

**2018 MNR RIDERSHIP REPORT  
APPENDIX**

## **List of Ridership Tables in Appendix**

Table 1:	2018 Annual Ridership Summary
Table 2:	1988-2018 Annual East of Hudson Ridership
Table 3:	1988-2018 Annual West of Hudson Ridership
Table 4:	1988-2018 Annual Rail Ridership By Market
Table 5:	2018 vs. 2017 Annual Trends By Market
Table 6:	2018 vs. 2017 Annual Trends By Line Segment
Table 7:	Fall 2018 vs. Fall 2017 To/From GCT
Table 8:	Weekday Inbound Trends by Time Period
Table 9:	Weekday Outbound Trends by Time Period
Table 10:	Saturday Trends by Time Period
Table 11:	Sunday Trends by Time Period

Table 1  
2018 FINAL ANNUAL RIDERSHIP SUMMARY

	2018 ANNUAL RIDERSHIP	2017 ANNUAL RIDERSHIP (1)	CHANGE VS. 2017 RESTATED	
			AMOUNT	PERCENT
<b><u>I) EAST OF HUDSON</u></b>				
Harlem Line	27,450,985	27,866,089	(415,104)	-1.5%
Hudson Line	17,161,037	16,927,874	233,163	1.4%
New Haven Line	40,298,687	40,241,951	56,736	0.1%
<b>TOTAL EAST OF HUDSON (2)</b>	<b>84,910,709</b>	<b>85,035,914</b>	<b>(125,205)</b>	<b>-0.1%</b>
<b><u>II) WEST OF HUDSON</u></b>				
Port Jervis Line	954,032	969,497	(15,465)	-1.6%
Pascack Valley Line	687,895	652,503	35,392	5.4%
<b>TOTAL WEST OF HUDSON (2)</b>	<b>1,641,927</b>	<b>1,622,000</b>	<b>19,927</b>	<b>1.2%</b>
<b>TOTAL MN RAIL RIDERSHIP</b>	<b>86,552,636</b>	<b>86,657,914</b>	<b>(105,278)</b>	<b>-0.1%</b>
<b><u>III) CONNECTING SERVICES PROVIDED BY MNR CONTRACTORS</u></b>				
Hudson Rail Link	399,622	399,362	260	0.1%
Haverstraw-Ossining Ferry	123,936	127,866	(3,930)	-3.1%
Newburgh-Beacon Ferry	56,709	61,887	(5,178)	-8.4%
<b>TOTAL CONNECTING SERVICES</b>	<b>580,267</b>	<b>589,115</b>	<b>(8,848)</b>	<b>-1.5%</b>
<b>TOTAL MNR SYSTEM</b>	<b>87,132,903</b>	<b>87,247,029</b>	<b>(114,126)</b>	<b>-0.1%</b>

Note:

(1) 2017 ridership figures have been restated to simulate the 2018 Calendar.

(2) 2018 annual ridership figures are final.

