

Exhibit Book
Joint Metro-North and Long Island Committees Meeting
4/27/2015

Table of Contents:

2014 MNR Ridership Report - APPENDIX - Page 2

2014 LIRR Ridership Report - Appendix - Page 15

|

2014 MNR RIDERSHIP REPORT APPENDIX

List of Ridership Tables in Appendix

Table 1:	2014 Annual Ridership Summary
Table 2:	1984-2014 Annual East of Hudson Ridership
Table 3:	1984-2014 Annual West of Hudson Ridership
Table 4:	1984-2014 Annual Rail Ridership By Market
Table 5:	2014 vs. 2013 Annual Trends By Market
Table 6:	2014 vs. 2013 Annual Trends By Line Segment
Table 7:	Fall 2014 vs. Fall 2013 To/From GCT
Table 8:	Weekday Inbound Trends by Time Period
Table 9:	Weekday Outbound Trends by Time Period
Table 10:	Saturday Trends by Time Period
Table 11:	Sunday Trends by Time Period

Table 1
2014 ANNUAL RIDERSHIP SUMMARY

	2014 ANNUAL RIDERSHIP	2013 ANNUAL RIDERSHIP (1)	CHANGE VS. 2013	
			AMOUNT	PERCENT
I) <u>EAST OF HUDSON</u>				
Harlem Line	27,127,447	26,951,900	175,547	0.7%
Hudson Line	16,236,555	15,875,430	361,125	2.3%
New Haven Line	39,611,113	38,977,613	633,500	1.6%
TOTAL EAST OF HUDSON	82,975,115	81,804,943	1,170,172	1.4%
II) <u>WEST OF HUDSON</u>				
Port Jervis Line	1,018,332	983,393	34,939	3.6%
Pascack Valley Line	665,679	593,082	72,597	12.2%
TOTAL WEST OF HUDSON	1,684,011	1,576,475	107,536	6.8%
TOTAL MN RAIL RIDERSHIP	84,659,126	83,381,418	1,277,708	1.5%
III) <u>CONNECTING SERVICES PROVIDED BY MNR CONTRACTORS</u>				
Hudson Rail Link	362,976	350,293	12,683	3.6%
Haverstraw-Ossining Ferry	110,043	124,346	(14,303)	-11.5%
Newburgh-Beacon Ferry	62,395	67,361	(4,966)	-7.4%
TOTAL CONNECTING SERVICES	535,414	542,000	(6,586)	-1.2%
TOTAL MNR SYSTEM	85,194,540	83,923,418	1,271,122	1.5%

(1) 2013 ridership figures have been restated to reflect the 2014 calendar.

Table 2
1984-2014 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. 1984	Total Rides	% Change vs. Prev. Year	% Change vs. 1984	Total Rides	% Change vs. Prev. Year	% Change vs. 1984	Total Rides	% Change vs. Prev. Year	% Change vs. 1984
1984 (1)	15,430,756	-----	-----	8,469,329	-----	-----	23,014,181	-----	-----	46,914,266	-----	-----
1985	16,573,447	7.4%	7.4%	8,982,267	6.1%	6.1%	23,705,949	3.0%	3.0%	49,261,663	5.0%	5.0%
1986	17,643,070	6.5%	14.3%	9,363,475	4.2%	10.6%	24,750,694	4.4%	7.5%	51,757,239	5.1%	10.3%
1987	18,527,032	5.0%	20.1%	9,879,790	5.5%	16.7%	25,395,159	2.6%	10.3%	53,801,981	4.0%	14.7%
1988 (2)	18,886,777	1.9%	22.4%	10,100,457	2.2%	19.3%	25,522,340	0.5%	10.9%	54,509,574	1.3%	16.2%
1989	19,376,302	2.6%	25.6%	10,456,840	3.5%	23.5%	26,068,820	2.1%	13.3%	55,901,962	2.6%	19.2%
1990	19,243,844	-0.7%	24.7%	10,519,589	0.6%	24.2%	26,764,364	2.7%	16.3%	56,527,797	1.1%	20.5%
1991	18,968,063	-1.4%	22.9%	10,335,374	-1.8%	22.0%	26,677,194	-0.3%	15.9%	55,980,631	-1.0%	19.3%
1992	19,163,964	1.0%	24.2%	10,497,834	1.6%	24.0%	26,766,186	0.3%	16.3%	56,427,984	0.8%	20.3%
1993	19,732,533	3.0%	27.9%	10,902,088	3.9%	28.7%	27,147,722	1.4%	18.0%	57,782,343	2.4%	23.2%
1994	20,805,249	5.4%	34.8%	11,530,739	5.8%	36.1%	28,319,707	4.3%	23.1%	60,655,695	5.0%	29.3%
1995 (3)	20,811,260	0.0%	34.9%	11,613,711	0.7%	37.1%	28,499,726	0.6%	23.8%	60,924,697	0.4%	29.9%
1996	21,100,921	1.4%	36.7%	11,654,337	0.3%	37.6%	28,881,241	1.3%	25.5%	61,636,499	1.2%	31.4%
1997	21,490,250	1.8%	39.3%	11,748,777	0.8%	38.7%	29,324,454	1.5%	27.4%	62,563,481	1.5%	33.4%
1998	22,347,894	4.0%	44.8%	12,311,898	4.8%	45.4%	30,362,063	3.5%	31.9%	65,021,855	3.9%	38.6%
1999	23,210,661	3.9%	50.4%	12,765,657	3.7%	50.7%	31,094,818	2.4%	35.1%	67,071,136	3.2%	43.0%
2000	24,260,291	4.5%	57.2%	13,490,935	5.7%	59.3%	32,494,767	4.5%	41.2%	70,245,993	4.7%	49.7%
2001	24,646,907	1.6%	59.7%	13,846,907	2.6%	63.5%	32,932,154	1.3%	43.1%	71,425,968	1.7%	52.2%
2002	24,520,582	-0.5%	58.9%	14,011,218	1.2%	65.4%	33,104,880	0.5%	43.8%	71,636,680	0.3%	52.7%
2003	24,004,514	-2.1%	55.6%	13,738,727	-1.9%	62.2%	32,759,176	-1.0%	42.3%	70,502,417	-1.6%	50.3%
2004	24,038,871	0.1%	55.8%	13,615,526	-0.9%	60.8%	33,102,219	1.0%	43.8%	70,756,616	0.4%	50.8%
2005	24,754,160	3.0%	60.4%	14,137,886	3.8%	66.9%	33,891,520	2.4%	47.3%	72,783,566	2.9%	55.1%
2006	25,396,654	2.6%	64.6%	14,712,165	4.1%	73.7%	34,935,154	3.1%	51.8%	75,043,973	3.1%	60.0%
2007	26,418,859	4.0%	71.2%	15,451,901	5.0%	82.4%	36,360,339	4.1%	58.0%	78,231,099	4.2%	66.8%
2008	27,390,484	3.7%	77.5%	16,180,171	4.7%	91.0%	37,895,827	4.2%	64.7%	81,466,482	4.1%	73.6%
2009	26,163,326	-4.5%	69.6%	15,497,254	-4.2%	83.0%	36,314,980	-4.2%	57.8%	77,975,560	-4.3%	66.2%
2010	26,231,109	0.3%	70.0%	15,656,078	1.0%	84.9%	37,323,761	2.8%	62.2%	79,210,948	1.6%	68.8%
2011 (4)	26,364,150	0.5%	70.9%	15,760,094	0.7%	86.1%	38,240,135	2.5%	66.2%	80,364,379	1.5%	71.3%
2012 (5)	26,647,872	1.1%	72.7%	15,853,088	0.6%	87.2%	38,840,260	1.6%	68.8%	81,341,220	1.2%	73.4%
2013 (6)	26,949,667	1.1%	74.6%	15,877,559	0.2%	87.5%	38,975,052	0.3%	69.4%	81,802,278	0.6%	74.4%
2014	27,127,447	0.7%	75.8%	16,236,555	2.3%	91.7%	39,611,113	1.6%	72.1%	82,975,115	1.4%	76.9%

Notes:

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

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
1984-2014 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. 1984	Total Rides	% Change vs. Prev. Year	% Change vs. 1984	Total Rides	% Change vs. Prev. Year	% Change vs. 1984
1984	516,296	----	----	417,345	----	----	933,641	----	----
1985	599,702	16.2%	16.2%	408,617	-2.1%	-2.1%	1,008,319	8.0%	8.0%
1986	636,847	6.2%	23.3%	460,116	12.6%	10.2%	1,096,963	8.8%	17.5%
1987	674,040	5.8%	30.6%	470,657	2.3%	12.8%	1,144,697	4.4%	22.6%
1988 (1)	619,018	-8.2%	19.9%	463,059	-1.6%	11.0%	1,082,077	-5.5%	15.9%
1989	638,741	3.2%	23.7%	433,848	-6.3%	4.0%	1,072,589	-0.9%	14.9%
1990	710,645	11.3%	37.6%	403,024	-7.1%	-3.4%	1,113,669	3.8%	19.3%
1991	715,002	0.6%	38.5%	397,349	-1.4%	-4.8%	1,112,351	-0.1%	19.1%
1992	735,644	2.9%	42.5%	405,421	2.0%	-2.9%	1,141,065	2.6%	22.2%
1993	769,372	4.6%	49.0%	403,922	-0.4%	-3.2%	1,173,294	2.8%	25.7%
1994	848,953	10.3%	64.4%	427,087	5.7%	2.3%	1,276,040	8.8%	36.7%
1995	868,787	2.3%	68.3%	423,815	-0.8%	1.6%	1,292,602	1.3%	38.4%
1996	871,848	0.4%	68.9%	424,252	0.1%	1.7%	1,296,100	0.3%	38.8%
1997	862,118	-1.1%	67.0%	428,201	0.9%	2.6%	1,290,319	-0.4%	38.2%
1998	966,970	12.2%	87.3%	429,205	0.2%	2.8%	1,396,175	8.2%	49.5%
1999	1,048,634	8.4%	103.1%	433,725	1.1%	3.9%	1,482,359	6.2%	58.8%
2000	1,145,002	9.2%	121.8%	473,609	9.2%	13.5%	1,618,611	9.2%	73.4%
2001	1,192,779	4.2%	131.0%	462,305	-2.4%	10.8%	1,655,084	2.3%	77.3%
2002 (2)	1,131,932	-5.1%	119.2%	372,197	-19.5%	-10.8%	1,504,129	-9.1%	61.1%
2003	1,107,828	-2.1%	114.6%	357,405	-4.0%	-14.4%	1,465,233	-2.6%	56.9%
2004 (3,4)	1,217,730	9.9%	135.9%	400,429	12.0%	-4.1%	1,618,159	10.4%	73.3%
2005	1,308,830	7.5%	153.5%	414,945	3.6%	-0.6%	1,723,775	6.5%	84.6%
2006	1,383,368	5.7%	167.9%	423,136	2.0%	1.4%	1,806,504	4.8%	93.5%
2007	1,459,730	5.5%	182.7%	443,038	4.7%	6.2%	1,902,768	5.3%	103.8%
2008	1,535,758	5.2%	197.5%	553,347	24.9%	32.6%	2,089,105	9.8%	123.8%
2009	1,381,829	-10.0%	167.6%	541,758	-2.1%	29.8%	1,923,587	-7.9%	106.0%
2010	1,319,689	-4.5%	155.6%	569,746	5.2%	36.5%	1,889,435	-1.8%	102.4%
2011 (5)	1,089,224	-17.5%	111.0%	584,183	2.5%	40.0%	1,673,407	-11.4%	79.2%
2012 (6)	1,019,587	-6.4%	97.5%	592,821	1.5%	42.0%	1,612,408	-3.6%	72.7%
2013	983,362	-3.6%	90.5%	592,865	0.0%	42.1%	1,576,227	-2.2%	68.8%
2014	1,018,332	3.6%	97.2%	665,679	12.3%	59.5%	1,684,011	6.8%	80.4%

Notes:

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

Table 4
1984-2014 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. 1984	Annual Ridership	% Change vs. 1984
	Annual Ridership	% Change vs. 1984	Annual Ridership	% Change vs. 1984	Annual Ridership	% Change vs. 1984	Annual Ridership	% Change vs. 1984	Annual Ridership	% Change vs. 1984				
1984	31,203		11,798		43,001		3,913		46,914		934		47,848	
1985	32,439	4.0%	12,624	7.0%	45,063	4.8%	4,199	7.3%	49,262	5.0%	1,008	8.0%	50,270	5.1%
1986	33,332	6.8%	13,753	16.6%	47,085	9.5%	4,672	19.4%	51,757	10.3%	1,097	17.5%	52,854	10.5%
1987	34,162	9.5%	14,491	22.8%	48,653	13.1%	5,149	31.6%	53,802	14.7%	1,145	22.6%	54,947	14.8%
1988	34,188	9.6%	14,938	26.6%	49,126	14.2%	5,384	37.6%	54,510	16.2%	1,082	15.9%	55,592	16.2%
1989	34,757	11.4%	15,430	30.8%	50,187	16.7%	5,715	46.0%	55,902	19.2%	1,073	14.9%	56,975	19.1%
1990	35,003	12.2%	15,130	28.2%	50,132	16.6%	6,395	63.4%	56,528	20.5%	1,114	19.3%	57,641	20.5%
1991	34,527	10.7%	15,067	27.7%	49,595	15.3%	6,386	63.2%	55,981	19.3%	1,112	19.1%	57,093	19.3%
1992	34,705	11.2%	15,228	29.1%	49,933	16.1%	6,495	66.0%	56,428	20.3%	1,141	22.2%	57,569	20.3%
1993	35,282	13.1%	15,774	33.7%	51,056	18.7%	6,727	71.9%	57,782	23.2%	1,173	25.7%	58,956	23.2%
1994	36,435	16.8%	16,744	41.9%	53,178	23.7%	7,477	91.1%	60,656	29.3%	1,276	36.7%	61,932	29.4%
1995	36,489	16.9%	16,922	43.4%	53,410	24.2%	7,514	92.0%	60,925	29.9%	1,293	38.4%	62,217	30.0%
1996	36,602	17.3%	16,956	43.7%	53,559	24.6%	8,078	106.4%	61,636	31.4%	1,296	38.8%	62,933	31.5%
1997	36,618	17.4%	17,279	46.5%	53,897	25.3%	8,667	121.5%	62,564	33.4%	1,290	38.2%	63,854	33.5%
1998	37,300	19.5%	18,261	54.8%	55,562	29.2%	9,460	141.7%	65,022	38.6%	1,396	49.5%	66,418	38.8%
1999	37,930	21.6%	19,146	62.3%	57,075	32.7%	9,996	155.4%	67,071	43.0%	1,482	58.8%	68,553	43.3%
2000	39,333	26.1%	19,908	68.7%	59,241	37.8%	11,005	181.2%	70,246	49.7%	1,619	73.4%	71,865	50.2%
2001	39,285	25.9%	20,590	74.5%	59,875	39.2%	11,551	195.2%	71,426	52.2%	1,655	77.3%	73,081	52.7%
2002	38,168	22.3%	21,652	83.5%	59,820	39.1%	11,816	202.0%	71,637	52.7%	1,504	61.1%	73,141	52.9%
2003	37,313	19.6%	21,476	82.0%	58,789	36.7%	11,714	199.3%	70,502	50.3%	1,465	56.9%	71,968	50.4%
2004	36,895	18.2%	21,888	85.5%	58,784	36.7%	11,973	206.0%	70,757	50.8%	1,618	73.3%	72,375	51.3%
2005	37,551	20.3%	22,424	90.1%	59,975	39.5%	12,808	227.3%	72,784	55.1%	1,724	84.6%	74,507	55.7%
2006	38,494	23.4%	23,367	98.1%	61,861	43.9%	13,183	236.9%	75,044	60.0%	1,807	93.5%	76,850	60.6%
2007	40,018	28.3%	24,671	109.1%	64,689	50.4%	13,542	246.1%	78,231	66.8%	1,903	103.8%	80,134	67.5%
2008	41,207	32.1%	25,888	119.4%	67,095	56.0%	14,372	267.3%	81,466	73.6%	2,089	123.8%	83,556	74.6%
2009	38,965	24.9%	25,470	115.9%	64,435	49.8%	13,540	246.0%	77,976	66.2%	1,924	106.0%	79,899	67.0%
2010	39,366	26.2%	26,012	120.5%	65,378	52.0%	13,832	253.5%	79,211	68.8%	1,889	102.4%	81,100	69.5%
2011	39,732	27.3%	26,372	123.5%	66,103	53.7%	14,261	264.4%	80,364	71.3%	1,673	79.2%	82,038	71.5%
2012	39,716	27.3%	26,943	128.4%	66,659	55.0%	14,682	275.2%	81,341	73.4%	1,612	72.7%	82,954	73.4%
2013	40,552	30.0%	26,746	126.7%	67,298	56.5%	14,504	270.6%	81,802	74.4%	1,576	68.8%	83,379	74.3%
2014	40,955	31.3%	27,442	132.6%	68,397	59.1%	14,578	272.5%	82,975	76.9%	1,684	80.4%	84,659	76.9%

Table 5
2014 vs. 2013 ANNUAL TRENDS BY MARKET
 (Based on Ticket Sales Data)

	COMMUTATION ⁽³⁾ <i>2014 vs. 2013</i>	NON- COMMUTATION ⁽⁴⁾ <i>2014 vs. 2013</i>	TOTAL MNR <i>2014 vs. 2013</i>
1) TO/FROM MANHATTAN			
Hudson	0.6%	4.1%	2.0%
Harlem	1.3%	0.7%	1.1%
New Haven	0.9%	3.2%	1.8%
TO/FROM MANHATTAN	1.0%	2.6%	1.6%
2) INTERMEDIATE			
Hudson	2.2%	5.3%	4.1%
Harlem	-1.3%	-2.1%	-1.7%
New Haven	-3.0%	4.9%	0.8%
INTERMEDIATE	-2.0%	2.9%	0.5%
3) TOTAL EAST OF HUDSON			
Hudson	0.8%	4.3%	2.3%
Harlem	1.0%	0.1%	0.7%
New Haven	0.1%	3.6%	1.6%
TOTAL EAST OF HUDSON	0.5%	2.7%	1.4%

Notes:

- (1) Changes in ridership by market segment, adjusted for calendar impacts, derived from ticket sales.
- (2) Reflects January-December annualized growth rate.
- (3) Totals include trips made with monthly or weekly commutation tickets.
- (4) Totals include trips made with ten-trip peak, ten-trip off-peak, one way peak, one-way off-peak, senior citizen/disabled and miscellaneous one way tickets.

