

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

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2014 MNR RIDERSHIP REPORT APPENDIX

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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)

| | HISTORICAL TRENDS | | | | |
|---------------------------------------|------------------------|------------------------|-------------------|--|--|
| TIME PERIOD | FALL 2014 RIDERSHIP | FALL 2013 RIDERSHIP | PERCENT CHANGE | % 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

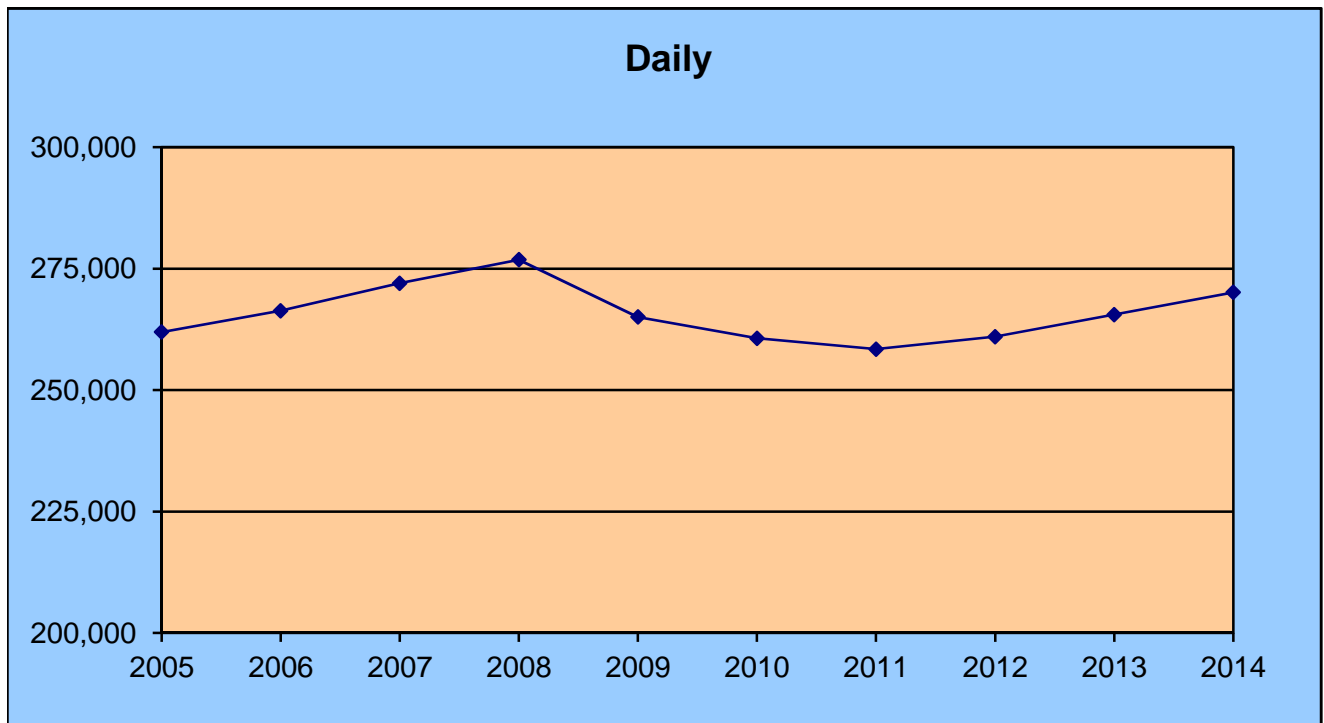
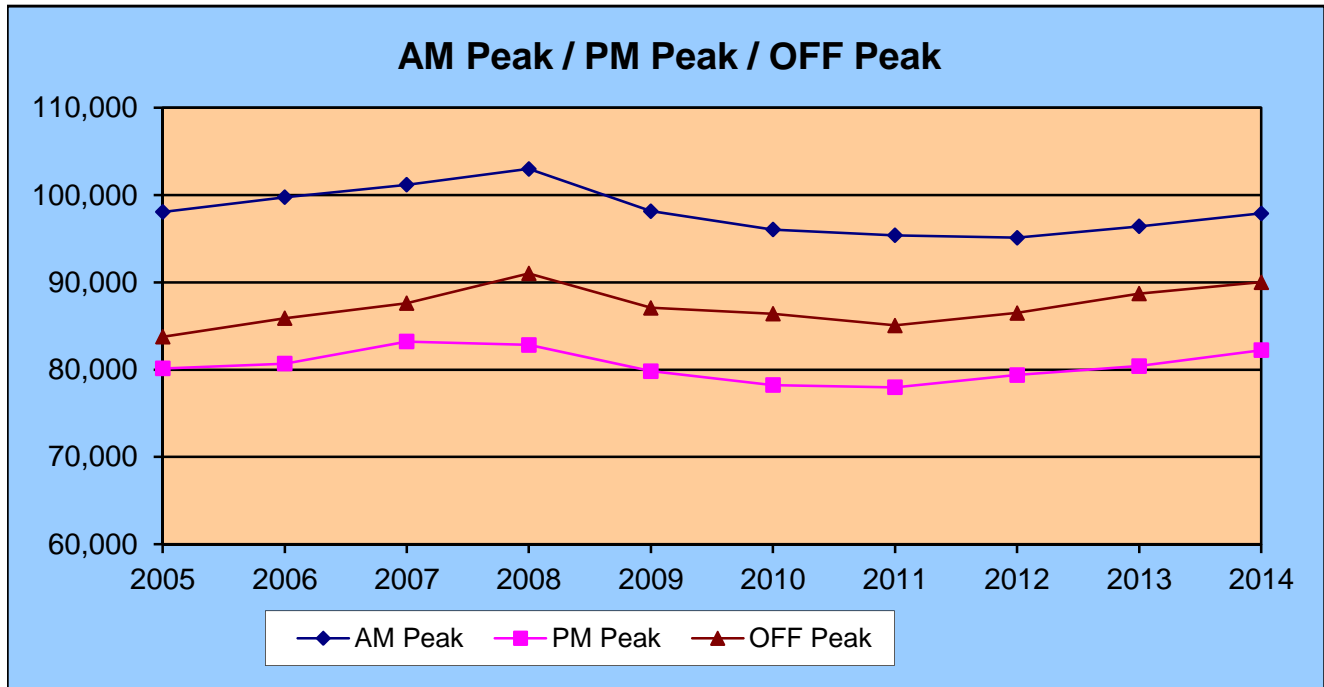
Photographs supplied by Human Resources and Public Affairs.

2014 LIRR Ridership Summary East of Jamaica

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

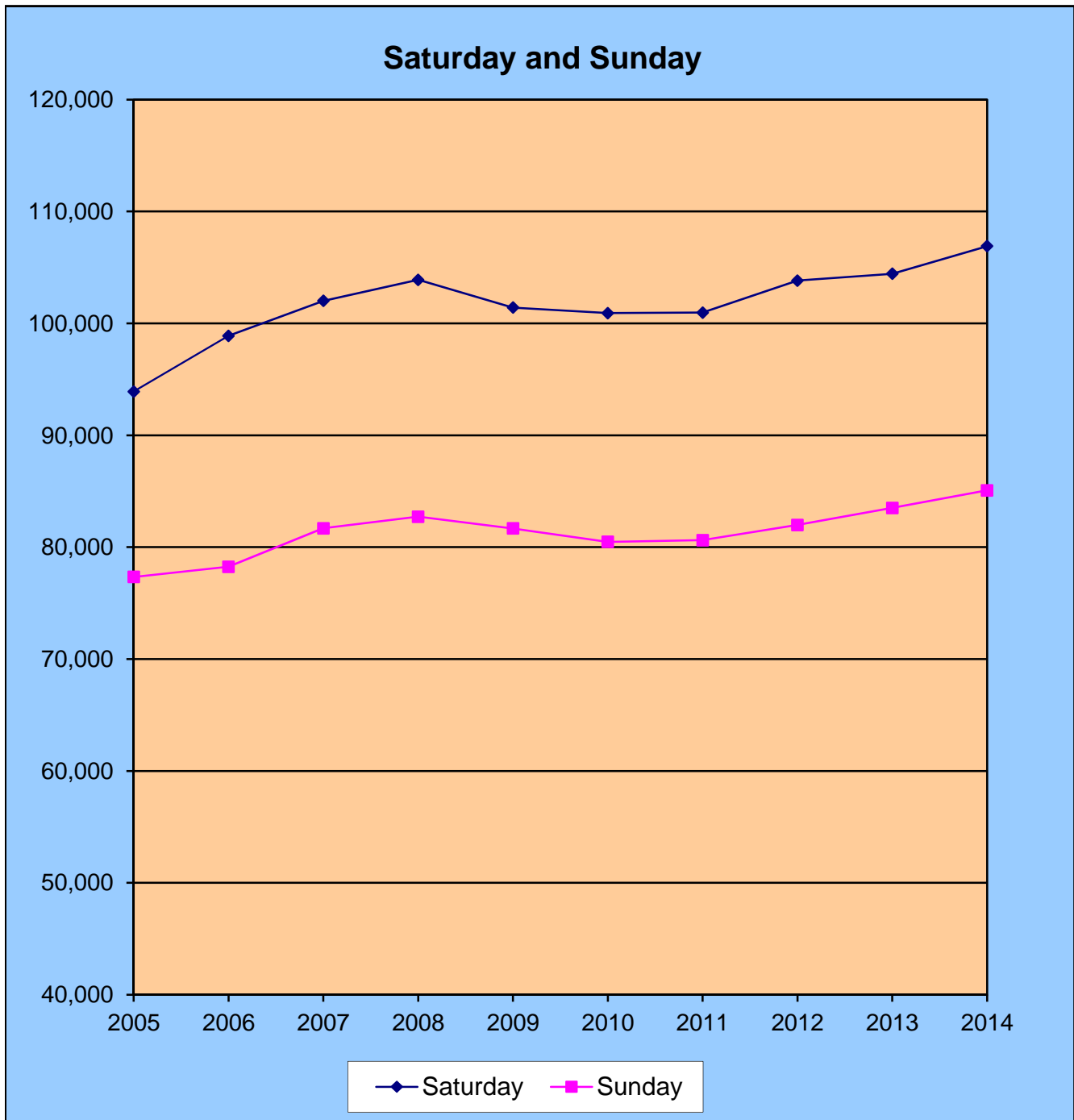
LIRR Weekday Peak/Off-Peak/Daily Customers 2005 - 2014 - East of Jamaica

