# Table of Contents

*Table of Contents* 2-3

**All Modes Overview** 4
- Total Monthly Weekday, Saturday and Sunday Monthly Boardings By Mode 5
- Average Weekday, Saturday and Sunday Boardings by Mode 6
- All-Modes Combined Total Monthly Ridership Comparisons By Fiscal Year 7
- All Modes Combined Total Monthly and Average Weekday Ridership – Year over Year Comparison Charts 8
- Metrobus Total Monthly Ridership Comparisons by Fiscal Year 9
- Metrorail Total Monthly Ridership Comparisons by Fiscal Year 10
- Metromover Total Monthly Ridership Comparisons by Fiscal Year 11
- STS Total Monthly Ridership Comparisons by Fiscal Year 12
- Modal Splits 13

**Metrobus** 14
- Monthly and Average Daily Bus Boardings by Route 15-18
- Metrobus Holiday Boardings By Route 19
- Bus Ridership by Service Type 20-21
- Cumulative Percentage Average Weekday Ridership Share – Top 1/4, 1/3, 1/2 and 2/3 of Routes 22
- Average Weekday Bus Ridership – Year over Year Comparison Charts 23
# Table of Contents (continued)

**Metrobus (Continued)**
- Bus “Top 5 / Bottom 5” Routes Average Weekday Ridership Performance 24
- Metrobus Parking Patronage Summary 25

**Metrorail**
- Monthly and Average Daily Rail Boardings by Station 27
- Metrorail Holiday Boardings By Station 28
- Cumulative Percentage Average Weekday Ridership Share – Top 1/4, 1/3, 1/2 and 2/3 of Stations 29
- Total Monthly and Average Weekday Rail Ridership – Year over Year Comparison Charts 30
- “Top 5 / Bottom 5” Stations Average Weekday Ridership Performance 31
- Metrorail Parking Patronage Summary 32

**Metromover**
- Monthly and Average Daily Mover Boardings by Station 34
- Cumulative Percentage Average Weekday Ridership Share – Top 1/4, 1/3, 1/2 and 2/3 of Stations 35
- Average Weekday Mover Ridership – Year over Year Comparison Charts 36
- “Top 5 / Bottom 5” Stations Average Weekday Ridership Performance 37

**Special Transportation Services (STS)**
- Total Monthly and Average Weekday STS Ridership – Year over Year Comparison Charts 39

September 2017
All Modes Overview
# TOTAL MONTHLY WEEKDAY, SATURDAY AND SUNDAY BOARDINGS BY MODE

## September 2017

<table>
<thead>
<tr>
<th>TRAVEL MODE (1)</th>
<th>MONTH'S TOTAL WEEKDAYS RIDERSHIP (2)</th>
<th>MONTH'S TOTAL SATURDAYS RIDERSHIP</th>
<th>MONTH'S TOTAL SUNDAYS RIDERSHIP</th>
<th>TOTAL MONTHLY RIDERSHIP</th>
<th>% CHANGE vs Sep 2016 TOTAL MONTH RIDERSHIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>METROBUS</td>
<td>2,789,247</td>
<td>412,606</td>
<td>322,965</td>
<td>3,524,818</td>
<td>-31.6%</td>
</tr>
<tr>
<td>METRORAIL</td>
<td>1,043,978</td>
<td>106,039</td>
<td>84,118</td>
<td>1,234,135</td>
<td>-29.6%</td>
</tr>
<tr>
<td>METROMOVER</td>
<td>345,308</td>
<td>44,084</td>
<td>36,249</td>
<td>425,641</td>
<td>-46.7%</td>
</tr>
<tr>
<td>STS (3)</td>
<td>84,671</td>
<td>8,424</td>
<td>6,915</td>
<td>100,010</td>
<td>-29.6%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>4,263,204</td>
<td>571,153</td>
<td>450,247</td>
<td>5,284,604</td>
<td>-32.7%</td>
</tr>
</tbody>
</table>

---

(1) Hurricane Irma had a major impact on the region; as a result of the storm, there was no service during the following dates, by mode:
- Metrobus: no service on 9/10/17 and 9/11/17, Sunday service on 9/9/17, staggered resumption of routes beginning 9/12/17
- Metrorail: No service on 9/9/17 and 9/10/17, resumption of service at 1 pm on 9/11/17
- Metromover: no service from 9/9/17 through 9/18/17
- STS: no service from 9/9/17 through 9/11/17

(2) Sunday ridership includes Monday, September 4, 2017 (Labor Day Holiday). Ridership on that day was as follows:
- Metrobus: 92,580
- Metrorail: 24,726
- Metromover: 12,214
- STS: 1,812

(3) September 2017 STS data may not be complete - preliminary submittal.
## AVERAGE WEEKDAY, SATURDAY AND SUNDAY BOARDINGS BY MODE
### September 2017

<table>
<thead>
<tr>
<th>Travel Mode</th>
<th>Average Weekday (1)</th>
<th>Average Saturday (1)</th>
<th>Average Sunday (1)</th>
<th>% Change Sep 2016 Weekday</th>
<th>% Change Sep 2016 Saturday</th>
<th>% Change Sep 2016 Sunday</th>
</tr>
</thead>
<tbody>
<tr>
<td>METROBUS</td>
<td>147,200</td>
<td>103,200</td>
<td>80,800</td>
<td>-27.2%</td>
<td>-11.5%</td>
<td>-8.7%</td>
</tr>
<tr>
<td>METRORAIL</td>
<td>54,900</td>
<td>26,500</td>
<td>19,800</td>
<td>-24.4%</td>
<td>-9.6%</td>
<td>-8.8%</td>
</tr>
<tr>
<td>METROMOVER</td>
<td>24,700</td>
<td>14,700</td>
<td>12,000</td>
<td>-22.8%</td>
<td>-7.5%</td>
<td>-8.4%</td>
</tr>
<tr>
<td>STS (1)</td>
<td>4,500</td>
<td>2,100</td>
<td>1,700</td>
<td>-23.7%</td>
<td>-8.7%</td>
<td>-10.5%</td>
</tr>
<tr>
<td><strong>Totals (2)</strong></td>
<td><strong>231,300</strong></td>
<td><strong>146,500</strong></td>
<td><strong>114,300</strong></td>
<td><strong>-26.1%</strong></td>
<td><strong>-10.7%</strong></td>
<td><strong>-8.7%</strong></td>
</tr>
</tbody>
</table>

(1) Average daily ridership calculations only takes into account days during which service was provided; days during which there was no service due to Hurricane Irma are excluded.

(2) September 2017 STS data may not be complete - preliminary submittal

(3) Totals and component averages rounded to the nearest 100 boardings
## ALL-MODES COMBINED TOTAL MONTHLY RIDERSHIP COMPARISONS BY FISCAL YEAR

| Month | Boardings | Variances | | | | | | | | |
|-------|-----------|-----------|---|---|---|---|---|---|---|
|       | FY 13     | FY 14     | FY 15 | FY 16 | FY 17 | 13 TO 14 | 14 TO 15 | 15 TO 16 | 16 TO 17 | 13 TO 17 |
| Oct (1)| 9,813,214 | 10,068,544| 9,771,384| 9,035,169| 7,543,706| 2.6% | -3.0% | -7.5% | -16.5% | -23.1% |
| Nov   | 9,269,022 | 9,041,288 | 8,566,872 | 8,204,872 | 7,894,500 | -2.5% | -5.2% | -4.2% | -3.8% | -14.8% |
| Dec   | 8,863,734 | 9,060,265 | 9,101,659 | 8,461,341 | 7,919,860 | 2.2% | 0.5% | -7.0% | -6.4% | -10.6% |
| Jan   | 9,362,506 | 9,274,756 | 9,144,662 | 8,198,929 | 7,814,784 | -0.9% | -1.4% | -10.3% | -4.7% | -16.5% |
| Feb   | 8,996,370 | 9,033,111 | 8,416,526 | 8,286,466 | 7,505,125 | 0.4% | -6.8% | -1.5% | -9.4% | -16.6% |
| Mar   | 9,758,224 | 9,658,965 | 9,746,143 | 8,874,636 | 8,317,082 | -1.0% | 0.9% | -8.9% | -6.3% | -14.8% |
| Apr   | 9,488,659 | 9,417,913 | 8,974,654 | 8,394,885 | 7,513,151 | -0.7% | -4.7% | -6.5% | -10.5% | -20.8% |
| May   | 9,284,569 | 9,147,389 | 8,558,391 | 8,132,723 | 7,841,691 | -1.5% | -6.4% | -5.0% | -3.6% | -15.5% |
| Jun   | 8,645,403 | 8,443,226 | 8,265,327 | 7,778,787 | 7,069,455 | -2.3% | -2.1% | -5.9% | -9.1% | -18.2% |
| Jul   | 8,860,373 | 8,802,869 | 8,457,918 | 7,520,144 | 6,969,807 | -0.6% | -3.9% | -11.1% | -7.3% | -21.3% |
| Aug   | 9,234,850 | 8,942,655 | 8,372,809 | 7,836,923 | 7,408,607 | -3.2% | -6.4% | -6.4% | -5.5% | -19.8% |
| Sep (2,3) | 9,125,077 | 9,133,748 | 8,509,349 | 7,848,211 | 5,284,604 | 0.1% | -6.8% | -7.8% | -32.7% | -42.1% |
| Total | 110,702,001 | 110,024,729 | 105,885,694 | 98,573,086 | 89,082,372 | -0.6% | -3.8% | -6.9% | -9.6% | -19.5% |

(1) Hurricane Matthew in October 2016.
(2) Hurricane Irma in September 2017.
(3) September 2017 STS data may not be complete - preliminary submittal.
<table>
<thead>
<tr>
<th>Bus</th>
<th>Boardings FY 13</th>
<th>Boardings FY 14</th>
<th>Variance FY 13 to 14</th>
<th>Variance FY 14 to 15</th>
<th>Boardings FY 15</th>
<th>Variance FY 14 to 15</th>
<th>Boardings FY 16</th>
<th>Variance FY 15 to 16</th>
<th>Boardings FY 17</th>
<th>Variance FY 16 to 17</th>
<th>Variance FY 13 to 17</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oct (1)</td>
<td>6,992,680</td>
<td>7,110,756</td>
<td>1.7%</td>
<td>-5.3%</td>
<td>6,733,528</td>
<td>-5.3%</td>
<td>6,058,615</td>
<td>-10.0%</td>
<td>4,925,781</td>
<td>-18.7%</td>
<td>-29.6%</td>
</tr>
<tr>
<td>Nov</td>
<td>6,620,453</td>
<td>6,387,111</td>
<td>-3.5%</td>
<td>-6.6%</td>
<td>5,962,528</td>
<td>-6.6%</td>
<td>5,483,456</td>
<td>-8.0%</td>
<td>5,181,524</td>
<td>-5.5%</td>
<td>-21.7%</td>
</tr>
<tr>
<td>Dec</td>
<td>6,383,161</td>
<td>6,388,049</td>
<td>0.1%</td>
<td>-1.4%</td>
<td>6,299,190</td>
<td>-1.4%</td>
<td>5,642,424</td>
<td>-10.4%</td>
<td>5,192,692</td>
<td>-8.0%</td>
<td>-18.7%</td>
</tr>
<tr>
<td>Jan</td>
<td>6,622,769</td>
<td>6,480,687</td>
<td>-2.1%</td>
<td>-2.7%</td>
<td>6,303,923</td>
<td>-2.7%</td>
<td>5,417,604</td>
<td>-14.1%</td>
<td>5,084,085</td>
<td>-6.2%</td>
<td>-23.2%</td>
</tr>
<tr>
<td>Feb</td>
<td>6,409,954</td>
<td>6,285,016</td>
<td>-1.9%</td>
<td>-8.6%</td>
<td>5,745,141</td>
<td>-8.6%</td>
<td>5,467,632</td>
<td>-4.8%</td>
<td>4,914,307</td>
<td>-10.1%</td>
<td>-23.3%</td>
</tr>
<tr>
<td>Mar</td>
<td>6,808,012</td>
<td>6,634,261</td>
<td>-2.6%</td>
<td>-0.1%</td>
<td>6,625,764</td>
<td>-0.1%</td>
<td>5,725,541</td>
<td>-13.6%</td>
<td>5,287,813</td>
<td>-7.6%</td>
<td>-22.3%</td>
</tr>
<tr>
<td>Apr</td>
<td>6,687,380</td>
<td>6,564,892</td>
<td>-1.8%</td>
<td>-7.1%</td>
<td>6,097,604</td>
<td>-7.1%</td>
<td>5,524,501</td>
<td>-9.4%</td>
<td>4,895,697</td>
<td>-11.4%</td>
<td>-26.8%</td>
</tr>
<tr>
<td>May</td>
<td>6,562,097</td>
<td>6,398,839</td>
<td>-2.5%</td>
<td>-8.2%</td>
<td>5,874,383</td>
<td>-8.2%</td>
<td>5,391,463</td>
<td>-8.2%</td>
<td>5,087,877</td>
<td>-5.6%</td>
<td>-22.5%</td>
</tr>
<tr>
<td>Jun</td>
<td>6,008,363</td>
<td>5,849,882</td>
<td>-2.6%</td>
<td>-4.7%</td>
<td>5,577,419</td>
<td>-4.7%</td>
<td>5,141,601</td>
<td>-7.8%</td>
<td>4,586,556</td>
<td>-10.8%</td>
<td>-23.7%</td>
</tr>
<tr>
<td>Jul</td>
<td>6,232,669</td>
<td>6,113,620</td>
<td>-1.9%</td>
<td>-6.4%</td>
<td>5,719,908</td>
<td>-6.4%</td>
<td>4,970,953</td>
<td>-13.1%</td>
<td>4,539,259</td>
<td>-8.7%</td>
<td>-27.2%</td>
</tr>
<tr>
<td>Aug</td>
<td>6,579,651</td>
<td>6,259,080</td>
<td>-4.9%</td>
<td>-8.8%</td>
<td>5,709,703</td>
<td>-8.8%</td>
<td>5,172,498</td>
<td>-9.4%</td>
<td>4,780,589</td>
<td>-7.6%</td>
<td>-27.3%</td>
</tr>
<tr>
<td>Sep (2)</td>
<td>6,476,776</td>
<td>6,370,467</td>
<td>-1.6%</td>
<td>-9.9%</td>
<td>5,737,433</td>
<td>-9.9%</td>
<td>5,154,265</td>
<td>-10.2%</td>
<td>3,524,818</td>
<td>-31.6%</td>
<td>-45.6%</td>
</tr>
<tr>
<td>Total</td>
<td>78,383,965</td>
<td>76,842,660</td>
<td>-2.0%</td>
<td>-5.8%</td>
<td>72,386,524</td>
<td>-5.8%</td>
<td>65,150,553</td>
<td>-10.0%</td>
<td>58,000,998</td>
<td>-11.0%</td>
<td>-26.0%</td>
</tr>
</tbody>
</table>

(1) Hurricane Matthew in October 2016.
(2) Hurricane Irma in September 2017
## METRORAIL TOTAL MONTHLY RIDERSHIP COMPARISONS BY FISCAL YEAR

