
HUDSON LINE			
Bronx	2.7%	4.8%	3.6%
Lower Hudson	1.5%	1.1%	1.3%
Upper Hudson	-0.2%	1.4%	0.6%
TOTAL HUDSON LINE	1.1%	1.5%	1.3%
HARLEM LINE			
Bronx	9.5%	2.2%	4.8%
Lower Harlem	2.4%	0.1%	1.6%
Upper Harlem	0.1%	-0.1%	0.0%
Wassaic Branch	-4.2%	-1.5%	-2.4%
TOTAL HARLEM LINE	1.9%	0.2%	1.3%
NEW HAVEN LINE			
Inner New Haven (NY)	2.8%	0.9%	2.1%
Inner New Haven (CT)	1.0%	0.7%	0.9%
Outer New Haven	-0.6%	0.2%	-0.2%
New Canaan Branch	-0.3%	-1.4%	-0.6%
Danbury Branch	1.5%	-1.8%	0.5%
Waterbury Branch	-2.8%	-1.4%	-1.6%
TOTAL NEW HAVEN LINE	1.0%	0.4%	0.7%
TOTAL TO/FROM MANHATTAN	1.3%	0.6%	1.0%

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 2016 GCT COUNT SUMMARY

TABLE 7

04/21/17 TIME PERIOD	LINE	FALL 2016 AVERAGE	FALL 2015 AVERAGE	% CHANGE FALL 2016 vs. FALL 2015
AM PEAK	HUDSON	16,903	16,734	1.0%
	HARLEM	27,664	27,387	1.0%
	NEW HAVEN	34,470	34,395	0.2%
	TOTAL MNR	79,037	78,516	0.7%
PM PEAK	HUDSON	15,491	15,186	2.0%
	HARLEM	24,097	23,932	0.7%
	NEW HAVEN	30,409	30,040	1.2%
	TOTAL MNR	69,997	69,158	1.2%
AM REVERSE PEAK	HUDSON	680	697	-2.4%
	HARLEM	1,846	1,901	-2.9%
	NEW HAVEN	2,867	2,965	-3.3%
	TOTAL MNR	5,393	5,563	-3.1%
WEEKDAY OFF-PEAK	HUDSON	12,835	12,300	4.3%
	HARLEM	22,404	21,736	3.1%
	NEW HAVEN	30,256	30,380	-0.4%
	TOTAL MNR	65,495	64,416	1.7%
TOTAL WEEKDAY	HUDSON	45,909	44,917	2.2%
	HARLEM	76,011	74,956	1.4%
	NEW HAVEN	98,002	97,780	0.2%
	TOTAL MNR	219,922	217,653	1.0%
SATURDAY	HUDSON	21,261	20,816	2.1%
	HARLEM	27,896	28,395	-1.8%
	NEW HAVEN	40,718	40,864	-0.4%
	TOTAL MNR	89,875	90,075	-0.2%
SUNDAY	HUDSON	18,681	16,333	14.4%
	HARLEM	20,768	22,280	-6.8%
	NEW HAVEN	33,211	34,446	-3.6%
	TOTAL MNR	72,660	73,059	-0.5%
TOTAL WEEKEND	HUDSON	39,942	37,149	7.5%
	HARLEM	48,664	50,675	-4.0%
	NEW HAVEN	73,929	75,310	-1.8%
	TOTAL MNR	162,535	163,134	-0.4%
WEEKLY TOTALS	HUDSON	269,487	261,734	3.0%
	HARLEM	428,719	425,455	0.8%
	NEW HAVEN	563,939	564,210	0.0%
	TOTAL MNR	1,262,145	1,251,399	0.9%