| | 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 |

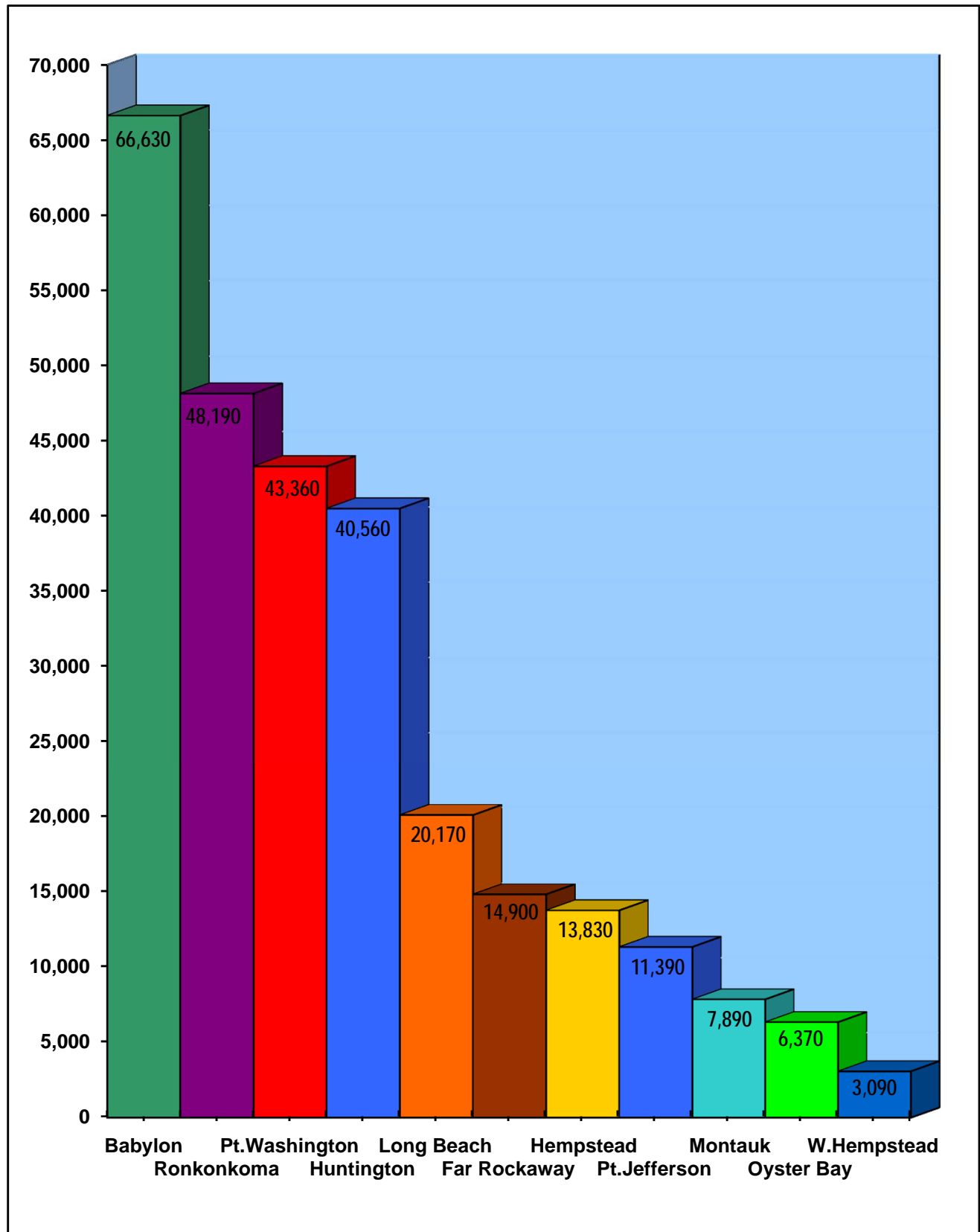


LIRR Average Weekend Customers 2005 - 2014 - East of Jamaica

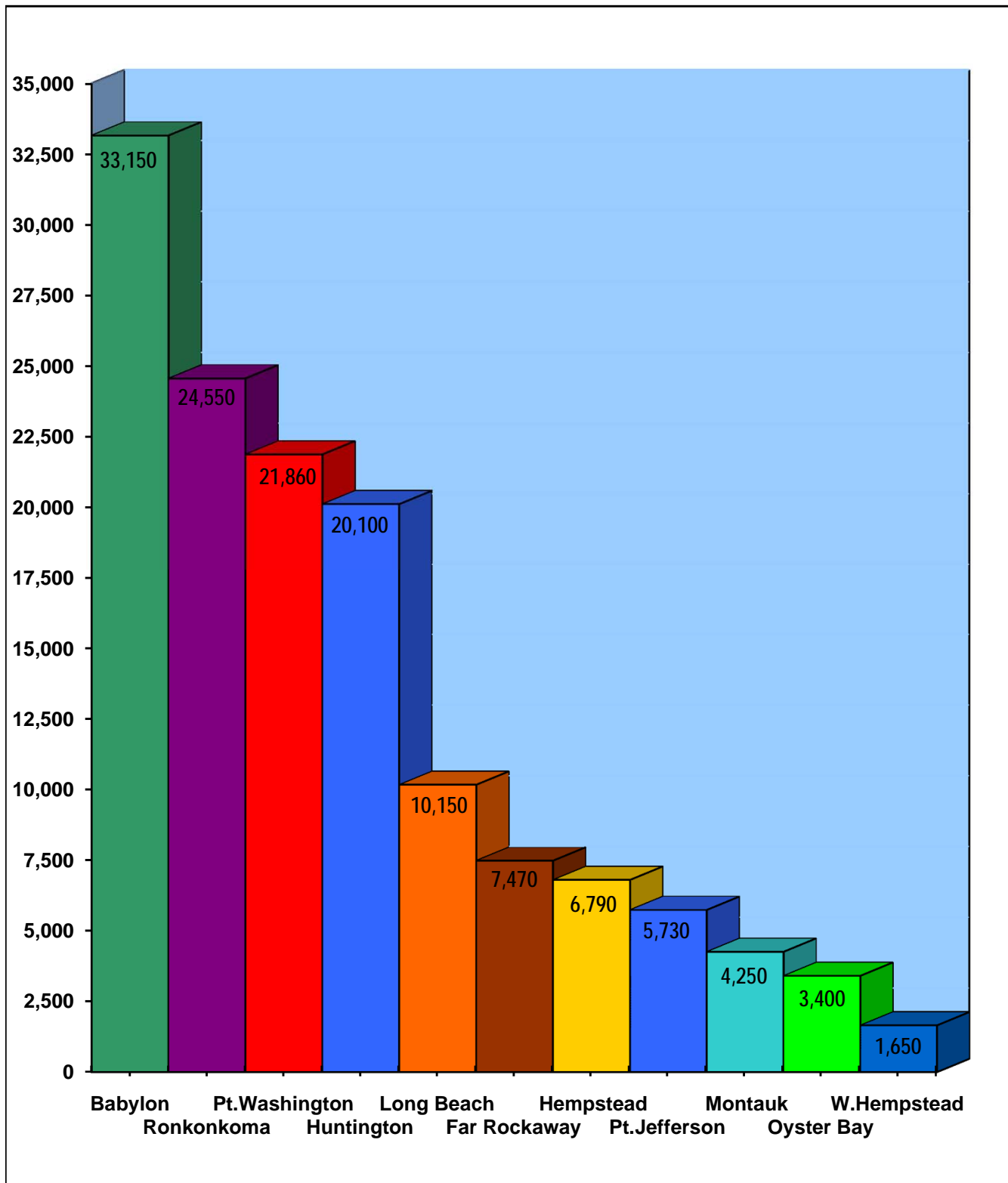
| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|-----------------|--------|--------|---------|---------|---------|---------|---------|---------|---------|---------|
| Saturday | 93,910 | 98,890 | 102,010 | 103,890 | 101,410 | 100,920 | 100,970 | 103,820 | 104,440 | 106,900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



