



Metro-North Railroad

2022 Annual Ridership Report

Total Metro-North annual rail ridership¹ was approximately 48.9 million, approximately 18.1 million more rides than the 30.8 million in 2021. This 59.0% increase brings 2022 ridership to 56.4% of 2019's total. When 2021 rail ridership is restated to match the 2022 calendar, the increase is 58.8% compared to 2021. Data shown below reflects restated 2021 values.

- **Total annual East of Hudson ridership was approximately 48.0 million, approximately 17.9 million more rides than the 30.1 million for 2021.**
 - Annual East of Hudson ridership was 59.2% above 2021 and 3.8% below forecast.
 - Annual Commutation ticket ridership was 113.3% above 2021².
 - Annual Non-Commutation ticket ridership was 39.5% above 2021.
 - The significant increase in commutation ridership is due to accelerating return-to-office trends, the reintroduction of peak fares in March 2022 - making commutation tickets once again more economical for work journeys - and the 20-trip commutation ticket introduced in February 2022, developed for riders with hybrid office/home workweeks typical of the post-pandemic environment.
 - The Hudson Line rose 56.7% from 2021 with approximately 3.6 million more rides.
 - The Harlem Line rose 56.7% from 2021 with approximately 5.4 million more rides.
 - The New Haven Line rose 61.9% from 2021 with approximately 8.8 million more rides.
- **West of Hudson annual ridership** was approximately 0.9 million which is 43.0% above 2021 and 1.2 million less than the record set in 2008 of 2.1 million.
- **2022 Connecting Services** also increased significantly:
 - Combined ridership on the three MNR Connecting Services was approximately 222,000, rising 108% from 2021.
 - Ridership increased by 67.8% on the Hudson Rail Link buses, 364.3% on the Haverstraw-Ossining Ferry and 280.7% on the Newburgh-Beacon Ferry.
- **Ridership compared to 1990**
 - Commutation ticket ridership to/from Manhattan is 60.6% lower than in 1990 due to the 2020-2022 impact of COVID and changing ridership patterns.
 - Non-Commutation ticket ridership to/from Manhattan is 61.4% higher than in 1990.
 - Intermediate ridership has increased by 52.4% compared to 1990.

All of these ridership-trend percentages vs. 1990 were caused by the pandemic. However, with the introduction of vaccines in 2021 and the subsidence of COVID following the Omicron variant in the winter of 2022, continuing return-to-office trends have driven ridership steadily higher. The month of December saw ridership at 64.1% of 2019 levels, with overall annual ridership growth dampened only by the significant impact of the Omicron variant in early 2022.

Ben Cornelius

Director

Operations Planning & Analysis

¹ Ridership is calculated based on the number of tickets sold multiplied by a factor related to each different type of ticket. The Monthly/Weekly factor is based on the number of weekdays and weekend days per month.

² Note that "Commutation" and "Non-Commutation" here refer to the traditional ticket sales types, as opposed to distinguishing work-oriented ridership during the morning and evening peak periods from ridership occurring during the off-peak periods. "Commutation" tickets are monthly, weekly, and 20-trip tickets; all other tickets, whether sold for peak period journey-to-work or discretionary travel, are considered "Non-Commutation."

**2022 RIDERSHIP REPORT
METRO NORTH RAILROAD
EXECUTIVE SUMMARY**

Total Metro-North annual rail ridership was 48.9 million, rising 59% from 2021 levels. The precipitous decline from the COVID-19 pandemic erased 30 years of ridership growth. Overall ridership was approximately 85% of ridership in 1990. Although intermediate ridership was 52% higher than in 1990, commutation ridership to/from Manhattan was 61% lower than 1990. Metro-North annual rail ridership for 2022 stood approximately 2% higher than Metro-North’s first full year of service in 1984. The fourth quarter of 2022 was the strongest quarter since 2019, reflecting 64% of same period in 2019 .

2022 Ridership Summary

- MNR carried approximately 49.1 million customer trips, including Connecting Services.
- Annual East of Hudson ridership was approximately 48.0 million. East of Hudson Ridership increased 59.2% compared to 2021.
- West of Hudson ridership of approximately 890,000 in 2022 increased 43.0% compared to 2021.
- Ridership on the Hudson Rail Link and the Haverstraw-Ossining and Newburgh-Beacon ferries was approximately 221,800 in 2022, up 108.0% compared to 2021.

ANNUAL RIDERSHIP 2022 VS 2021 (in millions)

	Annual Ridership 2022	Annual Ridership 2021	% Change vs. 2021
Total Rail Ridership	48.85	30.76	58.8% ▲
<i>East of Hudson</i>	47.96	30.13	59.2% ▲
Harlem Line	14.99	9.57	56.7% ▲
Hudson Line	10.01	6.39	56.7% ▲
New Haven Line	22.95	14.18	61.9% ▲
<i>West of Hudson</i>	0.89	0.63	43.0% ▲
Port Jervis Line	0.53	0.38	38.5% ▲
Pascack Valley Line	0.36	0.24	50.1% ▲
Connecting Services	0.22	0.11	108.0% ▲
Hudson Rail Link	0.15	0.09	67.8% ▲
Haverstraw-Ossining Ferry	0.05	0.01	364.3% ▲
Newburgh-Beacon Ferry	0.02	0.01	280.7% ▲
Total MNR System Ridership	49.08	30.87	59.0% ▲