<table>
<thead>
<tr>
<th>Rail</th>
<th>Boardings FY 13</th>
<th>Boardings FY 14</th>
<th>Variance FY 13 to FY 14</th>
<th>Boardings FY 15</th>
<th>Variance FY 14 to FY 15</th>
<th>Boardings FY 16</th>
<th>Variance FY 15 to FY 16</th>
<th>Boardings FY 17</th>
<th>Variance FY 16 to FY 17</th>
<th>Variance FY 13 to FY 17</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oct (1)</td>
<td>1,828,768</td>
<td>1,918,472</td>
<td>4.9%</td>
<td>1,976,097</td>
<td>3.0%</td>
<td>1,930,352</td>
<td>-2.3%</td>
<td>1,670,933</td>
<td>-13.4%</td>
<td>-8.6%</td>
</tr>
<tr>
<td>Nov</td>
<td>1,704,093</td>
<td>1,723,168</td>
<td>1.1%</td>
<td>1,706,362</td>
<td>-1.0%</td>
<td>1,761,820</td>
<td>3.3%</td>
<td>1,734,267</td>
<td>-1.6%</td>
<td>1.8%</td>
</tr>
<tr>
<td>Dec</td>
<td>1,593,959</td>
<td>1,722,115</td>
<td>8.0%</td>
<td>1,810,803</td>
<td>5.1%</td>
<td>1,813,506</td>
<td>0.1%</td>
<td>1,734,768</td>
<td>-4.3%</td>
<td>8.8%</td>
</tr>
<tr>
<td>Jan</td>
<td>1,760,755</td>
<td>1,820,300</td>
<td>3.4%</td>
<td>1,857,513</td>
<td>2.0%</td>
<td>1,787,476</td>
<td>-3.8%</td>
<td>1,743,638</td>
<td>-2.5%</td>
<td>-1.0%</td>
</tr>
<tr>
<td>Feb</td>
<td>1,683,387</td>
<td>1,784,117</td>
<td>6.0%</td>
<td>1,765,236</td>
<td>-1.1%</td>
<td>1,824,256</td>
<td>3.3%</td>
<td>1,676,215</td>
<td>-8.1%</td>
<td>-0.4%</td>
</tr>
<tr>
<td>Mar</td>
<td>1,903,432</td>
<td>1,932,811</td>
<td>1.5%</td>
<td>1,996,221</td>
<td>3.3%</td>
<td>1,994,796</td>
<td>-0.1%</td>
<td>1,926,434</td>
<td>-3.4%</td>
<td>1.2%</td>
</tr>
<tr>
<td>Apr</td>
<td>1,867,082</td>
<td>1,900,743</td>
<td>1.8%</td>
<td>1,897,764</td>
<td>-0.2%</td>
<td>1,843,808</td>
<td>-2.8%</td>
<td>1,677,459</td>
<td>-9.0%</td>
<td>-10.2%</td>
</tr>
<tr>
<td>May</td>
<td>1,810,150</td>
<td>1,814,954</td>
<td>0.3%</td>
<td>1,790,898</td>
<td>-1.3%</td>
<td>1,769,327</td>
<td>-1.2%</td>
<td>1,787,885</td>
<td>1.0%</td>
<td>-1.2%</td>
</tr>
<tr>
<td>Jun</td>
<td>1,699,845</td>
<td>1,686,597</td>
<td>-0.8%</td>
<td>1,778,063</td>
<td>5.4%</td>
<td>1,692,476</td>
<td>-4.8%</td>
<td>1,605,234</td>
<td>-5.2%</td>
<td>-5.6%</td>
</tr>
<tr>
<td>Jul</td>
<td>1,698,181</td>
<td>1,725,647</td>
<td>1.6%</td>
<td>1,777,949</td>
<td>3.0%</td>
<td>1,577,572</td>
<td>-11.3%</td>
<td>1,500,243</td>
<td>-4.9%</td>
<td>-11.7%</td>
</tr>
<tr>
<td>Aug</td>
<td>1,757,105</td>
<td>1,741,692</td>
<td>-0.9%</td>
<td>1,729,701</td>
<td>-0.7%</td>
<td>1,711,665</td>
<td>-1.0%</td>
<td>1,693,524</td>
<td>-1.1%</td>
<td>-3.6%</td>
</tr>
<tr>
<td>Sep (2)</td>
<td>1,731,647</td>
<td>1,822,047</td>
<td>5.2%</td>
<td>1,824,002</td>
<td>0.1%</td>
<td>1,753,985</td>
<td>-3.8%</td>
<td>1,234,135</td>
<td>-29.6%</td>
<td>-28.7%</td>
</tr>
</tbody>
</table>

Total ridership comparisons:
- **FY 13:** 21,038,404
- **FY 14:** 21,592,663
- **FY 15:** 21,910,609
- **FY 16:** 21,461,039
- **FY 17:** 19,984,735

Variance from the previous year:
- **FY 13 to FY 14:** 2.6%
- **FY 14 to FY 15:** 1.5%
- **FY 15 to FY 16:** -2.1%
- **FY 16 to FY 17:** -6.9%
- **FY 13 to FY 17:** -5.0%

---

(1) Hurricane Matthew in October 2016.
(2) Hurricane Irma in September 2017
### METROMOVER TOTAL MONTHLY RIDERSHIP COMPARISONS BY FISCAL YEAR

<table>
<thead>
<tr>
<th>Mover</th>
<th>Boardings FY 13</th>
<th>FY 14</th>
<th>Variance FY 13 to 14</th>
<th>FY 15</th>
<th>Variance FY 14 to 15</th>
<th>FY 16</th>
<th>Variance FY 15 to 16</th>
<th>FY 17</th>
<th>Variance FY 16 to 17</th>
<th>Variance FY 13 to 17</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oct (1)</td>
<td>837,145</td>
<td>885,612</td>
<td>5.8%</td>
<td>908,681</td>
<td>2.6%</td>
<td>899,379</td>
<td>-1.0%</td>
<td>814,781</td>
<td>-9.4%</td>
<td>-2.7%</td>
</tr>
<tr>
<td>Nov</td>
<td>803,831</td>
<td>796,012</td>
<td>-1.0%</td>
<td>768,595</td>
<td>-3.4%</td>
<td>828,643</td>
<td>7.8%</td>
<td>841,679</td>
<td>1.6%</td>
<td>4.7%</td>
</tr>
<tr>
<td>Dec</td>
<td>755,040</td>
<td>819,462</td>
<td>8.5%</td>
<td>859,907</td>
<td>4.9%</td>
<td>875,701</td>
<td>1.8%</td>
<td>858,961</td>
<td>-1.9%</td>
<td>13.8%</td>
</tr>
<tr>
<td>Jan</td>
<td>835,870</td>
<td>836,770</td>
<td>0.1%</td>
<td>847,910</td>
<td>1.3%</td>
<td>864,630</td>
<td>2.0%</td>
<td>852,788</td>
<td>-1.4%</td>
<td>2.0%</td>
</tr>
<tr>
<td>Feb</td>
<td>766,316</td>
<td>831,367</td>
<td>8.5%</td>
<td>776,527</td>
<td>-6.6%</td>
<td>860,579</td>
<td>10.8%</td>
<td>780,514</td>
<td>-9.3%</td>
<td>1.9%</td>
</tr>
<tr>
<td>Mar</td>
<td>902,678</td>
<td>950,840</td>
<td>5.3%</td>
<td>980,147</td>
<td>3.1%</td>
<td>1,010,118</td>
<td>3.1%</td>
<td>949,045</td>
<td>-6.0%</td>
<td>5.1%</td>
</tr>
<tr>
<td>Apr</td>
<td>786,015</td>
<td>806,409</td>
<td>2.6%</td>
<td>835,099</td>
<td>3.6%</td>
<td>886,427</td>
<td>6.1%</td>
<td>802,778</td>
<td>-9.4%</td>
<td>2.1%</td>
</tr>
<tr>
<td>May</td>
<td>764,493</td>
<td>789,168</td>
<td>3.2%</td>
<td>755,966</td>
<td>-4.2%</td>
<td>831,477</td>
<td>10.0%</td>
<td>814,791</td>
<td>-2.0%</td>
<td>6.6%</td>
</tr>
<tr>
<td>Jun</td>
<td>800,003</td>
<td>770,303</td>
<td>-3.7%</td>
<td>771,743</td>
<td>0.2%</td>
<td>806,774</td>
<td>4.5%</td>
<td>737,042</td>
<td>-8.6%</td>
<td>-7.9%</td>
</tr>
<tr>
<td>Jul</td>
<td>787,453</td>
<td>823,317</td>
<td>4.6%</td>
<td>821,465</td>
<td>-0.2%</td>
<td>841,630</td>
<td>2.5%</td>
<td>796,649</td>
<td>-5.3%</td>
<td>1.2%</td>
</tr>
<tr>
<td>Aug</td>
<td>757,563</td>
<td>805,298</td>
<td>6.3%</td>
<td>803,236</td>
<td>-0.3%</td>
<td>814,796</td>
<td>1.4%</td>
<td>788,734</td>
<td>-3.2%</td>
<td>4.1%</td>
</tr>
<tr>
<td>Sep (2)</td>
<td>775,004</td>
<td>798,525</td>
<td>3.0%</td>
<td>808,322</td>
<td>1.2%</td>
<td>797,995</td>
<td>-1.3%</td>
<td>425,641</td>
<td>-46.7%</td>
<td>-45.1%</td>
</tr>
</tbody>
</table>

| Total | 9,571,411 | 9,913,083 | 3.6% | 9,937,592 | 0.2% | 10,318,149 | 3.8% | 9,463,403 | -8.3% | -1.1% |

(1) Hurricane Matthew in October 2016.
(2) Hurricane Irma in September 2017
## SPECIAL TRANSPORTATION SERVICES (STS) TOTAL MONTHLY RIDERSHIP COMPARISONS BY FISCAL YEAR

<table>
<thead>
<tr>
<th>STS</th>
<th>FY 13 Boardings</th>
<th>FY 14 Boardings</th>
<th>Variance 13 to 14</th>
<th>FY 15 Boardings</th>
<th>Variance 14 to 15</th>
<th>FY 16 Boardings</th>
<th>Variance 15 to 16</th>
<th>FY 17 Boardings</th>
<th>Variance 16 to 17</th>
<th>Variance 13 to 17</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oct (1)</td>
<td>154,621</td>
<td>153,704</td>
<td>-0.6%</td>
<td>153,078</td>
<td>-0.4%</td>
<td>146,823</td>
<td>-4.1%</td>
<td>132,211</td>
<td>-10.0%</td>
<td>-14.5%</td>
</tr>
<tr>
<td>Nov</td>
<td>140,645</td>
<td>134,997</td>
<td>-4.0%</td>
<td>129,387</td>
<td>-4.2%</td>
<td>130,953</td>
<td>1.2%</td>
<td>137,030</td>
<td>4.6%</td>
<td>-2.6%</td>
</tr>
<tr>
<td>Dec</td>
<td>131,574</td>
<td>130,639</td>
<td>-0.7%</td>
<td>131,759</td>
<td>0.9%</td>
<td>129,710</td>
<td>-1.6%</td>
<td>133,439</td>
<td>2.9%</td>
<td>1.4%</td>
</tr>
<tr>
<td>Jan</td>
<td>143,112</td>
<td>136,999</td>
<td>-4.3%</td>
<td>135,316</td>
<td>-1.2%</td>
<td>129,219</td>
<td>-4.5%</td>
<td>134,273</td>
<td>3.9%</td>
<td>-6.2%</td>
</tr>
<tr>
<td>Feb</td>
<td>136,713</td>
<td>132,611</td>
<td>-3.0%</td>
<td>129,622</td>
<td>-2.3%</td>
<td>133,999</td>
<td>3.4%</td>
<td>134,089</td>
<td>0.1%</td>
<td>-1.9%</td>
</tr>
<tr>
<td>Mar</td>
<td>144,102</td>
<td>141,053</td>
<td>-2.1%</td>
<td>144,017</td>
<td>2.1%</td>
<td>144,181</td>
<td>0.1%</td>
<td>153,790</td>
<td>6.7%</td>
<td>6.7%</td>
</tr>
<tr>
<td>Apr</td>
<td>148,182</td>
<td>145,869</td>
<td>-1.6%</td>
<td>144,187</td>
<td>-1.2%</td>
<td>140,149</td>
<td>-2.8%</td>
<td>137,217</td>
<td>-2.1%</td>
<td>-7.4%</td>
</tr>
<tr>
<td>May</td>
<td>147,829</td>
<td>144,428</td>
<td>-2.3%</td>
<td>137,144</td>
<td>-5.0%</td>
<td>140,456</td>
<td>2.4%</td>
<td>151,138</td>
<td>7.6%</td>
<td>2.2%</td>
</tr>
<tr>
<td>Jun</td>
<td>137,192</td>
<td>136,444</td>
<td>-0.5%</td>
<td>138,102</td>
<td>1.2%</td>
<td>137,936</td>
<td>-0.1%</td>
<td>140,623</td>
<td>1.9%</td>
<td>2.5%</td>
</tr>
<tr>
<td>Jul</td>
<td>142,070</td>
<td>140,285</td>
<td>-1.3%</td>
<td>138,596</td>
<td>-1.2%</td>
<td>129,989</td>
<td>-6.2%</td>
<td>133,656</td>
<td>2.8%</td>
<td>-5.9%</td>
</tr>
<tr>
<td>Aug</td>
<td>140,531</td>
<td>136,585</td>
<td>-2.8%</td>
<td>130,169</td>
<td>-4.7%</td>
<td>137,964</td>
<td>6.0%</td>
<td>145,760</td>
<td>5.7%</td>
<td>3.7%</td>
</tr>
<tr>
<td>Sep (2,3)</td>
<td>141,650</td>
<td>142,709</td>
<td>0.7%</td>
<td>139,592</td>
<td>-2.2%</td>
<td>141,966</td>
<td>1.7%</td>
<td>100,010</td>
<td>-29.6%</td>
<td>-29.4%</td>
</tr>
</tbody>
</table>

**Total**: 1,708,221 | 1,676,323 | -1.9% | 1,650,969 | -1.5% | 1,643,345 | -0.5% | 1,633,236 | -0.6% | -4.4%

---

1. Hurricane Matthew in October 2016.
2. Hurricane Irma in September 2017
3. September 2017 STS data may not be complete - preliminary submittal
AVERAGE WEEKDAY RIDERSHIP - MODAL SPLITS

September 2016
- 64.7% Bus
- 10.2% Rail
- 23.2% Mover
- 1.9% STS

September 2017
- 63.6% Bus
- 10.7% Rail
- 23.8% Mover
- 1.9% STS
Metrobus
## METROBUS MONTHLY AND AVERAGE DAILY BOARDINGS BY ROUTE