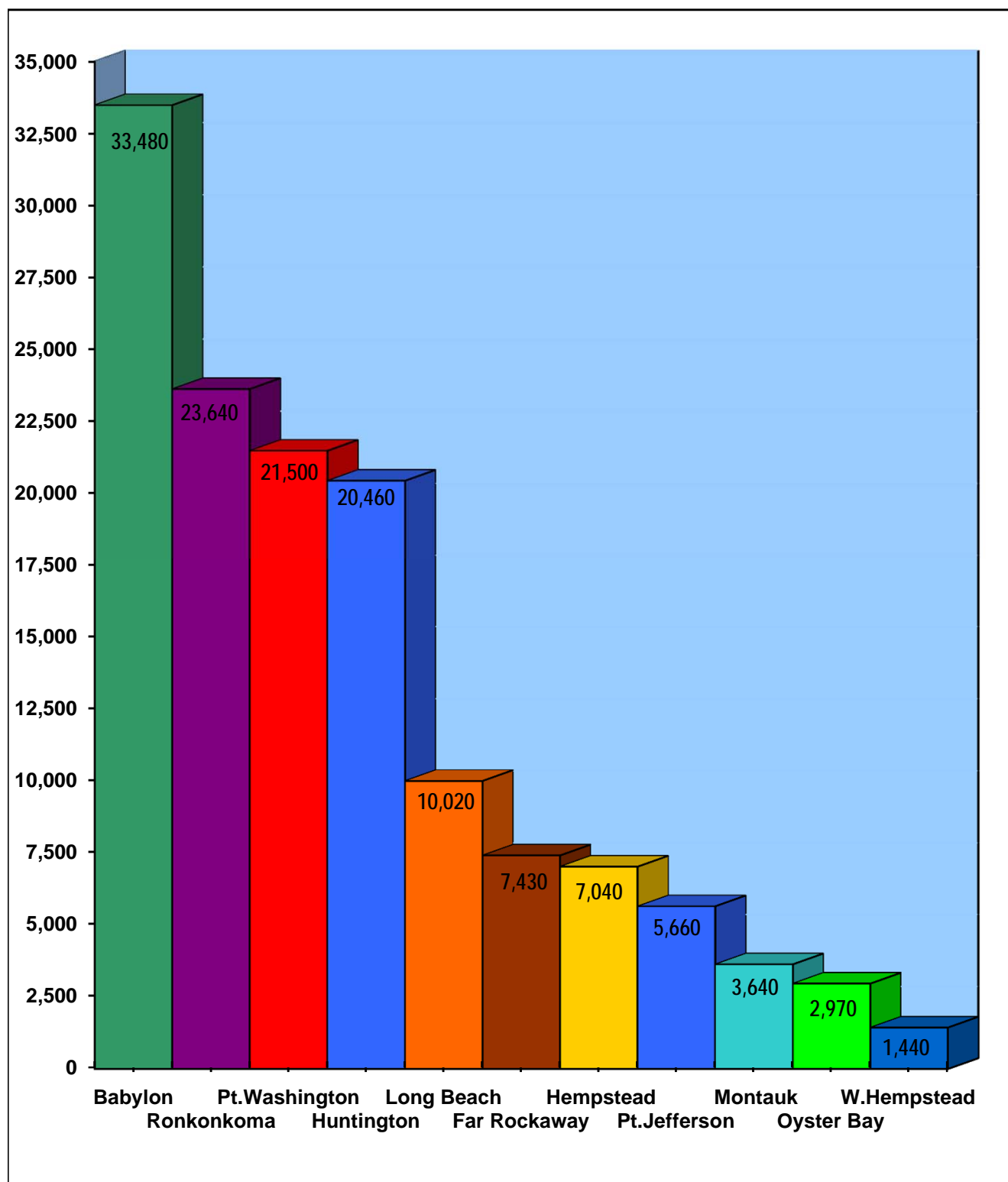
Daily Branch Travel 2014 - East of Jamaica



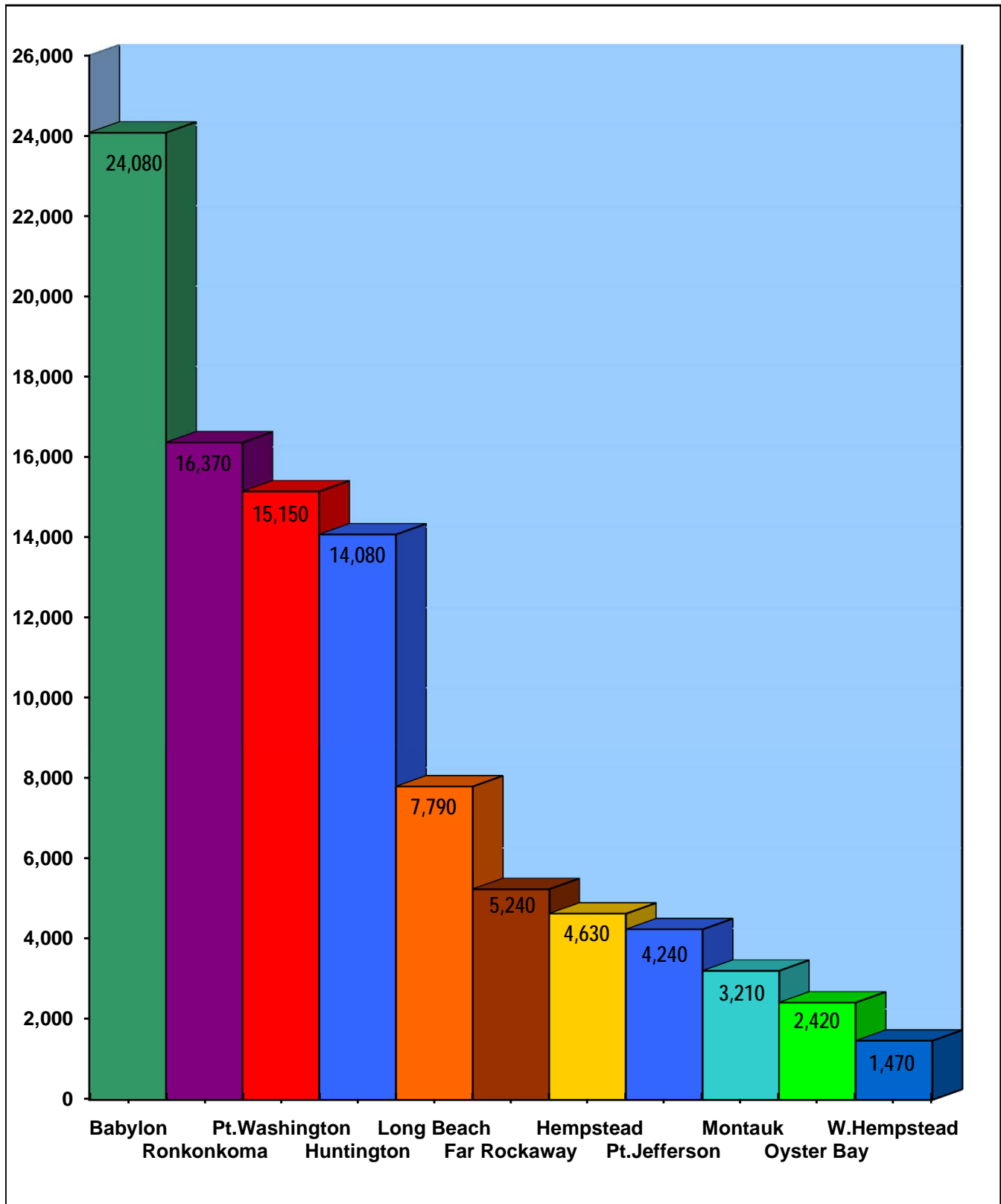
Daily Branch Travel Westbound Customers 2014 - East of Jamaica