Table 2  
**1988-2018 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. 1988	Total Rides	% Change vs. Prev. Year	% Change vs. 1988	Total Rides	% Change vs. Prev. Year	% Change vs. 1988	Total Rides	% Change vs. Prev. Year	% Change vs. 1988
1988 (2)	18,886,777	1.9%	---	10,100,457	2.2%	---	25,522,340	0.5%	---	54,509,574	1.3%	---
1989	19,376,302	2.6%	2.6%	10,456,840	3.5%	3.5%	26,068,820	2.1%	2.1%	55,901,962	2.6%	2.6%
1990	19,243,844	-0.7%	1.9%	10,519,589	0.6%	4.1%	26,764,364	2.7%	4.9%	56,527,797	1.1%	3.7%
1991	18,968,063	-1.4%	0.4%	10,335,374	-1.8%	2.3%	26,677,194	-0.3%	4.5%	55,980,631	-1.0%	2.7%
1992	19,163,964	1.0%	1.5%	10,497,834	1.6%	3.9%	26,766,186	0.3%	4.9%	56,427,984	0.8%	3.5%
1993	19,732,533	3.0%	4.5%	10,902,088	3.9%	7.9%	27,147,722	1.4%	6.4%	57,782,343	2.4%	6.0%
1994	20,805,249	5.4%	10.2%	11,530,739	5.8%	14.2%	28,319,707	4.3%	11.0%	60,655,695	5.0%	11.3%
1995 (3)	20,811,260	0.0%	10.2%	11,613,711	0.7%	15.0%	28,499,726	0.6%	11.7%	60,924,697	0.4%	11.8%
1996	21,100,921	1.4%	11.7%	11,654,337	0.3%	15.4%	28,881,241	1.3%	13.2%	61,636,499	1.2%	13.1%
1997	21,490,250	1.8%	13.8%	11,748,777	0.8%	16.3%	29,324,454	1.5%	14.9%	62,563,481	1.5%	14.8%
1998	22,347,894	4.0%	18.3%	12,311,898	4.8%	21.9%	30,362,063	3.5%	19.0%	65,021,855	3.9%	19.3%
1999	23,210,661	3.9%	22.9%	12,765,657	3.7%	26.4%	31,094,818	2.4%	21.8%	67,071,136	3.2%	23.0%
2000	24,260,291	4.5%	28.5%	13,490,935	5.7%	33.6%	32,494,767	4.5%	27.3%	70,245,993	4.7%	28.9%
2001	24,646,907	1.6%	30.5%	13,846,907	2.6%	37.1%	32,932,154	1.3%	29.0%	71,425,968	1.7%	31.0%
2002	24,520,582	-0.5%	29.8%	14,011,218	1.2%	38.7%	33,104,880	0.5%	29.7%	71,636,680	0.3%	31.4%
2003	24,004,514	-2.1%	27.1%	13,738,727	-1.9%	36.0%	32,759,176	-1.0%	28.4%	70,502,417	-1.6%	29.3%
2004	24,038,871	0.1%	27.3%	13,615,526	-0.9%	34.8%	33,102,219	1.0%	29.7%	70,756,616	0.4%	29.8%
2005	24,754,160	3.0%	31.1%	14,137,886	3.8%	40.0%	33,891,520	2.4%	32.8%	72,783,566	2.9%	33.5%
2006	25,396,654	2.6%	34.5%	14,712,165	4.1%	45.7%	34,935,154	3.1%	36.9%	75,043,973	3.1%	37.7%
2007	26,418,859	4.0%	39.9%	15,451,901	5.0%	53.0%	36,360,339	4.1%	42.5%	78,231,099	4.2%	43.5%
2008	27,390,484	3.7%	45.0%	16,180,171	4.7%	60.2%	37,895,827	4.2%	48.5%	81,466,482	4.1%	49.5%
2009	26,163,326	-4.5%	38.5%	15,497,254	-4.2%	53.4%	36,314,980	-4.2%	42.3%	77,975,560	-4.3%	43.0%
2010	26,231,109	0.3%	38.9%	15,656,078	1.0%	55.0%	37,323,761	2.8%	46.2%	79,210,948	1.6%	45.3%
2011 (4)	26,364,150	0.5%	39.6%	15,760,094	0.7%	56.0%	38,240,135	2.5%	49.8%	80,364,379	1.5%	47.4%
2012 (5)	26,647,872	1.1%	41.1%	15,853,088	0.6%	57.0%	38,840,260	1.6%	52.2%	81,341,220	1.2%	49.2%
2013 (6)	26,949,667	1.1%	42.7%	15,877,559	0.2%	57.2%	38,975,052	0.3%	52.7%	81,802,278	0.6%	50.1%
2014	27,127,447	0.7%	43.6%	16,236,555	2.3%	60.8%	39,611,113	1.6%	55.2%	82,975,115	1.4%	52.2%
2015	27,503,888	1.4%	45.6%	16,424,638	1.2%	62.6%	40,343,883	1.8%	58.1%	84,272,410	1.6%	54.6%
2016	27,627,703	0.5%	46.3%	16,549,316	0.8%	63.8%	40,353,540	0.0%	58.1%	84,530,559	0.3%	55.1%
2017 (7)	27,866,089	0.9%	47.5%	16,927,874	2.3%	67.6%	40,241,951	-0.3%	57.7%	85,035,914	0.6%	56.0%
2018	27,450,985	-1.5%	45.3%	17,161,037	1.4%	69.9%	40,298,687	0.1%	57.9%	84,910,709	-0.1%	55.8%