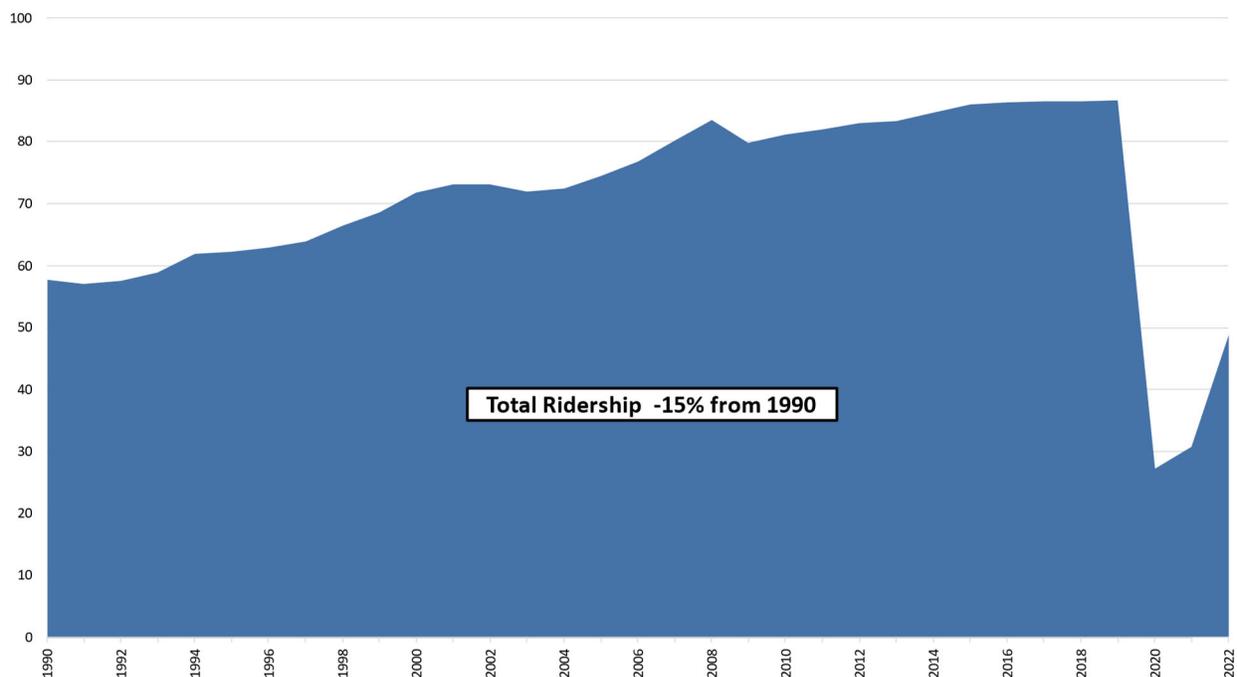
GCT Ridership (Fall 2022 vs. Fall 2021)

- GCT Weekday ridership rose 42.4% compared to 2021 ridership, with Weekend ridership rising even faster at 73.6% above 2021 ridership.
 - Weekday GCT ridership rose:
 - 47.6% in the AM Peak
 - 44.0% in the PM Peak
 - 40.5% in the AM Reverse Peak
 - 36.4% in the Weekday Off-Peak
 - Weekend GCT ridership rose:
 - 77.9% on Saturdays
 - 68.5% on Sundays
- Peak Period ridership in Fall 2022 made up 64% of total Weekday Ridership, up slightly from 62% in 2021, and 5% below the 69% share of Weekday ridership in 2019.

Ridership vs. 1990 Baseline

After steady ridership growth over the last 30 years, the COVID-driven drop in total ridership to 48.9 million in 2022 left ridership at 85% of ridership levels in 1990 and 2.1% higher than ridership in Metro-North's first full year of service in 1984.

ANNUAL MNR RIDERSHIP 1990 – 2022 (in millions)

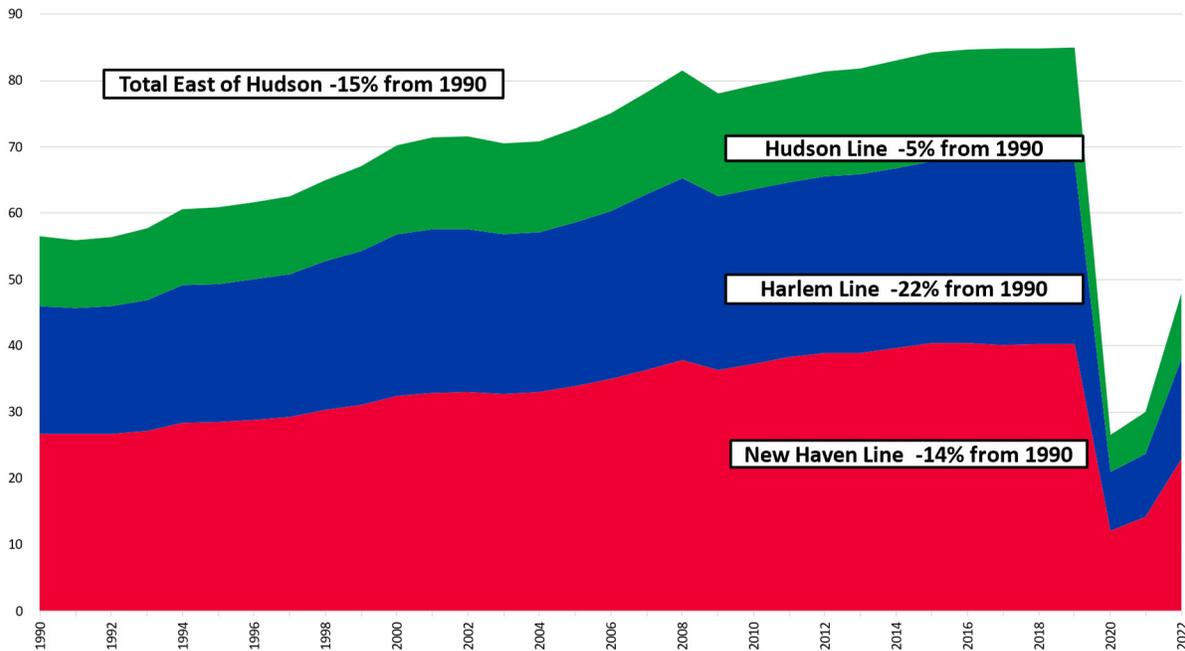


Ridership Trends by Line

East of Hudson

- Total East of Hudson ridership of approximately 48.0 million in 2022 is 15% lower than the 56.5 million carried in 1990, a decrease of 8.5 million annual rides.