Daily Branch Travel Eastbound Customers 2014 - East of Jamaica

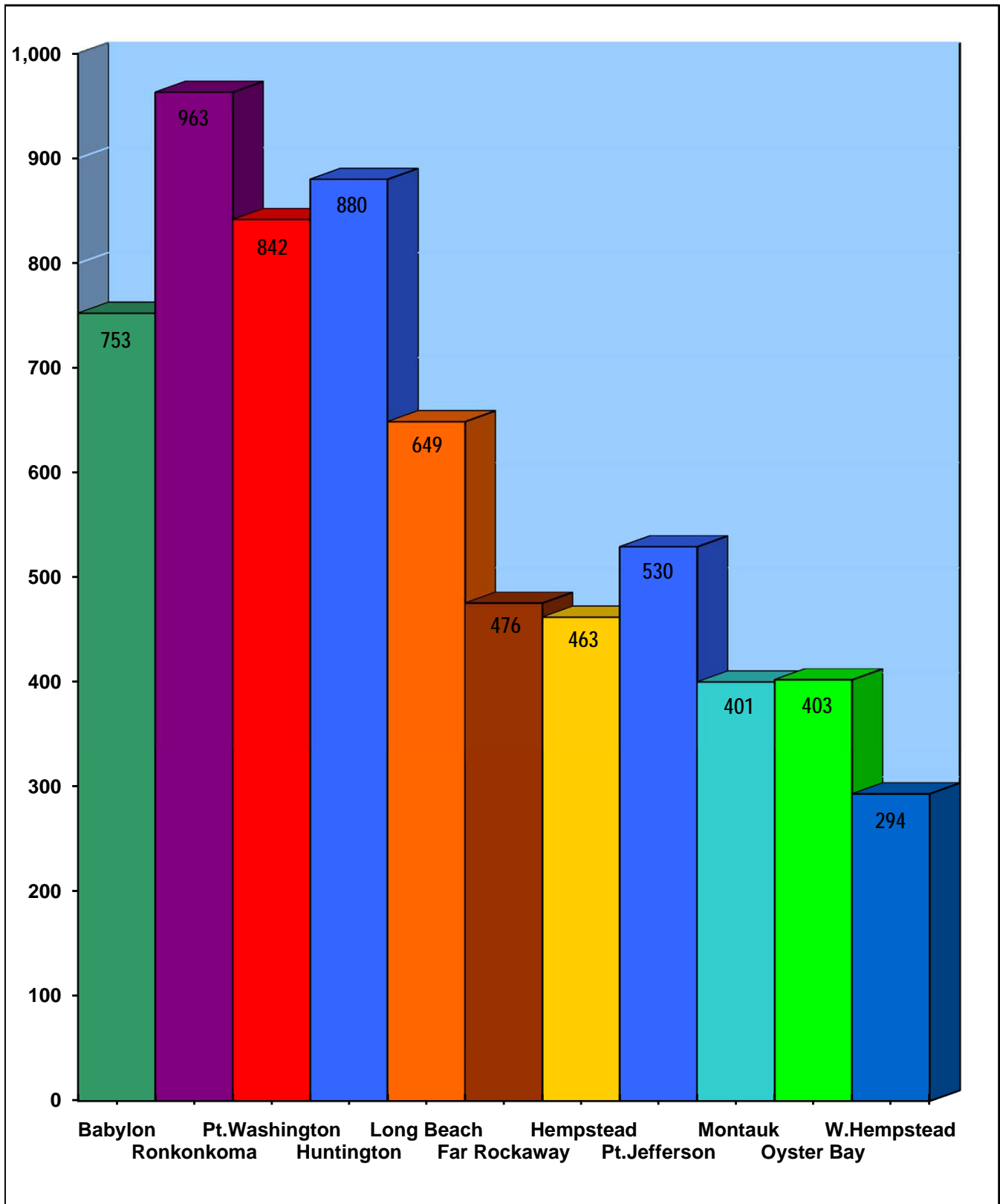


AM Peak Customers 2014 - East of Jamaica

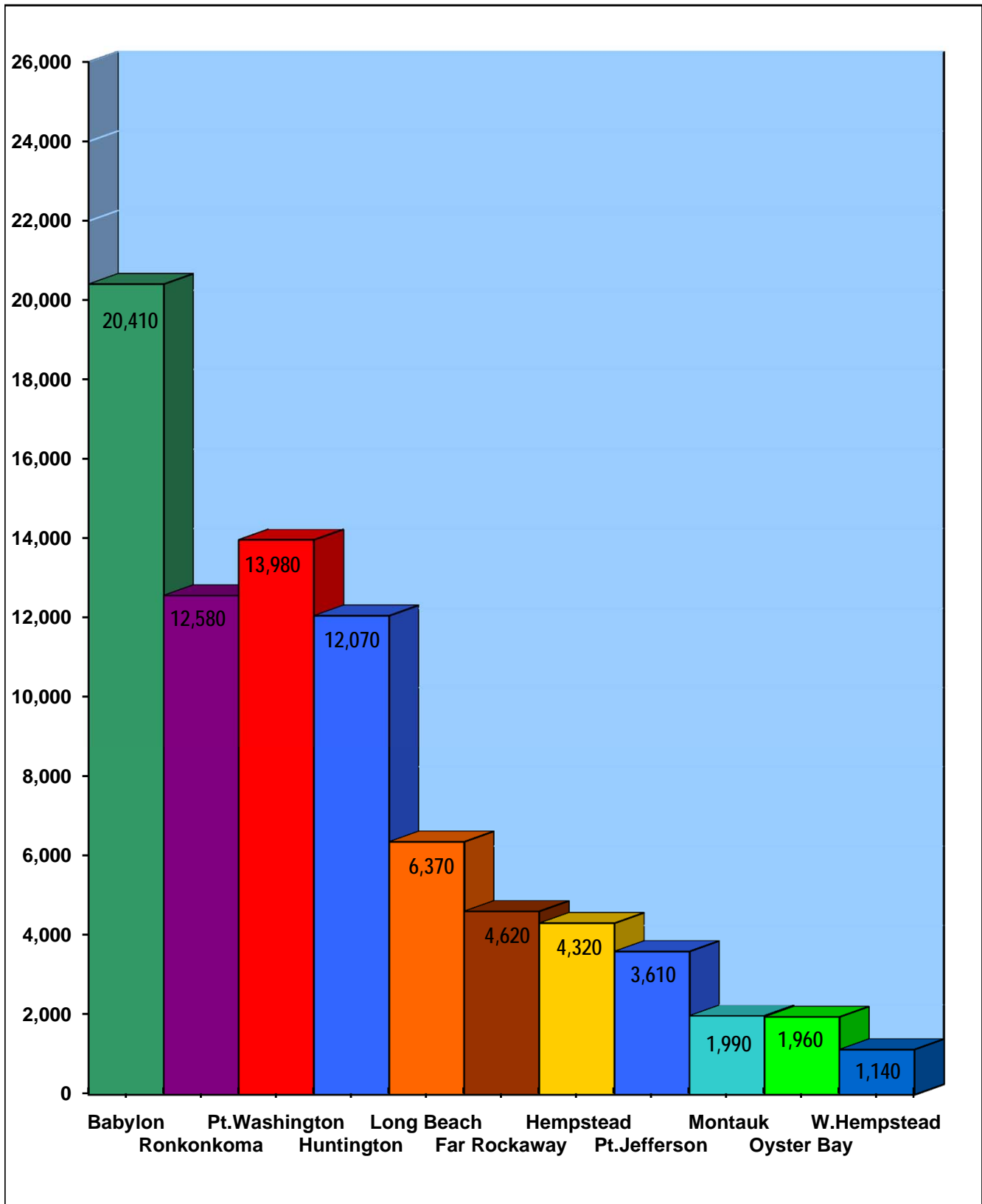


AM Peak

2014 - Average Customers per Train

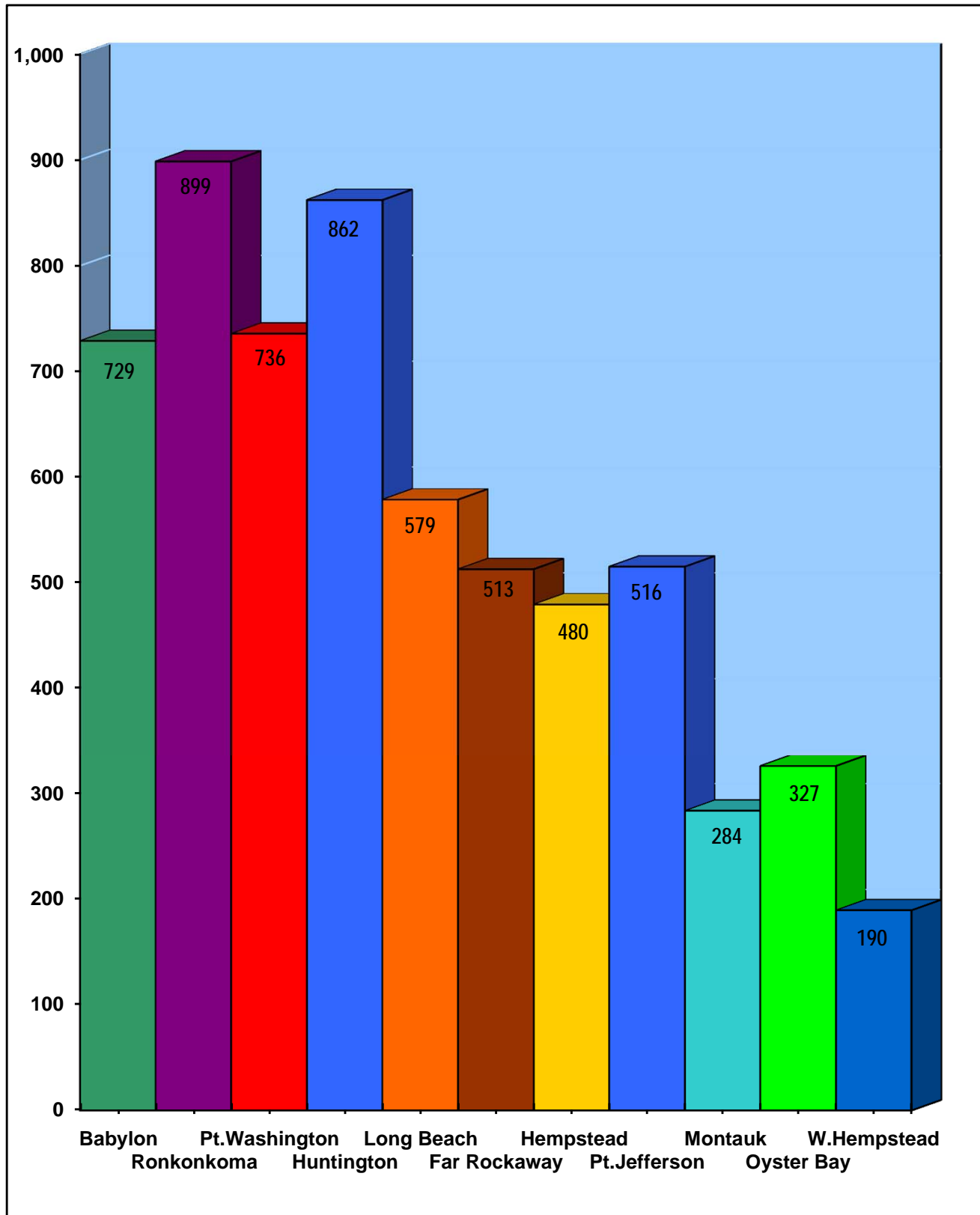