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 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) 2017 ridership figures have been restated to simulate the 2018 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**  
**1988-2018 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
1988 (1)	619,018	----	----	463,059	----	----	1,082,077	----	----
1989	638,741	3.2%	3.2%	433,848	-6.3%	-6.3%	1,072,589	-0.9%	-0.9%
1990	710,645	11.3%	14.8%	403,024	-7.1%	-13.0%	1,113,669	3.8%	2.9%
1991	715,002	0.6%	15.5%	397,349	-1.4%	-14.2%	1,112,351	-0.1%	2.8%
1992	735,644	2.9%	18.8%	405,421	2.0%	-12.4%	1,141,065	2.6%	5.5%
1993	769,372	4.6%	24.3%	403,922	-0.4%	-12.8%	1,173,294	2.8%	8.4%
1994	848,953	10.3%	37.1%	427,087	5.7%	-7.8%	1,276,040	8.8%	17.9%
1995	868,787	2.3%	40.3%	423,815	-0.8%	-8.5%	1,292,602	1.3%	19.5%
1996	871,848	0.4%	40.8%	424,252	0.1%	-8.4%	1,296,100	0.3%	19.8%
1997	862,118	-1.1%	39.3%	428,201	0.9%	-7.5%	1,290,319	-0.4%	19.2%
1998	966,970	12.2%	56.2%	429,205	0.2%	-7.3%	1,396,175	8.2%	29.0%
1999	1,048,634	8.4%	69.4%	433,725	1.1%	-6.3%	1,482,359	6.2%	37.0%
2000	1,145,002	9.2%	85.0%	473,609	9.2%	2.3%	1,618,611	9.2%	49.6%
2001	1,192,779	4.2%	92.7%	462,305	-2.4%	-0.2%	1,655,084	2.3%	53.0%
2002 (2)	1,131,932	-5.1%	82.9%	372,197	-19.5%	-19.6%	1,504,129	-9.1%	39.0%
2003	1,107,828	-2.1%	79.0%	357,405	-4.0%	-22.8%	1,465,233	-2.6%	35.4%
2004 (3,4)	1,217,730	9.9%	96.7%	400,429	12.0%	-13.5%	1,618,159	10.4%	49.5%
2005	1,308,830	7.5%	111.4%	414,945	3.6%	-10.4%	1,723,775	6.5%	59.3%
2006	1,383,368	5.7%	123.5%	423,136	2.0%	-8.6%	1,806,504	4.8%	66.9%
2007	1,459,730	5.5%	135.8%	443,038	4.7%	-4.3%	1,902,768	5.3%	75.8%
2008	1,535,758	5.2%	148.1%	553,347	24.9%	19.5%	2,089,105	9.8%	93.1%
2009	1,381,829	-10.0%	123.2%	541,758	-2.1%	17.0%	1,923,587	-7.9%	77.8%
2010	1,319,689	-4.5%	113.2%	569,746	5.2%	23.0%	1,889,435	-1.8%	74.6%
2011 (5)	1,089,224	-17.5%	76.0%	584,183	2.5%	26.2%	1,673,407	-11.4%	54.6%
2012 (6)	1,019,587	-6.4%	64.7%	592,821	1.5%	28.0%	1,612,408	-3.6%	49.0%
2013	983,362	-3.6%	58.9%	592,865	0.0%	28.0%	1,576,227	-2.2%	45.7%
2014	1,018,332	3.6%	64.5%	665,679	12.3%	43.8%	1,684,011	6.8%	55.6%
2015	1,039,377	2.1%	67.9%	706,373	6.1%	52.5%	1,745,750	3.7%	61.3%
2016	1,000,809	-3.7%	61.7%	676,038	-4.3%	46.0%	1,676,847	-3.9%	55.0%
2017 (7)	969,497	-3.1%	56.6%	652,503	-3.5%	40.9%	1,622,000	-3.3%	49.9%
2018	954,032	-1.6%	54.1%	687,895	5.4%	48.6%	1,641,927	1.2%	51.7%

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) 2017 actual rides have been restated to simulate the 2018 calendar.