Table 8
WEEKDAY INBOUND TRENDS BY TIME PERIOD ⁽¹⁾

TIME PERIOD	HUDSON LINE			HARLEM LINE			NEW HAVEN LINE			METRO-NORTH TOTALS		
	FALL '16	FALL '15	% Change	FALL '16	FALL '15	% Change	FALL '16	FALL '15	% Change	FALL '16	FALL '15	% Change
AM PEAK INBOUND												
5 AM - 7 AM	2,106	2,013	4.6%	3,197	3,039	5.2%	3,404	3,253	4.6%	8,707	8,305	4.8%
7 AM - 7:30 AM	870	908	-4.2%	3,295	3,170	3.9%	4,105	4,163	-1.4%	8,270	8,241	0.4%
7:30 AM - 8 AM	2,934	3,008	-2.5%	3,676	3,766	-2.4%	4,967	5,117	-2.9%	11,577	11,891	-2.6%
8 AM - 8:30 AM	3,866	3,870	-0.1%	5,005	5,313	-5.8%	8,121	8,391	-3.2%	16,992	17,574	-3.3%
8:30 AM - 9 AM	4,013	3,954	1.5%	6,513	6,335	2.8%	7,323	7,151	2.4%	17,849	17,440	2.3%
9 AM - 9:30 AM	2,015	1,873	7.6%	4,719	4,475	5.5%	3,671	3,516	4.4%	10,405	9,864	5.5%
9:30 AM - 10 AM	1,099	1,108	-0.8%	1,284	1,289	-0.4%	2,879	2,804	2.7%	5,262	5,201	1.2%
AM PEAK TOTAL	16,903	16,734	1.0%	27,689	27,387	1.1%	34,470	34,395	0.2%	79,062	78,516	0.7%
OFF-PEAK INBOUND												
10 AM - 11 AM	1,230	1,235	-0.4%	1,831	1,766	3.7%	2,348	2,571	-8.7%	5,409	5,572	-2.9%
11 AM - 1 PM	1,053	1,022	3.0%	2,077	2,162	-3.9%	2,706	2,860	-5.4%	5,836	6,044	-3.4%
1 PM - 4 PM	1,188	1,187	0.1%	1,873	1,796	4.3%	2,438	2,562	-4.8%	5,499	5,545	-0.8%
4 PM - 7 PM	1,491	1,390	7.3%	3,082	2,989	3.1%	4,422	4,431	-0.2%	8,995	8,810	2.1%
7 PM - 10 PM	518	517	0.2%	1,260	1,238	1.8%	1,878	1,866	0.6%	3,656	3,621	1.0%
10 PM - 2 AM	221	223	-0.9%	347	373	-7.0%	506	476	6.3%	1,074	1,072	0.2%
OFF-PEAK INBOUND TOTAL	5,701	5,574	2.3%	10,470	10,324	1.4%	14,298	14,766	-3.2%	30,469	30,664	-0.6%
WEEKDAY INBOUND TOTAL	22,604	22,308	1.3%	38,159	37,711	1.2%	48,768	49,161	-0.8%	109,531	109,180	0.3%