PM Peak Customers 2014 - East of Jamaica



PM Peak

2014 - Average Customers per Train



Reverse Travel Weekday

2014 Reverse AM and PM Peak

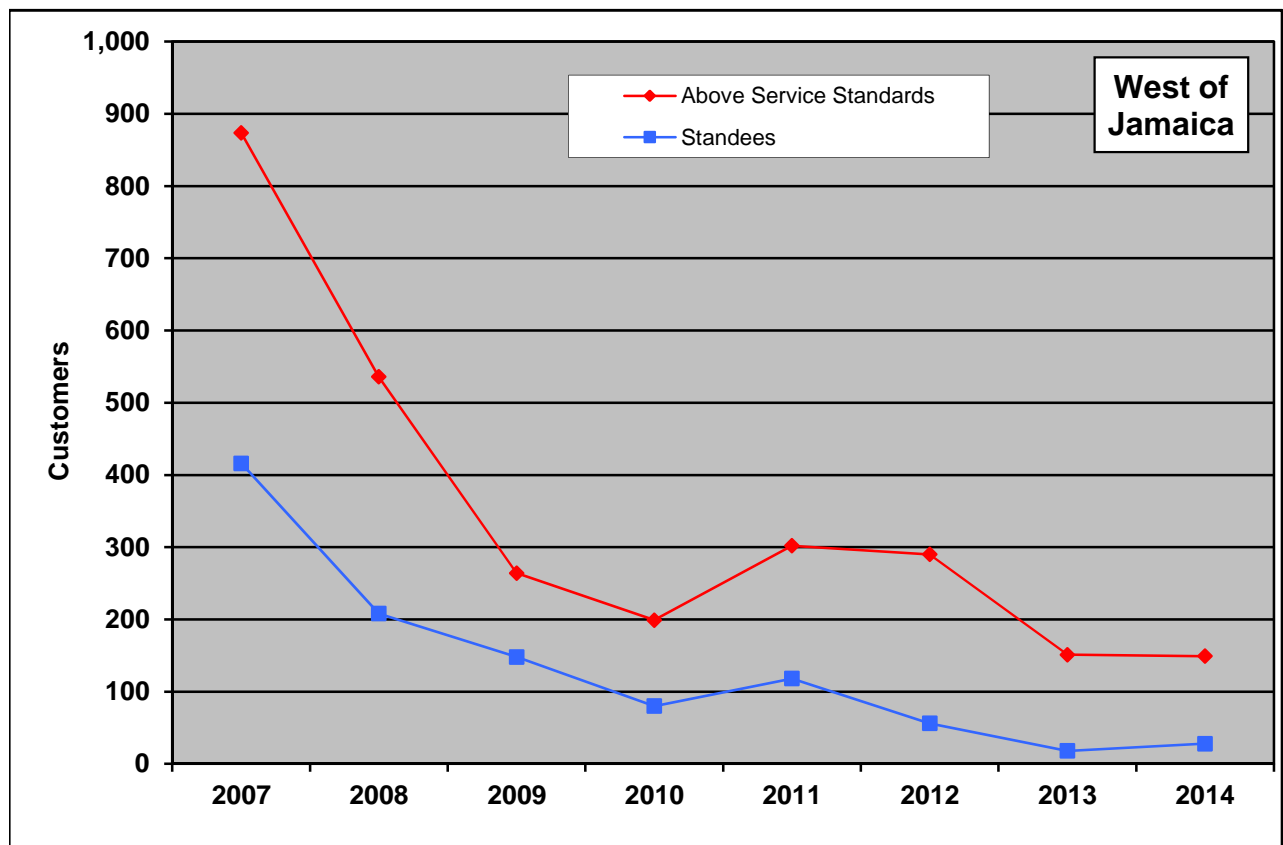
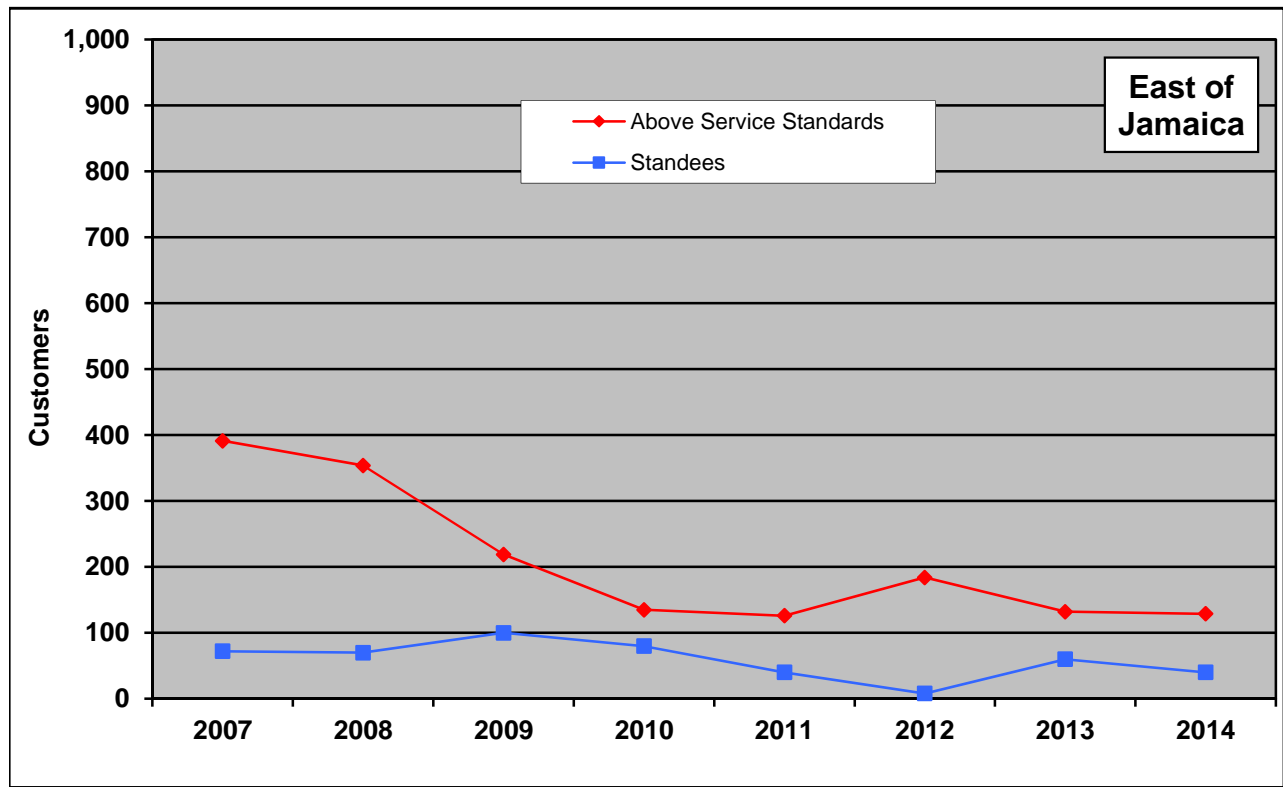
East of Jamaica