<table>
<thead>
<tr>
<th>Route</th>
<th>Average Weekday</th>
<th>Average Weekday</th>
<th>Percent Change</th>
<th>Average Saturday</th>
<th>Average Saturday</th>
<th>Percent Change</th>
<th>Average Sunday</th>
<th>Average Sunday</th>
<th>Percent Change</th>
<th>Total Monthly</th>
<th>Total Monthly</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Sep-17</td>
<td>Sep-16</td>
<td>17 vs 16</td>
<td>Sep-17</td>
<td>Sep-16</td>
<td>17 vs 16</td>
<td>Sep-17</td>
<td>Sep-16</td>
<td>17 vs 16</td>
<td>Sep-17</td>
<td>Sep-16</td>
<td>17 vs 16</td>
</tr>
<tr>
<td>1</td>
<td>479</td>
<td>548</td>
<td>-12.6%</td>
<td>460</td>
<td>512</td>
<td>-10.3%</td>
<td>370</td>
<td>310</td>
<td>19.4%</td>
<td>11,932</td>
<td>15,099</td>
<td>-21.0%</td>
</tr>
<tr>
<td>2</td>
<td>2,038</td>
<td>2,586</td>
<td>-21.2%</td>
<td>1,434</td>
<td>1,744</td>
<td>-17.8%</td>
<td>1,183</td>
<td>1,242</td>
<td>-4.7%</td>
<td>51,223</td>
<td>67,496</td>
<td>-24.1%</td>
</tr>
<tr>
<td>3</td>
<td>4,887</td>
<td>6,887</td>
<td>-29.0%</td>
<td>6,095</td>
<td>6,827</td>
<td>-10.7%</td>
<td>4,778</td>
<td>5,116</td>
<td>-6.6%</td>
<td>141,235</td>
<td>197,511</td>
<td>-28.5%</td>
</tr>
<tr>
<td>7</td>
<td>2,996</td>
<td>3,889</td>
<td>-23.0%</td>
<td>2,246</td>
<td>2,554</td>
<td>-12.0%</td>
<td>1,798</td>
<td>1,768</td>
<td>1.7%</td>
<td>70,101</td>
<td>100,727</td>
<td>-30.4%</td>
</tr>
<tr>
<td>8</td>
<td>3,864</td>
<td>5,651</td>
<td>-31.6%</td>
<td>2,425</td>
<td>3,336</td>
<td>-27.3%</td>
<td>1,714</td>
<td>2,074</td>
<td>-17.3%</td>
<td>93,835</td>
<td>142,372</td>
<td>-34.1%</td>
</tr>
<tr>
<td>9</td>
<td>4,781</td>
<td>6,019</td>
<td>-20.6%</td>
<td>3,389</td>
<td>3,601</td>
<td>-5.9%</td>
<td>2,729</td>
<td>2,765</td>
<td>-1.3%</td>
<td>120,089</td>
<td>154,629</td>
<td>-22.3%</td>
</tr>
<tr>
<td>10</td>
<td>2,170</td>
<td>2,518</td>
<td>-13.8%</td>
<td>1,937</td>
<td>2,116</td>
<td>-8.4%</td>
<td>1,491</td>
<td>1,588</td>
<td>-6.1%</td>
<td>57,119</td>
<td>69,285</td>
<td>-17.6%</td>
</tr>
<tr>
<td>11</td>
<td>6,881</td>
<td>10,140</td>
<td>-32.1%</td>
<td>6,378</td>
<td>7,323</td>
<td>-12.9%</td>
<td>4,600</td>
<td>5,402</td>
<td>-14.8%</td>
<td>181,522</td>
<td>269,244</td>
<td>-32.6%</td>
</tr>
<tr>
<td>12</td>
<td>2,288</td>
<td>3,013</td>
<td>-24.1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>45,750</td>
<td>63,267</td>
<td>-27.7%</td>
</tr>
<tr>
<td>16</td>
<td>1,713</td>
<td>2,612</td>
<td>-34.4%</td>
<td>1,543</td>
<td>1,896</td>
<td>-18.6%</td>
<td>1,034</td>
<td>1,121</td>
<td>-7.8%</td>
<td>42,849</td>
<td>68,045</td>
<td>-37.0%</td>
</tr>
<tr>
<td>17</td>
<td>3,643</td>
<td>4,453</td>
<td>-18.2%</td>
<td>2,477</td>
<td>2,486</td>
<td>-0.4%</td>
<td>1,882</td>
<td>1,977</td>
<td>-4.8%</td>
<td>79,357</td>
<td>113,345</td>
<td>-30.0%</td>
</tr>
<tr>
<td>19</td>
<td>1,549</td>
<td>2,020</td>
<td>-23.3%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>30,980</td>
<td>42,417</td>
<td>-27.0%</td>
</tr>
<tr>
<td>21</td>
<td>1,605</td>
<td>2,076</td>
<td>-22.7%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>32,109</td>
<td>43,604</td>
<td>-26.4%</td>
</tr>
<tr>
<td>22</td>
<td>3,641</td>
<td>4,338</td>
<td>-16.1%</td>
<td>2,361</td>
<td>2,447</td>
<td>-3.5%</td>
<td>1,756</td>
<td>1,836</td>
<td>-4.3%</td>
<td>82,009</td>
<td>110,065</td>
<td>-25.5%</td>
</tr>
<tr>
<td>24</td>
<td>1,576</td>
<td>2,085</td>
<td>-24.4%</td>
<td>1,334</td>
<td>1,312</td>
<td>1.6%</td>
<td>939</td>
<td>1,063</td>
<td>-11.6%</td>
<td>40,618</td>
<td>54,344</td>
<td>-25.3%</td>
</tr>
<tr>
<td>27</td>
<td>6,525</td>
<td>8,736</td>
<td>-25.3%</td>
<td>5,277</td>
<td>5,794</td>
<td>-8.9%</td>
<td>3,459</td>
<td>3,766</td>
<td>-8.2%</td>
<td>165,450</td>
<td>225,458</td>
<td>-26.6%</td>
</tr>
<tr>
<td>29</td>
<td>323</td>
<td>721</td>
<td>-55.1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5,497</td>
<td>15,134</td>
<td>-63.7%</td>
</tr>
<tr>
<td>31 - BUSWAY LOCAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,229</td>
<td>1,832</td>
<td>-32.9%</td>
</tr>
<tr>
<td>32</td>
<td>1,815</td>
<td>2,470</td>
<td>-26.5%</td>
<td>1,063</td>
<td>1,107</td>
<td>-3.9%</td>
<td>824</td>
<td>850</td>
<td>-3.1%</td>
<td>43,843</td>
<td>60,542</td>
<td>-27.6%</td>
</tr>
<tr>
<td>33</td>
<td>1,491</td>
<td>1,710</td>
<td>-12.8%</td>
<td>1,016</td>
<td>1,125</td>
<td>-9.6%</td>
<td>687</td>
<td>646</td>
<td>6.3%</td>
<td>35,142</td>
<td>43,644</td>
<td>-19.5%</td>
</tr>
<tr>
<td>34-EXPRESS</td>
<td>1,940</td>
<td>2,386</td>
<td>-18.7%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>34,926</td>
<td>50,111</td>
<td>-30.3%</td>
</tr>
<tr>
<td>35</td>
<td>1,628</td>
<td>2,605</td>
<td>-37.5%</td>
<td>929</td>
<td>1,135</td>
<td>-18.1%</td>
<td>576</td>
<td>650</td>
<td>-11.4%</td>
<td>35,324</td>
<td>62,493</td>
<td>-43.5%</td>
</tr>
<tr>
<td>36</td>
<td>1,932</td>
<td>2,541</td>
<td>-24.0%</td>
<td>1,321</td>
<td>1,173</td>
<td>12.6%</td>
<td>1,026</td>
<td>1,040</td>
<td>-1.3%</td>
<td>46,086</td>
<td>63,258</td>
<td>-27.1%</td>
</tr>
<tr>
<td>37</td>
<td>2,742</td>
<td>3,600</td>
<td>-23.8%</td>
<td>2,189</td>
<td>2,352</td>
<td>-6.9%</td>
<td>1,780</td>
<td>1,838</td>
<td>-3.2%</td>
<td>67,986</td>
<td>94,196</td>
<td>-27.8%</td>
</tr>
<tr>
<td>38</td>
<td>5,999</td>
<td>7,399</td>
<td>-18.9%</td>
<td>5,231</td>
<td>5,867</td>
<td>-10.8%</td>
<td>4,148</td>
<td>4,586</td>
<td>-9.6%</td>
<td>145,498</td>
<td>201,778</td>
<td>-27.9%</td>
</tr>
</tbody>
</table>

September 2017
## METROBUS MONTHLY AND AVERAGE DAILY BOARDINGS BY ROUTE

<table>
<thead>
<tr>
<th>Route</th>
<th>Average Weekday</th>
<th>Average Weekday</th>
<th>Percent Change</th>
<th>Average Saturday</th>
<th>Average Saturday</th>
<th>Percent Change</th>
<th>Average Sunday</th>
<th>Average Sunday</th>
<th>Percent Change</th>
<th>Total Monthly</th>
<th>Total Monthly</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Sep-17</td>
<td>Sep-16</td>
<td>17 vs 16</td>
<td>Sep-17</td>
<td>Sep-16</td>
<td>17 vs 16</td>
<td>Sep-17</td>
<td>Sep-16</td>
<td>17 vs 16</td>
<td>Sep-17</td>
<td>Sep-16</td>
<td>17 vs 16</td>
</tr>
<tr>
<td>40</td>
<td>1,337</td>
<td>2,147</td>
<td>-37.7%</td>
<td>737</td>
<td>902</td>
<td>-18.3%</td>
<td>558</td>
<td>639</td>
<td>-12.6%</td>
<td>31,922</td>
<td>51,886</td>
<td>-38.5%</td>
</tr>
<tr>
<td>42</td>
<td>1,048</td>
<td>1,473</td>
<td>-28.8%</td>
<td>547</td>
<td>699</td>
<td>-21.7%</td>
<td>373</td>
<td>433</td>
<td>-14.0%</td>
<td>23,594</td>
<td>35,890</td>
<td>-34.3%</td>
</tr>
<tr>
<td>46 - LIBERTY CITY CONN.</td>
<td>66</td>
<td>58</td>
<td>13.1%</td>
<td>700</td>
<td>803</td>
<td>-12.8%</td>
<td>532</td>
<td>572</td>
<td>-7.1%</td>
<td>24,105</td>
<td>39,017</td>
<td>-38.2%</td>
</tr>
<tr>
<td>51 - FLAGLER MAX</td>
<td>2,486</td>
<td>3,115</td>
<td>-20.2%</td>
<td>700</td>
<td>803</td>
<td>-12.8%</td>
<td>532</td>
<td>572</td>
<td>-7.1%</td>
<td>24,105</td>
<td>39,017</td>
<td>-38.2%</td>
</tr>
<tr>
<td>52</td>
<td>1,128</td>
<td>1,569</td>
<td>-28.1%</td>
<td>332</td>
<td>436</td>
<td>-30.0%</td>
<td>191</td>
<td>202</td>
<td>-5.7%</td>
<td>14,939</td>
<td>23,185</td>
<td>-35.6%</td>
</tr>
<tr>
<td>54</td>
<td>2,527</td>
<td>3,156</td>
<td>-19.9%</td>
<td>1,898</td>
<td>1,977</td>
<td>-4.0%</td>
<td>1,307</td>
<td>1,339</td>
<td>-2.4%</td>
<td>60,826</td>
<td>80,870</td>
<td>-24.8%</td>
</tr>
<tr>
<td>55 MARLINS SHUTTLE</td>
<td>46</td>
<td>75</td>
<td>-38.7%</td>
<td>61</td>
<td>58</td>
<td>5.2%</td>
<td>102</td>
<td>116</td>
<td>-12.8%</td>
<td>691</td>
<td>1,286</td>
<td>-46.3%</td>
</tr>
<tr>
<td>56</td>
<td>337</td>
<td>606</td>
<td>-44.3%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5,733</td>
<td>12,724</td>
<td>-54.9%</td>
</tr>
<tr>
<td>57</td>
<td>349</td>
<td>519</td>
<td>-32.9%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6,277</td>
<td>10,909</td>
<td>-42.5%</td>
</tr>
<tr>
<td>62</td>
<td>2,015</td>
<td>2,879</td>
<td>-30.0%</td>
<td>1,711</td>
<td>1,739</td>
<td>-1.6%</td>
<td>1,097</td>
<td>1,197</td>
<td>-8.4%</td>
<td>49,522</td>
<td>73,395</td>
<td>-32.5%</td>
</tr>
<tr>
<td>70</td>
<td>919</td>
<td>1,417</td>
<td>-35.1%</td>
<td>587</td>
<td>691</td>
<td>-15.1%</td>
<td>656</td>
<td>718</td>
<td>-8.6%</td>
<td>21,510</td>
<td>36,105</td>
<td>-40.4%</td>
</tr>
<tr>
<td>71</td>
<td>642</td>
<td>990</td>
<td>-35.1%</td>
<td>332</td>
<td>346</td>
<td>-4.0%</td>
<td>191</td>
<td>202</td>
<td>-5.7%</td>
<td>14,939</td>
<td>23,185</td>
<td>-35.6%</td>
</tr>
<tr>
<td>72</td>
<td>651</td>
<td>898</td>
<td>-27.5%</td>
<td>460</td>
<td>544</td>
<td>-15.4%</td>
<td>321</td>
<td>395</td>
<td>-18.7%</td>
<td>16,147</td>
<td>23,012</td>
<td>-29.8%</td>
</tr>
<tr>
<td>73</td>
<td>1,788</td>
<td>2,468</td>
<td>-27.6%</td>
<td>874</td>
<td>1,109</td>
<td>-21.3%</td>
<td>545</td>
<td>545</td>
<td>0.0%</td>
<td>37,852</td>
<td>58,984</td>
<td>-35.8%</td>
</tr>
<tr>
<td>75</td>
<td>1,067</td>
<td>1,582</td>
<td>-32.5%</td>
<td>513</td>
<td>548</td>
<td>-6.4%</td>
<td>190</td>
<td>277</td>
<td>-31.7%</td>
<td>24,148</td>
<td>36,794</td>
<td>-34.4%</td>
</tr>
<tr>
<td>77</td>
<td>6,454</td>
<td>9,473</td>
<td>-31.9%</td>
<td>4,285</td>
<td>4,825</td>
<td>-11.2%</td>
<td>2,997</td>
<td>3,436</td>
<td>-12.8%</td>
<td>158,207</td>
<td>235,415</td>
<td>-29.8%</td>
</tr>
<tr>
<td>79</td>
<td>277</td>
<td>342</td>
<td>-19.1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5,261</td>
<td>7,189</td>
<td>-26.8%</td>
</tr>
<tr>
<td>82 - WESTCHESTER CIRC.</td>
<td>46</td>
<td>63</td>
<td>-26.1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>696</td>
<td>1,319</td>
<td>-47.2%</td>
</tr>
<tr>
<td>87</td>
<td>1,246</td>
<td>1,769</td>
<td>-29.6%</td>
<td>447</td>
<td>523</td>
<td>-14.6%</td>
<td>322</td>
<td>419</td>
<td>-23.3%</td>
<td>26,747</td>
<td>41,333</td>
<td>-35.3%</td>
</tr>
<tr>
<td>88</td>
<td>1,686</td>
<td>2,424</td>
<td>-30.5%</td>
<td>1,700</td>
<td>1,827</td>
<td>-6.9%</td>
<td>1,284</td>
<td>1,330</td>
<td>-3.5%</td>
<td>45,651</td>
<td>64,869</td>
<td>-29.6%</td>
</tr>
<tr>
<td>93 - BISCAYNE MAX</td>
<td>2,658</td>
<td>3,487</td>
<td>-23.8%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>53,160</td>
<td>73,232</td>
<td>-27.4%</td>
</tr>
<tr>
<td>95 EXPRESS</td>
<td>1,533</td>
<td>2,238</td>
<td>-31.5%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>29,136</td>
<td>47,005</td>
<td>-38.0%</td>
</tr>
<tr>
<td>99</td>
<td>1,356</td>
<td>1,947</td>
<td>-30.4%</td>
<td>1,135</td>
<td>1,127</td>
<td>0.8%</td>
<td>686</td>
<td>753</td>
<td>-8.9%</td>
<td>34,397</td>
<td>49,152</td>
<td>-30.0%</td>
</tr>
<tr>
<td>101 - A</td>
<td>96</td>
<td>119</td>
<td>-19.8%</td>
<td>56</td>
<td>64</td>
<td>-12.7%</td>
<td>25</td>
<td>37</td>
<td>-32.1%</td>
<td>1,894</td>
<td>2,945</td>
<td>-35.7%</td>
</tr>
<tr>
<td>102 - B</td>
<td>1,256</td>
<td>1,609</td>
<td>-21.9%</td>
<td>714</td>
<td>776</td>
<td>-7.9%</td>
<td>721</td>
<td>729</td>
<td>-1.2%</td>
<td>28,345</td>
<td>40,534</td>
<td>-30.1%</td>
</tr>
<tr>
<td>103 - C</td>
<td>487</td>
<td>2,818</td>
<td>-82.7%</td>
<td>355</td>
<td>2,739</td>
<td>-87.0%</td>
<td>249</td>
<td>1,823</td>
<td>-86.3%</td>
<td>10,691</td>
<td>79,259</td>
<td>-86.5%</td>
</tr>
</tbody>
</table>
## METROBUS MONTHLY AND AVERAGE DAILY BOARDINGS BY ROUTE