Table 6
**2014 vs. 2013 ANNUAL TRENDS BY LINE SEGMENT
 TO/FROM MANHATTAN**
 (Based on Ticket Sales Data)

	COMMUTATION ⁽³⁾ 2014 vs. 2013	NON- COMMUTATION ⁽⁴⁾ 2014 vs. 2013	TOTAL MNR 2014 vs. 2013
HUDSON LINE			
Bronx	-0.7%	7.6%	2.7%
Lower Hudson	1.3%	4.0%	2.2%
Upper Hudson	-0.3%	3.6%	1.5%
TOTAL HUDSON LINE	0.6%	4.1%	2.0%
HARLEM LINE			
Bronx	4.8%	3.7%	4.1%
Lower Harlem	1.4%	0.7%	1.2%
Upper Harlem	0.6%	-0.1%	0.3%
Wassaic Branch	1.6%	-0.1%	0.4%
TOTAL HARLEM LINE	1.3%	0.7%	1.1%
NEW HAVEN LINE			
Inner New Haven	1.8%	3.2%	2.3%
Outer New Haven	0.0%	3.6%	1.8%
New Canaan Branch	-0.1%	0.3%	0.0%
Danbury Branch	1.3%	-10.4%	-2.4%
Waterbury Branch	-19.5%	0.5%	-1.8%
TOTAL NEW HAVEN LINE	0.9%	3.2%	1.8%
TOTAL TO/FROM MANHATTAN	1.0%	2.6%	1.6%

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
TO/FROM GCT
(Fall 2014 vs. Fall 2013)

TIME PERIOD	FALL 2014 RIDERSHIP	FALL 2013 RIDERSHIP	PERCENT CHANGE	HISTORICAL TRENDS	
				% CHANGE FALL 2013 vs. FALL 2012	% CHANGE FALL 2012 vs. FALL 2011
AM PEAK TRAINS					
Hudson	16,439	16,433	0.0%	0.7%	0.1%
Harlem	26,495	26,148	1.3%	0.9%	0.9%
New Haven	33,161	32,924	0.7%	4.2%	0.8%
AM PEAK	76,095	75,505	0.8%	2.3%	0.7%
PM PEAK TRAINS					
Hudson	14,823	14,640	1.3%	-1.0%	-3.0%
Harlem	23,456	23,048	1.8%	2.4%	0.6%
New Haven	29,087	28,272	2.9%	0.6%	2.1%
PM PEAK	67,366	65,960	2.1%	0.8%	0.4%
AM REVERSE PEAK TRAINS (2)					
Hudson	713	696	2.4%	9.1%	-1.1%
Harlem	1,919	1,938	-1.0%	-3.3%	-3.0%
New Haven	3,253	3,428	-5.1%	-4.1%	3.2%
AM REVERSE PEAK	5,885	6,062	-2.9%	-2.5%	0.7%
WEEKDAY OFF-PEAK TRAINS					
Hudson	11,905	12,043	-1.1%	1.6%	3.2%
Harlem	20,791	21,098	-1.5%	-0.4%	0.8%
New Haven	29,645	28,789	3.0%	-4.0%	1.5%
WEEKDAY OFF-PEAK	62,341	61,930	0.7%	-1.7%	1.6%
WEEKDAY TOTALS					
Hudson	43,880	43,812	0.2%	0.5%	-0.2%
Harlem	72,661	72,232	0.6%	0.8%	0.7%
New Haven	95,146	93,413	1.9%	0.2%	1.5%
WEEKDAY TOTALS	211,687	209,457	1.1%	0.5%	0.9%
WEEKEND TOTALS					
Hudson	37,902	37,828	0.2%	4.4%	-1.0%
Harlem	47,877	48,683	-1.7%	-2.1%	4.3%
New Haven	73,364	72,908	0.6%	-1.1%	2.5%
WEEKEND TOTAL	159,143	159,419	-0.2%	-0.2%	2.2%
WEEKLY TOTALS					
Hudson	257,302	256,888	0.2%	1.0%	-0.3%
Harlem	411,182	409,843	0.3%	0.5%	1.1%
New Haven	549,094	539,973	1.7%	0.0%	1.6%
WEEKLY TOTAL	1,217,578	1,206,704	0.9%	0.4%	1.0%

(1) Based on GCT counts for a 100% ridership sample of inbound and outbound trains. Total weekly ridership was calculated as follows:
 [(5 x Weekday) + Weekend]. Fall 2014 counts reflect impacts of November 2014 schedule change.

(2) Reflects totals from GCT only. Total reverse commutation ridership is shown in Table 6.

Table 8
WEEKDAY INBOUND TRENDS BY TIME PERIOD ⁽¹⁾

TIME PERIOD	HUDSON LINE			HARLEM LINE			NEW HAVEN LINE			METRO-NORTH TOTALS		
	FALL '14	FALL '13	% Change	FALL '14	FALL '13	% Change	FALL '14	FALL '13	% Change	FALL '14	FALL '13	% Change
AM PEAK INBOUND												
5 AM - 7 AM	2,018	1,851	9.0%	2,881	2,834	1.7%	3,189	3,080	3.5%	8,088	7,765	4.2%
7 AM - 7:30 AM	892	899	-0.8%	3,091	2,976	3.9%	4,022	4,013	0.2%	8,005	7,888	1.5%
7:30 AM - 8 AM	2,944	2,908	1.2%	3,649	3,623	0.7%	5,127	4,218	21.6% ⁽²⁾	11,720	10,749	9.0% ⁽²⁾
8 AM - 8:30 AM	3,881	3,855	0.7%	5,098	4,694	8.6%	8,146	8,746	-6.9%	17,125	17,295	-1.0%
8:30 AM - 9 AM	3,900	4,007	-2.7%	6,396	6,475	-1.2%	6,896	7,087	-2.7%	17,192	17,569	-2.1%
9 AM - 9:30 AM	1,775	1,821	-2.5%	4,187	4,251	-1.5%	3,231	3,215	0.5%	9,193	9,287	-1.0%
9:30 AM - 10 AM	1,029	1,092	-5.8%	1,193	1,295	-7.9%	2,550	2,565	-0.6%	4,772	4,952	-3.6%
AM PEAK TOTAL	16,439	16,433	0.0%	26,495	26,148	1.3%	33,161	32,924	0.7%	76,095	75,505	0.8%
OFF-PEAK INBOUND												
10 AM - 11 AM	1,200	1,213	-1.1%	1,683	1,759	-4.3%	2,319	2,371	-2.2%	5,202	5,343	-2.6%
11 AM - 1 PM	1,061	1,055	0.6%	2,038	2,049	-0.5%	2,683	2,401	11.7% ⁽²⁾	5,782	5,505	5.0%
1 PM - 4 PM	1,119	1,148	-2.5%	1,954	1,992	-1.9%	2,572	2,633	-2.3% ⁽²⁾	5,645	5,773	-2.2%
4 PM - 7 PM	1,414	1,314	7.6%	2,820	2,689	4.9%	4,833	4,613	4.8%	9,067	8,616	5.2%
7 PM - 10 PM	499	462	8.0%	1,388	1,402	-1.0%	1,598	1,518	5.3%	3,485	3,382	3.0%
10 PM - 2 AM	218	212	2.8%	293	291	0.7%	415	377	10.1%	926	880	5.2%
OFF-PEAK INBOUND TOTAL	5,511	5,404	2.0%	10,176	10,182	-0.1%	14,420	13,913	3.6%	30,107	29,499	2.1%
WEEKDAY INBOUND TOTAL	21,950	21,837	0.5%	36,671	36,330	0.9%	47,581	46,837	1.6%	106,202	105,004	1.1%

Notes:

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

(2) - These percent changes may reflect the impacts of ridership shifts due to the following schedule changes which have occurred during the past year:

- Additional New Haven Line inbound service.

Table 9
WEEKDAY OUTBOUND TRENDS BY TIME PERIOD ⁽¹⁾

TIME PERIOD	HUDSON LINE			HARLEM LINE			NEW HAVEN LINE			METRO-NORTH TOTALS		
	FALL '14	FALL '13	% Change	FALL '14	FALL '13	% Change	FALL '14	FALL '13	% Change	FALL '14	FALL '13	% Change
PM PEAK OUTBOUND												
4 PM - 4:30 PM	881	839	5.0%	1,166	1,177	-0.9%	1,759	1,779	-1.1%	3,806	3,795	0.3%
4:30 PM - 5 PM	1,452	1,435	1.2%	2,189	2,100	4.2%	2,582	2,485	3.9%	6,223	6,020	3.4%
5 PM - 5:30 PM	2,765	2,788	-0.8%	3,212	2,981	7.7%	4,876	4,830	1.0%	10,853	10,599	2.4%
5:30 PM - 6 PM	3,511	3,442	2.0%	5,503	5,466	0.7%	6,194	6,264	-1.1%	15,208	15,172	0.2%
6 PM - 6:30 PM	2,595	2,515	3.2%	3,834	4,044	-5.2%	5,066	4,650	8.9% ⁽²⁾	11,495	11,209	2.6% ⁽²⁾
6:30 PM - 7 PM	1,538	1,588	-3.1%	3,233	3,098	4.4%	4,228	4,134	2.3% ⁽²⁾	8,999	8,820	2.0% ⁽²⁾
7 PM - 7:30 PM	1,246	1,240	0.5%	2,680	2,446	9.6%	2,588	2,500	3.5% ⁽²⁾	6,514	6,186	5.3% ⁽²⁾
7:30 PM - 8 PM	835	793	5.3%	1,639	1,736	-5.6%	1,794	1,630	10.1% ⁽²⁾	4,268	4,159	2.6% ⁽²⁾
PM PEAK TOTAL	14,823	14,640	1.3%	23,456	23,048	1.8%	29,087	28,272	2.9%	67,366	65,960	2.1%
AM REVERSE PEAK/OFF-PEAK OUTBOUND												
5 AM - 9 AM (AM Reverse Peak)	713	696	2.4%	1,919	1,938	-1.0%	3,253	3,428	-5.1%	5,885	6,062	-2.9%
9 AM - 10 AM	213	228	-6.6%	440	476	-7.6%	679	579	17.3% ⁽²⁾	1,332	1,283	3.8%
10 AM - 1 PM	746	752	-0.8%	1,256	1,268	-0.9%	1,643	1,468	11.9% ⁽²⁾	3,645	3,488	4.5%
1 PM - 3 PM	1,016	1,045	-2.8%	1,735	1,829	-5.1%	2,181	2,209	-1.3%	4,932	5,083	-3.0%
3 PM - 4 PM	1,174	1,165	0.8%	1,843	1,767	4.3%	2,209	2,105	4.9%	5,226	5,037	3.8%
8 PM - 9 PM	836	835	0.1%	1,592	1,519	4.8%	2,992	2,840	5.4%	5,420	5,194	4.4%
9 PM - 10 PM	1,172	1,300	-9.8%	1,891	1,975	-4.3%	2,061	2,118	-2.7%	5,124	5,393	-5.0%
10 PM - 2 AM	1,237	1,314	-5.9%	1,858	2,082	-10.8%	2,818	2,962	-4.9%	5,913	6,358	-7.0%
OTHER OUTBOUND TOTAL	7,107	7,335	-3.1%	12,534	12,854	-2.5%	17,836	17,709	0.7%	37,477	37,898	-1.1%
WEEKDAY OUTBOUND TOTAL	21,930	21,975	-0.2%	35,990	35,902	0.2%	46,923	45,981	2.0%	104,843	103,858	0.9%

Notes:

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

(2) - These percent changes may reflect the impacts of ridership shifts due to the following schedule changes which have occurred during the past year:

- Additional New Haven Line inbound and outbound service.

Table 10
SATURDAY TRENDS BY TIME PERIOD ⁽¹⁾

TIME PERIOD	HUDSON LINE			HARLEM LINE			NEW HAVEN LINE			METRO-NORTH TOTALS		
	FALL '14	FALL '13	% Change	FALL '14	FALL '13	% Change	FALL '14	FALL '13	% Change	FALL '14	FALL '13	% Change
SATURDAY INBOUND												
5 AM - 10 AM	1,544	1,509	2.3%	2,140	2,050	4.4%	2,592	2,551	1.6%	6,276	6,110	2.7%
10 AM - 1 PM	2,511	2,665	-5.8%	3,026	3,070	-1.4%	5,908	5,969	-1.0% (2)	11,445	11,704	-2.2% (2)
1 PM - 4 PM	1,822	1,892	-3.7%	3,024	3,041	-0.6%	4,021	4,108	-2.1% (2)	8,867	9,041	-1.9% (2)
4 PM - 7 PM	2,044	2,332	-12.3%	2,542	2,763	-8.0%	3,705	3,931	-5.7% (2)	8,291	9,026	-8.1% (2)
7 PM - 10 PM	1,390	1,418	-2.0%	2,161	2,481	-12.9%	2,555	2,666	-4.2% (2)	6,106	6,565	-7.0% (2)
10 PM - 2 AM	673	630	6.8%	666	828	-19.6%	1,270	1,270	0.0% (2)	2,609	2,728	-4.4% (2)
INBOUND TOTAL	9,984	10,446	-4.4%	13,559	14,233	-4.7%	20,051	20,495	-2.2%	43,594	45,174	-3.5%
SATURDAY OUTBOUND												
5 AM - 10 AM	1,625	1,526	6.5%	1,397	1,473	-5.2%	1,775	1,651	7.5%	4,797	4,650	3.2%
10 AM - 1 PM	1,939	2,002	-3.1%	1,980	1,966	0.7%	2,672	2,736	-2.3% (2)	6,591	6,704	-1.7% (2)
1 PM - 4 PM	1,714	1,664	3.0%	2,245	2,327	-3.5%	3,325	3,187	4.3% (2)	7,284	7,178	1.5% (2)
4 PM - 7 PM	2,386	2,510	-4.9%	3,149	3,300	-4.6%	4,898	5,276	-7.2%	10,433	11,086	-5.9%
7 PM - 10 PM	1,838	1,787	2.9%	2,304	2,300	0.2%	3,967	4,066	-2.4%	8,109	8,153	-0.5%
10 PM - 2 AM	1,799	1,825	-1.4%	2,737	2,794	-2.0%	3,730	3,623	3.0% (2)	8,266	8,242	0.3% (2)
OUTBOUND TOTAL	11,301	11,314	-0.1%	13,812	14,160	-2.5%	20,367	20,539	-0.8%	45,480	46,013	-1.2%
SATURDAY TOTAL	21,285	21,760	-2.2%	27,371	28,393	-3.6%	40,418	41,034	-1.5%	89,074	91,187	-2.3%

Notes:

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

(2) - These percent changes may reflect the impacts of ridership shifts due to the following schedule changes which have occurred during the past year:

- Additional Upper/Lower Harlem Line Weekend Thru Service.