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 '16	FALL '15	% Change	FALL '16	FALL '15	% Change	FALL '16	FALL '15	% Change	FALL '16	FALL '15	% Change
PM PEAK OUTBOUND												
4 PM - 4:30 PM	988	914	8.1%	1,503	1,416	6.1%	1,755	1,731	1.4%	4,246	4,061	4.6%
4:30 PM - 5 PM	1,575	1,562	0.8%	2,068	2,030	1.9%	3,030	2,926	3.6%	6,673	6,518	2.4%
5 PM - 5:30 PM	2,829	2,767	2.2%	3,482	3,459	0.7%	5,124	5,045	1.6%	11,435	11,271	1.5%
5:30 PM - 6 PM	3,591	3,565	0.7%	5,585	5,535	0.9%	6,488	6,389	1.5%	15,664	15,489	1.1%
6 PM - 6:30 PM	2,741	2,704	1.4%	3,993	3,987	0.2%	5,292	5,203	1.7%	12,026	11,894	1.1%
6:30 PM - 7 PM	1,565	1,560	0.3%	3,264	3,255	0.3%	4,446	4,370	1.7%	9,275	9,185	1.0%
7 PM - 7:30 PM	1,328	1,255	5.8%	2,522	2,583	-2.4%	2,517	2,569	-2.0%	6,367	6,407	-0.6%
7:30 PM - 8 PM	874	859	1.7%	1,680	1,667	0.8%	1,757	1,807	-2.8%	4,311	4,333	-0.5%
PM PEAK TOTAL	15,491	15,186	2.0%	24,097	23,932	0.7%	30,409	30,040	1.2%	69,997	69,158	1.2%
AM REVERSE PEAK/OFF-PEAK OUTBOUND												
5 AM - 9 AM (AM Reverse Peak)	680	697	-2.4%	1,846	1,901	-2.9%	2,867	2,965	-3.3%	5,393	5,563	-3.1%
9 AM - 10 AM	210	178	18.0%	428	444	-3.6%	631	651	-3.1% ⁽²⁾	1,269	1,273	-0.3%
10 AM - 1 PM	772	812	-4.9%	1,323	1,309	1.1%	1,685	1,690	-0.3% ⁽²⁾	3,780	3,811	-0.8%
1 PM - 3 PM	1,089	1,072	1.6%	1,924	1,870	2.9%	2,267	2,287	-0.9%	5,280	5,229	1.0%
3 PM - 4 PM	1,251	1,254	-0.2%	2,080	1,951	6.6%	2,442	2,401	1.7%	5,773	5,606	3.0%
8 PM - 9 PM	982	830	18.3%	2,276	2,189	4.0%	3,236	3,159	2.4%	6,494	6,178	5.1%
9 PM - 10 PM	1,425	1,304	9.3%	1,652	1,555	6.2%	2,327	2,265	2.7%	5,404	5,124	5.5%
10 PM - 2 AM	1,405	1,276	10.1%	2,251	2,094	7.5%	3,370	3,161	6.6%	7,026	6,531	7.6%
OTHER OUTBOUND TOTAL	7,814	7,423	5.3%	13,780	13,313	3.5%	18,825	18,579	1.3%	40,419	39,315	2.8%
WEEKDAY OUTBOUND TOTAL	23,305	22,609	3.1%	37,877	37,245	1.7%	49,234	48,619	1.3%	110,416	108,473	1.8%

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 '16	FALL '15	% Change	FALL '16	FALL '15	% Change	FALL '16	FALL '15	% Change	FALL '16	FALL '15	% Change
SATURDAY INBOUND												
5 AM - 10 AM	1,483	1,540	-3.7%	1,905	1,954	-2.5%	2,644	2,599	1.7%	6,032	6,093	-1.0%
10 AM - 1 PM	2,464	2,572	-4.2%	3,335	3,210	3.9%	5,925	6,016	-1.5% (2)	11,724	11,798	-0.6%
1 PM - 4 PM	1,792	1,842	-2.7%	2,998	2,850	5.2%	4,045	3,926	3.0% (2)	8,835	8,618	2.5%
4 PM - 7 PM	2,512	2,046	22.8%	3,049	3,287	-7.2%	3,973	3,980	-0.2% (2)	9,534	9,313	2.4%
7 PM - 10 PM	1,411	1,426	-1.1%	1,948	2,047	-4.8%	2,457	2,464	-0.3% (2)	5,816	5,937	-2.0%
10 PM - 2 AM	637	616	3.4%	790	907	-12.9%	1,099	1,226	-10.4% (2)	2,526	2,749	-8.1%
INBOUND TOTAL	10,299	10,042	2.6%	14,025	14,255	-1.6%	20,143	20,211	-0.3%	44,467	44,508	-0.1%
SATURDAY OUTBOUND												
5 AM - 10 AM	1,480	1,373	7.8%	1,387	1,478	-6.2%	1,698	1,681	1.0%	4,565	4,532	0.7%
10 AM - 1 PM	1,940	1,818	6.7%	1,921	1,956	-1.8%	2,917	2,985	-2.3% (2)	6,778	6,759	0.3%
1 PM - 4 PM	1,653	1,730	-4.5%	2,282	2,436	-6.3%	3,183	3,154	0.9% (2)	7,118	7,320	-2.8%
4 PM - 7 PM	2,368	2,199	7.7%	3,241	3,323	-2.5%	4,942	4,929	0.3%	10,551	10,451	1.0%
7 PM - 10 PM	1,748	1,814	-3.6%	2,369	2,296	3.2%	3,981	4,024	-1.1%	8,098	8,134	-0.4%
10 PM - 2 AM	1,773	1,840	-3.6%	2,671	2,651	0.8%	3,854	3,880	-0.7% (2)	8,298	8,371	-0.9%
OUTBOUND TOTAL	10,962	10,774	1.7%	13,871	14,140	-1.9%	20,575	20,653	-0.4%	45,408	45,567	-0.3%
SATURDAY TOTAL	21,261	20,816	2.1%	27,896	28,395	-1.8%	40,718	40,864	-0.4%	89,875	90,075	-0.2%

