

**2015 RIDERSHIP REPORT
METRO NORTH RAILROAD
EXECUTIVE SUMMARY**

Total Metro-North annual rail ridership was 86.6 million, which was 1.6% above 2014 and the highest in MNR history (surpassing the previous record of 85.2 million annual rides set last year by approximately 1.4 million rides). Ridership has increased over 70 percent over the past thirty years. This growth continues to be driven by increases in non-traditional markets; i.e., the Non-Commutation, Reverse Commutation and Intermediate markets. Since 1985, Non-Commutation ridership to/from Manhattan has increased by 124% and Intermediate ridership has increased by 245%; over the same time period, Commutation ridership to/from Manhattan has increased by only 28%.

2015 Ridership Summary

- MNR carried approximately 86.6 million customers – the highest total in MNR history
- Annual East of Hudson ridership was approximately 84.3 million, also the highest in MNR history (surpassing last year’s record of 83.0 million by approximately 1.3 million rides). East of Hudson Ridership increased 1.6% compared to 2014.
- 2015 was a record-setting year for all three lines the New Haven Line, Harlem and the Hudson Line.
- West of Hudson ridership increased 3.6% during 2015.
- Connecting Services, combined ridership on the Hudson Rail Link and Haverstraw-Ossining and Newburgh-Beacon ferries was 556,000 (+3.8% vs. 2014).

ANNUAL RIDERSHIP 2015 VS 2014 (in millions)

	Annual Ridership 2015	Annual Ridership 2014	% Change vs. 2014
Total Rail Ridership	86.02	84.66	1.6% ▲
<i>East of Hudson</i>	<i>84.27</i>	<i>82.98</i>	<i>1.6% ▲</i>
Harlem Line	27.50	27.13	1.4% ▲
Hudson Line	16.42	16.24	1.2% ▲
New Haven Line	40.35	39.61	1.9% ▲
<i>West of Hudson</i>	<i>1.75</i>	<i>1.68</i>	<i>3.6% ▲</i>
Port Jervis Line	1.04	1.02	2.0% ▲
Pascack Valley Line	0.71	0.66	6.1% ▲
Connecting Services	.55	.53	3.8% ▲
Hudson Rail Link	.38	.36	4.2% ▲
Haverstraw-Ossining Ferry	.11	.11	7.1% ▲
Newburgh-Beacon Ferry	.06	.06	-3.8% ▼
Total MNR System Ridership	86.57	85.19	1.6% ▲

Major Factors Affecting Ridership

1. **STRONG REGIONAL ECONOMY**

- NY City Non-Agricultural employment increased 2.4% during CY 2015 (compared to an average annual growth rate of 1.6% since 2005)
- Financial Activities employment increased 1.9%
- Professional and Business Services employment increased 3.0%
- Education and Health Services employment increased 3.3%
- Leisure and Hospitality employment increased 3.4%

2. **IMPROVED ON-TIME PERFORMANCE AND FLEET RELIABILITY**

- On-time performance was 2 percentage points higher in CY 2015 (93.5%) than in 2014 (91.5%)
- The acquisition of the M8s on the New Haven Line have replaced nearly all the older M2, M4 and M6 rail cars, which has led to the best mechanical performance in MNR's history.
- The strong fleet availability has meant there were train seats for 99.6% of all Metro-North customers in 2015.
- Substantial enhancements and improvements to service come at a time when ridership is the highest in Metro-North's history.

3. **SERVICE PLAN INITIATIVES**

- MNR added an extensive series of Service Investments In October 2012 and April 2013; this additional service has a lagging impact on ridership. Typically ridership impacts materialize 2 to 3 years after initial service investments.
 - 66 weekly trains in October 2012
 - 187 weekly trains in October 2013
- Half-hourly weekend service was also added to the Outer New Haven Line in November 2014
- Non-commutation ridership continues to increase due to this additional service

4. **SEVERE WINTER WEATHER/SERVICE DISRUPTIONS**

- Ridership was impacted by the system-wide shut down of service due to the expected January 27th winter storm. The estimated impact of this shut-down was approximately 270,000 fewer rides.
- Also contributing to lower ridership was the February 3rd grade crossing collision at Valhalla which resulted in approximately 38,000 fewer rides.