- Additional New Haven Line Inner/Outer Weekend Service.

Table 11
SUNDAY TRENDS BY TIME PERIOD ⁽¹⁾

TIME PERIOD	HUDSON LINE			HARLEM LINE			NEW HAVEN LINE			METRO-NORTH TOTALS		
	FALL '14	FALL '13	% Change	FALL '14	FALL '13	% Change	FALL '14	FALL '13	% Change	FALL '14	FALL '13	% Change
SUNDAY INBOUND												
5 AM - 10 AM	895	839	6.7%	1,679	1,575	6.6%	1,387	1,261	10.0%	3,961	3,675	7.8%
10 AM - 1 PM	1,909	1,858	2.7%	2,108	2,197	-4.1%	4,327	4,507	-4.0% (2)	8,344	8,562	-2.5% (2)
1 PM - 4 PM	1,716	1,627	5.5%	2,477	2,430	1.9%	3,333	3,443	-3.2% (2)	7,526	7,500	0.3% (2)
4 PM - 7 PM	1,930	2,061	-6.4%	2,019	2,135	-5.4%	3,194	3,031	5.4% (2)	7,143	7,227	-1.2% (2)
7 PM - 10 PM	1,359	1,402	-3.1%	1,769	1,720	2.8%	3,051	2,739	11.4% (2)	6,179	5,861	5.4% (2)
10 PM - 2 AM	434	425	2.1%	391	398	-1.8%	889	896	-0.8% (2)	1,714	1,719	-0.3% (2)
INBOUND TOTAL	8,243	8,212	0.4%	10,443	10,455	-0.1%	16,181	15,877	1.9%	34,867	34,544	0.9%
SUNDAY OUTBOUND												
5 AM - 10 AM	1,193	977	22.1%	964	1,009	-4.5%	1,275	1,254	1.7%	3,432	3,240	5.9%
10 AM - 1 PM	1,744	1,493	16.8%	1,754	1,689	3.8%	2,998	2,537	18.2% (2)	6,496	5,719	13.6% (2)
1 PM - 4 PM	1,497	1,393	7.5%	1,864	1,860	0.2%	3,408	3,162	7.8% (2)	6,769	6,415	5.5% (2)
4 PM - 7 PM	2,006	2,134	-6.0%	2,815	2,684	4.9%	4,552	4,616	-1.4%	9,373	9,434	-0.6%
7 PM - 10 PM	1,329	1,253	6.1%	1,873	1,795	4.3%	3,301	3,247	1.7% (2)	6,503	6,295	3.3% (2)
10 PM - 2 AM	605	606	-0.2%	793	798	-0.6%	1,231	1,181	4.2% (2)	2,629	2,585	1.7% (2)
OUTBOUND TOTAL	8,374	7,856	6.6%	10,063	9,835	2.3%	16,765	15,997	4.8%	35,202	33,688	4.5%
SUNDAY TOTAL	16,617	16,068	3.4%	20,506	20,290	1.1%	32,946	31,874	3.4%	70,069	68,232	2.7%

Notes:

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

(2) - These percent changes may reflect the impacts of ridership shifts due to the following schedule changes which have occurred during the past year:

- Additional Lower/Upper Harlem Weekend Service.

- Additional Inner/Outer New Haven Line Weekend Service.



Long Island Rail Road



2014 Ridership Book



**Published by
the Service Planning Department**

METHODOLOGY

During the spring and fall of 2014, Service Planning supervised and positioned personnel on all weekday/weekend revenue trains to record the number of customers traveling to and from our Western/Eastern terminals. To assure the validity of the counts, Service Planning and the Transportation Test Team recounted selected peak trains.

DATA VARIANCES

Ridership fluctuations are routinely encountered during a project of this length. Factors impacting ridership fluctuations include inclement weather, service disruptions and track work. When this occurs, trains are recounted to assure that the data is as accurate as possible. Since the primary purpose of the data is to allocate cars to demand and control seating, varying counts must be considered to select the most representative number of customers.

EAST/WEST OF JAMAICA

The book reports one number for total customers riding each train both East and West of Jamaica. Example - An eastbound Babylon train from Jamaica scheduled to make its first station stop at Rockville Centre, is counted before the train arrives at Rockville Centre. Conversely, a Babylon westbound train scheduled to make its last station stop at Rockville Centre before it arrives at Jamaica, is counted after Rockville Centre. Consequently, the number reported does not include intra-island or travel within the city terminal zone.

STANDEES

For electric trains, the capacity is assumed to be that of a M7 which averages 106 seats per car. Determination of standees is made by subtracting the number of seats from the counted number of passengers on a train. C3 equipment averages 140 seats per car.

ABOVE SERVICE STANDARDS

This number identifies trains whose customer count exceeds 95% of capacity as prescribed by the Long Island Rail Road Service Guidelines.

PUBLICATION

Service Planning Department personnel prepared all data analysis, graph and trip tables.

ACKNOWLEDGEMENT

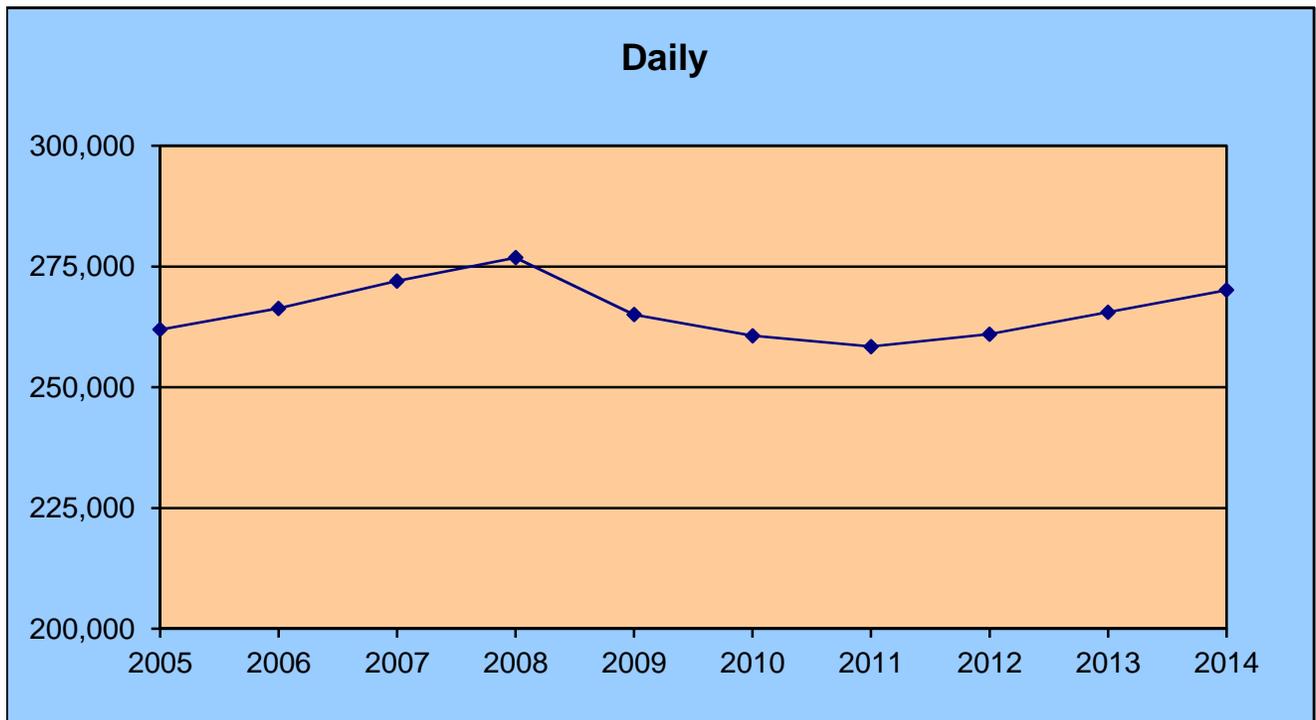
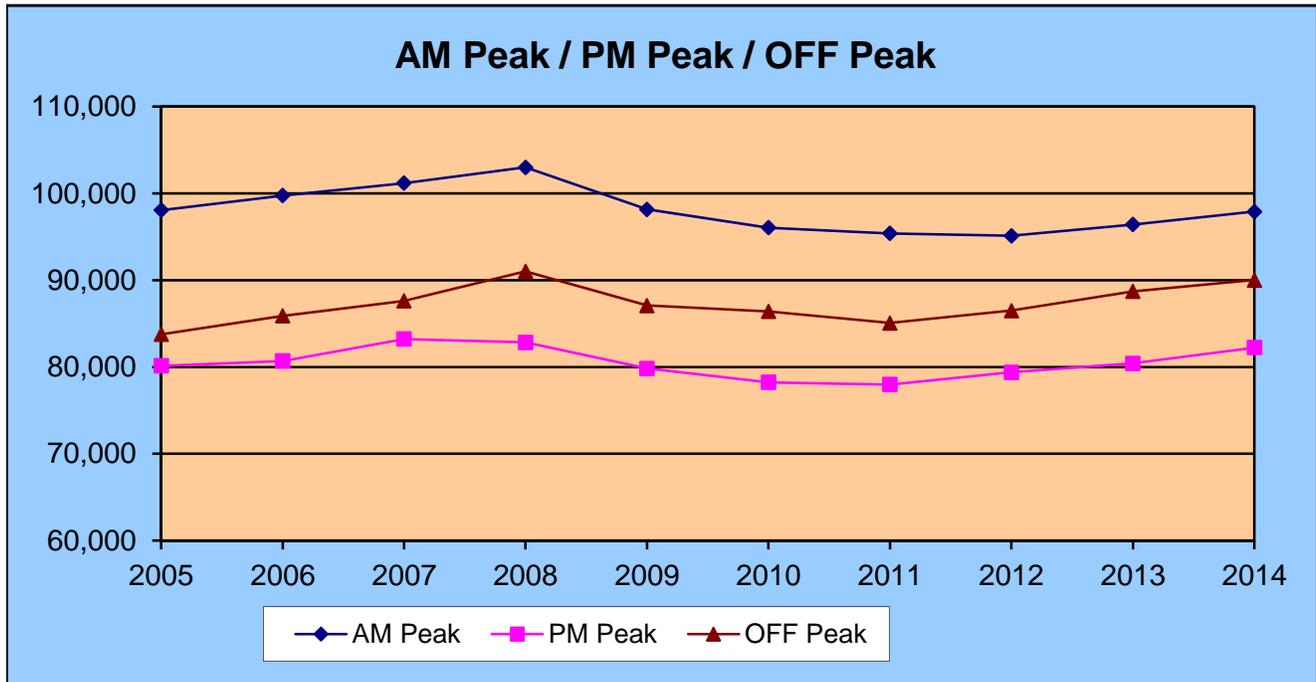
Photographs supplied by Human Resources and Public Affairs.

2014 LIRR Ridership Summary East of Jamaica

	2013		2014					
AM Rush Hours	96,420		97,890					
PM Rush Hours	80,410		82,230					
OFF-Peak Weekdays	88,710		90,010					
Average Daily	265,540		270,130					
Saturday	104,440		106,900					
Sunday	83,510		85,080					
AM Branch:								
Babylon	23,600		24,080					
Montauk Diesel	3,200		3,210					
Hicks/Huntington	13,790		14,080					
Pt. Jefferson Diesel	4,090		4,240					
Port Washington	15,080		15,150					
Ronkonkoma	16,060		16,370					
East of Ronkonkoma	50		40					
Long Beach	7,630		7,790					
Hempstead	4,610		4,630					
Far Rockaway	5,240		5,240					
Oyster Bay	2,340		2,420					
West Hempstead	1,520		1,470					
PM Branch:								
Babylon	19,770		20,410					
Montauk Diesel	1,920		1,990					
Hicks/Huntington	11,910		12,070					
Pt. Jefferson Diesel	3,550		3,610					
Port Washington	13,540		13,980					
Ronkonkoma	12,530		12,580					
East of Ronkonkoma	40		40					
Long Beach	6,260		6,370					
Hempstead	4,220		4,320					
Far Rockaway	4,490		4,620					
Oyster Bay	1,860		1,960					
West Hempstead	1,140		1,140					
Weekday Travel at Western Terminals - West of Jamaica								
	AM Rush		PM Rush		Daily Arrivals		Daily Departures	
	2013	2014	2013	2014	2013	2014	2013	2014
Penn Station	81,110	82,510	69,390	70,530	112,230	114,250	110,130	112,270
Atlantic Terminal	9,540	9,920	6,620	7,340	13,470	14,030	11,480	12,510
Hunterspoint & LIC	2,860	3,040	2,360	2,420	2,860	3,040	2,500	2,550

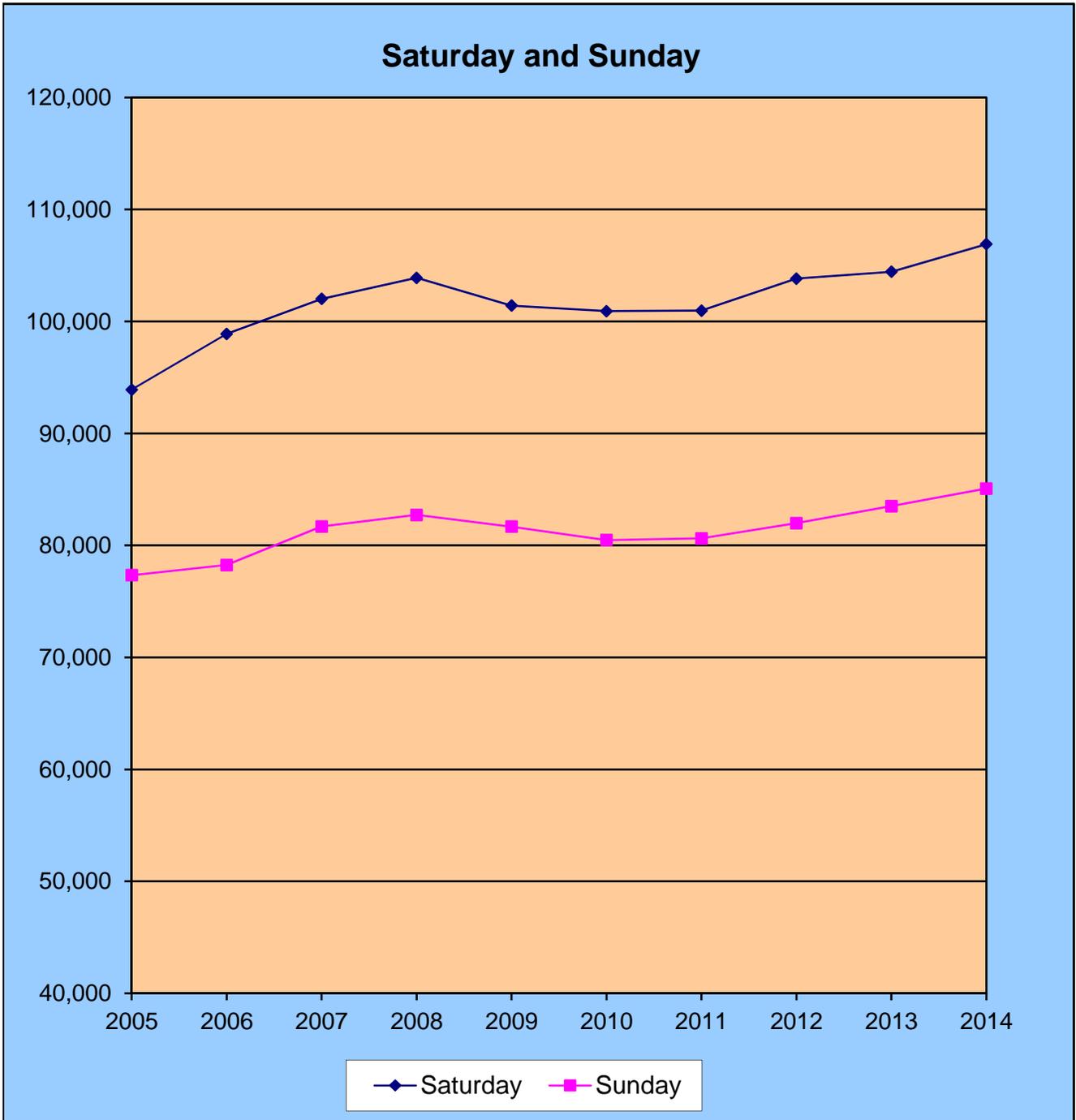
LIRR Weekday Peak/Off-Peak/Daily Customers 2005 - 2014 - East of Jamaica