| | 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 |

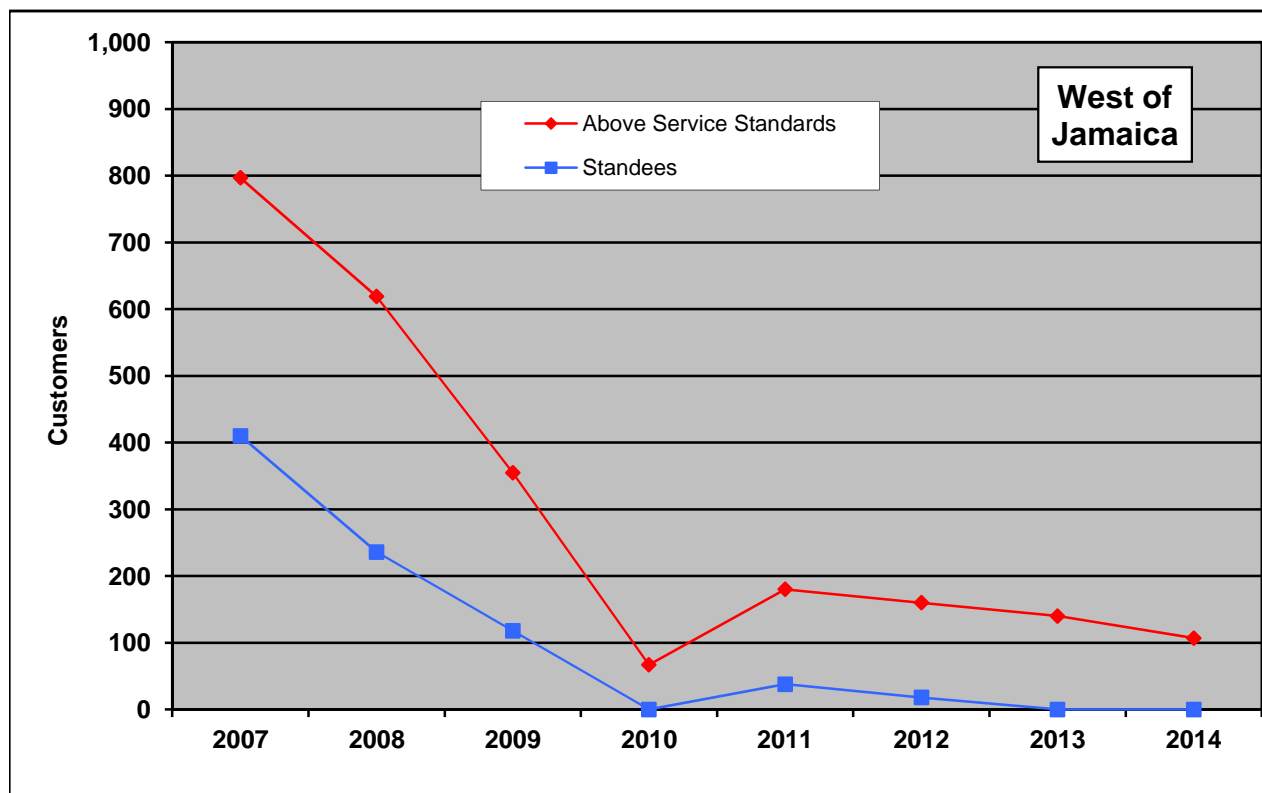
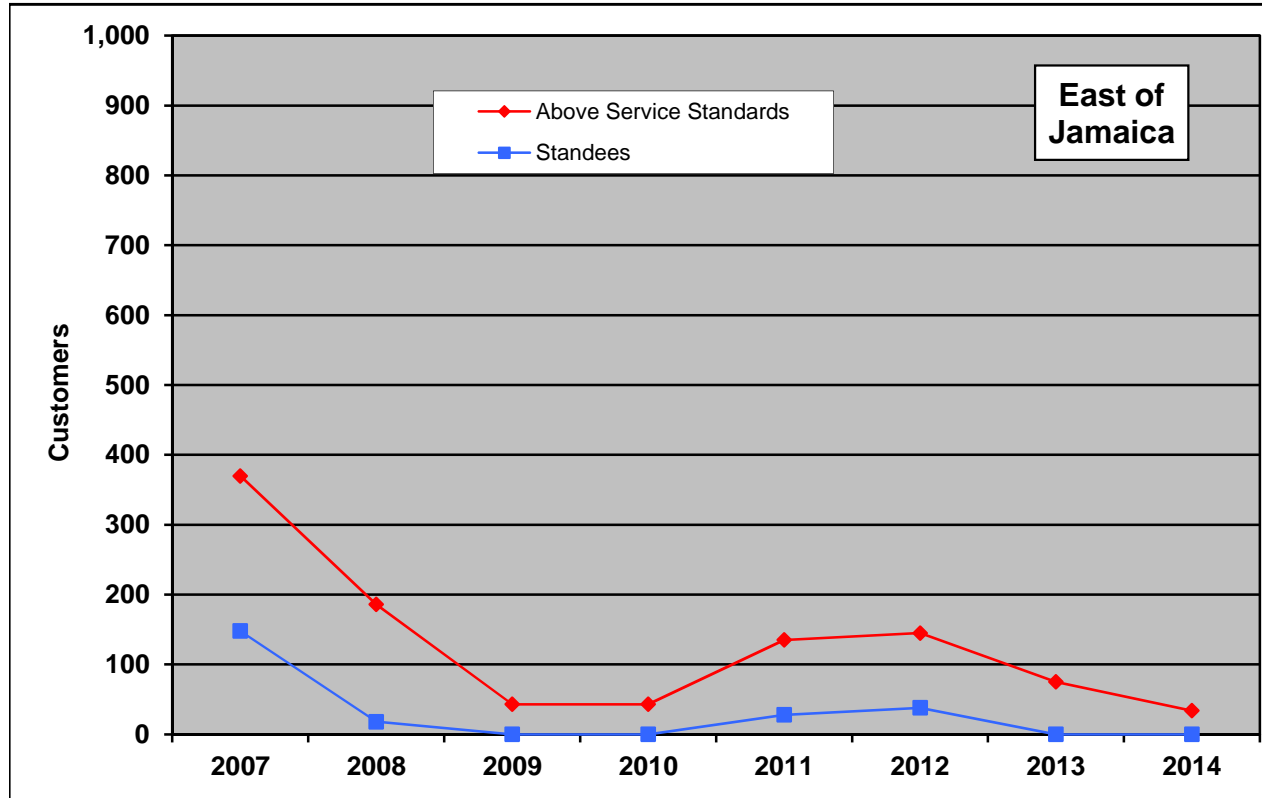
Morning Reverse Peak - Eastbound 4:50am-9:30am