**Table 4**  
**1988-2018 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. 1988	Annual Ridership	% Change vs. 1988	Annual Ridership	% Change vs. 1988
	Annual Ridership	% Change vs. 1988	Annual Ridership	% Change vs. 1988	Annual Ridership	% Change vs. 1988	Annual Ridership	% Change vs. 1988	Annual Ridership	% Change vs. 1988	Annual Ridership	% Change vs. 1988	Annual Ridership	% Change vs. 1988	Annual Ridership	% Change vs. 1988
1988	34,188	---	14,938	---	49,126	---	5,384	---	54,510	---	1,082	---	55,592	---		
1989	34,757	1.7%	15,430	3.3%	50,187	2.2%	5,715	6.2%	55,902	2.6%	1,073	-0.9%	56,975	2.5%		
1990	35,003	2.4%	15,130	1.3%	50,132	2.0%	6,395	18.8%	56,528	3.7%	1,114	2.9%	57,641	3.7%		
1991	34,527	1.0%	15,067	0.9%	49,595	1.0%	6,386	18.6%	55,981	2.7%	1,112	2.8%	57,093	2.7%		
1992	34,705	1.5%	15,228	1.9%	49,933	1.6%	6,495	20.6%	56,428	3.5%	1,141	5.5%	57,569	3.6%		
1993	35,282	3.2%	15,774	5.6%	51,056	3.9%	6,727	24.9%	57,782	6.0%	1,173	8.4%	58,956	6.1%		
1994	36,435	6.6%	16,744	12.1%	53,178	8.2%	7,477	38.9%	60,656	11.3%	1,276	17.9%	61,932	11.4%		
1995	36,489	6.7%	16,922	13.3%	53,410	8.7%	7,514	39.6%	60,925	11.8%	1,293	19.5%	62,217	11.9%		
1996	36,602	7.1%	16,956	13.5%	53,559	9.0%	8,078	50.0%	61,636	13.1%	1,296	19.8%	62,933	13.2%		
1997	36,618	7.1%	17,279	15.7%	53,897	9.7%	8,667	61.0%	62,564	14.8%	1,290	19.2%	63,854	14.9%		
1998	37,300	9.1%	18,261	22.2%	55,562	13.1%	9,460	75.7%	65,022	19.3%	1,396	29.0%	66,418	19.5%		
1999	37,930	10.9%	19,146	28.2%	57,075	16.2%	9,996	85.7%	67,071	23.0%	1,482	37.0%	68,553	23.3%		
2000	39,333	15.1%	19,908	33.3%	59,241	20.6%	11,005	104.4%	70,246	28.9%	1,619	49.6%	71,865	29.3%		
2001	39,285	14.9%	20,590	37.8%	59,875	21.9%	11,551	114.5%	71,426	31.0%	1,655	53.0%	73,081	31.5%		
2002	38,168	11.6%	21,652	44.9%	59,820	21.8%	11,816	119.5%	71,637	31.4%	1,504	39.0%	73,141	31.6%		
2003	37,313	9.1%	21,476	43.8%	58,789	19.7%	11,714	117.6%	70,502	29.3%	1,465	35.4%	71,968	29.5%		
2004	36,895	7.9%	21,888	46.5%	58,784	19.7%	11,973	122.4%	70,757	29.8%	1,618	49.5%	72,375	30.2%		
2005	37,551	9.8%	22,424	50.1%	59,975	22.1%	12,808	137.9%	72,784	33.5%	1,724	59.3%	74,507	34.0%		
2006	38,494	12.6%	23,367	56.4%	61,861	25.9%	13,183	144.9%	75,044	37.7%	1,807	66.9%	76,850	38.2%		
2007	40,018	17.1%	24,671	65.2%	64,689	31.7%	13,542	151.5%	78,231	43.5%	1,903	75.8%	80,134	44.1%		
2008	41,207	20.5%	25,888	73.3%	67,095	36.6%	14,372	167.0%	81,466	49.5%	2,089	93.1%	83,556	50.3%		
2009	38,965	14.0%	25,470	70.5%	64,435	31.2%	13,540	151.5%	77,976	43.0%	1,924	77.8%	79,899	43.7%		
2010	39,366	15.1%	26,012	74.1%	65,378	33.1%	13,832	156.9%	79,211	45.3%	1,889	74.6%	81,100	45.9%		
2011	39,732	16.2%	26,372	76.5%	66,103	34.6%	14,261	164.9%	80,364	47.4%	1,673	54.6%	82,038	47.6%		
2012	39,716	16.2%	26,943	80.4%	66,659	35.7%	14,682	172.7%	81,341	49.2%	1,612	49.0%	82,954	49.2%		
2013	40,552	18.6%	26,746	79.0%	67,298	37.0%	14,504	169.4%	81,802	50.1%	1,576	45.7%	83,379	50.0%		
2014	40,955	19.8%	27,442	83.7%	68,397	39.2%	14,578	170.8%	82,975	52.2%	1,684	55.6%	84,659	52.3%		
2015	41,534	21.5%	28,245	89.1%	69,780	42.0%	14,493	169.2%	84,272	54.6%	1,746	61.3%	86,018	54.7%		
2016	42,236	23.5%	28,467	90.6%	70,703	43.9%	14,105	162.0%	84,808	55.6%	1,684	55.6%	86,492	55.6%		
2017	41,916	22.6%	29,203	95.5%	71,119	44.8%	13,760	155.6%	84,879	55.7%	1,616	49.3%	86,495	55.6%		
2018	42,156	23.3%	29,311	96.2%	71,468	45.5%	13,443	149.7%	84,911	55.8%	1,642	51.7%	86,553	55.7%		

Table 5

**2018 vs. 2017 ANNUAL TRENDS BY MARKET**

(Based on Ticket Sales Data)

	<b>COMMUTATION</b> <sup>(3)</sup> <i>2018 vs. 2017</i>	<b>NON- COMMUTATION</b> <sup>(4)</sup> <i>2018 vs. 2017</i>	<b>TOTAL MNR</b> <i>2018 vs. 2017</i>
<b>1) TO/FROM MANHATTAN</b>			
Hudson	1.0%	1.9%	1.4%
Harlem	0.1%	-2.1%	-0.7%
New Haven	0.1%	1.2%	0.5%
<b>TO/FROM MANHATTAN</b>	<b>0.3%</b>	<b>0.3%</b>	<b>0.3%</b>
<b>2) INTERMEDIATE</b>			
Hudson	-0.7%	2.4%	1.3%
Harlem	-6.0%	-6.7%	-6.4%
New Haven	-5.1%	1.8%	-1.5%
<b>INTERMEDIATE</b>	<b>-4.9%</b>	<b>-0.4%</b>	<b>-2.5%</b>
<b>3) TOTAL EAST OF HUDSON</b>			
Hudson	0.9%	2.0%	1.4%
Harlem	-0.5%	-2.9%	-1.5%
New Haven	-0.8%	1.3%	0.1%
<b>TOTAL EAST OF HUDSON</b>	<b>-0.4%</b>	<b>0.2%</b>	<b>-0.1%</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  
**2018 vs. 2017 ANNUAL TRENDS BY LINE SEGMENT  
 TO/FROM MANHATTAN**  
 (Based on Ticket Sales Data)