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
AM Peak	98,070	99,750	101,180	103,000	98,150	96,050	95,390	95,120	96,420	97,890
OFF Peak	83,770	85,890	87,610	91,030	87,080	86,410	85,070	86,500	88,710	90,010
PM Peak	80,140	80,690	83,210	82,830	79,820	78,230	77,970	79,390	80,410	82,230
Daily	261,980	266,330	272,000	276,860	265,050	260,690	258,430	261,010	265,540	270,130

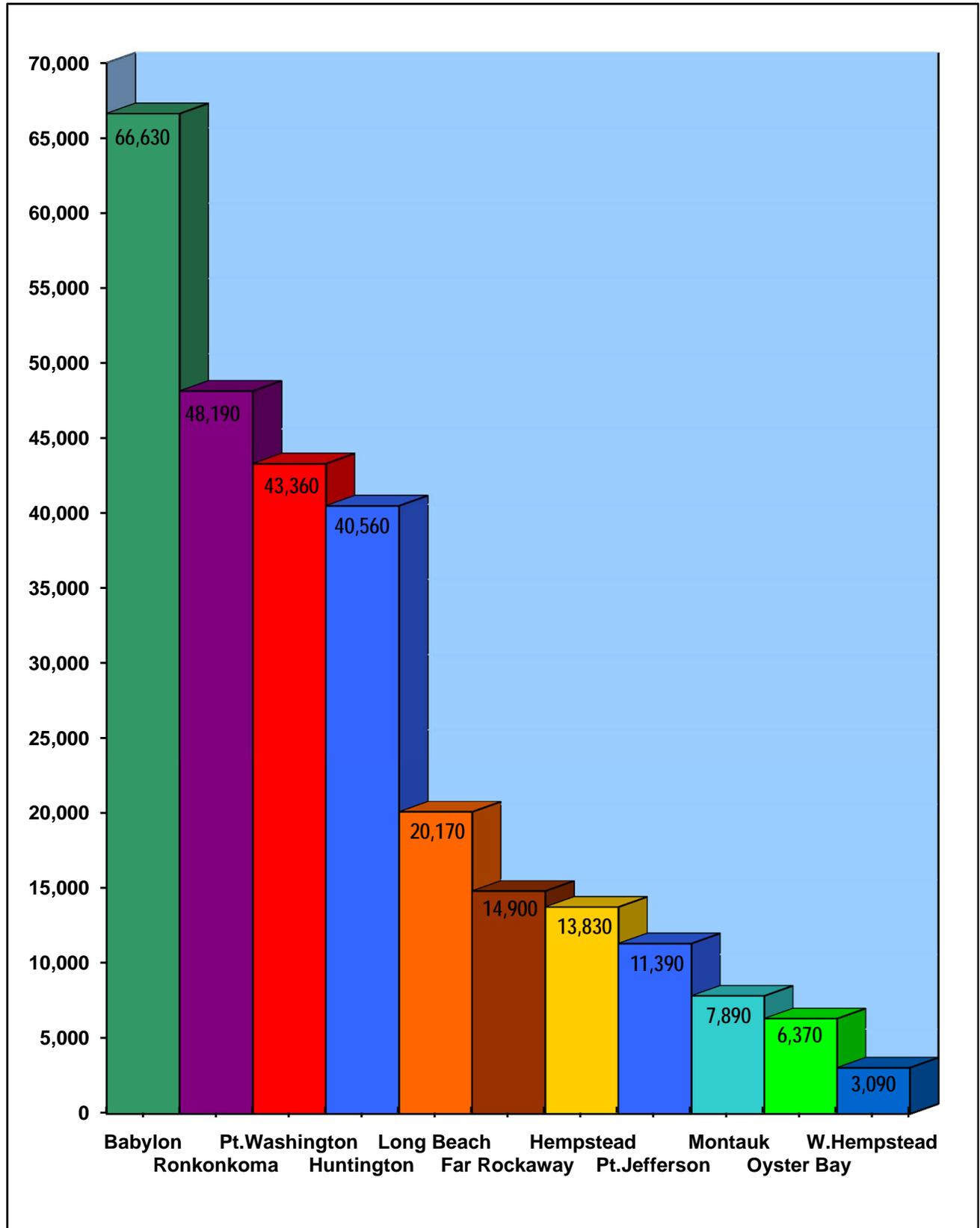


LIRR Average Weekend Customers 2005 - 2014 - East of Jamaica

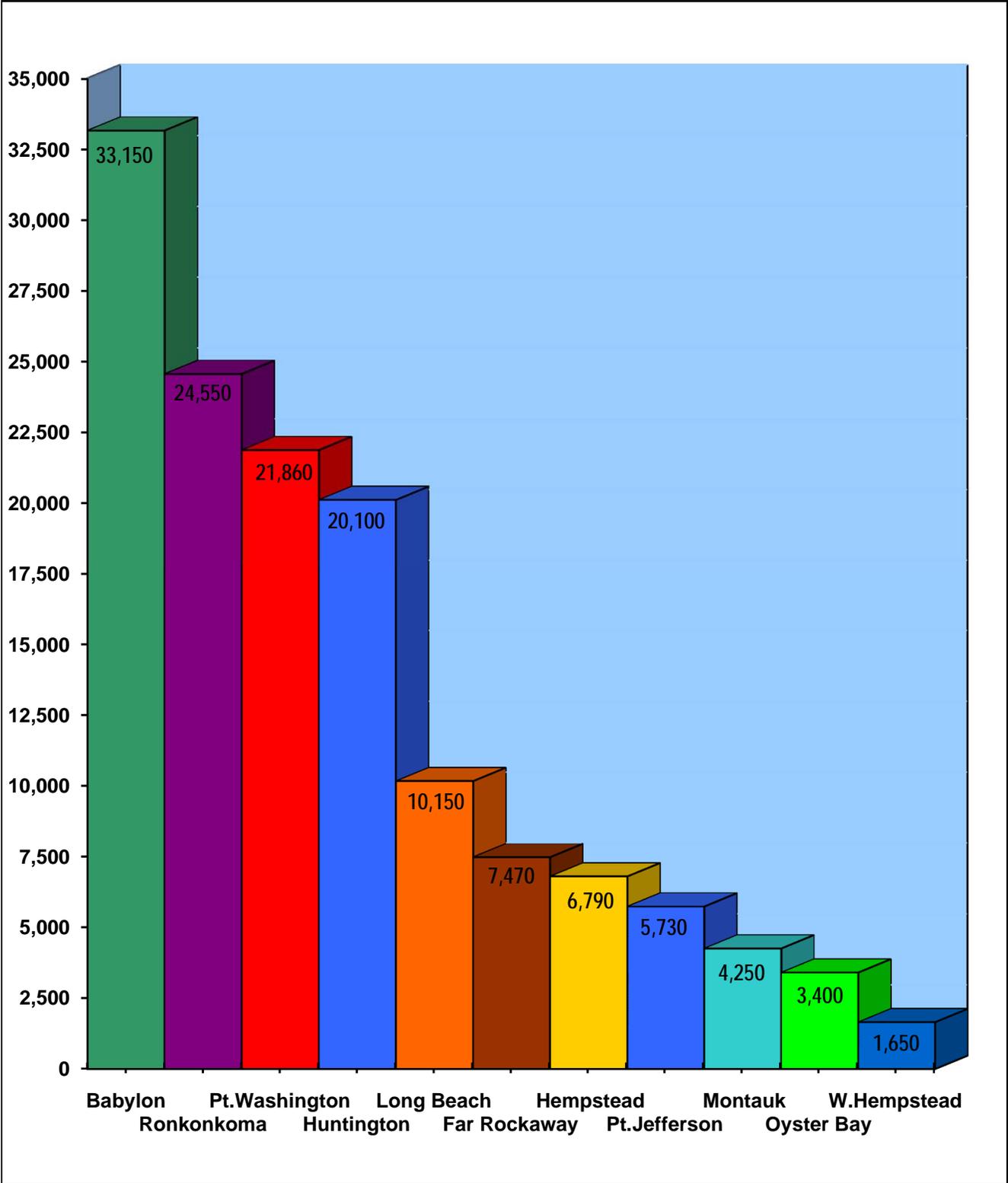
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Saturday	93,910	98,890	102,010	103,890	101,410	100,920	100,970	103,820	104,440	106,900
Sunday	77,340	78,255	81,690	82,720	81,670	80,470	80,630	81,990	83,510	85,080



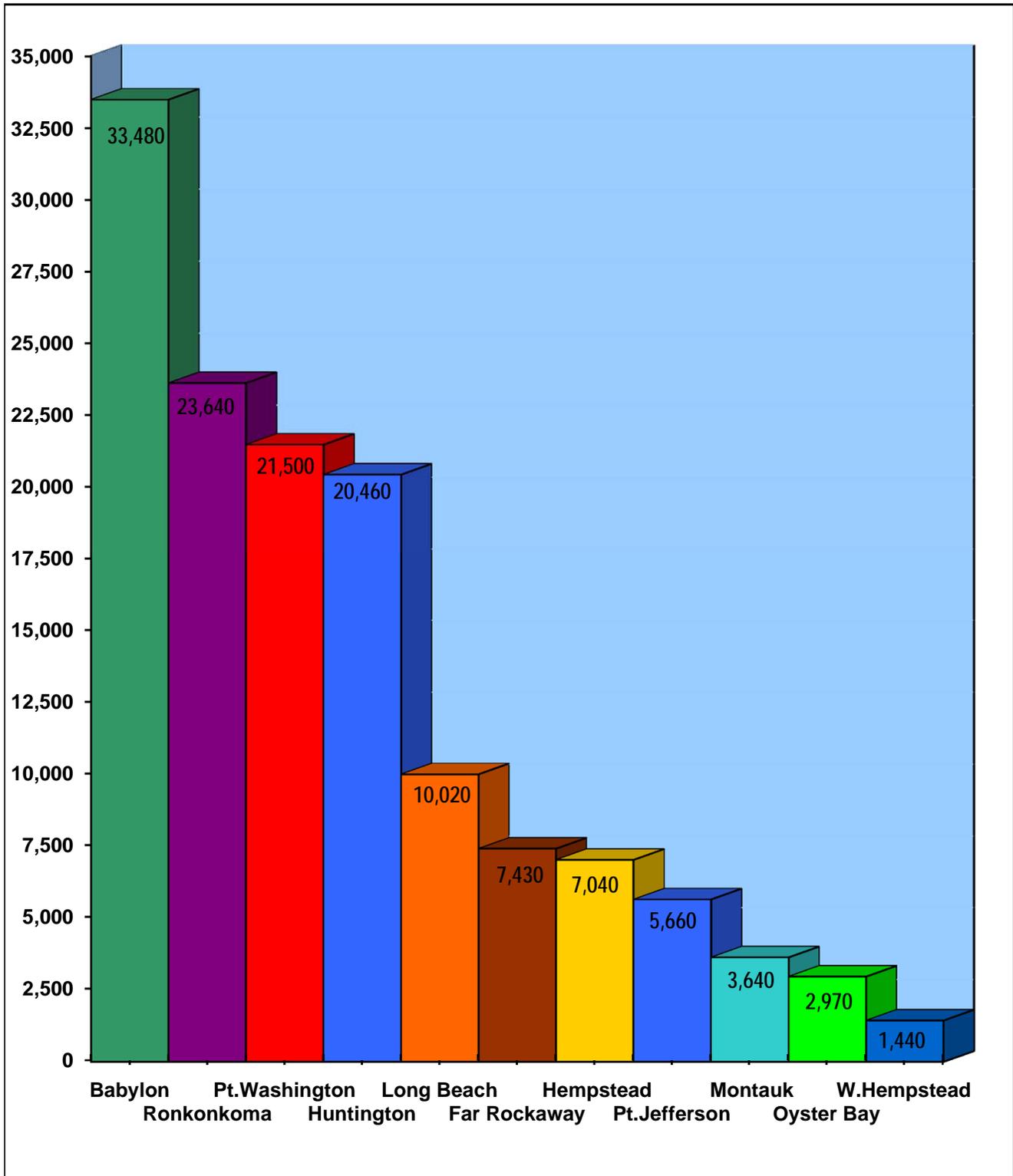
Daily Branch Travel 2014 - East of Jamaica



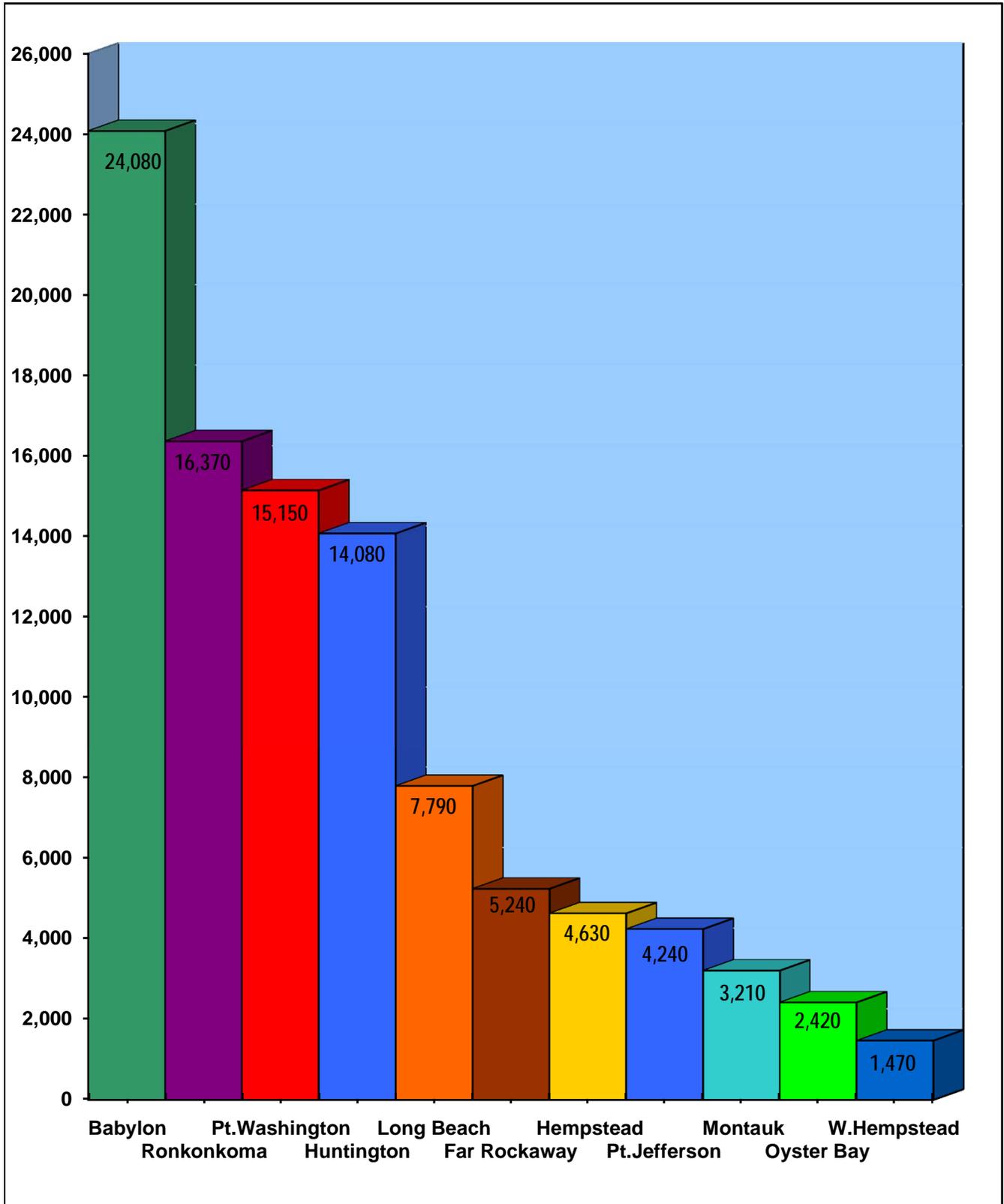
Daily Branch Travel Westbound Customers 2014 - East of Jamaica