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

2007 - 2014 AM Peak Standees/Above Service Standards



2007 - 2014 PM Peak Standees/Above Service Standards

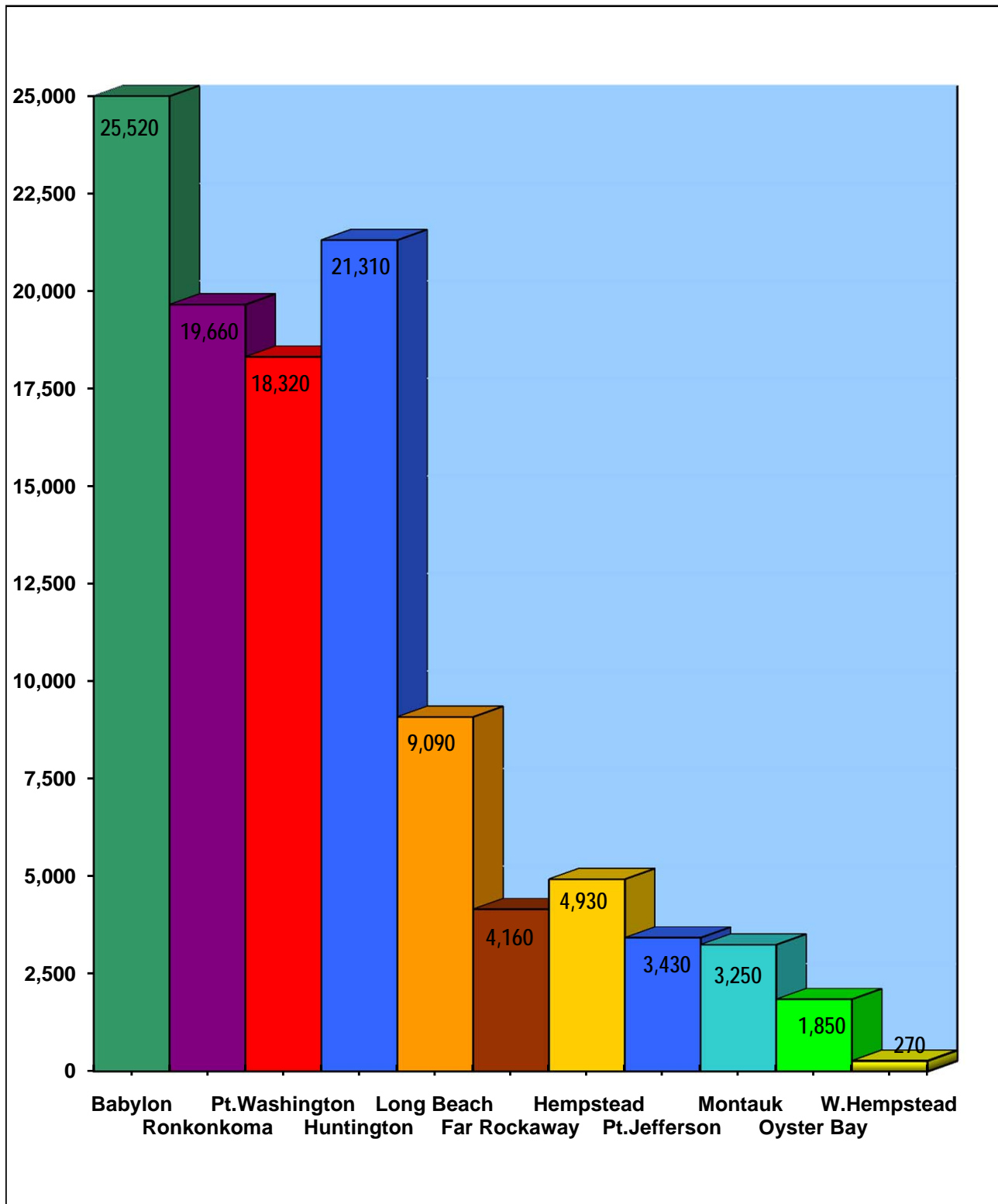


Weekend Customers - 2014

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 |

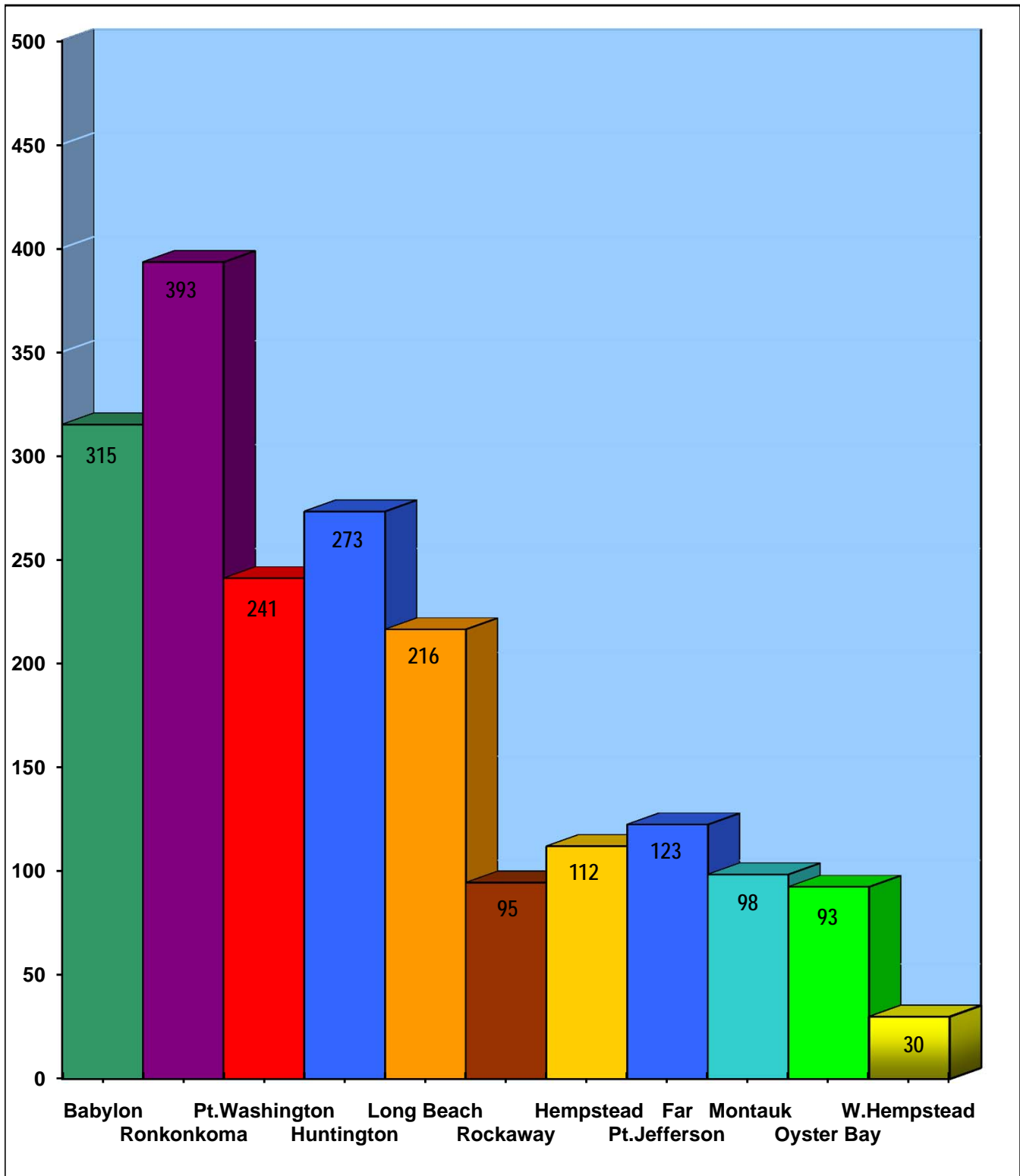
Saturday Branch Travel Weekend - 2014 East of Jamaica



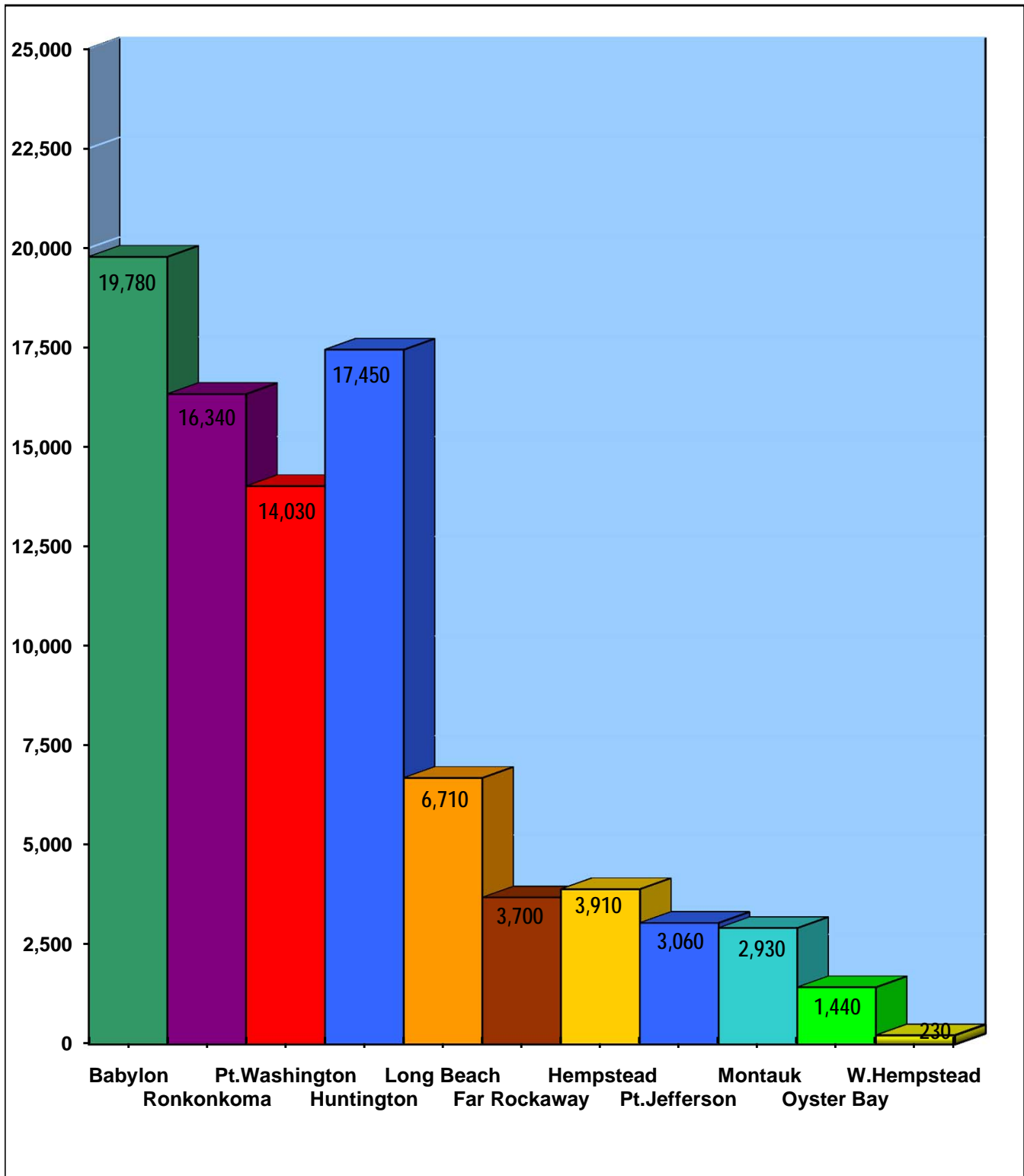
Saturday Branch Travel

Average Customers Per Train

2014 - East of Jamaica



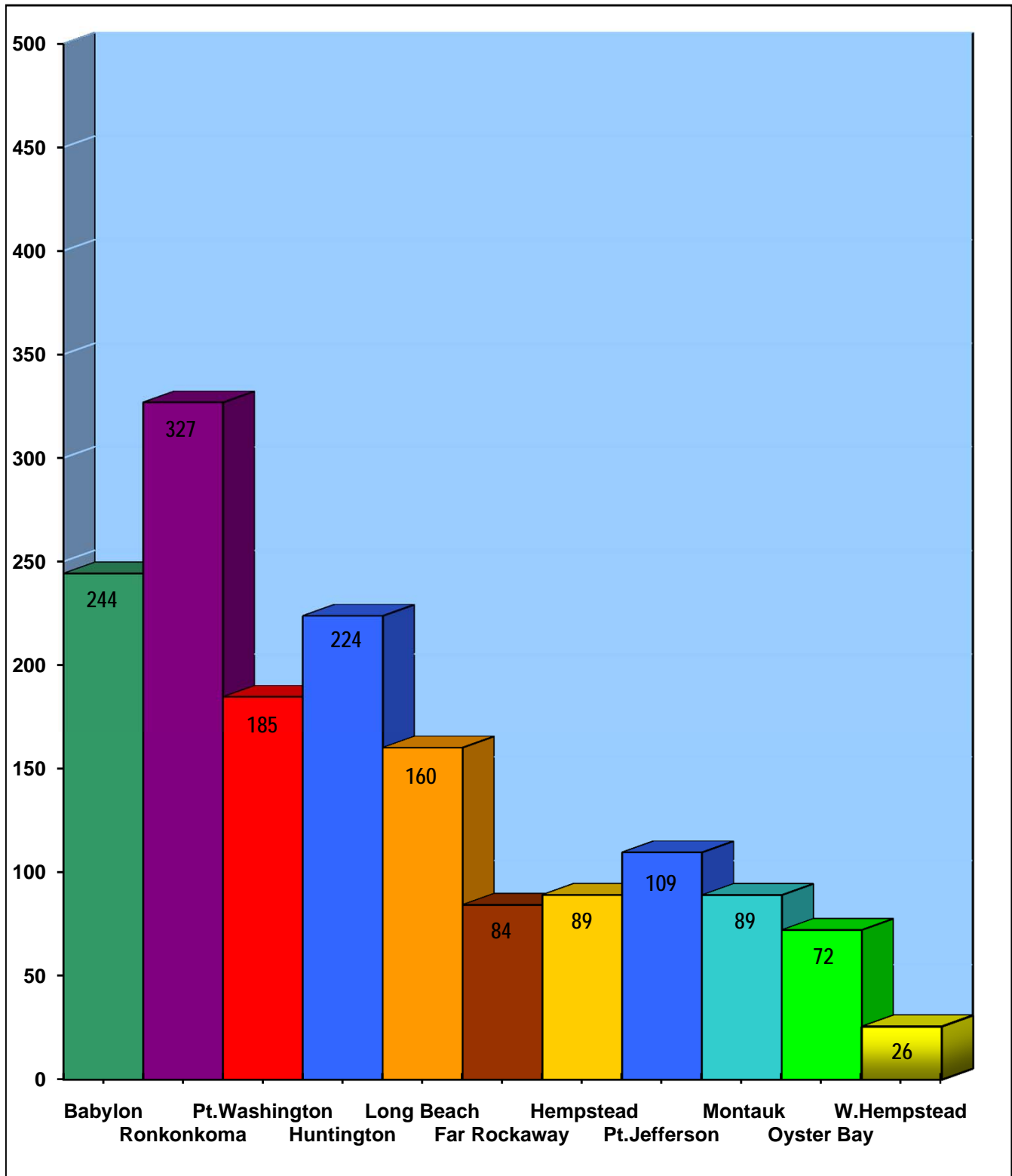
Sunday Branch Travel Weekend - 2014 East of Jamaica