	COMMUTATION <sup>(3)</sup> 2018 vs. 2017	NON- COMMUTATION <sup>(4)</sup> 2018 vs. 2017	TOTAL MNR 2018 vs. 2017
<b>HUDSON LINE</b>			
Bronx	4.0%	1.8%	3.0%
Lower Hudson	1.0%	2.3%	1.5%
Upper Hudson	0.2%	1.5%	0.8%
<b>TOTAL HUDSON LINE</b>	<b>1.0%</b>	<b>1.9%</b>	<b>1.4%</b>
<b>HARLEM LINE</b>			
Bronx	9.5%	0.2%	3.5%
Lower Harlem	0.0%	-2.2%	-0.7%
Upper Harlem	-1.1%	-2.8%	-1.7%
Wassaic Branch	-7.4%	-3.2%	-4.5%
<b>TOTAL HARLEM LINE</b>	<b>0.1%</b>	<b>-2.1%</b>	<b>-0.7%</b>
<b>NEW HAVEN LINE</b>			
Inner New Haven	-0.1%	1.3%	0.4%
Outer New Haven	0.2%	1.0%	0.6%
New Canaan Branch	0.0%	2.1%	0.6%
Danbury Branch	2.0%	2.7%	2.2%
Waterbury Branch	9.7%	3.8%	4.5%
<b>TOTAL NEW HAVEN LINE</b>	<b>0.1%</b>	<b>1.2%</b>	<b>0.5%</b>
<b>TOTAL TO/FROM MANHATTAN</b>	<b>0.3%</b>	<b>0.3%</b>	<b>0.3%</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 2018 GCT COUNT SUMMARY**

04/09/19 TIME PERIOD	LINE	FALL 2018 AVERAGE	FALL 2017 AVERAGE	% CHANGE FALL 2018 vs. FALL 2017
<b>AM PEAK</b>	HUDSON	17,336	17,162	1.0%
	HARLEM	27,844	27,981	-0.5%
	NEW HAVEN	35,345	35,345	0.0%
	<b>TOTAL MNR</b>	<b>80,525</b>	<b>80,488</b>	<b>0.0%</b>
<b>PM PEAK</b>	HUDSON	15,827	15,517	2.0%
	HARLEM	24,566	24,363	0.8%
	NEW HAVEN	30,974	30,426	1.8%
	<b>TOTAL MNR</b>	<b>71,367</b>	<b>70,306</b>	<b>1.5%</b>
<b>AM REVERSE PEAK</b>	HUDSON	754	710	6.2%
	HARLEM	1,814	1,801	0.7%
	NEW HAVEN	2,753	2,830	-2.7%
	<b>TOTAL MNR</b>	<b>5,321</b>	<b>5,341</b>	<b>-0.4%</b>
<b>WEEKDAY OFF-PEAK</b>	HUDSON	13,547	13,198	2.6%
	HARLEM	22,569	22,643	-0.3%
	NEW HAVEN	30,820	30,291	1.7%
	<b>TOTAL MNR</b>	<b>66,936</b>	<b>66,132</b>	<b>1.2%</b>
<b>TOTAL WEEKDAY</b>	HUDSON	47,464	46,587	1.9%
	HARLEM	76,793	76,788	0.0%
	NEW HAVEN	99,892	98,892	1.0%
	<b>TOTAL MNR</b>	<b>224,149</b>	<b>222,267</b>	<b>0.8%</b>
<b>SATURDAY</b>	HUDSON	26,157	27,256	-4.0%
	HARLEM	27,597	30,317	-9.0%
	NEW HAVEN	42,200	42,385	-0.4%
	<b>TOTAL MNR</b>	<b>95,954</b>	<b>99,958</b>	<b>-4.0%</b>
<b>SUNDAY</b>	HUDSON	20,591	18,227	13.0%
	HARLEM	20,638	20,976	-1.6%
	NEW HAVEN	33,272	33,529	-0.8%
	<b>TOTAL MNR</b>	<b>74,501</b>	<b>72,732</b>	<b>2.4%</b>
<b>TOTAL WEEKEND</b>	HUDSON	46,748	45,483	2.8%
	HARLEM	48,235	51,293	-6.0%
	NEW HAVEN	75,472	75,914	-0.6%
	<b>TOTAL MNR</b>	<b>170,455</b>	<b>172,690</b>	<b>-1.3%</b>
<b>WEEKLY TOTALS</b>	HUDSON	284,068	278,418	2.0%
	HARLEM	432,200	435,233	-0.7%
	NEW HAVEN	574,932	570,374	0.8%
	<b>TOTAL MNR</b>	<b>1,291,200</b>	<b>1,284,025</b>	<b>0.6%</b>