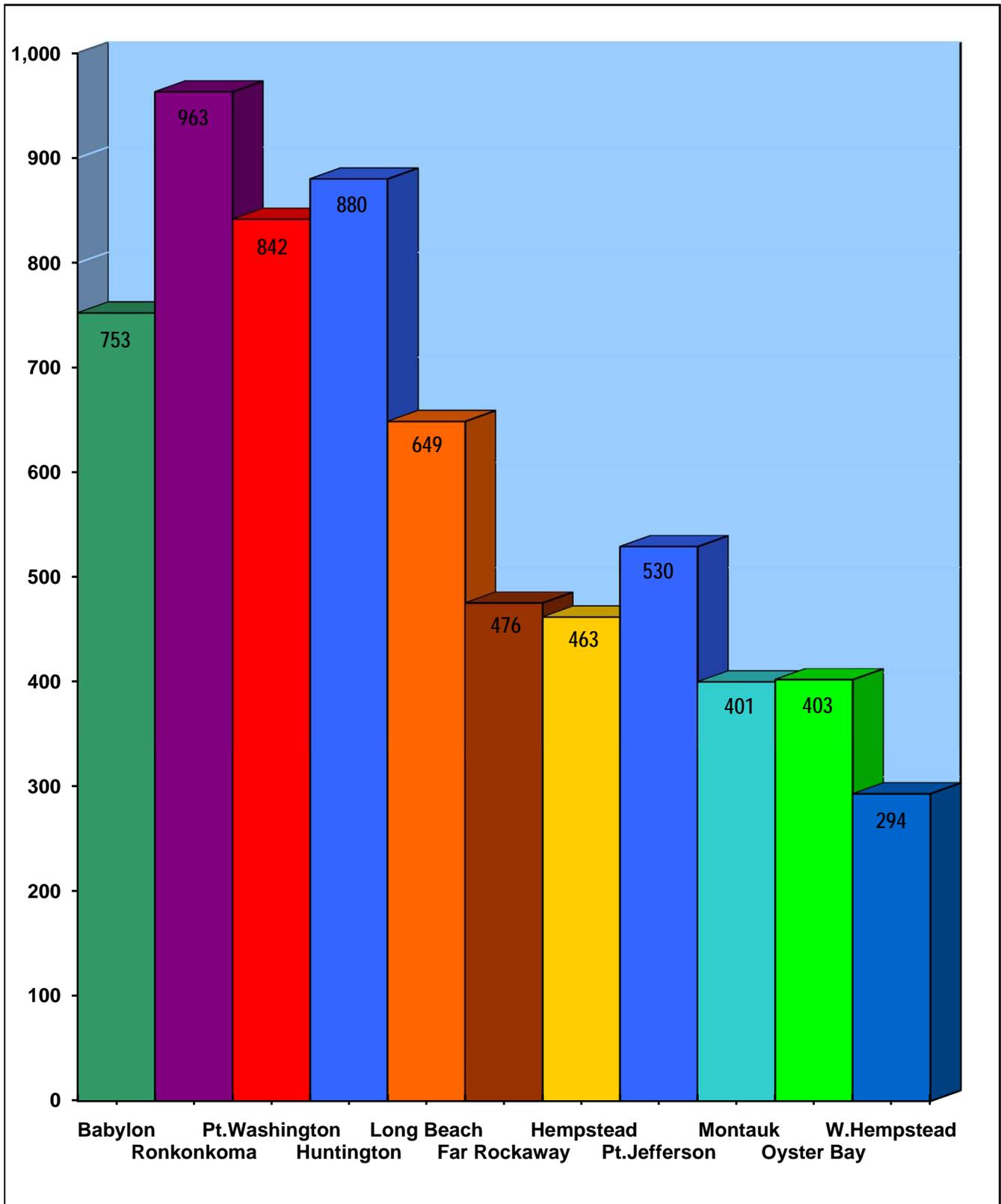
Daily Branch Travel Eastbound Customers 2014 - East of Jamaica



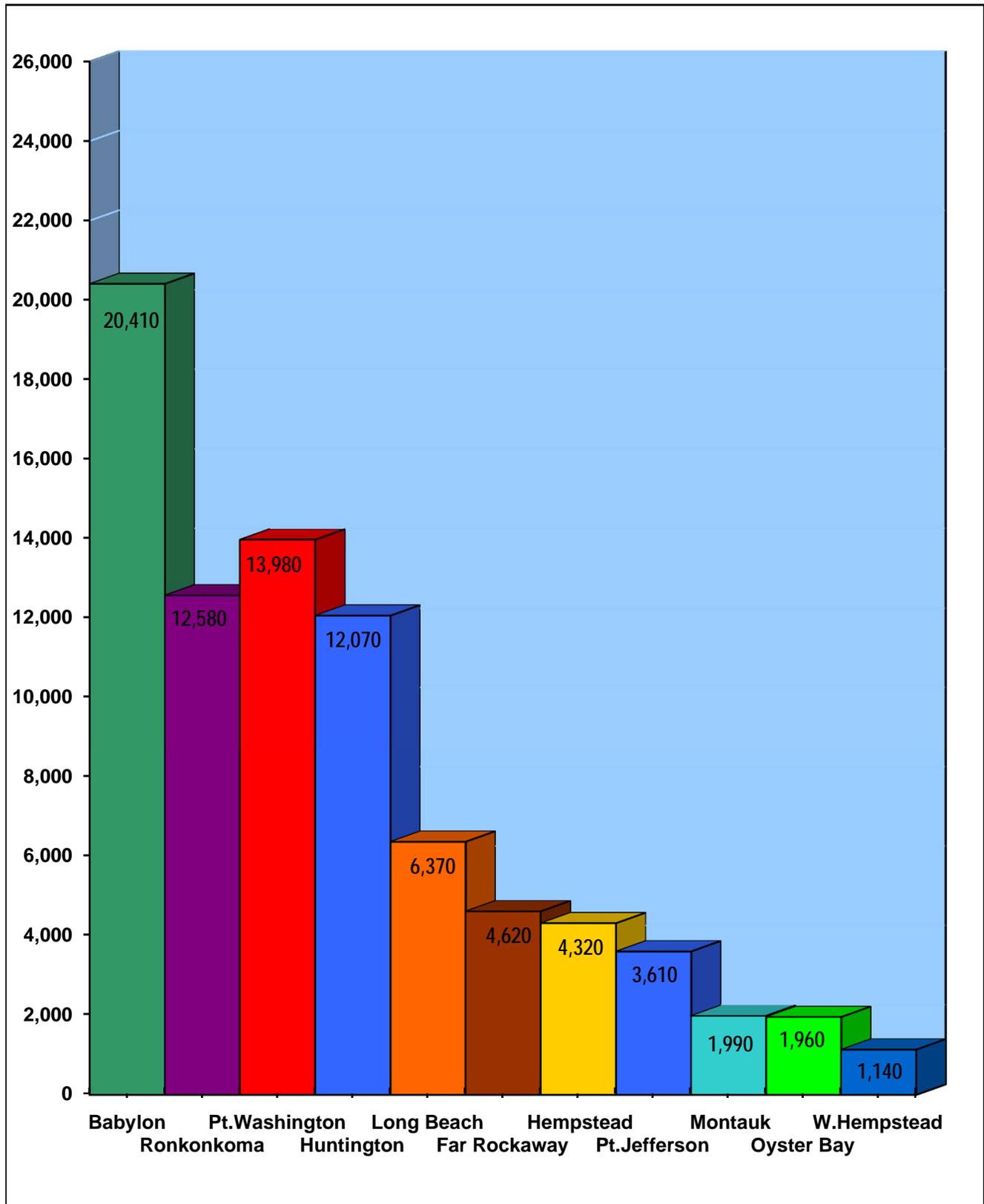
AM Peak Customers 2014 - East of Jamaica



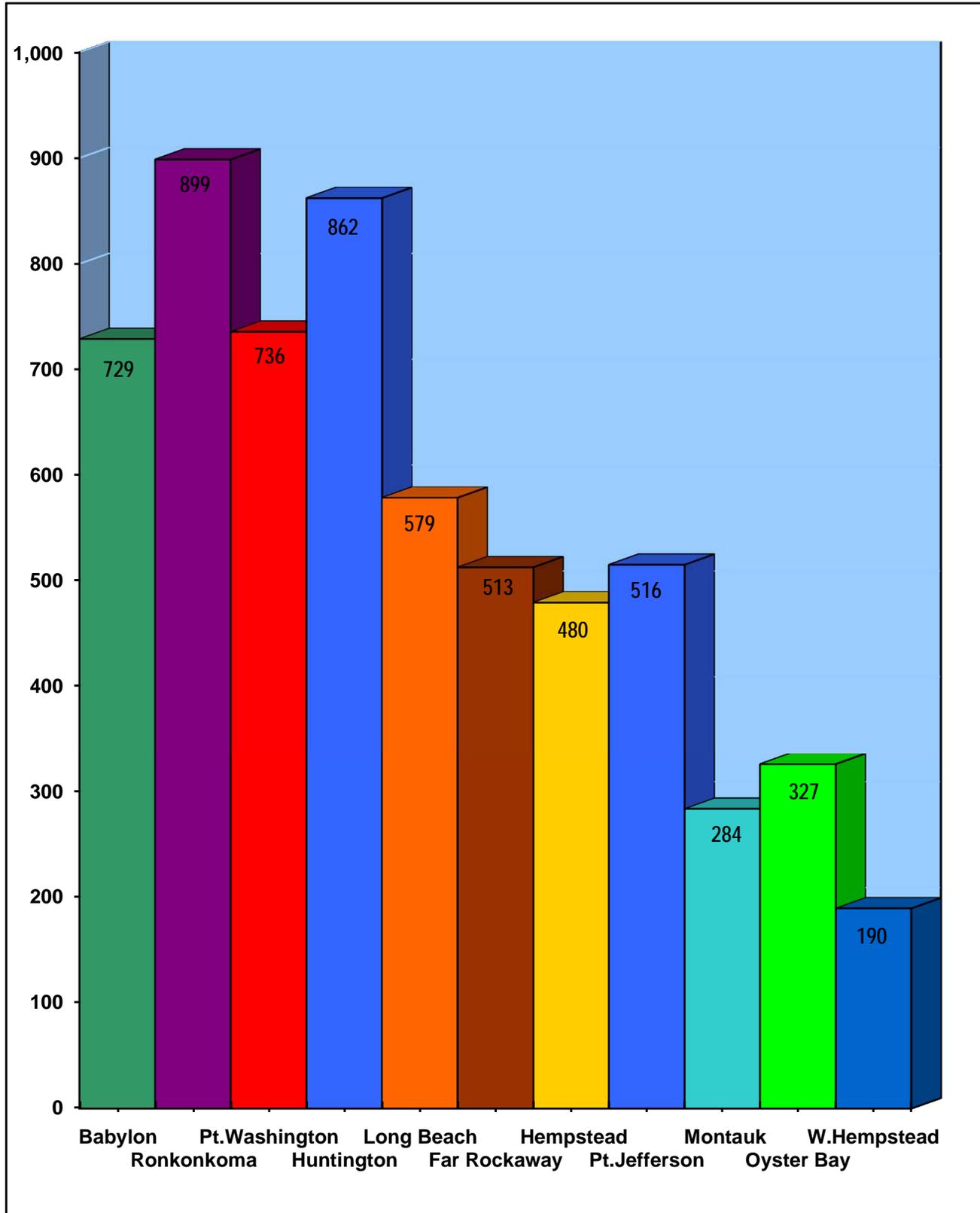
AM Peak 2014 - Average Customers per Train



PM Peak Customers 2014 - East of Jamaica



PM Peak 2014 - Average Customers per Train



Reverse Travel Weekday

2014 Reverse AM and PM Peak

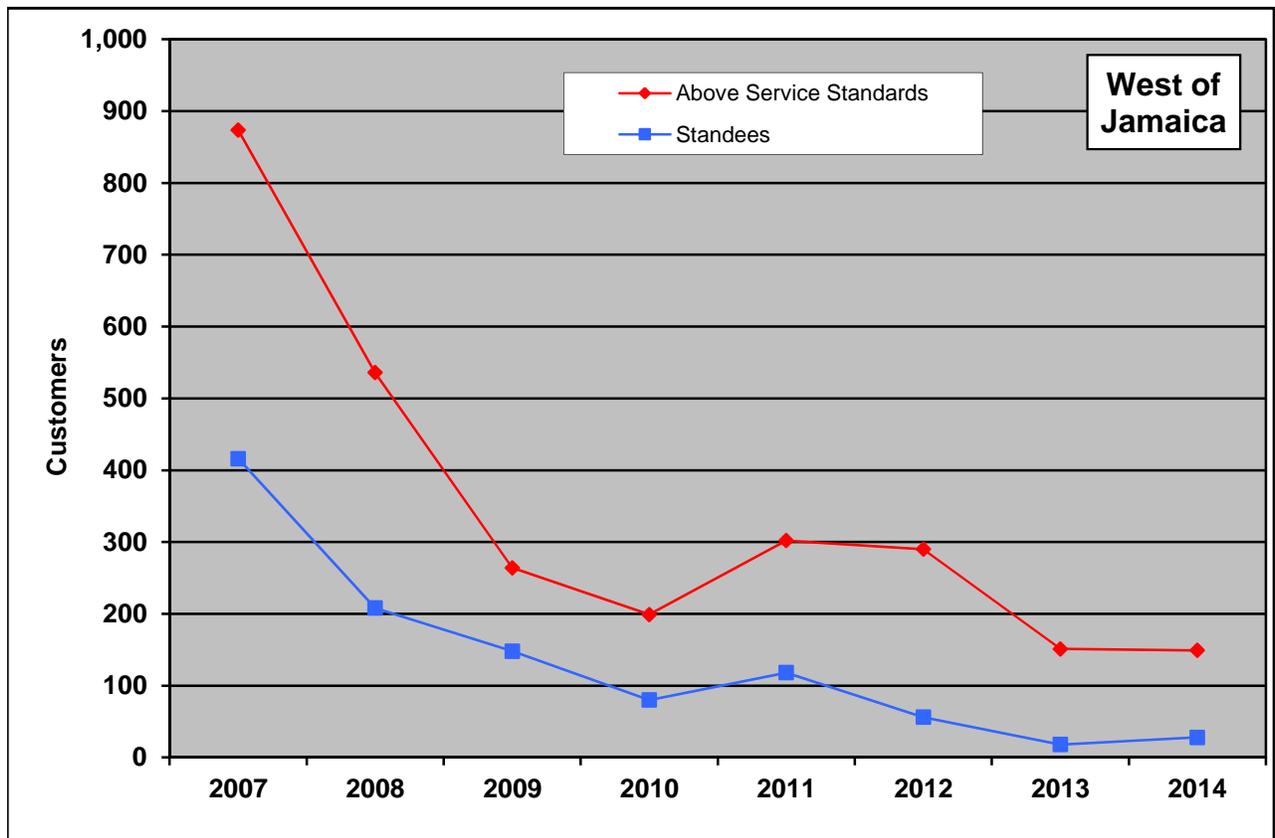
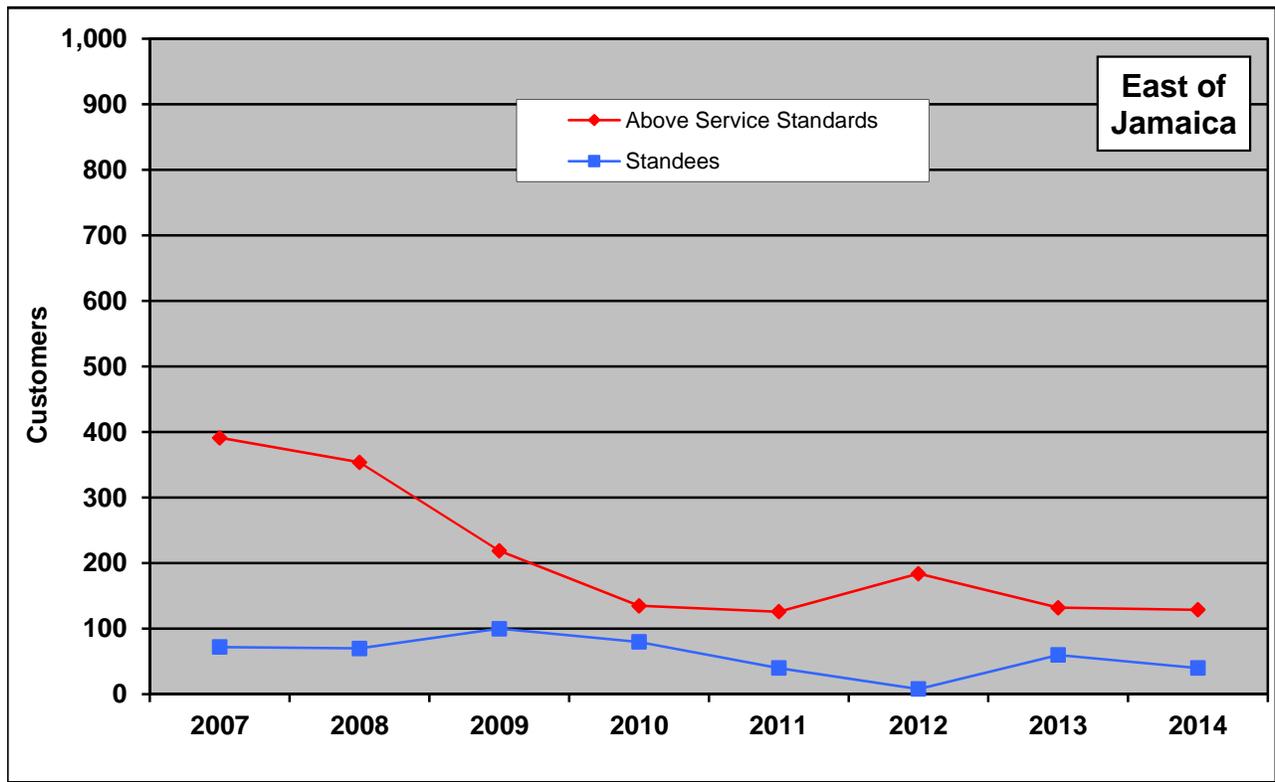
East of Jamaica