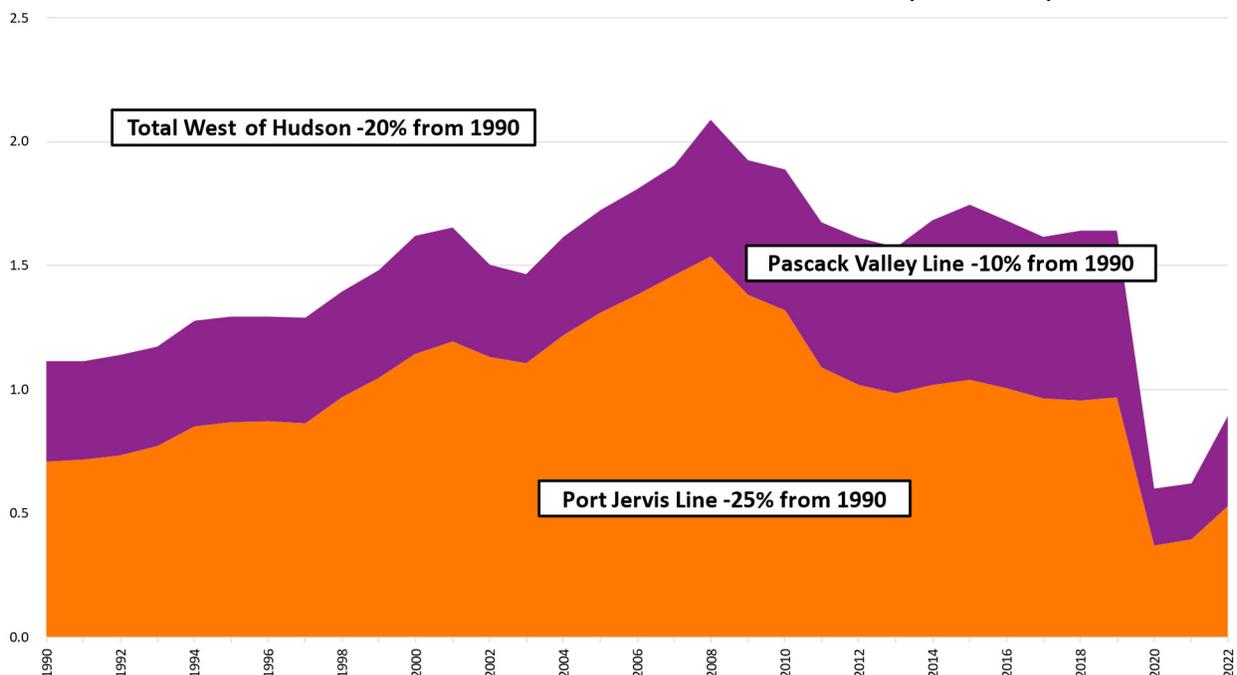
EAST OF HUDSON RIDERSHIP BY LINE 1990 – 2022 (in millions)



West of Hudson

- Total West of Hudson ridership in 2022 was 20% lower than in 1990, with 0.9 million annual rides in 2022, compared to 1.1 million annual rides in 1990. Ridership was 1.2 million less than the record-high year in 2008.

WEST OF HUDSON RIDERSHIP BY LINE 1990 – 2022 (in millions)



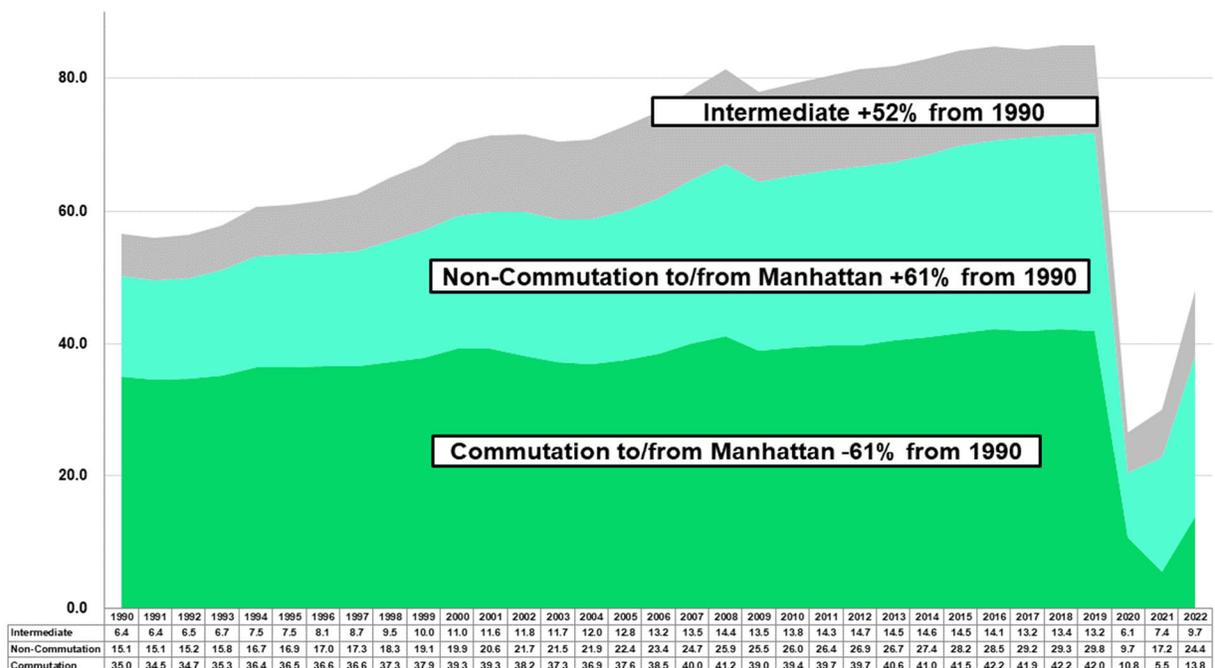
- West of Hudson ridership increased 43% during the past year. Port Jervis Line ridership increased by 38.5%, while Pascack Valley Line ridership increased by 50.1%.
- Port Jervis Line ridership was 25% lower in 2022 than in 1990 (from 711,000 annual rides to over 530,000 annual rides) and 65.5% lower than the record-high year in 2008. Pascack Valley Line ridership was 9.7% lower than in 1990.