5. **OFF-PEAK RIDERSHIP INCREASES**

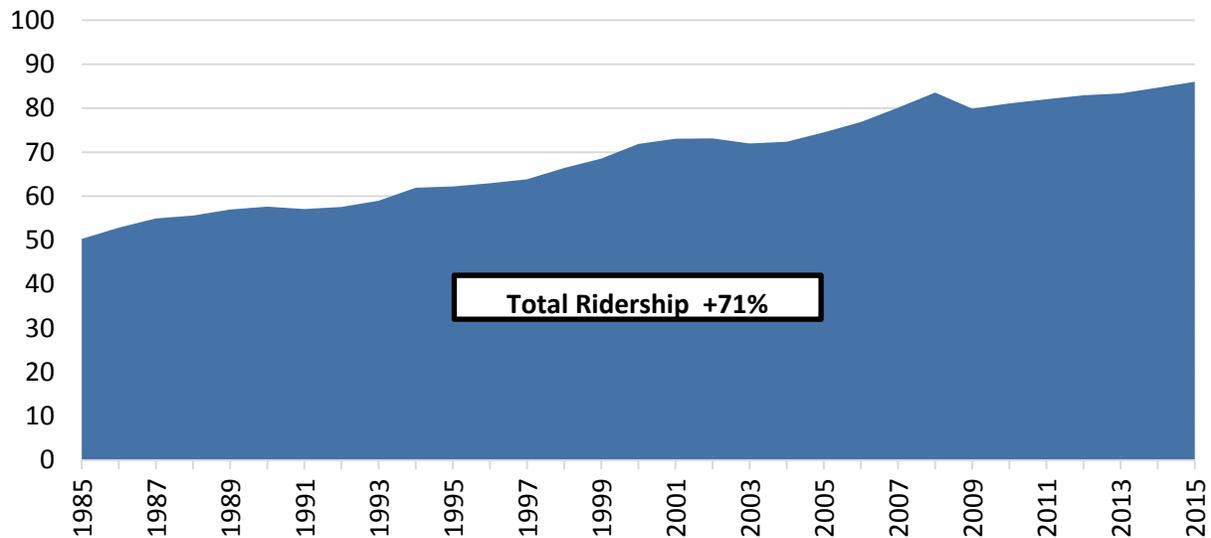
- Based on Fall GCT passenger counts large increases in off-peak ridership occurred due to the mild weather and increases in discretionary travel.
 - Weekday Off-Peak +3.3% above 2014
 - Weekend ridership +2.3% (Saturday +1.1%, Sunday +3.8%) above 2014