	Eastbound Trains	A.M. Passengers	Westbound Trains	P.M. Passengers
Babylon	9	1,530	8	2,200
Montauk	3	240	3	290
Huntington	5	1,250	3	1,280
Port Jefferson	2	500	1	280
Port Washington	7	1,020	8	1,830
Ronkonkoma	6	2,030	5	2,510
Long Beach	5	420	3	480
Hempstead	5	750	4	680
Far Rockaway	4	480	5	770
Oyster Bay	2	310	3	380
West Hempstead	2	70	2	50
Total	50	8,600	45	10,750

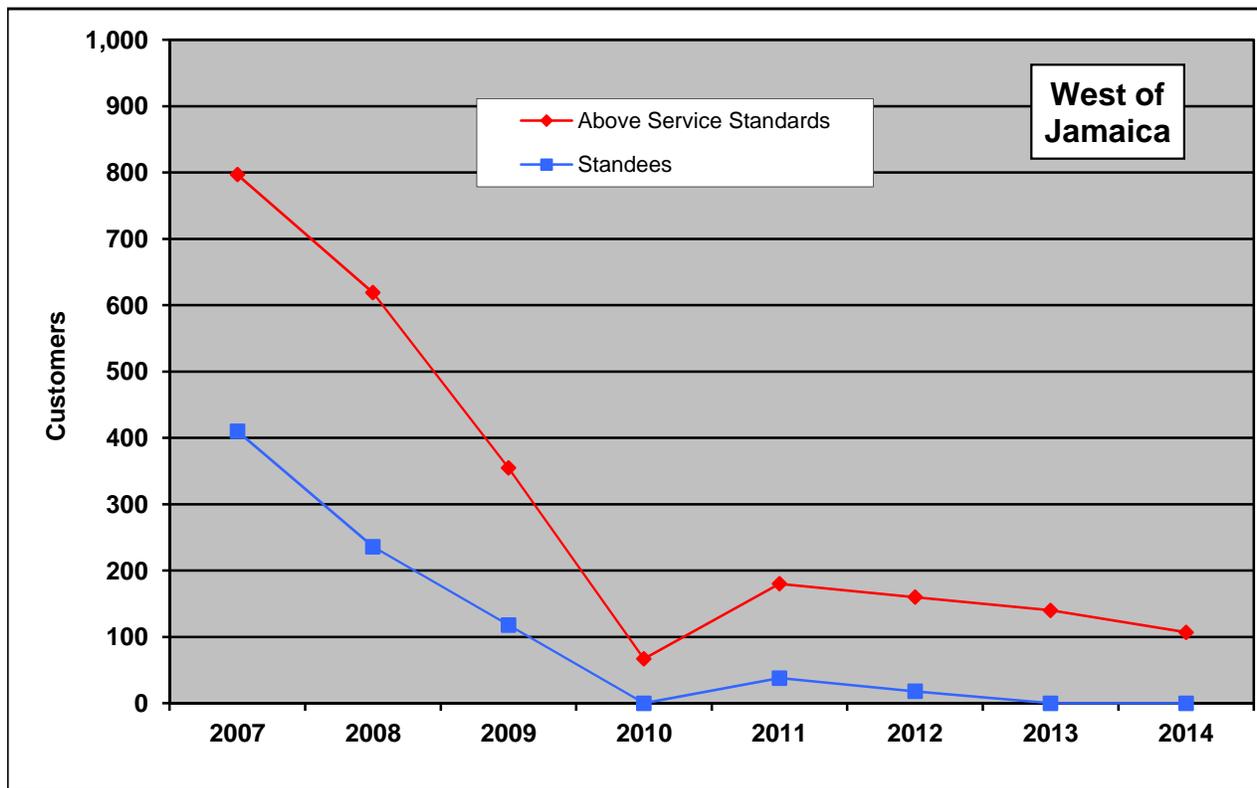
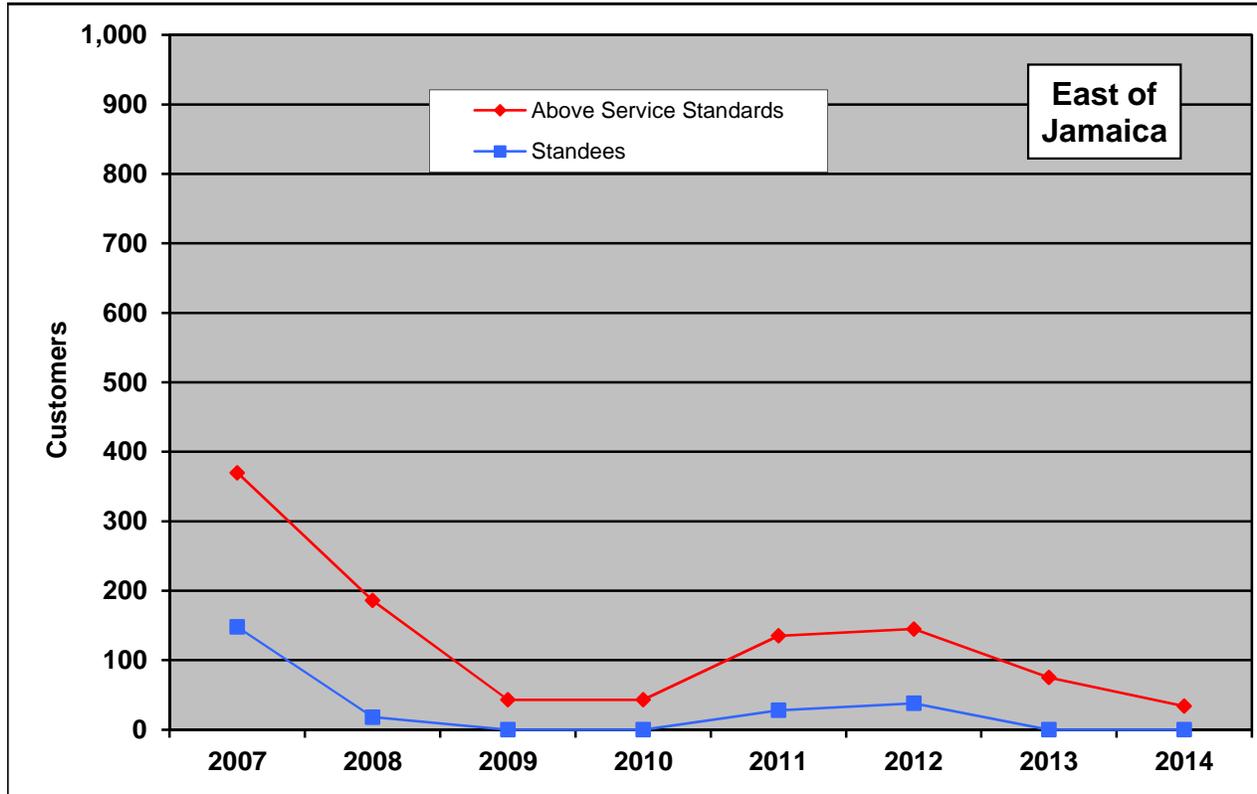
Morning Reverse Peak - Eastbound 4:50am-9:30am

Evening Reverse Peak - Westbound 4:30pm-7:30pm

2007 - 2014 AM Peak Standees/Above Service Standards



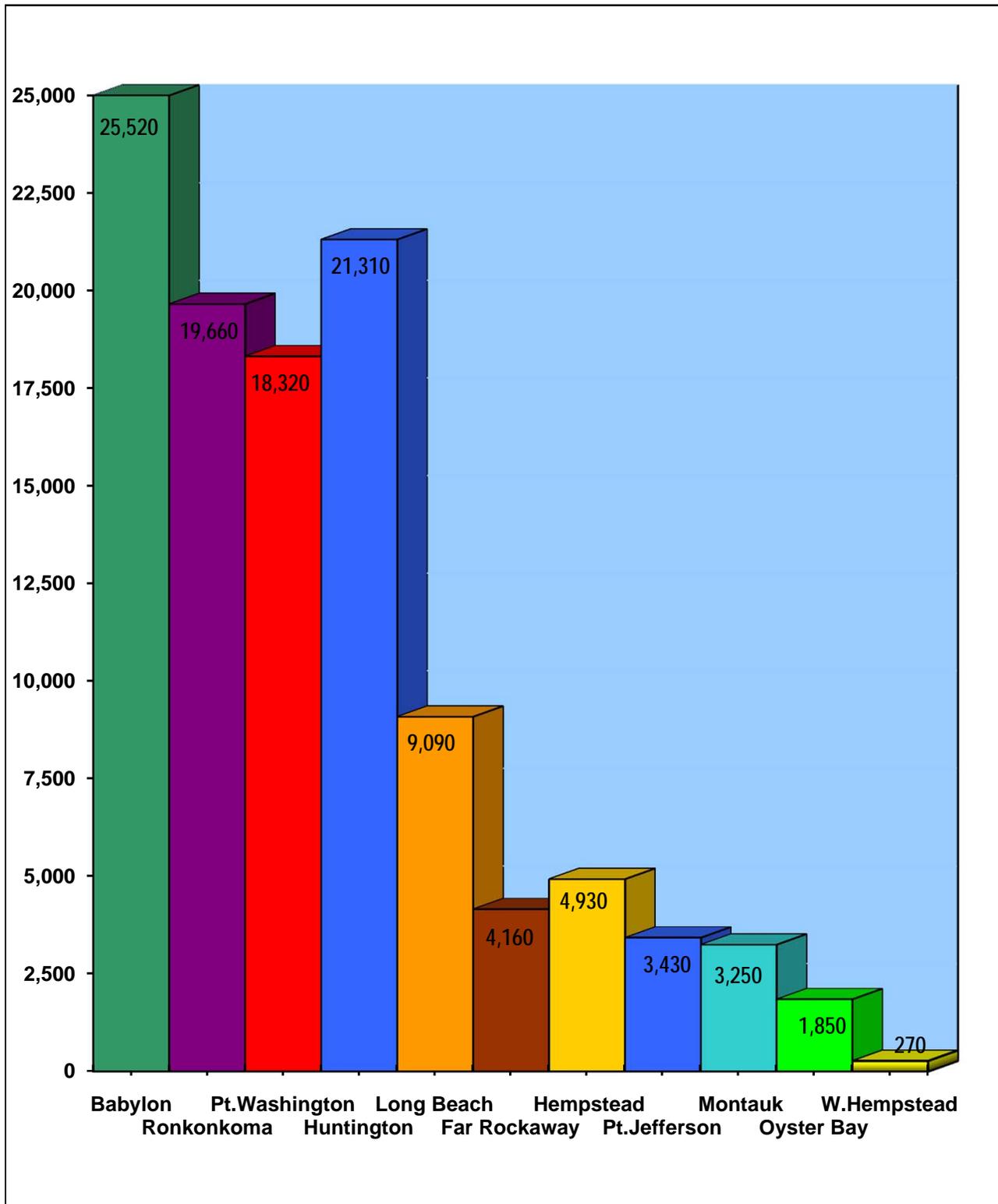
2007 - 2014 PM Peak Standees/Above Service Standards



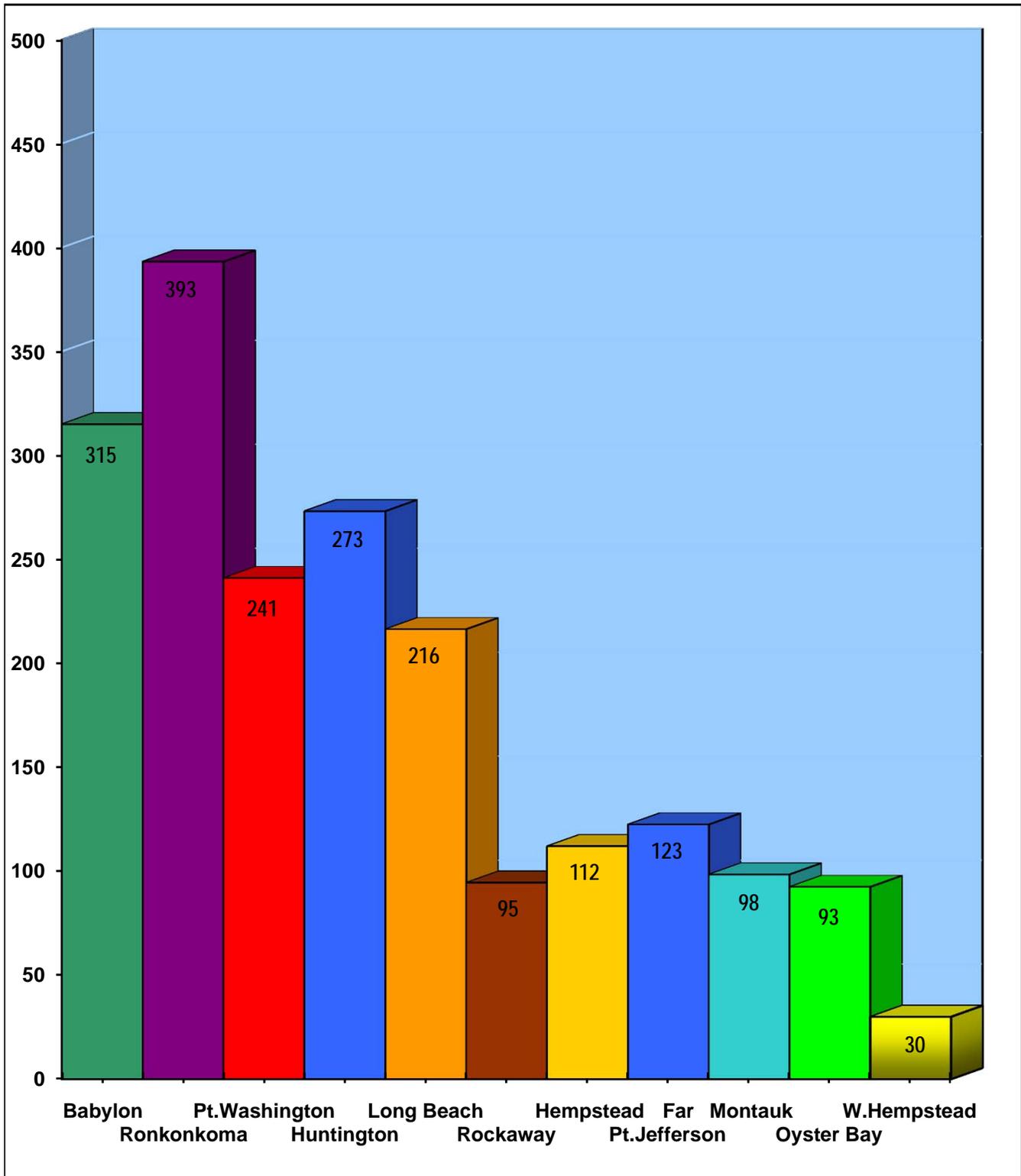
Weekend Customers - 2014 Western Terminals