Ridership Trends by Market

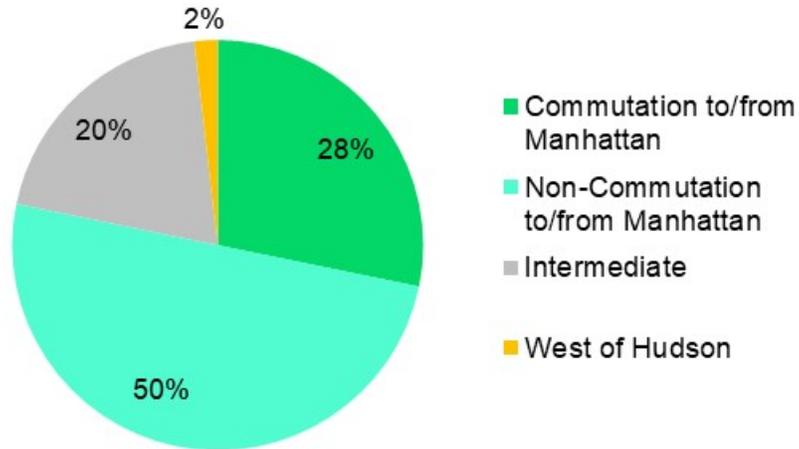
Annual Ridership by Market

- Manhattan-oriented Commutation ticket ridership in 2022 – as traditionally measured based on monthly and weekly ticket sales and the new 20-trip tickets – was at 39% of Commutation ticket ridership in 1990, as many riders continue to use One Way and Ten-Trip tickets – traditionally considered Non-Commutation or Discretionary tickets – for work travel due to hybrid schedules that did not require daily travel to offices. As a result, ticket-buying has shifted from Commutation tickets to these media. Traditionally around half of MNR’s total East of Hudson rail ridership for the past 20 years, Commutation in 2022 was 29% of East of Hudson ridership, compared to 62% in 1990.
- As a result of the reinstatement of Peak fares, 2022 Non-Commutation ticket ridership to and from Manhattan using One Way and Ten-Trip tickets was at 61% of 1990 levels, when it represented approximately 26% of Metro-North ridership; this share increased to approximately 50% of total ridership for 2022.
- Intermediate ridership was 52% higher in 2022 than in 1990, representing 20% of total rail ridership, 5% above its pre-pandemic share of 15%.

EAST OF HUDSON ANNUAL RIDERSHIP BY MARKET 1990 – 2022 (in millions)



2022 RIDERSHIP BY MARKET



Market and Ridership Trend Analysis (2022 vs. 2021)

Commutation to/from Manhattan

- Commutation ticket ridership to/from Manhattan increased by 150.1% or 8.3 million trips from its low in 2021 to 13.8 million in 2022 due to the reinstatement of Peak Fares in March 2022 and return-to-office policies.

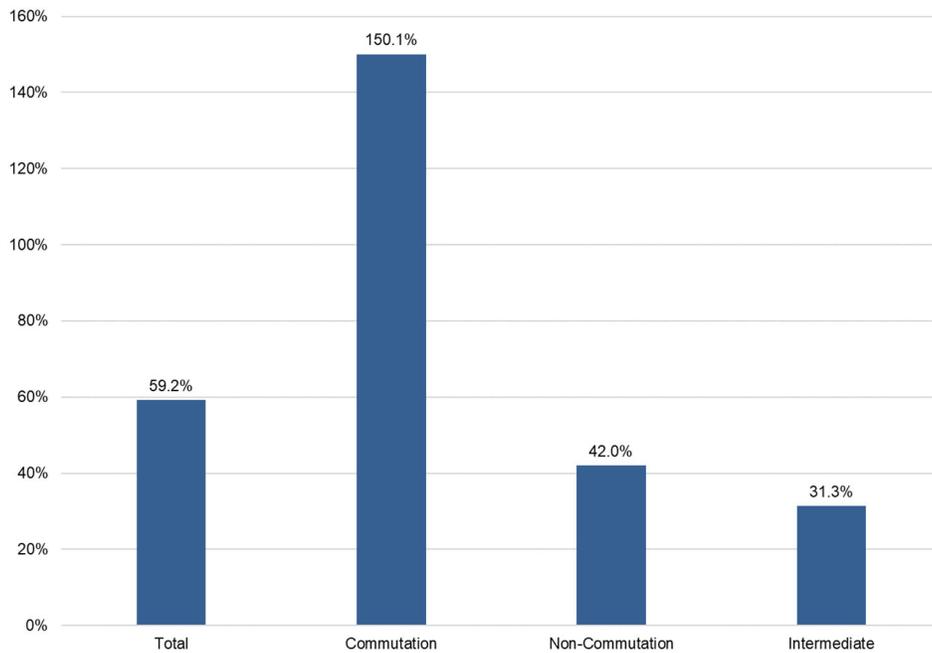
Non-Commutation to/from Manhattan

- Non-Commutation ticket ridership to/from Manhattan increased 42.0% rising by 7.2 million trips from 17.2 million to 24.4 million over the year.

Intermediate

- Total Intermediate ticket ridership increased 31.3%, rising 2.3 million from 7.4 million to 9.7 million trips.
 - Commutation increased 32.2%
 - Non-Commutation increased 30.9%
- Hudson Line increased 36.6%
- Harlem Line increased 23.0%
- New Haven Line increased 34.3%

EAST OF HUDSON ANNUAL RIDERSHIP BY MARKET 2022 vs. 2021



East of Hudson

- Hudson line ridership increased 56.7%
 - Bronx ridership to/from Manhattan had the highest increase at 67.3%
- Harlem line ridership increased 56.7%
 - Lower Harlem (West) ridership to/from Manhattan had the highest increase at 71.1%
- New Haven line ridership increased 61.9%
 - New Canaan Branch and Danbury ridership to/from Manhattan had the highest increases at 100.8% and 100.2%, respectively.