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 '16	FALL '15	% Change	FALL '16	FALL '15	% Change	FALL '16	FALL '15	% Change	FALL '16	FALL '15	% Change
SUNDAY INBOUND												
5 AM - 10 AM	865	850	1.8%	1,145	1,154	-0.8%	1,475	1,609	-8.3%	3,485	3,613	-3.5%
10 AM - 1 PM	1,912	1,965	-2.7%	2,615	3,031	-13.7%	4,691	4,991	-6.0%	9,218	9,987	-7.7%
1 PM - 4 PM	1,850	1,658	11.6%	2,394	2,514	-4.8%	3,396	3,438	-1.2%	7,640	7,610	0.4%
4 PM - 7 PM	2,846	2,110	34.9%	2,491	2,596	-4.0%	3,444	3,432	0.3%	8,781	8,138	7.9%
7 PM - 10 PM	1,595	1,432	11.4%	1,507	1,694	-11.0%	2,791	2,974	-6.2%	5,893	6,100	-3.4%
10 PM - 2 AM	428	389	10.0%	411	472	-12.9%	732	746	-1.9%	1,571	1,607	-2.2%
INBOUND TOTAL	9,496	8,404	13.0%	10,563	11,461	-7.8%	16,529	17,190	-3.8%	36,588	37,055	-1.3%
SUNDAY OUTBOUND												
5 AM - 10 AM	1,608	1,050	53.1%	946	1,026	-7.8%	1,211	1,193	1.5%	3,765	3,269	15.2%
10 AM - 1 PM	2,324	1,327	75.1%	1,783	1,857	-4.0%	2,865	2,942	-2.6%	6,972	6,126	13.8%
1 PM - 4 PM	1,514	1,280	18.3%	2,023	2,118	-4.5%	3,249	3,256	-0.2%	6,786	6,654	2.0%
4 PM - 7 PM	1,926	2,176	-11.5%	2,834	2,978	-4.8%	4,670	5,050	-7.5%	9,430	10,204	-7.6%
7 PM - 10 PM	1,177	1,415	-16.8%	1,739	1,914	-9.1%	3,355	3,413	-1.7%	6,271	6,742	-7.0%
10 PM - 2 AM	636	681	-6.6%	880	926	-5.0%	1,332	1,402	-5.0%	2,848	3,009	-5.4%
OUTBOUND TOTAL	9,185	7,929	15.8%	10,205	10,819	-5.7%	16,682	17,256	-3.3%	36,072	36,004	0.2%
SUNDAY TOTAL	18,681	16,333	14.4%	20,768	22,280	-6.8%	33,211	34,446	-3.6%	72,660	73,059	-0.5%

Notes:

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