	Penn Station		Atlantic Terminal	
Year	2013	2014	2013	2014
Saturday Arrivals	47,000	47,820	4,310	4,370
Saturday Departures	43,950	45,920	4,680	4,770
Sunday Arrivals	34,200	35,080	3,920	4,040
Sunday Departures	37,620	39,320	3,920	4,090

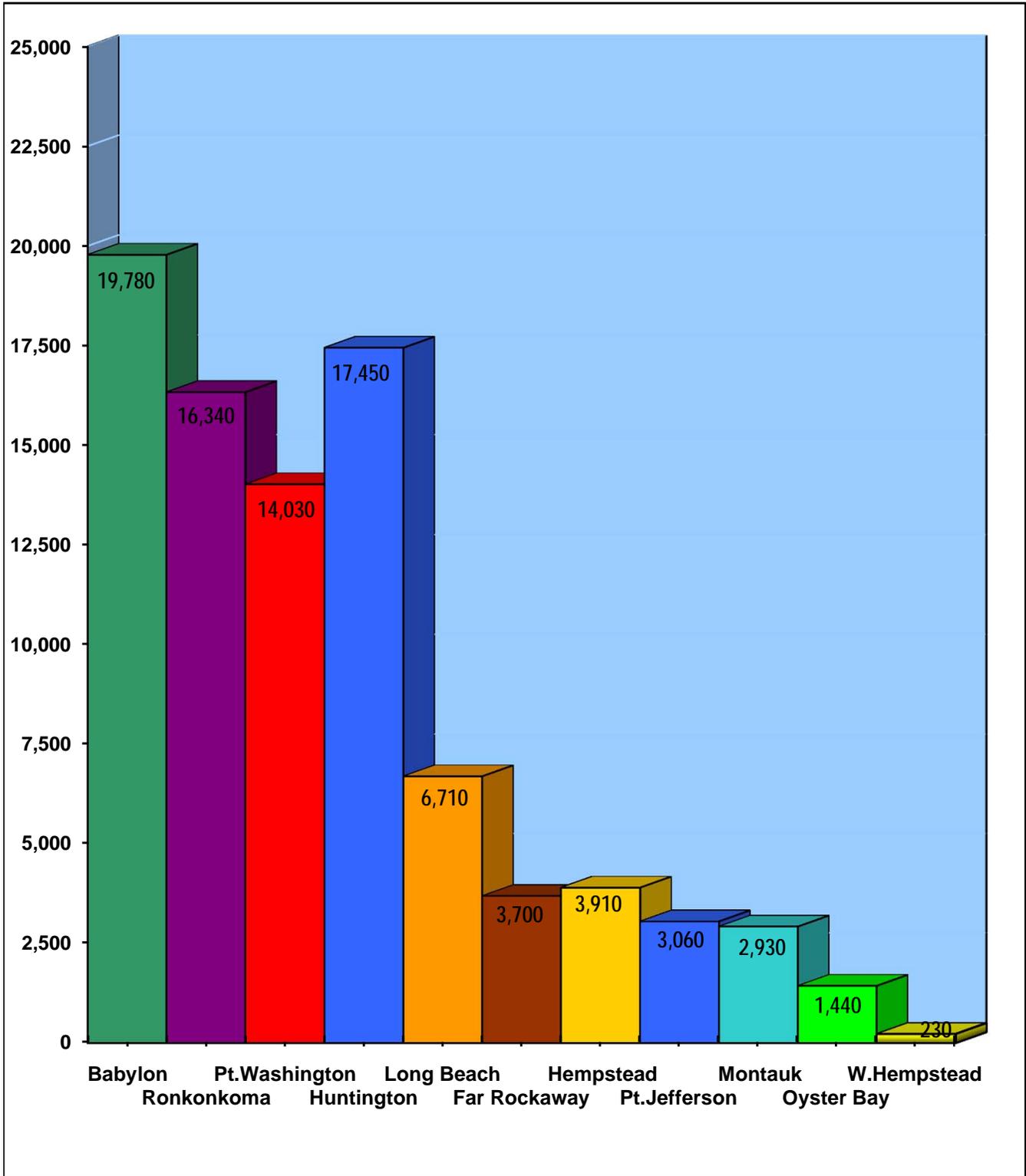
Saturday Branch Travel Weekend - 2014 East of Jamaica



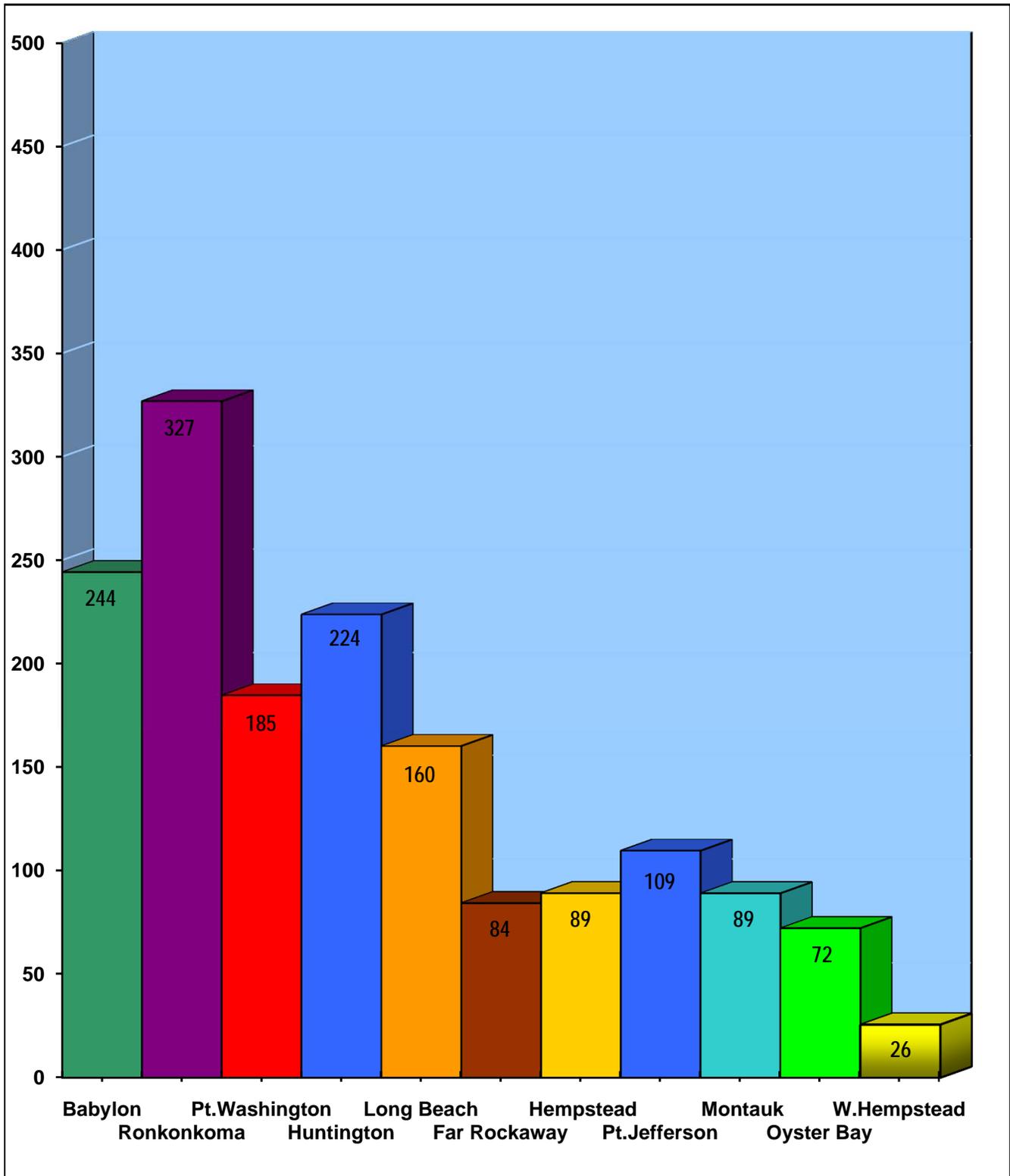
Saturday Branch Travel Average Customers Per Train 2014 - East of Jamaica



Sunday Branch Travel Weekend - 2014 East of Jamaica



Sunday Branch Travel Average Customers Per Train 2014 - East of Jamaica



Weekday Customer Arrivals

2014 - Western Terminals

	Pennsylvania Station	Hunterspoint Avenue	Atlantic Terminal
12:01 - 12:15am	60	0	40
12:16 - 12:30am	50	0	0
12:31 - 12:45am	60	0	20
12:46 - 1:00am	0	0	0
1:01 - 1:15am	30	0	20
1:16 - 1:30am	40	0	0
1:31 - 1:45am	20	0	10
1:46 - 2:00am	0	0	0
2:01 - 2:15am	50	0	0
2:16 - 2:30am	0	0	0
2:31 - 2:45am	30	0	0
2:46 - 3:00am	40	0	0
3:01 - 3:15am	30	0	0
3:16 - 3:30am	0	0	0
3:31 - 3:45am	0	0	0
3:46 - 4:00am	0	0	0
4:01 - 4:15am	20	0	0
4:16 - 4:30am	70	0	0
4:31 - 4:45am	100	0	0
4:46 - 5:00am	210	0	20
5:01 - 5:15am	0	0	0
5:16 - 5:30am	800	0	0
5:31 - 5:45am	0	0	0
5:46 - 6:00am	1,200	0	160
6:01 - 6:15am	2,580	0	0
6:16 - 6:30am	2,560	0	270
6:31 - 6:45am	3,090	200	340
6:46 - 7:00am	3,510	0	350
7:01 - 7:15am	5,090	0	680
7:16 - 7:30am	6,330	0	1,120
7:31 - 7:45am	5,290	570	820
7:46 - 8:00am	7,190	500	1,470
8:01 - 8:15am	8,060	340	640
8:16 - 8:30am	9,520	370	1,540
8:31 - 8:45am	8,910	630	650
8:46 - 9:00am	6,790	140	380
9:01 - 9:15am	5,050	150	680
9:16 - 9:30am	3,480	0	480
9:31 - 9:45am	2,290	110	180
9:46 - 10:00am	2,770	0	320
10:01 - 10:15am	1,420	0	0
10:16 - 10:30am	1,550	0	0
10:31 - 10:45am	740	0	240
10:46 - 11:00am	1,170	0	0
11:01 - 11:15am	1,130	0	150
11:16 - 11:30am	660	0	0
11:31 - 11:45am	610	0	170
11:46 - 12:00pm	860	0	0

Weekday Customer Arrivals

2014 - Western Terminals

	Pennsylvania Station	Hunterspoint Avenue	Atlantic Terminal
12:01 - 12:15pm	880	0	100
12:16 - 12:30pm	500	0	0
12:31 - 12:45pm	500	0	130
12:46 - 1:00pm	600	0	0
1:01 - 1:15pm	650	0	100
1:16 - 1:30pm	450	0	0
1:31 - 1:45pm	580	0	150
1:46 - 2:00pm	490	0	0
2:01 - 2:15pm	230	0	130
2:16 - 2:30pm	730	0	0
2:31 - 2:45pm	470	0	120
2:46 - 3:00pm	430	0	0
3:01 - 3:15pm	590	0	110
3:16 - 3:30pm	390	0	0
3:31 - 3:45pm	450	0	140
3:46 - 4:00pm	430	0	0
4:01 - 4:15pm	570	0	120
4:16 - 4:30pm	470	0	0
4:31 - 4:45pm	720	0	140
4:46 - 5:00pm	810	0	150
5:01 - 5:15pm	490	0	40
5:16 - 5:30pm	550	0	50
5:31 - 5:45pm	970	0	180
5:46 - 6:00pm	630	0	130
6:01 - 6:15pm	1,190	0	130
6:16 - 6:30pm	680	0	170
6:31 - 6:45pm	160	0	150
6:46 - 7:00pm	630	0	0
7:01 - 7:15pm	420	0	160
7:16 - 7:30pm	590	0	100
7:31 - 7:45pm	250	0	90
7:46 - 8:00pm	440	0	100
8:01 - 8:15pm	140	0	0
8:16 - 8:30pm	240	0	60
8:31 - 8:45pm	320	0	50
8:46 - 9:00pm	200	0	70
9:01 - 9:15pm	180	0	0
9:16 - 9:30pm	340	0	100
9:31 - 9:45pm	60	0	0
9:46 - 10:00pm	200	0	80
10:01 - 10:15pm	120	0	0
10:16 - 10:30pm	200	0	80
10:31 - 10:45pm	290	0	0
10:46 - 11:00pm	150	0	70
11:01 - 11:15pm	100	0	0
11:16 - 11:30pm	110	0	0
11:31 - 11:45pm	140	0	80
11:46 - 12:00mid	60	0	0

Weekday Customer Departures

2014 - Western Terminals

	Pennsylvania Station	Hunterspoint Avenue	Atlantic Terminal
12:01 - 12:15am	420	0	40
12:16 - 12:30am	130	0	0
12:31 - 12:45am	80	0	20
12:46 - 1:00am	220	0	0
1:01 - 1:15am	250	0	30
1:16 - 1:30am	80	0	0
1:31 - 1:45am	160	0	20
1:46 - 2:00am	0	0	0
2:01 - 2:15am	0	0	0
2:16 - 2:30am	0	0	0
2:31 - 2:45am	0	0	0
2:46 - 3:00am	50	0	0
3:01 - 3:15am	160	0	0
3:16 - 3:30am	30	0	0
3:31 - 3:45am	0	0	0
3:46 - 4:00am	0	0	0
4:01 - 4:15am	0	0	0
4:16 - 4:30am	0	0	0
4:31 - 4:45am	0	0	0
4:46 - 5:00am	90	0	0
5:01 - 5:15am	130	0	50
5:16 - 5:30am	80	0	20
5:31 - 5:45am	0	0	0
5:46 - 6:00am	140	0	130
6:01 - 6:15am	150	0	0
6:16 - 6:30am	0	0	0
6:31 - 6:45am	330	0	170
6:46 - 7:00am	190	0	80
7:01 - 7:15am	200	0	0
7:16 - 7:30am	90	0	130
7:31 - 7:45am	670	0	200
7:46 - 8:00am	680	0	160
8:01 - 8:15am	360	0	150
8:16 - 8:30am	430	0	120
8:31 - 8:45am	220	0	100
8:46 - 9:00am	300	0	60
9:01 - 9:15am	410	0	140
9:16 - 9:30am	170	0	0
9:31 - 9:45am	260	0	120
9:46 - 10:00am	100	0	0
10:01 - 10:15am	340	0	110
10:16 - 10:30am	150	0	0
10:31 - 10:45am	290	0	100
10:46 - 11:00am	80	0	0
11:01 - 11:15am	490	0	120
11:16 - 11:30am	170	0	0
11:31 - 11:45am	350	0	100
11:46 - 12:00pm	110	0	0