West of Hudson

- Port Jervis Line ridership increased 38.5%
 - Commutation increased 51.9%
 - Non-Commutation increased 34.1%
- Pascack Valley Line ridership increased 50.1%
 - Commutation increased 80.1%
 - Non-Commutation increased 44.2%

ANNUAL RIDERSHIP BY LINE/SEGMENT (In Millions)

Line/Segment	Annual Ridership 2022	Annual Ridership 2021	% Change vs. 2021
Hudson Line	10.01	6.39	56.7% ▲
Bronx (Hudson)	0.74	0.44	67.3% ▲
Lower Hudson	4.44	2.68	65.7% ▲
Upper Hudson	3.18	2.06	54.5% ▲
Intermediate*	1.66	1.21	36.6% ▲
Harlem Line	14.99	9.57	56.7% ▲
Bronx (Harlem)	1.76	1.17	50.1% ▲
Lower Harlem	7.18	4.20	71.1% ▲
Upper Harlem	3.13	1.85	68.8% ▲
Southeast-Wassaic	0.22	0.15	47.7% ▲
Intermediate*	2.70	2.19	23.0% ▲
New Haven Line	22.95	14.18	61.9% ▲
Inner NH (NY)	6.11	3.71	65.0% ▲
Inner NH (CT)	1.64	0.87	88.5% ▲
Outer New Haven	8.96	5.14	74.2% ▲
New Canaan Branch	0.55	0.28	100.8% ▲
Danbury Branch	0.20	0.10	100.2% ▲
Waterbury Branch	0.10	0.07	46.4% ▲
NY Intrastate Intermediate*	1.81	1.47	22.7% ▲
Interstate Intermediate*	1.09	0.85	28.1% ▲
CT Intrastate Intermediate*	2.49	1.69	47.5% ▲
Port Jervis Line	0.53	0.38	38.5% ▲
Pascack Valley Line	0.36	0.24	50.1% ▲

Legend: ▲ increase; ▼ decrease; ● no change * Excludes travel to/from Manhattan

2023 Outlook

Metro-North's recovery to pre-pandemic levels has continued through the first quarter of 2023, with year-to-date ridership at 65.9% of the first quarter of 2019, and March ridership at 68.6% of March 2019.

Appendix

Additional ridership statistics are provided in an online appendix. Listed as an exhibit within the April 2022 Metro-North and LIRR Committee materials, the appendix is available at:

<http://web.mta.info/mta/news/books/>



Metro-North Railroad

2022 Annual Ridership Report

APPENDIX

Table 1
2022 FINAL ANNUAL RIDERSHIP SUMMARY

	2022 ANNUAL RIDERSHIP	2021 ANNUAL RIDERSHIP ⁽¹⁾	CHANGE VS. 2021 <u>RESTATED</u>	
			AMOUNT	PERCENT
I) <u>EAST OF HUDSON</u>				
Harlem Line	14,991,709	9,566,969	5,424,740	56.7%
Hudson Line	10,013,812	6,391,840	3,621,972	56.7%
New Haven Line	22,953,928	14,175,186	8,778,742	61.9%
TOTAL EAST OF HUDSON	47,959,449	30,133,995	17,825,454	59.2%
II) <u>WEST OF HUDSON</u>				
Port Jervis Line	530,077	382,640	147,437	38.5%
Pascack Valley Line	363,752	242,366	121,386	50.1%
TOTAL WEST OF HUDSON	893,829	625,006	268,823	43.0%
TOTAL MN RAIL RIDERSHIP	48,853,278	30,759,001	18,094,277	58.8%
III) <u>CONNECTING SERVICES PROVIDED BY MNR CONTRACTORS</u>				
Hudson Rail Link	151,723	90,440	61,283	67.8%
Haverstraw-Ossining Ferry	46,524	10,021	36,503	364.3%
Newburgh-Beacon Ferry	23,569	6,191	17,378	280.7%
TOTAL CONNECTING SERVICES	221,816	106,652	115,164	108.0%
TOTAL MNR SYSTEM	49,075,094	30,865,653	18,209,441	59.0%

Note:

(1) 2021 annual ridership figures are restated to simulate the 2022 calendar.