Long-Term Ridership Trends

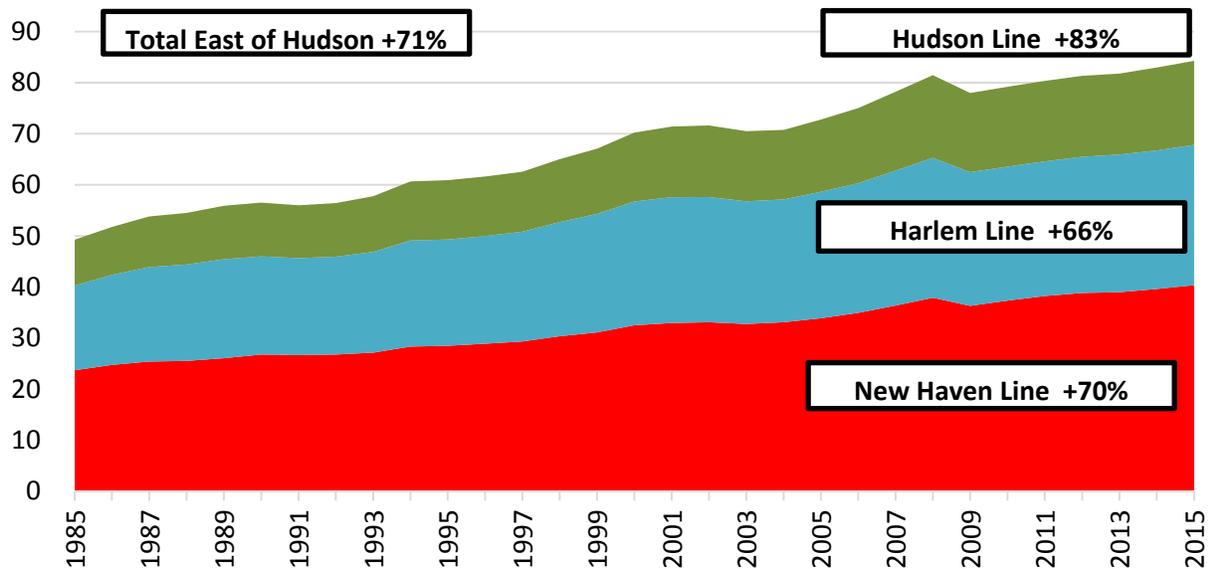
Ridership Trends by Line

- 2015 system wide ridership compared to the past 30 years increased by 71%

ANNUAL MNR RIDERSHIP 1985-2015 (in millions)



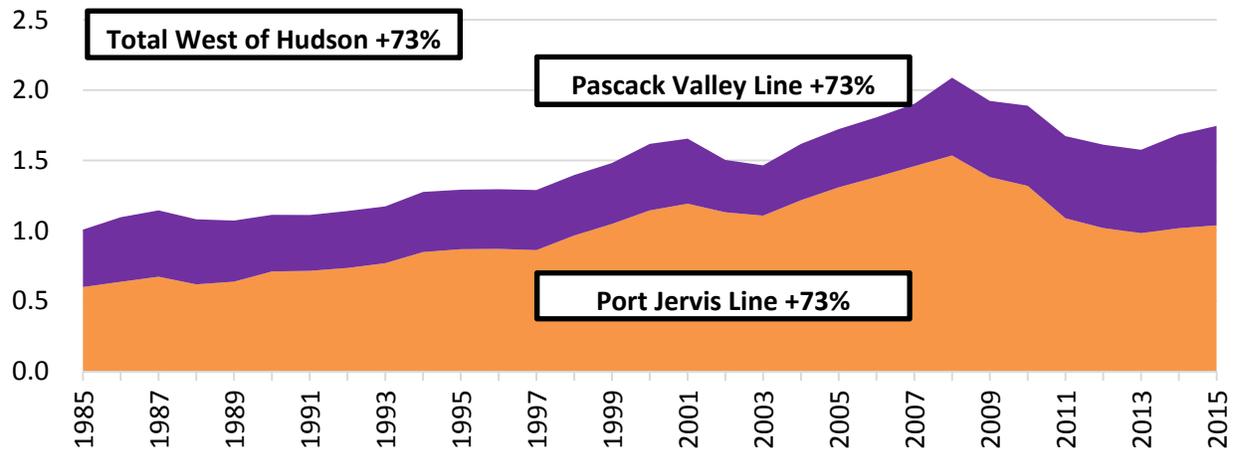
EAST OF HUDSON RIDERSHIP BY LINE (in millions)



East of Hudson

- Total East of Hudson ridership has increased by 71% from 49.3 million in 1985 to 84.3 million in 2015, an increase of over 35 million annual rides.
- The fastest-growing segments have been the Hudson intermediate (+264% since 1985) and Harlem intermediate (+250% since 1985)

WEST OF HUDSON RIDERSHIP BY LINE (in millions)