Weekday Customer Departures

2014 - Western Terminals

	Pennsylvania Station	Hunterspoint Avenue	Atlantic Terminal
12:01 - 12:15pm	700	0	120
12:16 - 12:30pm	130	0	0
12:31 - 12:45pm	550	0	130
12:46 - 1:00pm	160	0	0
1:01 - 1:15pm	930	0	130
1:16 - 1:30pm	320	0	0
1:31 - 1:45pm	830	0	130
1:46 - 2:00pm	210	0	0
2:01 - 2:15pm	1,340	0	160
2:16 - 2:30pm	600	0	0
2:31 - 2:45pm	910	0	170
2:46 - 3:00pm	1,350	0	0
3:01 - 3:15pm	1,970	0	220
3:16 - 3:30pm	1,640	130	200
3:31 - 3:45pm	1,220	0	390
3:46 - 4:00pm	3,320	0	290
4:01 - 4:15pm	2,420	0	0
4:16 - 4:30pm	2,570	400	590
4:31 - 4:45pm	4,100	160	950
4:46 - 5:00pm	4,630	0	450
5:01 - 5:15pm	5,400	280	540
5:16 - 5:30pm	7,070	820	1,170
5:31 - 5:45pm	7,850	0	850
5:46 - 6:00pm	6,860	370	270
6:01 - 6:15pm	7,020	0	820
6:16 - 6:30pm	4,980	280	550
6:31 - 6:45pm	4,930	110	280
6:46 - 7:00pm	3,090	0	180
7:01 - 7:15pm	4,270	0	240
7:16 - 7:30pm	2,180	0	110
7:31 - 7:45pm	2,390	0	160
7:46 - 8:00pm	1,680	0	180
8:01 - 8:15pm	1,780	0	170
8:16 - 8:30pm	1,740	0	140
8:31 - 8:45pm	1,770	0	120
8:46 - 9:00pm	590	0	80
9:01 - 9:15pm	1,600	0	100
9:16 - 9:30pm	580	0	0
9:31 - 9:45pm	1,580	0	110
9:46 - 10:00pm	790	0	0
10:01 - 10:15pm	1,210	0	110
10:16 - 10:30pm	750	0	0
10:31 - 10:45pm	960	0	90
10:46 - 11:00pm	550	0	0
11:01 - 11:15pm	980	0	70
11:16 - 11:30pm	230	0	0
11:31 - 11:45pm	590	0	0
11:46 - 12:00mid	390	0	70



Ridership Studies



*** Previous Ridership Studies**



Trains Exceeding 90% Seating Capacity



Montauk Summer Ridership 2010 - 2014



New Year's Ridership - To/From NY for New Year's Eve 2010 - 2015



MLK Jr. Ridership To/From Penn Station - 2010 - 2015





Previous Ridership Studies



*** Details Available on the Service Planning Website ***

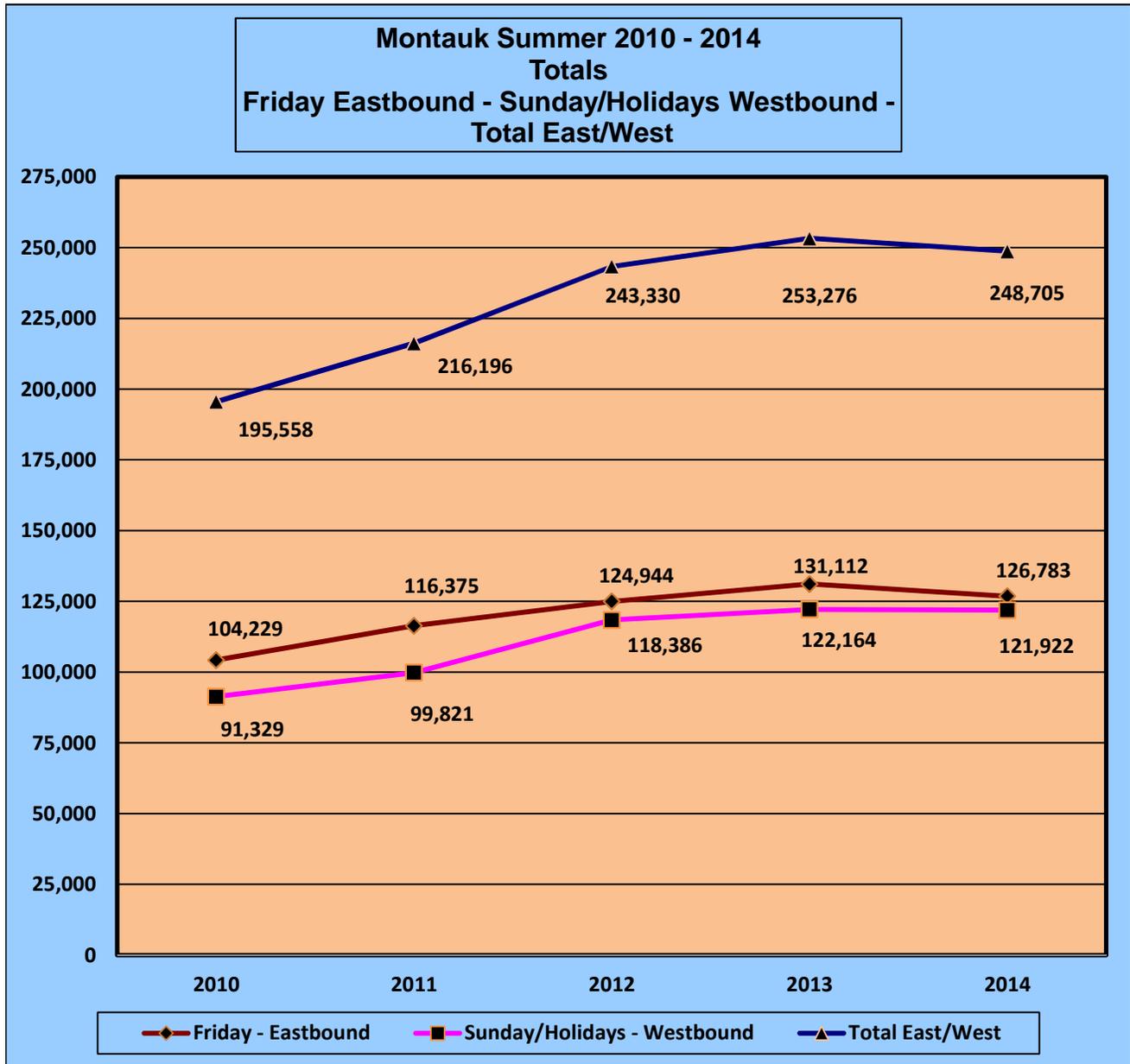
Year	Study
2005	Belmont Stakes/Breeder's Cup
	NYCT Strike
	Holiday Season Bonus Counts / Holiday Ticket Giveaway
2006	Mets Home Games/Shea Stadium
	MSG Events
	Standee Study
2007	Mets Home Games/Shea Stadium
	AM Peak Brooklyn Transfers
	Jones Beach Ridership/Freeport Station
	Penn Station Hourly Departures
2008	Mets Home Games/Shea Stadium
	Penn Station Hourly Arrivals
	US Open Golf - Historical
	Canyon of Heroes - Giants Super Bowl Parade
2009	US Open Golf - Bethpage Black - 2002 vs. 2009
	LIRR to AirTrain - Jamaica Ridership
2010	Summer Montauk Branch Ridership - Eastbound Customers Friday Averages 2005 - 2010
2011	Canyon of Heroes - Victory Parade 2008-2009-2012
2012	Barclay Golf Tournament
	Barclay's Center Events
2013	CitiField All Star Game and Events
	Forest Hills Stadium Mumford and Sons Concert
	Barclay's Center NY Islanders Preseason Hockey
	Barclay's Center Billy Joel New Year's Eve

Trains Exceeding 90% Seating Capacity

Train Number	Origin time	Arrival Time	Terminal	Peak	Flyer	Cars	Customers		Seating Capacity	
							East of JAM.	West of JAM.	East of JAM.	West of JAM.
907	7:36 AM	8:29 AM	NY	P		8	480	810	56.60%	95.52%
772	6:39 PM	7:33 PM	NY	P		10	600	1,050	56.60%	99.06%
164	6:27 PM	7:22 PM	NY	P		12	750	1,160	58.96%	91.19%
1742	7:54 PM	9:02 PM	NY	P		10	680	960	64.15%	90.57%
819	7:39 AM	8:32 AM	NY	P		12	870	1,290	68.40%	101.42%
1256	5:33 PM	6:29 PM	NY	P		12	900	1,200	70.75%	94.34%
503	5:50 AM	7:06 AM	NY	P		5	550	650	78.57%	92.86%
1738	6:56 PM	8:04 PM	NY	P		12	1,010	1,160	79.40%	91.19%
1734	6:08 PM	7:18 PM	NY	P		12	1,050	1,200	82.55%	94.34%
2033	7:57 AM	9:17 AM	NY	P		12	1,080	1,170	84.91%	91.98%
1066	6:36 PM	7:29 PM	NY	P		12	1,100	1,180	86.48%	92.77%
2021	7:04 AM	8:19 AM	NY	P	F	12	1,150	1,150	90.41%	90.41%
2011	6:08 AM	7:27 AM	NY	P		12	1,160	930	91.19%	73.11%
1103	7:29 AM	8:13 AM	NY	P	F	10	970	970	91.51%	91.51%
1060	5:19 PM	6:06 PM	NY	P	F	10	970	970	91.51%	91.51%
425	8:08 AM	8:44 AM	NY	P		12	1,170	1,170	91.98%	91.98%
419	7:19 AM	7:58 AM	NY	P		10	980	980	92.45%	92.45%
368	6:42 PM	7:17 PM	NY	P		10	980	980	92.45%	92.45%
2007	4:58 AM	6:19 AM	NY	P		12	1,180	1,160	92.77%	91.19%
423	7:46 AM	8:35 AM	NY	P		10	990	990	93.40%	93.40%
458	6:24 PM	7:04 PM	NY	P		10	990	990	93.40%	93.40%
421	7:36 AM	8:11 AM	NY	P		12	1,190	1,190	93.55%	93.55%
2080	6:53 PM	8:12 PM	NY	P		12	1,190	1,150	93.55%	90.41%
2025	7:32 AM	8:47 AM	NY	P		12	1,200	1,000	94.34%	78.62%
509	7:41 AM	8:55 AM	HPA	P		4	530	140	94.64%	25.00%
2072	5:53 PM	7:11 PM	NY	P	F	12	1,210	1,210	95.13%	95.13%
2874	6:27 PM	7:25 PM	ATL	P		6	610	380	95.91%	59.75%
2078	6:21 PM	7:39 PM	NY	P		12	1,240	1,270	97.48%	99.84%
615	7:35 AM	9:24 AM	NY	P		8	1,100	1,010	98.21%	90.18%
1631	8:04 AM	9:08 AM	NY	P		10	1,100	1,070	103.77%	100.94%

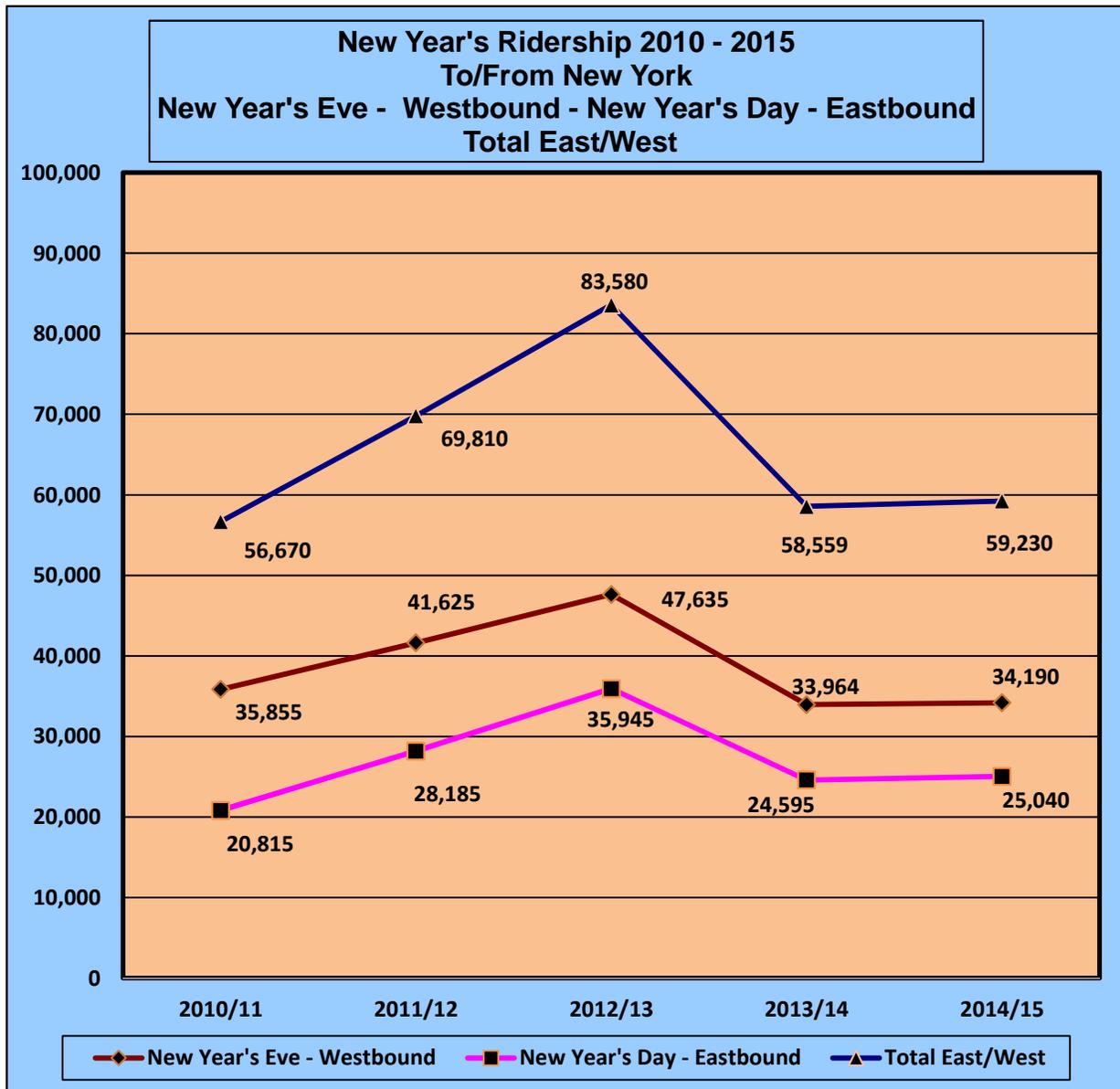
Montauk Summer Ridership 2010 through 2014

Year	Friday Eastbound	Sunday/Holiday s Westbound	Total
2010	104,229	91,329	195,558
2011	116,375	99,821	216,196
2012	124,944	118,386	243,330
2013	131,112	122,164	253,276
2014	126,783	121,922	248,705



New Year's Ridership To/From NY for New Year's Eve 2010 through 2015

Year	New Year's Eve Westbound To NY	New Year's Day Eastbound From NY	Total
2010/11	35,855	20,815	56,670
2011/12	41,625	28,185	69,810
2012/13	47,635	35,945	83,580
2013/14	33,964	24,595	58,559
2014/15	34,190	25,040	59,230



MLK Jr. Ridership To/From NY - Penn Station 2010 through 2015

Year	Westbound To Penn 6AM - 10AM	Eastbound From Penn 2:30PM - 8 PM
2010	23,890	42,145
2011	25,570	40,165
2012	23,070	37,901
2013	24,482	36,383
2014	22,395	40,988
2015	19,010	34,765