Table 2
1990-2022 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. 1990	Total Rides	% Change vs. Prev. Year	% Change vs. 1990	Total Rides	% Change vs. Prev. Year	% Change vs. 1990	Total Rides	% Change vs. Prev. Year	% Change vs. 1990
1990	19,243,844	-0.7%	-----	10,519,589	0.6%	-----	26,764,364	2.7%	-----	56,527,797	1.1%	-----
1991	18,968,063	-1.4%	-1.4%	10,335,374	-1.8%	-1.8%	26,677,194	-0.3%	-0.3%	55,980,631	-1.0%	-1.0%
1992	19,163,964	1.0%	-0.4%	10,497,834	1.6%	-0.2%	26,766,186	0.3%	0.0%	56,427,984	0.8%	-0.2%
1993	19,732,533	3.0%	2.5%	10,902,088	3.9%	3.6%	27,147,722	1.4%	1.4%	57,782,343	2.4%	2.2%
1994	20,805,249	5.4%	8.1%	11,530,739	5.8%	9.6%	28,319,707	4.3%	5.8%	60,655,695	5.0%	7.3%
1995 ⁽³⁾	20,811,260	0.0%	8.1%	11,613,711	0.7%	10.4%	28,499,726	0.6%	6.5%	60,924,697	0.4%	7.8%
1996	21,100,921	1.4%	9.7%	11,654,337	0.3%	10.8%	28,881,241	1.3%	7.9%	61,636,499	1.2%	9.0%
1997	21,490,250	1.8%	11.7%	11,748,777	0.8%	11.7%	29,324,454	1.5%	9.6%	62,563,481	1.5%	10.7%
1998	22,347,894	4.0%	16.1%	12,311,898	4.8%	17.0%	30,362,063	3.5%	13.4%	65,021,855	3.9%	15.0%
1999	23,210,661	3.9%	20.6%	12,765,657	3.7%	21.4%	31,094,818	2.4%	16.2%	67,071,136	3.2%	18.7%
2000	24,260,291	4.5%	26.1%	13,490,935	5.7%	28.2%	32,494,767	4.5%	21.4%	70,245,993	4.7%	24.3%
2001	24,646,907	1.6%	28.1%	13,846,907	2.6%	31.6%	32,932,154	1.3%	23.0%	71,425,968	1.7%	26.4%
2002	24,520,582	-0.5%	27.4%	14,011,218	1.2%	33.2%	33,104,880	0.5%	23.7%	71,636,680	0.3%	26.7%
2003	24,004,514	-2.1%	24.7%	13,738,727	-1.9%	30.6%	32,759,176	-1.0%	22.4%	70,502,417	-1.6%	24.7%
2004	24,038,871	0.1%	24.9%	13,615,526	-0.9%	29.4%	33,102,219	1.0%	23.7%	70,756,616	0.4%	25.2%
2005	24,754,160	3.0%	28.6%	14,137,886	3.8%	34.4%	33,891,520	2.4%	26.6%	72,783,566	2.9%	28.8%
2006	25,396,654	2.6%	32.0%	14,712,165	4.1%	39.9%	34,935,154	3.1%	30.5%	75,043,973	3.1%	32.8%
2007	26,418,859	4.0%	37.3%	15,451,901	5.0%	46.9%	36,360,339	4.1%	35.9%	78,231,099	4.2%	38.4%
2008	27,390,484	3.7%	42.3%	16,180,171	4.7%	53.8%	37,895,827	4.2%	41.6%	81,466,482	4.1%	44.1%
2009	26,163,326	-4.5%	36.0%	15,497,254	-4.2%	47.3%	36,314,980	-4.2%	35.7%	77,975,560	-4.3%	37.9%
2010	26,231,109	0.3%	36.3%	15,656,078	1.0%	48.8%	37,323,761	2.8%	39.5%	79,210,948	1.6%	40.1%
2011 ⁽⁴⁾	26,364,150	0.5%	37.0%	15,760,094	0.7%	49.8%	38,240,135	2.5%	42.9%	80,364,379	1.5%	42.2%
2012 ⁽⁵⁾	26,647,872	1.1%	38.5%	15,853,088	0.6%	50.7%	38,840,260	1.6%	45.1%	81,341,220	1.2%	43.9%
2013 ⁽⁶⁾	26,949,667	1.1%	40.0%	15,877,559	0.2%	50.9%	38,975,052	0.3%	45.6%	81,802,278	0.6%	44.7%
2014	27,127,447	0.7%	41.0%	16,236,555	2.3%	54.3%	39,611,113	1.6%	48.0%	82,975,115	1.4%	46.8%
2015	27,503,888	1.4%	42.9%	16,424,638	1.2%	56.1%	40,343,883	1.8%	50.7%	84,272,409	1.6%	49.1%
2016	27,627,703	0.5%	43.6%	16,549,316	0.8%	57.3%	40,353,540	0.0%	50.8%	84,530,559	0.3%	49.5%
2017	27,812,123	0.7%	44.5%	16,897,486	2.1%	60.6%	40,169,325	-0.5%	50.1%	84,878,934	0.4%	50.2%
2018	27,447,235	-1.3%	42.6%	17,159,000	1.5%	63.1%	40,292,982	0.3%	50.5%	84,899,217	0.0%	50.2%
2019	27,367,055	-0.3%	42.2%	17,378,808	1.3%	65.2%	40,234,513	-0.1%	50.3%	84,980,376	0.1%	50.3%
2020	8,811,965	-67.8%	-54.2%	5,578,318	-67.9%	-47.0%	12,186,257	-69.7%	-54.5%	26,576,540	-68.7%	-53.0%
2021	9,556,349	8.4%	-50.3%	6,385,136	14.5%	-39.3%	14,160,595	16.2%	-47.1%	30,102,080	13.3%	-46.7%
2022	14,991,709	56.9%	-22.1%	10,013,812	56.8%	-4.8%	22,953,928	62.1%	-14.2%	47,959,449	59.3%	-15.2%

Notes:

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

Ridership Calculations:

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

Table 3
1990-2022 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. 1990	Total Rides	% Change vs. Prev. Year	% Change vs. 1990	Total Rides	% Change vs. Prev. Year	% Change vs. 1990
1990	710,645	11.3%	----	403,024	-7.1%	----	1,113,669	3.8%	----
1991	715,002	0.6%	0.6%	397,349	-1.4%	-1.4%	1,112,351	-0.1%	-0.1%
1992	735,644	2.9%	3.5%	405,421	2.0%	0.6%	1,141,065	2.6%	2.5%
1993	769,372	4.6%	8.3%	403,922	-0.4%	0.2%	1,173,294	2.8%	5.4%
1994	848,953	10.3%	19.5%	427,087	5.7%	6.0%	1,276,040	8.8%	14.6%
1995	868,787	2.3%	22.3%	423,815	-0.8%	5.2%	1,292,602	1.3%	16.1%
1996	871,848	0.4%	22.7%	424,252	0.1%	5.3%	1,296,100	0.3%	16.4%
1997	862,118	-1.1%	21.3%	428,201	0.9%	6.2%	1,290,319	-0.4%	15.9%
1998	966,970	12.2%	36.1%	429,205	0.2%	6.5%	1,396,175	8.2%	25.4%
1999	1,048,634	8.4%	47.6%	433,725	1.1%	7.6%	1,482,359	6.2%	33.1%
2000	1,145,002	9.2%	61.1%	473,609	9.2%	17.5%	1,618,611	9.2%	45.3%
2001	1,192,779	4.2%	67.8%	462,305	-2.4%	14.7%	1,655,084	2.3%	48.6%
2002 (2)	1,131,932	-5.1%	59.3%	372,197	-19.5%	-7.6%	1,504,129	-9.1%	35.1%
2003	1,107,828	-2.1%	55.9%	357,405	-4.0%	-11.3%	1,465,233	-2.6%	31.6%
2004 (3,4)	1,217,730	9.9%	71.4%	400,429	12.0%	-0.6%	1,618,159	10.4%	45.3%
2005	1,308,830	7.5%	84.2%	414,945	3.6%	3.0%	1,723,775	6.5%	54.8%
2006	1,383,368	5.7%	94.7%	423,136	2.0%	5.0%	1,806,504	4.8%	62.2%
2007	1,459,730	5.5%	105.4%	443,038	4.7%	9.9%	1,902,768	5.3%	70.9%
2008	1,535,758	5.2%	116.1%	553,347	24.9%	37.3%	2,089,105	9.8%	87.6%
2009	1,381,829	-10.0%	94.4%	541,758	-2.1%	34.4%	1,923,587	-7.9%	72.7%
2010	1,319,689	-4.5%	85.7%	569,746	5.2%	41.4%	1,889,435	-1.8%	69.7%
2011 (5)	1,089,224	-17.5%	53.3%	584,183	2.5%	44.9%	1,673,407	-11.4%	50.3%
2012 (6)	1,019,587	-6.4%	43.5%	592,821	1.5%	47.1%	1,612,408	-3.6%	44.8%
2013	983,362	-3.6%	38.4%	592,865	0.0%	47.1%	1,576,227	-2.2%	41.5%
2014	1,018,332	3.6%	43.3%	665,679	12.3%	65.2%	1,684,011	6.8%	51.2%
2015	1,039,377	2.1%	46.3%	706,373	6.1%	75.3%	1,745,750	3.7%	56.8%
2016	1,000,809	-3.7%	40.8%	676,038	-4.3%	67.7%	1,676,847	-3.9%	50.6%
2017	965,666	-3.5%	35.9%	650,153	-3.8%	61.3%	1,615,819	-3.6%	45.1%
2018	954,030	-1.2%	34.2%	687,601	5.8%	70.6%	1,641,631	1.6%	47.4%
2019	965,845	1.2%	35.9%	674,149	-2.0%	67.3%	1,639,994	-0.1%	47.3%
2020	368,965	-61.8%	-48.1%	232,990	-65.4%	-42.2%	601,955	-63.3%	-45.9%
2021	393,557	6.7%	-44.6%	226,371	-2.8%	-43.8%	619,928	3.0%	-44.3%
2022	530,077	34.7%	-25.4%	363,752	60.7%	-9.7%	893,829	44.2%	-19.7%