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 ***

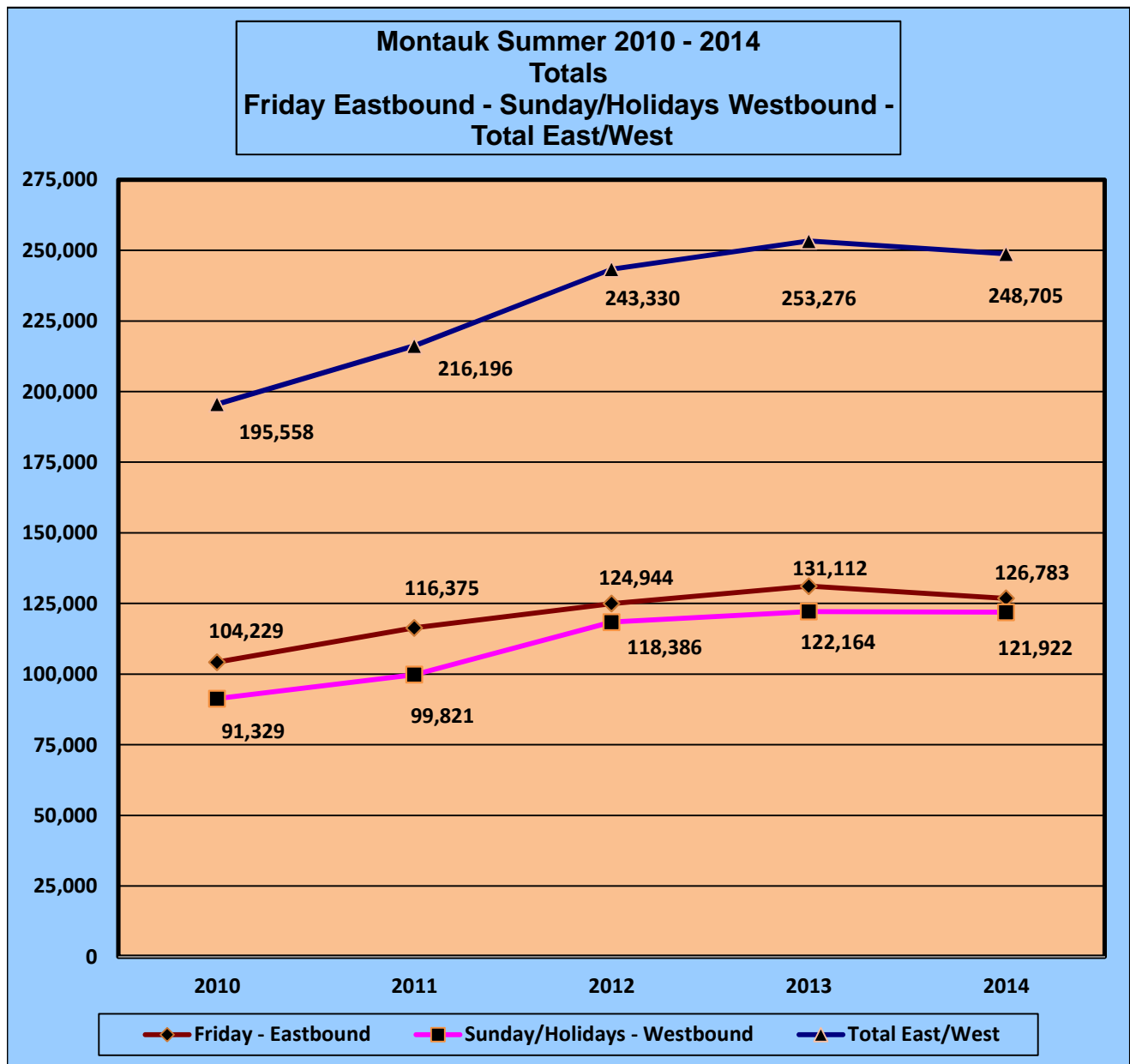
| Year | Study |
|-------------|--|
| | |
| 2005 | Belmont Stakes/Breeder's Cup |
| | NYCT Strike |
| | Holiday Season Bonus Counts / Holiday Ticket Giveaway |
| | |
| 2006 | Mets Home Games/Shea Stadium |
| | MSG Events |
| | Standee Study |
| | |
| 2007 | Mets Home Games/Shea Stadium |
| | AM Peak 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% |

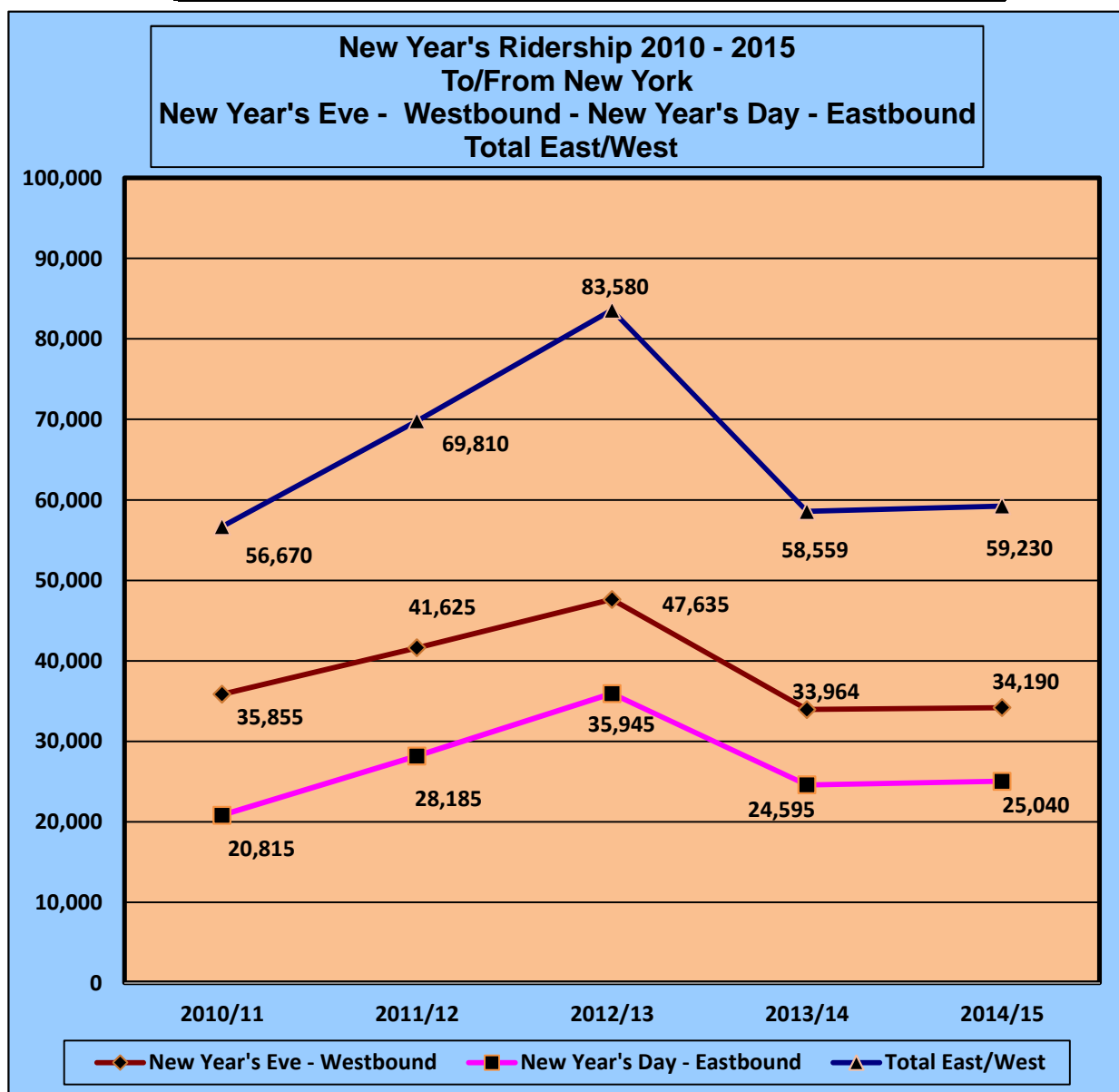
Montauk Summer Ridership 2010 through 2014

| Year | Friday Eastbound | Sunday/Holidays 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 |