<table>
<thead>
<tr>
<th>Route</th>
<th>Average Weekday</th>
<th>Average Weekday</th>
<th>Percent Change</th>
<th>Average Saturday</th>
<th>Average Saturday</th>
<th>Percent Change</th>
<th>Average Sunday</th>
<th>Average Sunday</th>
<th>Percent Change</th>
<th>Total Monthly</th>
<th>Total Monthly</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>104</td>
<td>808</td>
<td>1,207</td>
<td>-33.0%</td>
<td>425</td>
<td>558</td>
<td>-23.8%</td>
<td>369</td>
<td>382</td>
<td>-3.4%</td>
<td>19,340</td>
<td>29,492</td>
<td>-34.4%</td>
</tr>
<tr>
<td>105 - E</td>
<td>1,064</td>
<td>1,328</td>
<td>-19.9%</td>
<td>659</td>
<td>700</td>
<td>-5.8%</td>
<td>614</td>
<td>596</td>
<td>2.9%</td>
<td>25,309</td>
<td>33,671</td>
<td>-24.8%</td>
</tr>
<tr>
<td>107 - G</td>
<td>1,381</td>
<td>1,935</td>
<td>-28.6%</td>
<td>1,100</td>
<td>1,235</td>
<td>-10.9%</td>
<td>793</td>
<td>1,086</td>
<td>-27.1%</td>
<td>33,809</td>
<td>50,998</td>
<td>-33.7%</td>
</tr>
<tr>
<td>108 - H</td>
<td>460</td>
<td>1,421</td>
<td>-67.6%</td>
<td>479</td>
<td>1,223</td>
<td>-60.8%</td>
<td>397</td>
<td>1,009</td>
<td>-60.7%</td>
<td>12,248</td>
<td>39,780</td>
<td>-69.2%</td>
</tr>
<tr>
<td>110 - J</td>
<td>2,334</td>
<td>2,510</td>
<td>-7.0%</td>
<td>1,790</td>
<td>1,728</td>
<td>3.6%</td>
<td>1,393</td>
<td>1,510</td>
<td>-7.8%</td>
<td>52,403</td>
<td>67,182</td>
<td>-22.0%</td>
</tr>
<tr>
<td>112 - L</td>
<td>6,970</td>
<td>8,260</td>
<td>-15.6%</td>
<td>6,037</td>
<td>6,080</td>
<td>-0.7%</td>
<td>4,701</td>
<td>4,691</td>
<td>0.2%</td>
<td>161,438</td>
<td>221,232</td>
<td>-27.0%</td>
</tr>
<tr>
<td>113 - M</td>
<td>696</td>
<td>775</td>
<td>-10.3%</td>
<td>430</td>
<td>465</td>
<td>-7.5%</td>
<td>438</td>
<td>381</td>
<td>14.8%</td>
<td>15,301</td>
<td>20,049</td>
<td>-23.7%</td>
</tr>
<tr>
<td>115</td>
<td>472</td>
<td>306</td>
<td>54.3%</td>
<td>120</td>
<td>301</td>
<td>-60.3%</td>
<td>163</td>
<td>208</td>
<td>-21.8%</td>
<td>9,625</td>
<td>8,668</td>
<td>11.0%</td>
</tr>
<tr>
<td>119 - S</td>
<td>7,301</td>
<td>10,070</td>
<td>-27.5%</td>
<td>6,723</td>
<td>7,954</td>
<td>-15.5%</td>
<td>6,999</td>
<td>7,599</td>
<td>-7.9%</td>
<td>193,602</td>
<td>281,279</td>
<td>-31.2%</td>
</tr>
<tr>
<td>120 - BEACH MAX</td>
<td>4,747</td>
<td>5,859</td>
<td>-19.0%</td>
<td>4,444</td>
<td>4,336</td>
<td>2.5%</td>
<td>3,271</td>
<td>2,958</td>
<td>10.6%</td>
<td>125,805</td>
<td>155,164</td>
<td>-18.9%</td>
</tr>
<tr>
<td>123-SOUTH BEACH LOCAL</td>
<td>1,740</td>
<td>2,436</td>
<td>-28.6%</td>
<td>1,533</td>
<td>2,044</td>
<td>-25.0%</td>
<td>1,361</td>
<td>1,629</td>
<td>-16.5%</td>
<td>42,887</td>
<td>67,483</td>
<td>-36.4%</td>
</tr>
<tr>
<td>132 TRI-RAIL (DORAL)</td>
<td>26</td>
<td>11</td>
<td>131.0%</td>
<td>447</td>
<td>239</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2327</td>
<td>41217</td>
<td>-43.5%</td>
</tr>
<tr>
<td>135</td>
<td>1,047</td>
<td>1,736</td>
<td>-39.7%</td>
<td>534</td>
<td>583</td>
<td>-8.3%</td>
<td>311</td>
<td>484</td>
<td>-35.8%</td>
<td>23,274</td>
<td>41,217</td>
<td>-43.5%</td>
</tr>
<tr>
<td>136</td>
<td>129</td>
<td>353</td>
<td>-63.6%</td>
<td>2,318</td>
<td>7,420</td>
<td></td>
<td></td>
<td></td>
<td>-68.8%</td>
<td>32,441</td>
<td>47,877</td>
<td>-32.2%</td>
</tr>
<tr>
<td>137 - WEST DADE CONN.</td>
<td>1,361</td>
<td>1,830</td>
<td>-25.6%</td>
<td>1,121</td>
<td>1,187</td>
<td>-5.6%</td>
<td>863</td>
<td>938</td>
<td>-8.0%</td>
<td>32,441</td>
<td>47,877</td>
<td>-32.2%</td>
</tr>
<tr>
<td>150 - MIAMI BEACH AIRPORT FLYER</td>
<td>1,344</td>
<td>1,848</td>
<td>-27.3%</td>
<td>1,700</td>
<td>1,783</td>
<td>-4.6%</td>
<td>2,037</td>
<td>1,748</td>
<td>16.5%</td>
<td>40,479</td>
<td>54,671</td>
<td>-26.0%</td>
</tr>
<tr>
<td>183</td>
<td>2,877</td>
<td>3,588</td>
<td>-19.8%</td>
<td>2,112</td>
<td>2,032</td>
<td>3.9%</td>
<td>1,494</td>
<td>1,624</td>
<td>-8.0%</td>
<td>69,083</td>
<td>91,585</td>
<td>-24.6%</td>
</tr>
<tr>
<td>195 EXPRESS - BROWARD BLVD</td>
<td>376</td>
<td>595</td>
<td>-36.7%</td>
<td>7,153</td>
<td>12,493</td>
<td></td>
<td></td>
<td></td>
<td>-42.7%</td>
<td>4,129</td>
<td>-27.4%</td>
<td></td>
</tr>
<tr>
<td>196 EXPRESS - SHERIDAN ST</td>
<td>316</td>
<td>472</td>
<td>-33.2%</td>
<td>5,955</td>
<td>9,912</td>
<td></td>
<td></td>
<td></td>
<td>-39.5%</td>
<td>4,129</td>
<td>-27.4%</td>
<td></td>
</tr>
<tr>
<td>200 - CUTLER BAY LOCAL</td>
<td>137</td>
<td>174</td>
<td>-21.0%</td>
<td>2,998</td>
<td>4,129</td>
<td></td>
<td></td>
<td></td>
<td>-27.4%</td>
<td>4,129</td>
<td>-27.4%</td>
<td></td>
</tr>
<tr>
<td>202 - LITTLE HAITI CONN.</td>
<td>71</td>
<td>227</td>
<td>-68.9%</td>
<td>1,609</td>
<td>5,603</td>
<td>-71.3%</td>
<td>15,479</td>
<td>27,450</td>
<td>-43.6%</td>
<td>30,582</td>
<td>38,265</td>
<td>-20.1%</td>
</tr>
<tr>
<td>204 KILLIAN KAT</td>
<td>860</td>
<td>1,307</td>
<td>-34.2%</td>
<td>15,479</td>
<td>27,450</td>
<td></td>
<td></td>
<td></td>
<td>-43.6%</td>
<td>30,582</td>
<td>38,265</td>
<td>-20.1%</td>
</tr>
<tr>
<td>207 (7st) - LITTLE HAVANA CIRC</td>
<td>1,100</td>
<td>1,135</td>
<td>-3.0%</td>
<td>30,582</td>
<td>38,265</td>
<td></td>
<td></td>
<td></td>
<td>-20.1%</td>
<td>30,582</td>
<td>38,265</td>
<td>-20.1%</td>
</tr>
<tr>
<td>208 (8st) - LITTLE HAVANA CIRC</td>
<td>1,005</td>
<td>1,686</td>
<td>-40.4%</td>
<td>1,148</td>
<td>430</td>
<td>166.8%</td>
<td>1,021</td>
<td>349</td>
<td>192.4%</td>
<td>47,877</td>
<td>38,873</td>
<td>-28.5%</td>
</tr>
<tr>
<td>211 - OVERTOWN CIRC</td>
<td>67</td>
<td>103</td>
<td>-35.4%</td>
<td>1,002</td>
<td>2,173</td>
<td>-53.9%</td>
<td>797</td>
<td>1,180</td>
<td>-32.5%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>212 - SWEETWATER CIRC</td>
<td>61</td>
<td>56</td>
<td>9.1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