Notes:

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

Table 4
1990-2022 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. 1990	Annual Ridership	% Change vs. 1990	Annual Ridership	% Change vs. 1990
	Annual Ridership	% Change vs. 1990	Annual Ridership	% Change vs. 1990	Annual Ridership	% Change vs. 1990	Annual Ridership	% Change vs. 1990	Annual Ridership	% Change vs. 1990						
1991	34,527	-1.4%	15,067	-0.4%	49,595	-1.1%	6,386	-0.1%	55,981	-1.0%	1,112	-0.1%	57,093	-1.0%		
1992	34,705	-0.8%	15,228	0.6%	49,933	-0.4%	6,495	1.6%	56,428	-0.2%	1,141	2.5%	57,569	-0.1%		
1993	35,282	0.8%	15,774	4.3%	51,056	1.8%	6,727	5.2%	57,782	2.2%	1,173	5.4%	58,956	2.3%		
1994	36,435	4.1%	16,744	10.7%	53,178	6.1%	7,477	16.9%	60,656	7.3%	1,276	14.6%	61,932	7.4%		
1995	36,489	4.2%	16,922	11.8%	53,410	6.5%	7,514	17.5%	60,925	7.8%	1,293	16.1%	62,217	7.9%		
1996	36,602	4.6%	16,956	12.1%	53,559	6.8%	8,078	26.3%	61,636	9.0%	1,296	16.4%	62,933	9.2%		
1997	36,618	4.6%	17,279	14.2%	53,897	7.5%	8,667	35.5%	62,564	10.7%	1,290	15.9%	63,854	10.8%		
1998	37,300	6.6%	18,261	20.7%	55,562	10.8%	9,460	47.9%	65,022	15.0%	1,396	25.4%	66,418	15.2%		
1999	37,930	8.4%	19,146	26.5%	57,075	13.8%	9,996	56.3%	67,071	18.7%	1,482	33.1%	68,553	18.9%		
2000	39,333	12.4%	19,908	31.6%	59,241	18.2%	11,005	72.1%	70,246	24.3%	1,619	45.3%	71,865	24.7%		
2001	39,285	12.2%	20,590	36.1%	59,875	19.4%	11,551	80.6%	71,426	26.4%	1,655	48.6%	73,081	26.8%		
2002	38,168	9.0%	21,652	43.1%	59,820	19.3%	11,816	84.8%	71,637	26.7%	1,504	35.1%	73,141	26.9%		
2003	37,313	6.6%	21,476	41.9%	58,789	17.3%	11,714	83.2%	70,502	24.7%	1,465	31.6%	71,968	24.9%		
2004	36,895	5.4%	21,888	44.7%	58,784	17.3%	11,973	87.2%	70,757	25.2%	1,618	45.3%	72,375	25.6%		
2005	37,551	7.3%	22,424	48.2%	59,975	19.6%	12,808	100.3%	72,784	28.8%	1,724	54.8%	74,507	29.3%		
2006	38,494	10.0%	23,367	54.4%	61,861	23.4%	13,183	106.1%	75,044	32.8%	1,807	62.2%	76,850	33.3%		
2007	40,018	14.3%	24,671	63.1%	64,689	29.0%	13,542	111.8%	78,231	38.4%	1,903	70.9%	80,134	39.0%		
2008	41,207	17.7%	25,888	71.1%	67,095	33.8%	14,372	124.7%	81,466	44.1%	2,089	87.6%	83,556	45.0%		
2009	38,965	11.3%	25,470	68.3%	64,435	28.5%	13,540	111.7%	77,976	37.9%	1,924	72.7%	79,899	38.6%		
2010	39,366	12.5%	26,012	71.9%	65,378	30.4%	13,832	116.3%	79,211	40.1%	1,889	69.7%	81,100	40.7%		
2011	39,732	13.5%	26,372	74.3%	66,103	31.9%	14,261	123.0%	80,364	42.2%	1,673	50.3%	82,038	42.3%		
2012	39,716	13.5%	26,943	78.1%	66,659	33.0%	14,682	129.6%	81,341	43.9%	1,612	44.8%	82,954	43.9%		
2013	40,552	15.9%	26,746	76.8%	67,298	34.2%	14,504	126.8%	81,802	44.7%	1,576	41.5%	83,379	44.7%		
2014	40,955	17.0%	27,442	81.4%	68,397	36.4%	14,578	127.9%	82,975	46.8%	1,684	51.2%	84,659	46.9%		
2015	41,534	18.7%	28,245	86.7%	69,780	39.2%	14,493	126.6%	84,272	49.1%	1,746	56.8%	86,018	49.2%		
2016	42,236	20.7%	28,467	88.2%	70,703	41.0%	14,105	120.6%	84,808	50.0%	1,684	45.1%	86,492	50.1%		
2017	41,916	19.8%	29,203	93.0%	71,119	41.9%	13,760	115.2%	84,879	50.2%	1,616	47.4%	86,495	50.1%		
2018	42,156	20.4%	29,311	93.7%	71,468	42.6%	13,443	110.2%	84,911	50.2%	1,642	47.4%	86,553	50.2%		
2019	41,950	19.8%	29,832	97.2%	71,782	43.2%	13,198	106.4%	84,980	50.3%	1,640	47.3%	86,620	50.3%		
2020	10,783	-69.2%	9,679	-36.0%	20,462	-59.2%	6,114	-4.4%	26,577	-53.0%	602	-45.9%	27,178	-52.8%		
2021	5,503	-84.3%	17,189	13.6%	22,691	-54.7%	7,411	15.9%	30,102	-46.7%	620	-44.3%	30,722	-46.7%		
2022	13,792	-60.6%	24,423	61.4%	38,216	-23.8%	9,744	52.4%	47,959	-15.2%	894	-19.7%	48,853	-15.2%		