Table 8  
WEEKDAY INBOUND TRENDS BY TIME PERIOD (1)

TIME PERIOD	HUDSON LINE		HARLEM LINE		NEW HAVEN LINE		METRO-NORTH TOTALS	
	FALL '18	FALL '17 % Change	FALL '18	FALL '17 % Change	FALL '18	FALL '17 % Change	FALL '18	FALL '17 % Change
<b>AM PEAK INBOUND</b>								
5 AM - 7 AM	2,321	2,244 3.4%	3,416	3,334 2.5%	3,489	3,424 1.9%	9,226	9,002 2.5%
7 AM - 7:30 AM	924	884 4.5%	3,443	3,361 2.4%	4,283	4,241 1.0%	8,650	8,486 1.9%
7:30 AM - 8 AM	3,111	3,078 1.1%	3,655	3,549 3.0%	5,108	5,057 1.0%	11,874	11,684 1.6%
8 AM - 8:30 AM	4,072	3,888 4.7%	5,138	5,175 -0.7%	8,446	8,423 0.3%	17,656	17,486 1.0%
8:30 AM - 9 AM	3,974	4,019 -1.1%	6,321	6,637 -4.8%	7,334	7,651 -4.1%	17,629	18,307 -3.7%
9 AM - 9:30 AM	1,876	1,938 -3.2%	4,563	4,603 -0.9%	3,778	3,709 1.9%	10,217	10,250 -0.3%
9:30 AM - 10 AM	1,058	1,111 -4.8%	1,308	1,322 -1.1%	2,907	2,840 2.4%	5,273	5,273 0.0%
<b>AM PEAK TOTAL</b>	<b>17,336</b>	<b>17,162 1.0%</b>	<b>27,844</b>	<b>27,981 -0.5%</b>	<b>35,345</b>	<b>35,345 0.0%</b>	<b>80,525</b>	<b>80,488 0.0%</b>
<b>OFF-PEAK INBOUND</b>								
10 AM - 11 AM	1,427	1,247 14.4%	2,012	1,831 9.9%	2,558	2,391 7.0%	5,997	5,469 9.7%
11 AM - 1 PM	1,244	1,136 9.5%	2,138	2,148 -0.5%	3,163	2,794 13.2%	6,545	6,078 7.7%
1 PM - 4 PM	1,345	1,276 5.4%	1,880	1,948 -3.5%	2,711	2,566 5.7%	5,936	5,790 2.5%
4 PM - 7 PM	1,510	1,553 -2.8%	3,247	3,225 0.7%	4,425	4,417 0.2%	9,182	9,195 -0.1%
7 PM - 10 PM	527	579 -9.0%	1,230	1,323 -7.0%	1,860	1,885 -1.3%	3,617	3,787 -4.5%
10 PM - 2 AM	243	264 -8.0%	252	400 -37.0%	424	511 -17.0%	919	1,175 -21.8%
<b>OFF-PEAK INBOUND TOTAL</b>	<b>6,296</b>	<b>6,055 4.0%</b>	<b>10,759</b>	<b>10,875 -1.1%</b>	<b>15,141</b>	<b>14,564 4.0%</b>	<b>32,196</b>	<b>31,494 2.2%</b>
<b>WEEKDAY INBOUND TOTAL</b>	<b>23,632</b>	<b>23,217 1.8%</b>	<b>38,603</b>	<b>38,856 -0.7%</b>	<b>50,486</b>	<b>49,909 1.2%</b>	<b>112,721</b>	<b>111,982 0.7%</b>