September 2017
## METROBUS MONTHLY AND AVERAGE DAILY BOARDINGS BY ROUTE

<table>
<thead>
<tr>
<th>Route</th>
<th>Average Weekly</th>
<th>Average Weekend</th>
<th>Percent Change</th>
<th>Average Saturday</th>
<th>Average Saturday</th>
<th>Percent Change</th>
<th>Average Sunday</th>
<th>Average Sunday</th>
<th>Percent Change</th>
<th>Total Monthly</th>
<th>Total Monthly</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sep-17 vs Sep-16</td>
<td>Sep-17</td>
<td>Sep-16</td>
<td>17 vs 16</td>
<td>Sep-17</td>
<td>Sep-16</td>
<td>17 vs 16</td>
<td>Sep-17</td>
<td>Sep-16</td>
<td>17 vs 16</td>
<td>Sep-17</td>
<td>Sep-16</td>
<td>17 vs 16</td>
</tr>
<tr>
<td>238 EAST/WEST CONN.</td>
<td>21</td>
<td>21</td>
<td></td>
<td>21</td>
<td>21</td>
<td></td>
<td>21</td>
<td>21</td>
<td></td>
<td>21</td>
<td>21</td>
<td></td>
</tr>
<tr>
<td>246 - NIGHT OWL</td>
<td>43</td>
<td>60</td>
<td>-29.0%</td>
<td>10</td>
<td>53</td>
<td>-80.4%</td>
<td>51</td>
<td>55</td>
<td>-8.2%</td>
<td>740</td>
<td>1,754</td>
<td>-57.8%</td>
</tr>
<tr>
<td>249 - COCONUT GROVE CIRC.</td>
<td>529</td>
<td>928</td>
<td>-43.0%</td>
<td>388</td>
<td>581</td>
<td>-33.2%</td>
<td>351</td>
<td>448</td>
<td>-21.7%</td>
<td>12,484</td>
<td>24,054</td>
<td>-48.1%</td>
</tr>
<tr>
<td>252 - CORAL REEF MAX</td>
<td>702</td>
<td>1,016</td>
<td>-30.9%</td>
<td>288</td>
<td>367</td>
<td>-21.6%</td>
<td>261</td>
<td>310</td>
<td>-15.9%</td>
<td>14,822</td>
<td>24,348</td>
<td>-39.1%</td>
</tr>
<tr>
<td>254 - BROWNSVILLE CIRC.</td>
<td>22</td>
<td>79</td>
<td>-72.4%</td>
<td>48</td>
<td>84</td>
<td>-42.9%</td>
<td>1,137</td>
<td>2,806</td>
<td>-59.5%</td>
<td>533</td>
<td>2,490</td>
<td>-78.6%</td>
</tr>
<tr>
<td>267 - LUDLAM LIMITED</td>
<td>31</td>
<td>119</td>
<td>-73.6%</td>
<td></td>
<td></td>
<td></td>
<td>3,429</td>
<td>10,458</td>
<td>-67.2%</td>
<td>533</td>
<td>2,490</td>
<td>-78.6%</td>
</tr>
<tr>
<td>272 SUNSET KAT</td>
<td>202</td>
<td>498</td>
<td>-59.5%</td>
<td></td>
<td></td>
<td></td>
<td>12,759</td>
<td>17,990</td>
<td>-29.1%</td>
<td>4,946</td>
<td>7,696</td>
<td>-35.7%</td>
</tr>
<tr>
<td>277 - 7th AVENUE MAX</td>
<td>444</td>
<td>644</td>
<td>-31.1%</td>
<td></td>
<td></td>
<td></td>
<td>8,431</td>
<td>13,519</td>
<td>-37.6%</td>
<td>3,06</td>
<td>1,665</td>
<td>-81.6%</td>
</tr>
<tr>
<td>286 - NORTH POINTE CIRC.</td>
<td>59</td>
<td>118</td>
<td>-49.8%</td>
<td>48</td>
<td>84</td>
<td>-42.9%</td>
<td>1,137</td>
<td>2,806</td>
<td>-59.5%</td>
<td>533</td>
<td>2,490</td>
<td>-78.6%</td>
</tr>
<tr>
<td>287 -Saga Bay Max</td>
<td>275</td>
<td>366</td>
<td>-25.0%</td>
<td></td>
<td></td>
<td></td>
<td>4,946</td>
<td>7,696</td>
<td>-35.7%</td>
<td>3,06</td>
<td>1,665</td>
<td>-81.6%</td>
</tr>
<tr>
<td>288 - KENDALL CRUISER</td>
<td>638</td>
<td>857</td>
<td>-25.5%</td>
<td></td>
<td></td>
<td></td>
<td>12,759</td>
<td>17,990</td>
<td>-29.1%</td>
<td>3,06</td>
<td>1,665</td>
<td>-81.6%</td>
</tr>
<tr>
<td>295 EXPRESS - BROWARD BLVD - CIVIC CENTER</td>
<td>176</td>
<td>204</td>
<td>-13.5%</td>
<td></td>
<td></td>
<td></td>
<td>3,352</td>
<td>4,281</td>
<td>-21.7%</td>
<td>2,540</td>
<td>3,441</td>
<td>-26.2%</td>
</tr>
<tr>
<td>296 EXPRESS - SHERIDAN ST - CIVIC CENTER</td>
<td>134</td>
<td>164</td>
<td>-18.4%</td>
<td></td>
<td></td>
<td></td>
<td>2,540</td>
<td>3,441</td>
<td>-26.2%</td>
<td>2,540</td>
<td>3,441</td>
<td>-26.2%</td>
</tr>
<tr>
<td>297-27th AVENUE ORANGE MAX</td>
<td>1,151</td>
<td>1,620</td>
<td>-29.0%</td>
<td></td>
<td></td>
<td></td>
<td>21,868</td>
<td>34,019</td>
<td>-35.7%</td>
<td>3,06</td>
<td>1,665</td>
<td>-81.6%</td>
</tr>
<tr>
<td>301 DADE-MONROE EXPRESS</td>
<td>530</td>
<td>912</td>
<td>-41.9%</td>
<td>551</td>
<td>909</td>
<td>-39.4%</td>
<td>564</td>
<td>867</td>
<td>-35.0%</td>
<td>12,945</td>
<td>27,124</td>
<td>-52.3%</td>
</tr>
<tr>
<td>302 CARD SOUND EXPRESS</td>
<td>33</td>
<td>77</td>
<td>-57.0%</td>
<td>28</td>
<td>57</td>
<td>-50.6%</td>
<td>42</td>
<td>59</td>
<td>-28.8%</td>
<td>605</td>
<td>2,131</td>
<td>-71.6%</td>
</tr>
<tr>
<td>338 - WEEKEND EXPRESS</td>
<td>66</td>
<td>112</td>
<td>-40.8%</td>
<td>202</td>
<td>108</td>
<td>87.9%</td>
<td>174</td>
<td>241</td>
<td>-27.9%</td>
<td>1,504</td>
<td>1,637</td>
<td>-8.1%</td>
</tr>
<tr>
<td>344</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>996</td>
<td>2,354</td>
<td>-57.7%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>500</td>
<td>43</td>
<td>34</td>
<td>25.3%</td>
<td>66</td>
<td>29</td>
<td>130.4%</td>
<td>38</td>
<td>23</td>
<td>65.9%</td>
<td>1,267</td>
<td>942</td>
<td>34.5%</td>
</tr>
<tr>
<td>12/21 WEEKEND INTERL.</td>
<td></td>
<td></td>
<td></td>
<td>2,817</td>
<td>2,571</td>
<td>9.6%</td>
<td>2,302</td>
<td>1,782</td>
<td>29.1%</td>
<td>20,472</td>
<td>19,194</td>
<td>6.7%</td>
</tr>
<tr>
<td>GREEN HILLS SHUTTLE</td>
<td>9</td>
<td>7</td>
<td>37.0%</td>
<td>37</td>
<td>27</td>
<td>37.0%</td>
<td>37</td>
<td>27</td>
<td>37.0%</td>
<td>37</td>
<td>27</td>
<td>37.0%</td>
</tr>
<tr>
<td>KINGS CREEK SHUTTLE</td>
<td>12</td>
<td>24</td>
<td>-49.8%</td>
<td>49</td>
<td>122</td>
<td>-59.8%</td>
<td>49</td>
<td>122</td>
<td>-59.8%</td>
<td>105</td>
<td>112</td>
<td>-6.3%</td>
</tr>
<tr>
<td>SIERRA LAKES SHUTTLE</td>
<td>21</td>
<td>22</td>
<td>-6.2%</td>
<td>105</td>
<td>112</td>
<td>-6.3%</td>
<td>105</td>
<td>112</td>
<td>-6.3%</td>
<td>105</td>
<td>112</td>
<td>-6.3%</td>
</tr>
<tr>
<td>ROBERT SHARP SHUTTLE</td>
<td>16</td>
<td>12</td>
<td>26.5%</td>
<td>62</td>
<td>49</td>
<td>26.5%</td>
<td>62</td>
<td>49</td>
<td>26.5%</td>
<td>62</td>
<td>49</td>
<td>26.5%</td>
</tr>
<tr>
<td>AHEPA SHUTTLE</td>
<td>24</td>
<td>29</td>
<td>-18.7%</td>
<td>95</td>
<td>146</td>
<td>-34.9%</td>
<td>58</td>
<td>74</td>
<td>-21.6%</td>
<td>58</td>
<td>74</td>
<td>-21.6%</td>
</tr>
<tr>
<td>FEDERATION GARDENS SHUTTLE</td>
<td></td>
<td></td>
<td></td>
<td>12</td>
<td>19</td>
<td>-37.3%</td>
<td></td>
<td></td>
<td></td>
<td>58</td>
<td>74</td>
<td>-21.6%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>147,165</strong></td>
<td><strong>201,222</strong></td>
<td><strong>-26.9%</strong></td>
<td><strong>103,222</strong></td>
<td><strong>116,187</strong></td>
<td><strong>-11.2%</strong></td>
<td><strong>80,815</strong></td>
<td><strong>88,034</strong></td>
<td><strong>-8.2%</strong></td>
<td><strong>3,524,818</strong></td>
<td><strong>5,127,944</strong></td>
<td><strong>-31.6%</strong></td>
</tr>
</tbody>
</table>

(1) - Due to Hurricane Irma, there was Sunday bus service on 9/9/17, no bus service on 9/10/17 and 9/11/17, and progressive resumption over the following several days; the average calculations take the resulting data into account.

(2) - Average daily ridership calculations only takes into account days during which service was provided; days during which there was no service or data due to Hurricane Irma are excluded.

(3) - Routes 301 and 302 ridership from Sep 24 through Sep 30, 2017 was estimated from revenue data for those days.

(4) - September 2017 is the first full month during which the following routes began being operated by a Contractor: 1, 29, 46, 82, 101-A, 202, 211, 212, 246, 254, 267, 272, 286 and 344; Routes 6, 48 and 117 were eliminated.

(5) - Excludes shuttles and those routes which were not run both years.
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>426</td>
<td>464</td>
<td>8.9%</td>
<td>-6.8%</td>
</tr>
<tr>
<td>2</td>
<td>1,448</td>
<td>1,205</td>
<td>-16.8%</td>
<td>7.9%</td>
</tr>
<tr>
<td>3</td>
<td>5,517</td>
<td>5,582</td>
<td>1.2%</td>
<td>7.9%</td>
</tr>
<tr>
<td>7</td>
<td>1,897</td>
<td>2,046</td>
<td>7.9%</td>
<td>-10.1%</td>
</tr>
<tr>
<td>8</td>
<td>2,227</td>
<td>2,001</td>
<td>-10.1%</td>
<td>7.9%</td>
</tr>
<tr>
<td>9</td>
<td>2,798</td>
<td>3,250</td>
<td>16.2%</td>
<td>-10.1%</td>
</tr>
<tr>
<td>10</td>
<td>1,625</td>
<td>1,841</td>
<td>13.3%</td>
<td>7.9%</td>
</tr>
<tr>
<td>11</td>
<td>5,586</td>
<td>5,093</td>
<td>-8.8%</td>
<td>7.9%</td>
</tr>
<tr>
<td>12/21</td>
<td>2,327</td>
<td>2,369</td>
<td>1.8%</td>
<td>-7.1%</td>
</tr>
<tr>
<td>16</td>
<td>1,304</td>
<td>1,211</td>
<td>-7.1%</td>
<td>7.9%</td>
</tr>
<tr>
<td>17</td>
<td>1,990</td>
<td>2,303</td>
<td>15.7%</td>
<td>7.9%</td>
</tr>
<tr>
<td>22</td>
<td>1,732</td>
<td>2,204</td>
<td>27.3%</td>
<td>7.9%</td>
</tr>
<tr>
<td>24</td>
<td>1,034</td>
<td>1,141</td>
<td>10.3%</td>
<td>7.9%</td>
</tr>
<tr>
<td>27</td>
<td>3,835</td>
<td>3,976</td>
<td>3.7%</td>
<td>7.9%</td>
</tr>
<tr>
<td>31</td>
<td>1,100</td>
<td>828</td>
<td>-24.7%</td>
<td>7.9%</td>
</tr>
<tr>
<td>32</td>
<td>580</td>
<td>921</td>
<td>58.8%</td>
<td>7.9%</td>
</tr>
<tr>
<td>33</td>
<td>736</td>
<td>926</td>
<td>25.8%</td>
<td>7.9%</td>
</tr>
<tr>
<td>35</td>
<td>702</td>
<td>641</td>
<td>-8.7%</td>
<td>7.9%</td>
</tr>
<tr>
<td>36</td>
<td>1,002</td>
<td>1,050</td>
<td>4.8%</td>
<td>7.9%</td>
</tr>
<tr>
<td>37</td>
<td>2,041</td>
<td>2,069</td>
<td>1.4%</td>
<td>7.9%</td>
</tr>
<tr>
<td>38</td>
<td>4,269</td>
<td>4,365</td>
<td>2.2%</td>
<td>7.9%</td>
</tr>
<tr>
<td>40</td>
<td>783</td>
<td>779</td>
<td>-0.5%</td>
<td>7.9%</td>
</tr>
<tr>
<td>42</td>
<td>423</td>
<td>405</td>
<td>-4.3%</td>
<td>7.9%</td>
</tr>
<tr>
<td>52</td>
<td>534</td>
<td>663</td>
<td>24.2%</td>
<td>7.9%</td>
</tr>
<tr>
<td>54</td>
<td>1,397</td>
<td>1,606</td>
<td>15.0%</td>
<td>7.9%</td>
</tr>
<tr>
<td>55</td>
<td>133</td>
<td>46</td>
<td>-65.4%</td>
<td>7.9%</td>
</tr>
<tr>
<td>62</td>
<td>1,544</td>
<td>1,259</td>
<td>-18.5%</td>
<td>7.9%</td>
</tr>
<tr>
<td>70</td>
<td>668</td>
<td>750</td>
<td>12.3%</td>
<td>7.9%</td>
</tr>
<tr>
<td>71</td>
<td>199</td>
<td>197</td>
<td>-1.0%</td>
<td>7.9%</td>
</tr>
<tr>
<td>72</td>
<td>389</td>
<td>395</td>
<td>1.5%</td>
<td>7.9%</td>
</tr>
<tr>
<td>73</td>
<td>612</td>
<td>700</td>
<td>14.4%</td>
<td>7.9%</td>
</tr>
<tr>
<td>75</td>
<td>212</td>
<td>273</td>
<td>28.8%</td>
<td>7.9%</td>
</tr>
<tr>
<td>77</td>
<td>3,779</td>
<td>3,478</td>
<td>-8.0%</td>
<td>7.9%</td>
</tr>
</tbody>
</table>

Total: 92,234

Excludes shuttles and those routes which were not run both years.
## BUS RIDERSHIP BY ROUTE SERVICE TYPE