Table 5
2022 vs. 2021 ANNUAL TRENDS BY MARKET
 (Based on Ticket Sales Data)

	COMMUTATION ⁽³⁾ <i>2022 vs. 2021</i>	NON- COMMUTATION ⁽⁴⁾ <i>2022 vs. 2021</i>	TOTAL MNR <i>2022 vs. 2021</i>
1) TO/FROM MANHATTAN			
Hudson	128.5%	39.2%	61.4%
Harlem	139.0%	38.0%	66.7%
New Haven	174.0%	46.0%	72.8%
TO/FROM MANHATTAN	150.1%	42.0%	68.2%
2) INTERMEDIATE			
Hudson	32.1%	38.0%	36.6%
Harlem	22.0%	23.7%	23.0%
New Haven	38.6%	32.1%	34.3%
INTERMEDIATE	32.2%	30.9%	31.3%
3) TOTAL EAST OF HUDSON			
Hudson	110.2%	39.0%	56.7%
Harlem	105.4%	35.1%	56.7%
New Haven	121.4%	42.5%	61.9%
TOTAL EAST OF HUDSON	113.3%	39.5%	59.2%

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
2022 vs. 2021 ANNUAL TRENDS BY LINE SEGMENT
TO/FROM MANHATTAN

(Based on Ticket Sales Data)

	COMMUTATION ⁽³⁾ <i>2022 vs. 2021</i>	NON- COMMUTATION ⁽⁴⁾ <i>2022 vs. 2021</i>	TOTAL MNR <i>2022 vs. 2021</i>
HUDSON LINE			
Bronx	148.2%	43.7%	67.3%
Lower Hudson	144.0%	37.3%	65.7%
Upper Hudson	101.1%	40.5%	54.5%
TOTAL HUDSON LINE	128.5%	39.2%	61.4%
HARLEM LINE			
		\$0	
Bronx	105.1%	38.2%	50.1%
Lower Harlem	144.3%	36.3%	71.1%
Upper Harlem	139.5%	41.0%	68.8%
Wassaic Branch	107.9%	42.0%	47.7%
TOTAL HARLEM LINE	139.0%	38.0%	66.7%
NEW HAVEN LINE			
Inner New Haven	247.1%	48.8%	88.5%
Outer New Haven	175.4%	54.1%	74.2%
New Canaan Branch	214.2%	53.3%	100.8%
Danbury Branch	259.0%	61.0%	100.2%
Waterbury Branch	244.3%	39.2%	46.4%
TOTAL NEW HAVEN LIN	174.0%	46.0%	72.8%
TOTAL TO/FROM MANH	150.1%	42.0%	68.2%

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 2022 GCT COUNT SUMMARY

04/10/23 TIME PERIOD	LINE	FALL 2022 AVG	FALL 2021 AVG	% CHANGE VS. FALL 2021
AM PEAK	HUDSON	9,522	7,100	34.1%
	HARLEM	15,892	10,956	45.1%
	NEW HAVEN	21,775	13,923	56.4%
	TOTAL MNR	47,189	31,979	47.6%
PM PEAK	HUDSON	8,988	6,335	41.9%
	HARLEM	13,705	9,963	37.6%
	NEW HAVEN	19,448	12,973	49.9%
	TOTAL MNR	42,141	29,271	44.0%
AM REVERSE PEAK	HUDSON	637	493	29.2%
	HARLEM	1,109	919	20.7%
	NEW HAVEN	2,047	1,287	59.1%
	TOTAL MNR	3,793	2,699	40.5%
WEEKDAY OFF-PEAK	HUDSON	9,681	7,367	31.4%
	HARLEM	14,644	11,505	27.3%
	NEW HAVEN	22,414	15,394	45.6%
	TOTAL MNR	46,739	34,266	36.4%
TOTAL WEEKDAY	HUDSON	28,828	21,295	35.4%
	HARLEM	45,350	33,343	36.0%
	NEW HAVEN	65,684	43,577	50.7%
	TOTAL MNR	139,862	98,215	42.4%
SATURDAY	HUDSON	20,187	11,309	78.5%
	HARLEM	22,138	12,678	74.6%
	NEW HAVEN	36,666	20,423	79.5%
	TOTAL MNR	78,991	44,410	77.9%
SUNDAY	HUDSON	16,264	10,320	57.6%
	HARLEM	16,035	10,263	56.2%
	NEW HAVEN	29,949	16,362	83.0%
	TOTAL MNR	62,248	36,945	68.5%
TOTAL WEEKEND	HUDSON	36,451	21,629	68.5%
	HARLEM	38,173	22,941	66.4%
	NEW HAVEN	66,615	36,785	81.1%
	TOTAL MNR	141,239	81,355	73.6%
WEEKLY TOTALS	HUDSON	180,591	128,104	41.0%
	HARLEM	264,923	189,656	39.7%
	NEW HAVEN	395,035	254,670	55.1%
	TOTAL MNR	840,549	572,430	46.8%

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