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 '18	FALL '17	% Change	FALL '18	FALL '17	% Change	FALL '18	FALL '17	% Change	FALL '18	FALL '17	% Change
<b>PM PEAK OUTBOUND</b>												
4 PM - 4:30 PM	1,070	986	8.5%	1,642	1,510	8.7%	1,835	1,723	6.5%	4,547	4,219	7.8%
4:30 PM - 5 PM	1,680	1,649	1.9%	2,249	2,173	3.5%	3,202	3,108	3.0%	7,131	6,930	2.9%
5 PM - 5:30 PM	2,837	2,815	0.8%	3,560	3,457	3.0%	5,436	5,285	2.9%	11,833	11,557	2.4%
5:30 PM - 6 PM	3,651	3,617	0.9%	5,861	5,766	1.6%	6,640	6,521	1.8%	16,152	15,904	1.6%
6 PM - 6:30 PM	2,838	2,674	6.1%	3,835	3,892	-1.5%	5,205	5,245	-0.8%	11,878	11,811	0.6%
6:30 PM - 7 PM	1,575	1,540	2.3%	3,263	3,365	-3.0%	4,363	4,287	1.8%	9,201	9,192	0.1%
7 PM - 7:30 PM	1,292	1,296	-0.3%	2,446	2,496	-2.0%	2,516	2,514	0.1%	6,254	6,306	-0.8%
7:30 PM - 8 PM	884	940	-6.0%	1,710	1,704	0.4%	1,777	1,743	2.0%	4,371	4,387	-0.4%
<b>PM PEAK TOTAL</b>	<b>15,827</b>	<b>15,517</b>	<b>2.0%</b>	<b>24,566</b>	<b>24,363</b>	<b>0.8%</b>	<b>30,974</b>	<b>30,426</b>	<b>1.8%</b>	<b>71,367</b>	<b>70,306</b>	<b>1.5%</b>
<b>AM REVERSE PEAK/OFF-PEAK OUTBOUND</b>												
5 AM - 9 AM (AM Reverse Peak)	754	710	6.2%	1,814	1,801	0.7%	2,753	2,830	-2.7%	5,321	5,341	-0.4%
9 AM - 10 AM	208	222	-6.3%	459	465	-1.3%	653	626	4.3%	1,320	1,313	0.5%
10 AM - 1 PM	946	804	17.7%	1,364	1,333	2.3%	1,766	1,705	3.6%	4,076	3,842	6.1%
1 PM - 3 PM	1,248	1,106	12.8%	2,163	1,942	11.4%	2,381	2,281	4.4%	5,792	5,329	8.7%
3 PM - 4 PM	1,363	1,301	4.8%	2,251	2,082	8.1%	2,543	2,430	4.7%	6,157	5,813	5.9%
8 PM - 9 PM	881	927	-5.0%	2,160	2,244	-3.7%	3,144	3,138	0.2%	6,185	6,309	-2.0%
9 PM - 10 PM	1,318	1,349	-2.3%	1,550	1,563	-0.8%	2,269	2,341	-3.1%	5,137	5,253	-2.2%
10 PM - 2 AM	1,287	1,434	-10.3%	1,863	2,139	-12.9%	2,923	3,206	-8.8%	6,073	6,779	-10.4%
<b>OTHER OUTBOUND TOTAL</b>	<b>8,005</b>	<b>7,853</b>	<b>1.9%</b>	<b>13,624</b>	<b>13,569</b>	<b>0.4%</b>	<b>18,432</b>	<b>18,557</b>	<b>-0.7%</b>	<b>40,061</b>	<b>39,979</b>	<b>0.2%</b>
<b>WEEKDAY OUTBOUND TOTAL</b>	<b>23,832</b>	<b>23,370</b>	<b>2.0%</b>	<b>38,190</b>	<b>37,932</b>	<b>0.7%</b>	<b>49,406</b>	<b>48,983</b>	<b>0.9%</b>	<b>111,428</b>	<b>110,285</b>	<b>1.0%</b>

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 '18	FALL '17 % Change	FALL '18	FALL '17 % Change	FALL '18	FALL '17 % Change	FALL '18	FALL '17 % Change
<b>SATURDAY INBOUND</b>								
5 AM - 10 AM	1,657	1,522 8.9%	1,905	2,004 -4.9%	2,682	2,659 0.9%	6,244	6,185 1.0%
10 AM - 1 PM	3,143	2,716 15.7%	3,326	3,533 -5.9%	6,177	6,262 -1.4%	12,646	12,511 1.1%
1 PM - 4 PM	1,996	2,134 -6.5%	3,096	3,100 -0.1%	4,398	4,254 3.4%	9,490	9,488 0.0%
4 PM - 7 PM	3,435	3,885 -11.6%	3,120	3,559 -12.3%	4,175	4,229 -1.3%	10,730	11,673 -8.1%
7 PM - 10 PM	2,198	2,535 -13.3%	1,680	2,134 -21.3%	2,365	2,481 -4.7%	6,243	7,150 -12.7%
10 PM - 2 AM	663	741 -10.5%	667	873 -23.6%	1,017	1,082 -6.0%	2,347	2,696 -12.9%
<b>INBOUND TOTAL</b>	<b>13,092</b>	<b>13,533 -3.3%</b>	<b>13,794</b>	<b>15,203 -9.3%</b>	<b>20,814</b>	<b>20,967 -0.7%</b>	<b>47,700</b>	<b>49,703 -4.0%</b>
<b>SATURDAY OUTBOUND</b>								
5 AM - 10 AM	2,200	2,775 -20.7%	1,123	1,027 9.3%	1,712	1,647 3.9%	5,035	5,449 -7.6%
10 AM - 1 PM	2,615	3,243 -19.4%	1,895	2,467 -23.2%	3,179	3,145 1.1%	7,689	8,855 -13.2%
1 PM - 4 PM	1,792	1,744 2.8%	2,266	2,341 -3.2%	3,369	3,274 2.9%	7,427	7,359 0.9%
4 PM - 7 PM	2,901	2,484 16.8%	3,310	3,727 -11.2%	5,043	5,235 -3.7%	11,254	11,446 -1.7%
7 PM - 10 PM	1,796	1,767 1.6%	2,473	2,647 -6.6%	4,226	4,221 0.1%	8,495	8,635 -1.6%
10 PM - 2 AM	1,761	1,710 3.0%	2,736	2,905 -5.8%	3,857	3,896 -1.0%	8,354	8,511 -1.8%
<b>OUTBOUND TOTAL</b>	<b>13,065</b>	<b>13,723 -4.8%</b>	<b>13,803</b>	<b>15,114 -8.7%</b>	<b>21,386</b>	<b>21,418 -0.1%</b>	<b>48,254</b>	<b>50,255 -4.0%</b>
<b>SATURDAY TOTAL</b>	<b>26,157</b>	<b>27,256 -4.0%</b>	<b>27,597</b>	<b>30,317 -9.0%</b>	<b>42,200</b>	<b>42,385 -0.4%</b>	<b>95,954</b>	<b>99,958 -4.0%</b>