<table>
<thead>
<tr>
<th>Boardings by Service Type and Route</th>
<th>Average Weekday</th>
<th>Average Weekday</th>
<th>Percent Change</th>
<th>Average Saturday</th>
<th>Average Saturday</th>
<th>Percent Change</th>
<th>Average Sunday</th>
<th>Average Sunday</th>
<th>Percent Change</th>
<th>Total Monthly</th>
<th>Total Monthly</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sep-17</td>
<td>Sep-16</td>
<td>17 vs 16</td>
<td></td>
<td>Sep-17</td>
<td>Sep-16</td>
<td>17 vs 16</td>
<td>Sep-17</td>
<td>Sep-16</td>
<td>17 vs 16</td>
<td>Sep-17</td>
<td>Sep-16</td>
<td>17 vs 16</td>
</tr>
<tr>
<td><strong>Express Routes</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>34-EXPRESS</td>
<td>1,940</td>
<td>2,386</td>
<td>-18.7%</td>
<td>1,700</td>
<td>1,783</td>
<td>-4.6%</td>
<td>2,037</td>
<td>1,748</td>
<td>16.5%</td>
<td>34,926</td>
<td>50,111</td>
<td>-30.3%</td>
</tr>
<tr>
<td>95-EXPRESS</td>
<td>1,533</td>
<td>2,238</td>
<td>-31.5%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>29,136</td>
<td>47,005</td>
<td>-38.0%</td>
</tr>
<tr>
<td>150-MIAMI BEACH AIRPORT FLYER</td>
<td>1,344</td>
<td>1,848</td>
<td>-27.3%</td>
<td>1,700</td>
<td>1,783</td>
<td>-4.6%</td>
<td>2,037</td>
<td>1,748</td>
<td>16.5%</td>
<td>40,479</td>
<td>54,671</td>
<td>-26.0%</td>
</tr>
<tr>
<td>195 EXPRESS - BROWARD BLVD</td>
<td>376</td>
<td>595</td>
<td>-36.7%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7,153</td>
<td>12,493</td>
<td>-42.7%</td>
</tr>
<tr>
<td>196 EXPRESS - SHERIDAN ST</td>
<td>316</td>
<td>472</td>
<td>-33.2%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5,995</td>
<td>9,912</td>
<td>-39.5%</td>
</tr>
<tr>
<td>295 EXPRESS - BROWARD BLVD - CIVIC CENTER</td>
<td>176</td>
<td>204</td>
<td>-13.5%</td>
<td>174</td>
<td>241</td>
<td>-27.9%</td>
<td>1,504</td>
<td>1,637</td>
<td>-8.1%</td>
<td>2,352</td>
<td>4,281</td>
<td>-12.7%</td>
</tr>
<tr>
<td>296 EXPRESS - SHERIDAN ST - CIVIC CENTER</td>
<td>134</td>
<td>164</td>
<td>-18.4%</td>
<td>254</td>
<td>3,441</td>
<td>-26.2%</td>
<td>15,479</td>
<td>27,450</td>
<td>-43.6%</td>
<td>3,500</td>
<td>4,751</td>
<td>-35.1%</td>
</tr>
<tr>
<td>204 KAT-KILLIAN</td>
<td>860</td>
<td>1,307</td>
<td>-34.2%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15,479</td>
<td>27,450</td>
<td>-43.6%</td>
</tr>
<tr>
<td>288 KENDALL CRUISER</td>
<td>638</td>
<td>857</td>
<td>-25.5%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3,500</td>
<td>4,751</td>
<td>-35.1%</td>
</tr>
<tr>
<td>338 - WEEKEND EXPRESS</td>
<td>202</td>
<td>208</td>
<td>-13.7%</td>
<td>202</td>
<td>208</td>
<td>-13.7%</td>
<td>202</td>
<td>208</td>
<td>-13.7%</td>
<td>3,500</td>
<td>4,751</td>
<td>-35.1%</td>
</tr>
<tr>
<td><strong>Subtotal Express Routes</strong></td>
<td>7,317</td>
<td>10,071</td>
<td>-27.3%</td>
<td>1,902</td>
<td>1,891</td>
<td>0.6%</td>
<td>2,211</td>
<td>1,989</td>
<td>11.1%</td>
<td>153,323</td>
<td>228,991</td>
<td>-33.0%</td>
</tr>
<tr>
<td><strong>Percentage of All Bus Routes</strong></td>
<td>5.0%</td>
<td>5.0%</td>
<td>1.8%</td>
<td>1.6%</td>
<td>2.7%</td>
<td>2.3%</td>
<td>4.3%</td>
<td>4.5%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Contracted Express Routes</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>301-DADE MONROE EXPRESS</td>
<td>530</td>
<td>912</td>
<td>-41.9%</td>
<td>551</td>
<td>909</td>
<td>-39.4%</td>
<td>564</td>
<td>867</td>
<td>-35.0%</td>
<td>12,945</td>
<td>27,124</td>
<td>-52.3%</td>
</tr>
<tr>
<td>302-CARD SOUND EXPRESS</td>
<td>33</td>
<td>77</td>
<td>-57.0%</td>
<td>28</td>
<td>57</td>
<td>-50.6%</td>
<td>42</td>
<td>59</td>
<td>-28.8%</td>
<td>605</td>
<td>2,131</td>
<td>-71.6%</td>
</tr>
<tr>
<td><strong>Subtotal Contracted Express Routes</strong></td>
<td>563</td>
<td>989</td>
<td>-43.0%</td>
<td>579</td>
<td>965</td>
<td>-40.0%</td>
<td>606</td>
<td>926</td>
<td>-34.6%</td>
<td>13,550</td>
<td>29,255</td>
<td>-53.7%</td>
</tr>
<tr>
<td><strong>Percentage of All Bus Routes</strong></td>
<td>0.4%</td>
<td>0.5%</td>
<td>0.6%</td>
<td>0.8%</td>
<td>0.7%</td>
<td>1.1%</td>
<td>0.4%</td>
<td>0.6%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Other Contracted Routes</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>479</td>
<td>548</td>
<td>-12.6%</td>
<td>460</td>
<td>512</td>
<td>-10.3%</td>
<td>370</td>
<td>310</td>
<td>19.4%</td>
<td>11,932</td>
<td>15,099</td>
<td>-21.0%</td>
</tr>
<tr>
<td>29</td>
<td>323</td>
<td>721</td>
<td>-55.1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5,497</td>
<td>15,134</td>
<td>-63.7%</td>
</tr>
<tr>
<td>46 - LIBERTY CITY CONN.</td>
<td>66</td>
<td>58</td>
<td>13.1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,049</td>
<td>1,217</td>
<td>-13.8%</td>
</tr>
<tr>
<td>82 - WESTCHESTER CIRC</td>
<td>46</td>
<td>63</td>
<td>-26.1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>696</td>
<td>1,319</td>
<td>-47.2%</td>
</tr>
<tr>
<td>101 - A</td>
<td>96</td>
<td>119</td>
<td>-19.8%</td>
<td>56</td>
<td>64</td>
<td>-12.7%</td>
<td>25</td>
<td>37</td>
<td>-32.1%</td>
<td>1,894</td>
<td>2,945</td>
<td>-35.7%</td>
</tr>
<tr>
<td>202 - LITTLE HAITI CONN.</td>
<td>71</td>
<td>227</td>
<td>-68.9%</td>
<td>78</td>
<td>109</td>
<td>-28.6%</td>
<td>44</td>
<td>78</td>
<td>-44.1%</td>
<td>1,609</td>
<td>5,603</td>
<td>-71.3%</td>
</tr>
<tr>
<td>211-OVERTOWN CIRC</td>
<td>67</td>
<td>103</td>
<td>-35.4%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,002</td>
<td>2,173</td>
<td>-53.9%</td>
</tr>
<tr>
<td>212-SWEETWATER CIRC</td>
<td>61</td>
<td>56</td>
<td>9.1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>797</td>
<td>1,180</td>
<td>-32.5%</td>
</tr>
<tr>
<td>246 - NIGHT OWL</td>
<td>43</td>
<td>60</td>
<td>-29.0%</td>
<td>10</td>
<td>53</td>
<td>-80.4%</td>
<td>51</td>
<td>55</td>
<td>-8.2%</td>
<td>740</td>
<td>1,754</td>
<td>-57.8%</td>
</tr>
<tr>
<td>254-BROWNSVILLE CIRC</td>
<td>22</td>
<td>79</td>
<td>-72.4%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>306</td>
<td>1,665</td>
<td>-81.6%</td>
</tr>
<tr>
<td>267-LUDLAM LIMITED</td>
<td>31</td>
<td>119</td>
<td>-73.6%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>533</td>
<td>2,490</td>
<td>-78.6%</td>
</tr>
<tr>
<td>272 KAT-SUNSET</td>
<td>202</td>
<td>498</td>
<td>-59.5%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3,429</td>
<td>10,458</td>
<td>-67.2%</td>
</tr>
<tr>
<td>286-NORTH POINTE CIRC</td>
<td>59</td>
<td>118</td>
<td>-49.8%</td>
<td>48</td>
<td>84</td>
<td>-42.9%</td>
<td>1,137</td>
<td>2,806</td>
<td>-59.5%</td>
<td>966</td>
<td>2,354</td>
<td>-57.7%</td>
</tr>
<tr>
<td>344</td>
<td>66</td>
<td>112</td>
<td>-40.8%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>996</td>
<td>2,354</td>
<td>-57.7%</td>
</tr>
<tr>
<td><strong>Subtotal Other Contracted Routes</strong></td>
<td>1,631</td>
<td>2,881</td>
<td>-43.4%</td>
<td>652</td>
<td>822</td>
<td>-20.7%</td>
<td>490</td>
<td>480</td>
<td>1.9%</td>
<td>31,617</td>
<td>66,197</td>
<td>-52.2%</td>
</tr>
<tr>
<td><strong>Percentage of All Bus Routes</strong></td>
<td>1.1%</td>
<td>1.4%</td>
<td>0.6%</td>
<td>0.7%</td>
<td>0.6%</td>
<td>0.5%</td>
<td>0.9%</td>
<td>1.3%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**September 2017**
### BUS RIDERSHIP BY ROUTE SERVICE TYPE

<table>
<thead>
<tr>
<th>Boardings by Service Type and Route</th>
<th>Average Weekday</th>
<th>Average Weekday</th>
<th>Percent Change</th>
<th>Average Saturday</th>
<th>Average Saturday</th>
<th>Percent Change</th>
<th>Average Sunday</th>
<th>Average Sunday</th>
<th>Percent Change</th>
<th>Total Monthly</th>
<th>Total Monthly</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Limited Stop Routes</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>51-FLAGLER MAX</td>
<td>2,486</td>
<td>3,115</td>
<td>-20.2%</td>
<td>4,444</td>
<td>4,336</td>
<td>2.5%</td>
<td>3,271</td>
<td>2,958</td>
<td>10.6%</td>
<td>125,805</td>
<td>155,164</td>
<td>-18.9%</td>
</tr>
<tr>
<td>93 - BISCAYNE MAX</td>
<td>2,658</td>
<td>3,487</td>
<td>-23.8%</td>
<td>4,444</td>
<td>4,336</td>
<td>2.5%</td>
<td>3,271</td>
<td>2,958</td>
<td>10.6%</td>
<td>125,805</td>
<td>155,164</td>
<td>-18.9%</td>
</tr>
<tr>
<td>120 - BEACH MAX</td>
<td>4,747</td>
<td>5,859</td>
<td>-19.0%</td>
<td>4,444</td>
<td>4,336</td>
<td>2.5%</td>
<td>3,271</td>
<td>2,958</td>
<td>10.6%</td>
<td>125,805</td>
<td>155,164</td>
<td>-18.9%</td>
</tr>
<tr>
<td>252-CORAL REEF MAX</td>
<td>702</td>
<td>1,016</td>
<td>-30.9%</td>
<td>288</td>
<td>367</td>
<td>-21.6%</td>
<td>261</td>
<td>310</td>
<td>-15.9%</td>
<td>14,822</td>
<td>24,348</td>
<td>-39.1%</td>
</tr>
<tr>
<td>277-7TH AVENUE MAX</td>
<td>444</td>
<td>644</td>
<td>-31.1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>287-SAGA BAY MAX</td>
<td>275</td>
<td>366</td>
<td>-25.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>297-27TH AVENUE ORANGE MAX</td>
<td>1,151</td>
<td>1,620</td>
<td>-29.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal Limited Stop Routes</strong></td>
<td>12,463</td>
<td>16,107</td>
<td>-22.6%</td>
<td>4,731</td>
<td>4,703</td>
<td>0.6%</td>
<td>3,532</td>
<td>3,268</td>
<td>8.1%</td>
<td>273,786</td>
<td>373,392</td>
<td>-26.7%</td>
</tr>
<tr>
<td><strong>Percentage of All Bus Routes</strong></td>
<td>8.5%</td>
<td>8.0%</td>
<td>4.6%</td>
<td>4.0%</td>
<td>4.4%</td>
<td>3.7%</td>
<td>7.8%</td>
<td>7.3%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Free Route</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>132 - TRI-RAIL DORAL</td>
<td>26</td>
<td>11</td>
<td>131.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Percentage of All Bus Routes</strong></td>
<td>0.0%</td>
<td>0.0%</td>
<td></td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Lifelines &amp; Shuttles</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>55-MARLINS SHUTTLE</td>
<td>46</td>
<td>75</td>
<td>-38.7%</td>
<td>61</td>
<td>58</td>
<td>5.2%</td>
<td>102</td>
<td>116</td>
<td>-12.8%</td>
<td>691</td>
<td>1,286</td>
<td>-46.3%</td>
</tr>
<tr>
<td>GREEN HILLS SHUTTLE</td>
<td>9</td>
<td>7</td>
<td>37.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>37</td>
<td>27</td>
<td>37.0%</td>
</tr>
<tr>
<td>KING'S CREEK SHUTTLE</td>
<td>12</td>
<td>24</td>
<td>-49.8%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>49</td>
<td>122</td>
<td>-59.8%</td>
</tr>
<tr>
<td>SIERRA LAKES SHUTTLE</td>
<td>21</td>
<td>22</td>
<td>-6.2%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>105</td>
<td>112</td>
<td>-6.3%</td>
</tr>
<tr>
<td>ROBERT SHARP SHUTTLE</td>
<td>16</td>
<td>12</td>
<td>26.5%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>62</td>
<td>49</td>
<td>26.5%</td>
</tr>
<tr>
<td>AHEPA SHUTTLE</td>
<td>24</td>
<td>29</td>
<td>-18.7%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>95</td>
<td>146</td>
<td>-34.9%</td>
</tr>
<tr>
<td>FEDERATION GARDENS SHUTTLE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>58</td>
<td>74</td>
<td>-21.6%</td>
</tr>
<tr>
<td><strong>Subtotal Lifeline &amp; Shuttle Routes</strong></td>
<td>128</td>
<td>170</td>
<td>-24.8%</td>
<td>73</td>
<td>77</td>
<td>-5.1%</td>
<td>102</td>
<td>116</td>
<td>-12.8%</td>
<td>1,097</td>
<td>1,816</td>
<td>-39.6%</td>
</tr>
<tr>
<td><strong>Percentage of All Bus Routes</strong></td>
<td>0.1%</td>
<td>0.1%</td>
<td>0.1%</td>
<td>0.1%</td>
<td>0.1%</td>
<td>0.1%</td>
<td>0.1%</td>
<td>0.1%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Other Circulator Routes</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>123-SOUTH BEACH LOCAL</td>
<td>1,740</td>
<td>2,436</td>
<td>-28.6%</td>
<td>1,533</td>
<td>2,044</td>
<td>-25.0%</td>
<td>1,361</td>
<td>1,629</td>
<td>-16.5%</td>
<td>42,887</td>
<td>67,483</td>
<td>-36.4%</td>
</tr>
<tr>
<td>200-CUTLER BAY LOCAL</td>
<td>137</td>
<td>174</td>
<td>-21.0%</td>
<td>132</td>
<td>120</td>
<td>9.6%</td>
<td></td>
<td></td>
<td></td>
<td>2,998</td>
<td>4,129</td>
<td>-27.4%</td>
</tr>
<tr>
<td>249-COCONUT GROVE CIRC</td>
<td>529</td>
<td>928</td>
<td>-43.0%</td>
<td>388</td>
<td>581</td>
<td>-33.2%</td>
<td>351</td>
<td>448</td>
<td>-21.7%</td>
<td>12,484</td>
<td>24,054</td>
<td>-48.1%</td>
</tr>
<tr>
<td><strong>Subtotal Circulators</strong></td>
<td>2,406</td>
<td>3,538</td>
<td>-32.0%</td>
<td>2,053</td>
<td>2,745</td>
<td>-25.2%</td>
<td>1,712</td>
<td>2,077</td>
<td>-17.6%</td>
<td>58,369</td>
<td>95,666</td>
<td>-39.0%</td>
</tr>
<tr>
<td><strong>Percentage of All Bus Routes</strong></td>
<td>1.6%</td>
<td>1.8%</td>
<td>2.0%</td>
<td>2.4%</td>
<td>2.1%</td>
<td>2.4%</td>
<td>1.7%</td>
<td>1.9%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>All Other (Regular) Routes</strong></td>
<td>122,630</td>
<td>167,456</td>
<td>-26.8%</td>
<td>93,233</td>
<td>104,866</td>
<td>-11.2%</td>
<td>72,163</td>
<td>79,176</td>
<td>-8.9%</td>
<td>2,992,629</td>
<td>4,332,388</td>
<td>-30.9%</td>
</tr>
<tr>
<td><strong>Percentage of All Bus Routes</strong></td>
<td>83.3%</td>
<td>83.2%</td>
<td>90.3%</td>
<td>90.4%</td>
<td>89.3%</td>
<td>89.9%</td>
<td>84.9%</td>
<td>84.5%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Total Bus System (1)**

|                      | 147,165         | 201,222         | -26.9%         | 103,222         | 116,187         | -11.2%         | 80,815          | 88,034         | -8.2%          | 3,524,818    | 5,127,944    | -31.36%        |

---

1. Due to Hurricane Irma, there was Sunday bus service on 9/9/17, no bus service on 9/10/17 and 9/11/17, and progressive resumption over the following several days; the average calculations take the resulting data into account.

2. Average daily ridership calculations only takes into account days during which service was provided; days during which there was no service or data due to Hurricane Irma are excluded.

3. Routes 301 and 302 ridership from Sep 24 through Sep 30, 2017 was estimated from revenue data for those days.

4. September 2017 is the first full month during which the following routes began being operated by a Contractor: 1, 29, 46, 82, 101-A, 202, 211, 212, 246, 254, 256, 272, 286 and 344; Routes 6, 48 and 117 were eliminated.