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 '18	FALL '17	% Change	FALL '18	FALL '17	% Change	FALL '18	FALL '17	% Change	FALL '18	FALL '17	% Change
<b>SUNDAY INBOUND</b>												
5 AM - 10 AM	928	970	-4.3%	1,006	1,132	-11.1%	1,498	1,756	-14.7%	3,432	3,858	-11.0%
10 AM - 1 PM	2,283	2,175	5.0%	2,805	2,730	2.7%	4,543	4,759	-4.5%	9,631	9,664	-0.3%
1 PM - 4 PM	2,039	1,866	9.3%	2,514	2,383	5.5%	3,692	3,340	10.5%	8,245	7,589	8.6%
4 PM - 7 PM	3,165	2,525	25.3%	2,441	2,531	-3.6%	3,605	3,613	-0.2%	9,211	8,669	6.3%
7 PM - 10 PM	1,790	1,648	8.6%	1,480	1,585	-6.6%	2,936	2,946	-0.3%	6,206	6,179	0.4%
10 PM - 2 AM	409	417	-1.9%	399	462	-13.6%	720	741	-2.8%	1,528	1,620	-5.7%
<b>INBOUND TOTAL</b>	<b>10,614</b>	<b>9,601</b>	<b>10.6%</b>	<b>10,645</b>	<b>10,823</b>	<b>-1.6%</b>	<b>16,994</b>	<b>17,155</b>	<b>-0.9%</b>	<b>38,253</b>	<b>37,579</b>	<b>1.8%</b>
<b>SUNDAY OUTBOUND</b>												
5 AM - 10 AM	1,733	1,151	50.6%	825	673	22.6%	1,151	1,114	3.3%	3,709	2,938	26.2%
10 AM - 1 PM	2,210	1,806	22.4%	1,686	1,676	0.6%	2,909	2,887	0.8%	6,805	6,369	6.8%
1 PM - 4 PM	1,588	1,550	2.5%	1,825	1,710	6.7%	3,119	3,084	1.1%	6,532	6,344	3.0%
4 PM - 7 PM	2,360	2,206	7.0%	2,787	3,092	-9.9%	4,630	4,756	-2.6%	9,777	10,054	-2.8%
7 PM - 10 PM	1,392	1,272	9.4%	1,945	2,008	-3.1%	3,261	3,242	0.6%	6,598	6,522	1.2%
10 PM - 2 AM	694	641	8.3%	925	994	-6.9%	1,208	1,291	-6.4%	2,827	2,926	-3.4%
<b>OUTBOUND TOTAL</b>	<b>9,977</b>	<b>8,626</b>	<b>15.7%</b>	<b>9,993</b>	<b>10,153</b>	<b>-1.6%</b>	<b>16,278</b>	<b>16,374</b>	<b>-0.6%</b>	<b>36,248</b>	<b>35,153</b>	<b>3.1%</b>
<b>SUNDAY TOTAL</b>	<b>20,591</b>	<b>18,227</b>	<b>13.0%</b>	<b>20,638</b>	<b>20,976</b>	<b>-1.6%</b>	<b>33,272</b>	<b>33,529</b>	<b>-0.8%</b>	<b>74,501</b>	<b>72,732</b>	<b>2.4%</b>

Notes:

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