5. Excludes shuttles and those routes which were not run both years.
TOTAL MONTHLY AND AVERAGE WEEKDAY RIDERSHIP YEAR OVER YEAR COMPARISON CHARTS – METROBUS

Monthly Metrobus Boardings

Average Weekday Metrobus Boardings
**“TOP 5 / BOTTOM 5” BUS ROUTES AVERAGE WEEKDAY RIDERSHIP PERFORMANCE YEAR OVER YEAR COMPARISONS**

<table>
<thead>
<tr>
<th>Route</th>
<th>Sep-17</th>
<th>Sep-16</th>
<th>Absolute Delta (1)</th>
<th>Percent Delta</th>
</tr>
</thead>
<tbody>
<tr>
<td>115</td>
<td>472</td>
<td>306</td>
<td>166</td>
<td>54.3%</td>
</tr>
<tr>
<td>132 -TRI-RAIL DORAL</td>
<td>26</td>
<td>11</td>
<td>15</td>
<td>131.0%</td>
</tr>
<tr>
<td>500</td>
<td>43</td>
<td>34</td>
<td>9</td>
<td>25.3%</td>
</tr>
<tr>
<td>46-LIBERTY CITY CONN</td>
<td>66</td>
<td>58</td>
<td>8</td>
<td>13.1%</td>
</tr>
<tr>
<td>238-EAST/WEST CONN</td>
<td>21</td>
<td>14</td>
<td>6</td>
<td>44.3%</td>
</tr>
<tr>
<td>11</td>
<td>6,881</td>
<td>10,140</td>
<td>-3,260</td>
<td>-32.1%</td>
</tr>
<tr>
<td>77</td>
<td>6,454</td>
<td>9,473</td>
<td>-3,019</td>
<td>-31.9%</td>
</tr>
<tr>
<td>119 - S</td>
<td>7,301</td>
<td>10,070</td>
<td>-2,769</td>
<td>-27.5%</td>
</tr>
<tr>
<td>103 - C</td>
<td>487</td>
<td>2,818</td>
<td>-2,332</td>
<td>-82.7%</td>
</tr>
<tr>
<td>27</td>
<td>6,525</td>
<td>8,736</td>
<td>-2,211</td>
<td>-25.3%</td>
</tr>
</tbody>
</table>

(1) Averages rounded to the nearest boarding
## METROBUS PARKING PATRONAGE SUMMARY
### September 2017

<table>
<thead>
<tr>
<th>PARK-RIDE LOT</th>
<th>ACTUAL AVAILABLE SPACES</th>
<th>ACTUAL OCCUPANCY</th>
<th>PERCENT OCCUPANCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>BUSWAY / SW 152nd Street</td>
<td>200</td>
<td>200</td>
<td>100%</td>
</tr>
<tr>
<td>BUSWAY / SW 168th Street</td>
<td>149</td>
<td>148</td>
<td>99%</td>
</tr>
<tr>
<td>BUSWAY / SW 112nd Ave (Target)</td>
<td>450</td>
<td>328</td>
<td>73%</td>
</tr>
<tr>
<td>BUSWAY / SW 244th Street</td>
<td>95</td>
<td>95</td>
<td>100%</td>
</tr>
<tr>
<td>BUSWAY / SW 296th Street</td>
<td>139</td>
<td>130</td>
<td>94%</td>
</tr>
<tr>
<td>BUSWAY / SW 344th Street</td>
<td>248</td>
<td>107</td>
<td>43%</td>
</tr>
<tr>
<td>CORAL REEF DRIVE 117 / TURNPIKE</td>
<td>95</td>
<td>40</td>
<td>42%</td>
</tr>
<tr>
<td>GOLDEN GLADES-EAST LOT</td>
<td>535</td>
<td>160</td>
<td>30%</td>
</tr>
<tr>
<td>GOLDEN GLADES-WEST</td>
<td>1,007</td>
<td>627</td>
<td>62%</td>
</tr>
<tr>
<td>HAMMOCKS TOWN CENTER</td>
<td>50</td>
<td>50</td>
<td>100%</td>
</tr>
<tr>
<td>KENDALL Drive SW 127th Ave (effective June 2017)</td>
<td>161</td>
<td>24</td>
<td>15%</td>
</tr>
<tr>
<td>KENDALL Drive SW 150th Ave</td>
<td>25</td>
<td>5</td>
<td>20%</td>
</tr>
<tr>
<td>WEST KENDALL TRANSIT TEAM (KENDALL / SW 162nd Ave)</td>
<td>40</td>
<td>21</td>
<td>53%</td>
</tr>
<tr>
<td>NW 7TH AVENUE TRANSIT VILLAGE</td>
<td>25</td>
<td>21</td>
<td>84%</td>
</tr>
<tr>
<td>MIAMI GARDENS Drive / NW 73rd Ave</td>
<td>136</td>
<td>22</td>
<td>16%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>3,355</strong></td>
<td><strong>1,978</strong></td>
<td><strong>59%</strong></td>
</tr>
</tbody>
</table>

*Note: Some park-ride lots are joint-use and the number of park-ride vehicles may exceed the number of spaces allocated.*
Metrorail
## METRORAIL MONTHLY AND AVERAGE DAILY BOARDINGS BY STATION

<table>
<thead>
<tr>
<th>STATIONS</th>
<th>Average Weekday</th>
<th>Average Weekday</th>
<th>Percent Change</th>
<th>Average Saturday</th>
<th>Average Saturday</th>
<th>Percent Change</th>
<th>Average Sunday</th>
<th>Average Sunday</th>
<th>Percent Change</th>
<th>Total Monthly</th>
<th>Total Monthly</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Sep-17</td>
<td>Sep-16</td>
<td>17 vs 16</td>
<td>Sep-17</td>
<td>Sep-16</td>
<td>17 vs 16</td>
<td>Sep-17</td>
<td>Sep-16</td>
<td>17 vs 16</td>
<td>Sep-17</td>
<td>Sep-16</td>
<td>17 vs 16</td>
</tr>
<tr>
<td>ALLAPATTAH</td>
<td>1,751</td>
<td>2,139</td>
<td>-18.2%</td>
<td>1,120</td>
<td>1,188</td>
<td>-5.7%</td>
<td>837</td>
<td>900</td>
<td>-7.0%</td>
<td>41,305</td>
<td>54,197</td>
<td>-23.8%</td>
</tr>
<tr>
<td>BRICKELL</td>
<td>5,097</td>
<td>6,658</td>
<td>-23.4%</td>
<td>2,764</td>
<td>2,937</td>
<td>-5.9%</td>
<td>2,031</td>
<td>2,032</td>
<td>0.0%</td>
<td>116,514</td>
<td>162,109</td>
<td>-28.1%</td>
</tr>
<tr>
<td>BROWNSVILLE</td>
<td>879</td>
<td>1,092</td>
<td>-19.5%</td>
<td>674</td>
<td>657</td>
<td>2.5%</td>
<td>506</td>
<td>519</td>
<td>-2.5%</td>
<td>21,483</td>
<td>28,210</td>
<td>-23.8%</td>
</tr>
<tr>
<td>CIVIC CENTER</td>
<td>4,887</td>
<td>6,439</td>
<td>-24.1%</td>
<td>966</td>
<td>1,092</td>
<td>-11.5%</td>
<td>807</td>
<td>853</td>
<td>-5.3%</td>
<td>100,048</td>
<td>144,008</td>
<td>-30.5%</td>
</tr>
<tr>
<td>COCONUT GROVE</td>
<td>1,403</td>
<td>1,944</td>
<td>-27.9%</td>
<td>852</td>
<td>986</td>
<td>-13.7%</td>
<td>642</td>
<td>760</td>
<td>-15.6%</td>
<td>32,784</td>
<td>48,678</td>
<td>-32.7%</td>
</tr>
<tr>
<td>CULMER</td>
<td>1,227</td>
<td>1,331</td>
<td>-7.8%</td>
<td>767</td>
<td>726</td>
<td>5.7%</td>
<td>564</td>
<td>498</td>
<td>13.2%</td>
<td>28,797</td>
<td>33,597</td>
<td>-14.3%</td>
</tr>
<tr>
<td>DADELAND NORTH</td>
<td>4,960</td>
<td>6,728</td>
<td>-26.3%</td>
<td>1,982</td>
<td>2,221</td>
<td>-10.7%</td>
<td>1,451</td>
<td>1,545</td>
<td>-6.1%</td>
<td>108,411</td>
<td>158,278</td>
<td>-31.5%</td>
</tr>
<tr>
<td>DADELAND SOUTH</td>
<td>5,955</td>
<td>6,807</td>
<td>-12.5%</td>
<td>2,724</td>
<td>2,736</td>
<td>-0.5%</td>
<td>2,100</td>
<td>2,086</td>
<td>0.7%</td>
<td>133,002</td>
<td>164,650</td>
<td>-19.2%</td>
</tr>
<tr>
<td>DOUGLAS ROAD</td>
<td>2,996</td>
<td>4,039</td>
<td>-25.8%</td>
<td>1,380</td>
<td>1,616</td>
<td>-14.6%</td>
<td>950</td>
<td>1,108</td>
<td>-14.3%</td>
<td>66,570</td>
<td>96,992</td>
<td>-31.4%</td>
</tr>
<tr>
<td>DR. MARTIN LUTHER KING, JR.</td>
<td>1,269</td>
<td>1,517</td>
<td>-16.4%</td>
<td>801</td>
<td>802</td>
<td>-0.1%</td>
<td>560</td>
<td>563</td>
<td>-0.6%</td>
<td>29,672</td>
<td>37,938</td>
<td>-21.8%</td>
</tr>
<tr>
<td>EARLINGTON HEIGHTS</td>
<td>1,506</td>
<td>1,900</td>
<td>-20.7%</td>
<td>991</td>
<td>1,018</td>
<td>-2.7%</td>
<td>744</td>
<td>820</td>
<td>-9.3%</td>
<td>35,692</td>
<td>48,128</td>
<td>-25.8%</td>
</tr>
<tr>
<td>GOVERNMENT CENTER</td>
<td>8,559</td>
<td>11,934</td>
<td>-28.3%</td>
<td>3,854</td>
<td>4,479</td>
<td>-13.9%</td>
<td>2,785</td>
<td>3,171</td>
<td>-12.2%</td>
<td>189,843</td>
<td>284,644</td>
<td>-33.3%</td>
</tr>
<tr>
<td>HIALEAH</td>
<td>1,278</td>
<td>2,041</td>
<td>-37.4%</td>
<td>670</td>
<td>930</td>
<td>-28.0%</td>
<td>510</td>
<td>756</td>
<td>-32.5%</td>
<td>29,226</td>
<td>50,334</td>
<td>-41.9%</td>
</tr>
<tr>
<td>MIAMI INTERNATIONAL AIRPORT</td>
<td>1,495</td>
<td>1,780</td>
<td>-16.0%</td>
<td>1,262</td>
<td>1,415</td>
<td>-10.9%</td>
<td>1,291</td>
<td>1,438</td>
<td>-10.2%</td>
<td>38,871</td>
<td>50,435</td>
<td>-22.9%</td>
</tr>
<tr>
<td>NORTHSIDE</td>
<td>1,363</td>
<td>1,775</td>
<td>-23.2%</td>
<td>1,012</td>
<td>1,062</td>
<td>-4.7%</td>
<td>709</td>
<td>808</td>
<td>-12.2%</td>
<td>32,877</td>
<td>45,571</td>
<td>-27.9%</td>
</tr>
<tr>
<td>OKEECHOBEE</td>
<td>1,055</td>
<td>1,346</td>
<td>-21.7%</td>
<td>420</td>
<td>461</td>
<td>-8.9%</td>
<td>339</td>
<td>348</td>
<td>-2.4%</td>
<td>23,149</td>
<td>31,893</td>
<td>-27.4%</td>
</tr>
<tr>
<td>OVERTOWN / ARENA</td>
<td>1,624</td>
<td>2,058</td>
<td>-21.1%</td>
<td>597</td>
<td>636</td>
<td>-6.2%</td>
<td>439</td>
<td>488</td>
<td>-9.9%</td>
<td>35,019</td>
<td>48,217</td>
<td>-27.4%</td>
</tr>
<tr>
<td>PALMETTO</td>
<td>1,274</td>
<td>1,628</td>
<td>-21.8%</td>
<td>375</td>
<td>435</td>
<td>-13.7%</td>
<td>241</td>
<td>271</td>
<td>-11.1%</td>
<td>26,759</td>
<td>37,372</td>
<td>-28.4%</td>
</tr>
<tr>
<td>SANTA CLARA</td>
<td>732</td>
<td>944</td>
<td>-22.5%</td>
<td>483</td>
<td>514</td>
<td>-6.0%</td>
<td>302</td>
<td>334</td>
<td>-9.7%</td>
<td>17,124</td>
<td>23,647</td>
<td>-27.6%</td>
</tr>
<tr>
<td>SOUTH MIAMI</td>
<td>2,413</td>
<td>3,485</td>
<td>-30.8%</td>
<td>1,290</td>
<td>1,437</td>
<td>-10.2%</td>
<td>897</td>
<td>1,009</td>
<td>-11.0%</td>
<td>54,838</td>
<td>84,111</td>
<td>-34.8%</td>
</tr>
<tr>
<td>TRI-RAIL</td>
<td>741</td>
<td>1,336</td>
<td>-44.5%</td>
<td>465</td>
<td>726</td>
<td>-36.0%</td>
<td>360</td>
<td>521</td>
<td>-30.8%</td>
<td>17,462</td>
<td>33,698</td>
<td>-48.2%</td>
</tr>
<tr>
<td>UNIVERSITY</td>
<td>1,426</td>
<td>2,280</td>
<td>-37.4%</td>
<td>506</td>
<td>595</td>
<td>-14.8%</td>
<td>343</td>
<td>434</td>
<td>-20.9%</td>
<td>30,659</td>
<td>52,476</td>
<td>-41.6%</td>
</tr>
<tr>
<td>VIZCAYA</td>
<td>1,057</td>
<td>1,423</td>
<td>-25.7%</td>
<td>558</td>
<td>626</td>
<td>-10.8%</td>
<td>389</td>
<td>482</td>
<td>-19.2%</td>
<td>24,030</td>
<td>34,802</td>
<td>-31.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>54,946</strong></td>
<td><strong>72,627</strong></td>
<td><strong>-24.3%</strong></td>
<td><strong>26,510</strong></td>
<td><strong>29,292</strong></td>
<td><strong>-9.5%</strong></td>
<td><strong>19,797</strong></td>
<td><strong>21,740</strong></td>
<td><strong>-8.9%</strong></td>
<td><strong>1,234,135</strong></td>
<td><strong>1,753,985</strong></td>
<td><strong>-29.6%</strong></td>
</tr>
</tbody>
</table>

(1) Average daily ridership calculations only takes into account data during which service was provided; days during which there was no service due to Hurricane Irma are excluded.
## METRORAIL HOLIDAY BOARDINGS BY STATION
### Labor Day Holiday 2017

<table>
<thead>
<tr>
<th>STATIONS</th>
<th>Labor Day 2017</th>
<th>Labor Day 2016</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALLAPATTAH</td>
<td>1,054</td>
<td>920</td>
<td>14.6%</td>
</tr>
<tr>
<td>BRICKELL</td>
<td>2,522</td>
<td>2,408</td>
<td>4.7%</td>
</tr>
<tr>
<td>BROWNSVILLE</td>
<td>575</td>
<td>579</td>
<td>-0.7%</td>
</tr>
<tr>
<td>CIVIC CENTER</td>
<td>910</td>
<td>1,003</td>
<td>-9.3%</td>
</tr>
<tr>
<td>COCONUT GROVE</td>
<td>802</td>
<td>861</td>
<td>-6.9%</td>
</tr>
<tr>
<td>CULMER</td>
<td>731</td>
<td>753</td>
<td>-2.9%</td>
</tr>
<tr>
<td>DADELAND SOUTH</td>
<td>1,883</td>
<td>1,920</td>
<td>-1.9%</td>
</tr>
<tr>
<td>DOUGLAS ROAD</td>
<td>1,273</td>
<td>1,280</td>
<td>-0.5%</td>
</tr>
<tr>
<td>DR. MARTIN LUTHER KING, JR.</td>
<td>686</td>
<td>619</td>
<td>10.8%</td>
</tr>
<tr>
<td>EARLINGTON HEIGHTS</td>
<td>883</td>
<td>878</td>
<td>0.6%</td>
</tr>
<tr>
<td>GOVERNMENT CENTER</td>
<td>3,450</td>
<td>3,436</td>
<td>0.4%</td>
</tr>
<tr>
<td>HIALEAH</td>
<td>736</td>
<td>733</td>
<td>0.4%</td>
</tr>
<tr>
<td>MIAMI INTERNATIONAL AIRPORT</td>
<td>1,557</td>
<td>1,638</td>
<td>-4.9%</td>
</tr>
<tr>
<td>NORTHSIDE</td>
<td>806</td>
<td>818</td>
<td>-1.5%</td>
</tr>
<tr>
<td>OKEECHOBEE</td>
<td>410</td>
<td>383</td>
<td>7.0%</td>
</tr>
<tr>
<td>OVERTOWN / ARENA</td>
<td>460</td>
<td>498</td>
<td>-7.6%</td>
</tr>
<tr>
<td>PALMETTO</td>
<td>331</td>
<td>356</td>
<td>-7.0%</td>
</tr>
<tr>
<td>SANTA CLARA</td>
<td>376</td>
<td>424</td>
<td>-11.3%</td>
</tr>
<tr>
<td>SOUTH MIAMI</td>
<td>1,138</td>
<td>1,145</td>
<td>-0.6%</td>
</tr>
<tr>
<td>TRI-RAIL</td>
<td>438</td>
<td>651</td>
<td>-32.7%</td>
</tr>
<tr>
<td>UNIVERSITY</td>
<td>501</td>
<td>473</td>
<td>5.9%</td>
</tr>
<tr>
<td>VIZCAYA</td>
<td>539</td>
<td>496</td>
<td>8.7%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>24,726</strong></td>
<td><strong>24,686</strong></td>
<td><strong>0.2%</strong></td>
</tr>
</tbody>
</table>
Metrorail - Cumulative Percentage Ridership Share
Top 1/4, 1/3, 1/2 and 2/3 of Stations

- September 2017
"TOP 5 / BOTTOM 5" RAIL STATIONS AVERAGE WEEKDAY RIDERSHIP PERFORMANCE
YEAR OVER YEAR COMPARISONS

<table>
<thead>
<tr>
<th>Station</th>
<th>Sep-17</th>
<th>Sep-16</th>
<th>Absolute Delta (2)</th>
<th>Percent Delta</th>
</tr>
</thead>
<tbody>
<tr>
<td>CULMER</td>
<td>1,227</td>
<td>1,331</td>
<td>-104</td>
<td>-7.8%</td>
</tr>
<tr>
<td>SANTA CLARA</td>
<td>732</td>
<td>944</td>
<td>-212</td>
<td>-22.5%</td>
</tr>
<tr>
<td>BROWNSVILLE</td>
<td>879</td>
<td>1,092</td>
<td>-213</td>
<td>-19.5%</td>
</tr>
<tr>
<td>Dr. MARTIN LUTHER KING, JR.</td>
<td>1,269</td>
<td>1,517</td>
<td>-249</td>
<td>-16.4%</td>
</tr>
<tr>
<td>MIAMI INTERNATIONAL AIRPORT</td>
<td>1,495</td>
<td>1,780</td>
<td>-286</td>
<td>-16.0%</td>
</tr>
<tr>
<td>GOVERNMENT CENTER</td>
<td>8,559</td>
<td>11,934</td>
<td>-3,375</td>
<td>-28.3%</td>
</tr>
<tr>
<td>DADELAND NORTH</td>
<td>4,960</td>
<td>6,728</td>
<td>-1,768</td>
<td>-26.3%</td>
</tr>
<tr>
<td>BRICKELL</td>
<td>5,097</td>
<td>6,658</td>
<td>-1,561</td>
<td>-23.4%</td>
</tr>
<tr>
<td>CIVIC CENTER</td>
<td>4,887</td>
<td>6,439</td>
<td>-1,552</td>
<td>-24.1%</td>
</tr>
<tr>
<td>SOUTH MIAMI</td>
<td>2,413</td>
<td>3,485</td>
<td>-1,072</td>
<td>-30.8%</td>
</tr>
</tbody>
</table>

(1) Due to Hurricane Irma, every Metrorail station registered net losses compared to September 2016
(2) Averages rounded to the nearest boarding
<table>
<thead>
<tr>
<th>PARK-RIDE LOT</th>
<th>ACTUAL AVAILABLE SPACES</th>
<th>ACTUAL OCCUPANCY</th>
<th>PERCENT OCCUPANCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>DADELAND SOUTH</td>
<td>1,280</td>
<td>1,234</td>
<td>96%</td>
</tr>
<tr>
<td>DADELAND NORTH</td>
<td>1,963</td>
<td>1,919</td>
<td>98%</td>
</tr>
<tr>
<td>SOUTH MIAMI</td>
<td>1,081</td>
<td>841</td>
<td>78%</td>
</tr>
<tr>
<td>UNIVERSITY</td>
<td>260</td>
<td>226</td>
<td>87%</td>
</tr>
<tr>
<td>DOUGLAS ROAD</td>
<td>221</td>
<td>211</td>
<td>95%</td>
</tr>
<tr>
<td>COCONUT GROVE</td>
<td>204</td>
<td>103</td>
<td>51%</td>
</tr>
<tr>
<td>VIZCAYA</td>
<td>120</td>
<td>71</td>
<td>59%</td>
</tr>
<tr>
<td>CULMER</td>
<td>40</td>
<td>2</td>
<td>6%</td>
</tr>
<tr>
<td>SANTA CLARA</td>
<td>61</td>
<td>44</td>
<td>72%</td>
</tr>
<tr>
<td>ALLAPATTAH</td>
<td>74</td>
<td>14</td>
<td>19%</td>
</tr>
<tr>
<td>EARLINGTON HEIGHTS</td>
<td>361</td>
<td>130</td>
<td>36%</td>
</tr>
<tr>
<td>BROWNSVILLE</td>
<td>100</td>
<td>28</td>
<td>28%</td>
</tr>
<tr>
<td>DR. MARTIN LUTHER KING JR. (MDT)</td>
<td>62</td>
<td>45</td>
<td>72%</td>
</tr>
<tr>
<td>DR. MARTIN LUTHER KING JR. (GARAGE)</td>
<td>631</td>
<td>236</td>
<td>37%</td>
</tr>
<tr>
<td>NORTHSIDE</td>
<td>197</td>
<td>84</td>
<td>42%</td>
</tr>
<tr>
<td>HIALEAH</td>
<td>338</td>
<td>111</td>
<td>33%</td>
</tr>
<tr>
<td>OKEECHOBEE</td>
<td>1,398</td>
<td>343</td>
<td>25%</td>
</tr>
<tr>
<td>PALMETTO</td>
<td>700</td>
<td>393</td>
<td>56%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>9,091</strong></td>
<td><strong>6,036</strong></td>
<td><strong>66%</strong></td>
</tr>
</tbody>
</table>

Note: No parking at Brickell, Government Center, Overtown, Civic Center, and Metrorail-Trirail Transfer stations.
Metromover
## METROMOVER MONTHLY AND AVERAGE DAILY BOARDINGS BY STATION

| STATIONS                | Average Weekday | Average Weekday | Percent Change | Average Saturday | Average Saturday | Percent Change | Average Sunday | Average Sunday | Percent Change | Labor Day | Labor Day | Percent Change | Total Monthly | Total Monthly | Percent Change |
|-------------------------|----------------|----------------|----------------|------------------|------------------|----------------|----------------|----------------|----------------|------------|------------|----------------|---------------|---------------|----------------|            |
| School Board            | 341            | 612            | -44.3%         | 299              | 458              | -34.8%         | 336            | 534            | -37.1%         | 451        | 413        | 9.2%           | 6,789         | 17,229        | -60.6%         |            |
| Omni                    | 1,375          | 2,287          | -39.9%         | 1,252            | 1,742            | -28.1%         | 1,089          | 1,307          | -16.7%         | 1,181      | 1,319      | -10.5%         | 26,361        | 61,552        | -57.2%         |            |
| Museum Park             | 143            | 199            | -28.2%         | 307              | 299              | 2.8%           | 411            | 198            | 107.6%        | 652        | 116        | 462.1%         | 4,398         | 6,290         | -30.1%         |            |
| Eleventh Street         | 251            | 304            | -17.3%         | 246              | 280              | -12.1%         | 223            | 205            | 8.9%          | 170        | 249        | -31.7%         | 4,867         | 8,562         | -43.2%         |            |
| Park West               | 295            | 342            | -13.7%         | 293              | 452              | -35.2%         | 179            | 188            | -5.1%          | 208        | 168        | 23.8%          | 5,578         | 9,910         | -43.7%         |            |
| Freedom Tower           | 382            | 422            | -9.5%          | 434              | 577              | -24.8%         | 186            | 258            | -27.8%        | 203        | 183        | 10.9%          | 7,220         | 12,379        | -41.7%         |            |
| Government Center       | 6,765          | 8,283          | -18.3%         | 2,070            | 2,257            | -8.3%          | 1,564          | 1,640          | -4.6%          | 1,738      | 1,666      | 4.3%           | 105,786       | 191,184       | -44.7%         |            |
| Miami Avenue            | 471            | 776            | -39.3%         | 370              | 450              | -17.8%         | 304            | 369            | -17.6%        | 328        | 377        | -13.0%         | 8,640         | 19,945        | -56.7%         |            |
| Third Street            | 288            | 419            | -31.2%         | 203              | 253              | -19.7%         | 167            | 156            | 7.4%          | 152        | 155        | -1.9%          | 5,128         | 10,577        | -51.5%         |            |
| Knight Center           | 820            | 972            | -15.7%         | 365              | 397              | -7.9%          | 305            | 287            | 6.0%          | 232        | 280        | -17.1%         | 13,413        | 23,433        | -42.8%         |            |
| Bayfront Park           | 2,507          | 3,093          | -18.9%         | 1,740            | 1,823            | -4.6%          | 1,483          | 1,593          | -6.9%          | 1,410      | 1,340      | 5.2%           | 44,699        | 79,959        | -44.1%         |            |
| First Street            | 1,360          | 1,605          | -15.3%         | 1,076            | 1,164            | -7.6%          | 939            | 1,054          | -10.9%        | 960        |            |                | 25,108        | 42,583        | -41.0%         |            |
| College/Bayside         | 1,663          | 2,365          | -29.7%         | 1,208            | 1,440            | -16.1%         | 997            | 1,836          | -45.7%        | 945        | 1,076      | -12.2%         | 29,851        | 63,841        | -53.2%         |            |
| College North           | 1,137          | 1,329          | -14.5%         | 410              | 415              | -1.1%          | 320            | 324            | -1.4%         | 294        | 255        | 15.3%          | 18,075        | 31,129        | -41.9%         |            |
| Wilkie D. Ferguson      | 472            | 1,022          | -53.8%         | 266              | 535              | -50.2%         | 244            | 491            | -50.3%        | 440        |            |                | 7,892         | 25,996        | -69.6%         |            |
| Riverwalk               | 425            | 850            | -50.0%         | 292              | 432              | -32.4%         | 157            | 380            | -58.6%        | 433        |            |                | 7,144         | 21,537        | -66.8%         |            |
| Fifth Street            | 323            | 640            | -49.6%         | 245              | 329              | -25.5%         | 157            | 233            | -32.7%        | 192        | 243        | -21.0%         | 5,759         | 15,931        | -63.9%         |            |
| Eighth Street           | 1,349          | 1,209          | 11.6%          | 1,052            | 598              | 76.1%          | 813            | 376            | 116.1%        | 891        | 401        | 122.2%         | 24,559        | 29,678        | -17.2%         |            |
| Tenth Street            | 524            | 1,112          | -52.9%         | 334              | 558              | -40.0%         | 242            | 410            | -41.0%        | 288        | 383        | -24.8%         | 9,110         | 27,607        | -67.0%         |            |
| Brickell                | 2,784          | 2,674          | 4.1%           | 1,760            | 891              | 97.6%          | 1,469          | 763            | 92.5%         | 1,430      | 734        | 94.8%          | 48,629        | 63,503        | -23.4%         |            |
| Financial District      | 990            | 1,446          | -31.6%         | 473              | 599              | -21.0%         | 437            | 487            | -10.3%        | 489        | 459        | 6.5%           | 16,634        | 35,170        | -52.7%         |            |
| **TOTAL**               | **24,665**     | **31,961**     | **-22.8%**     | **14,695**       | **15,945**       | **-7.8%**      | **12,018**     | **13,086**     | **-8.2%**     | **12,214** | **10,690** | **14.3%**      | **425,641**   | **797,995**   | **-46.7%**     |            |

(1) Average daily ridership calculations only takes into account days during which service was provided; days during which there was no service due to Hurricane Irma are excluded.

(2) Boardings at some stations contain estimates based on other data within September 2017.
“TOP 5 / BOTTOM 5” MOVER STATIONS AVERAGE WEEKDAY RIDERSHIP PERFORMANCE
YEAR OVER YEAR COMPARISONS

<table>
<thead>
<tr>
<th>Station (1)</th>
<th>Sep-17</th>
<th>Sep-16</th>
<th>Absolute Delta (2)</th>
<th>Percent Delta</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eighth Street</td>
<td>1,349</td>
<td>1,209</td>
<td>140</td>
<td>11.6%</td>
</tr>
<tr>
<td>Brickell</td>
<td>2,784</td>
<td>2,674</td>
<td>110</td>
<td>4.1%</td>
</tr>
<tr>
<td>Freedom Tower</td>
<td>382</td>
<td>422</td>
<td>-40</td>
<td>-9.5%</td>
</tr>
<tr>
<td>Park West</td>
<td>295</td>
<td>342</td>
<td>-47</td>
<td>-13.7%</td>
</tr>
<tr>
<td>Eleventh Street</td>
<td>251</td>
<td>304</td>
<td>-53</td>
<td>-17.3%</td>
</tr>
<tr>
<td>Bayfront Park</td>
<td>2,507</td>
<td>3,093</td>
<td>-586</td>
<td>-18.9%</td>
</tr>
<tr>
<td>Tenth Street</td>
<td>524</td>
<td>1,112</td>
<td>-588</td>
<td>-52.9%</td>
</tr>
<tr>
<td>College/Bayside</td>
<td>1,663</td>
<td>2,365</td>
<td>-701</td>
<td>-29.7%</td>
</tr>
<tr>
<td>Omni</td>
<td>1,375</td>
<td>2,287</td>
<td>-913</td>
<td>-39.9%</td>
</tr>
<tr>
<td>Government Center</td>
<td>6,765</td>
<td>8,283</td>
<td>-1517</td>
<td>-18.3%</td>
</tr>
</tbody>
</table>

(1) Due to Hurricane Irma, nearly every Metromover station registered net losses compared to September 2016
(2) Averages rounded to the nearest boarding
Special Transportation Services
TOTAL MONTHLY AND AVERAGE WEEKDAY RIDERSHIP YEAR OVER YEAR COMPARISON CHARTS – SPECIAL TRANSPORTATION SERVICES (S.T.S.)

Monthly S.T.S. Boardings

Average Weekday S.T.S. Boardings