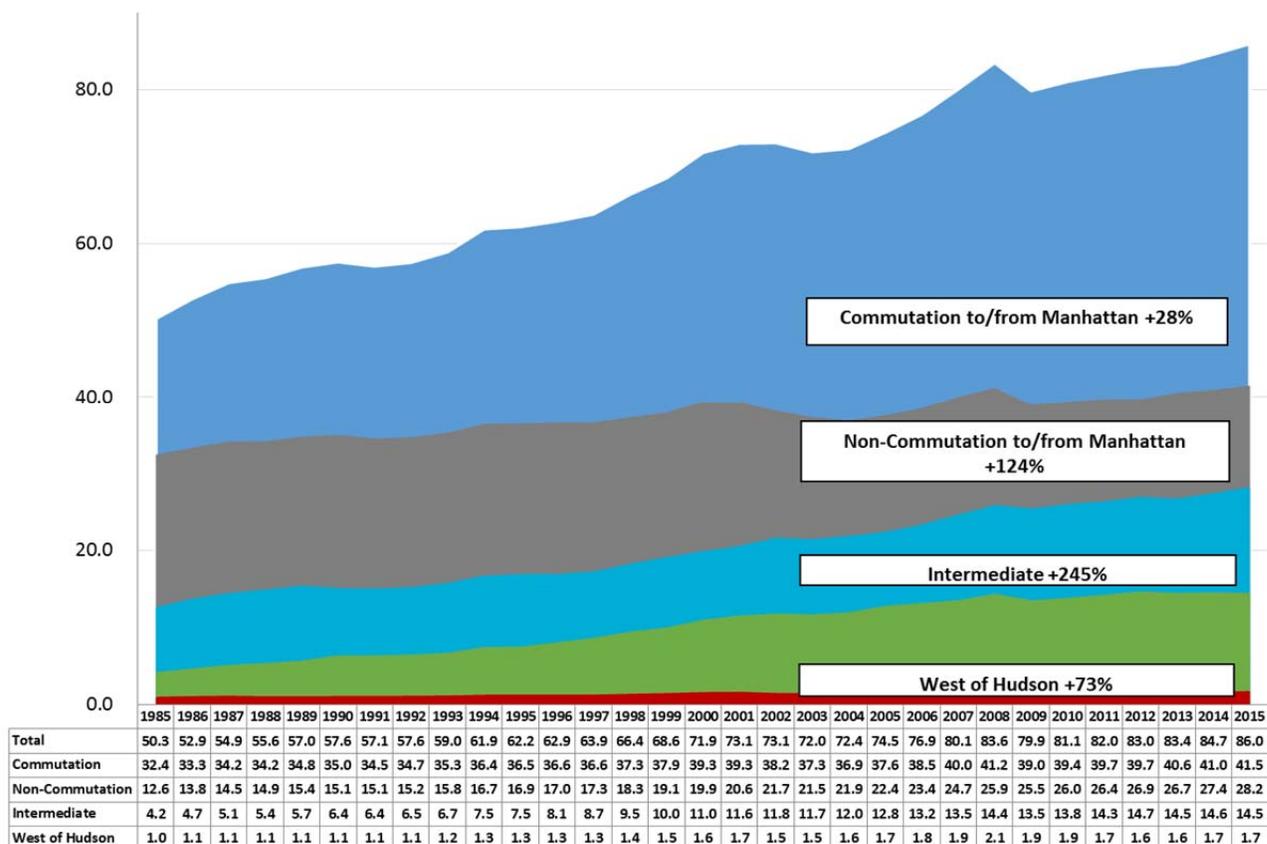


West of Hudson

- Total West of Hudson ridership has increased by 73% from 1,008,000 annual rides in 1985 to almost 1.8 million annual rides in 2015. However, ridership is still 300,000 less than the record year in 2008, due to the combined impact of the regional economic recession and the adverse impacts of Hurricane Irene and Superstorm Sandy.
- West of Hudson ridership has increased rapidly during the past year, with most of the ridership growth occurring on the Pascack Valley Line. During CY 2015, Pascack Valley Line ridership increased by 6% while Port Jervis Line ridership increased by 2%.
- Port Jervis Line ridership has increased by 73% since 1985 (i.e., from 600,000 annual rides to over 1.0 million annual rides) but has decreased by 33% since 2008.
- Pascack Valley Line ridership also has increased by 73% since 1985, with most of this increase occurring after the implementation of weekday off-peak and weekend service in 2008.

Ridership Trends by Market (East of Hudson)

ANNUAL RIDERSHIP BY MARKET 1985-2015 (in millions)



- Initially, ridership growth was broad-based, with significant ridership growth occurring in all market segments.
- However, since the early to mid-1990's, the fastest growth has occurred in Non-Commutation and Intermediate markets:
 - Non-Commutation to/from Manhattan (+87% since 1990)
 - Intermediate (+127% since 1990)
- This growth is due largely to a combination of targeted marketing, service and fare policy initiatives implemented over many years, as well as significant growth in suburban employment (e.g., White Plains and Stamford).
- Examples of targeted Intermediate markets which have experienced significant ridership growth include the following:
 - Bronx-Lower Westchester (e.g., Fordham to White Plains)
 - Lower Westchester-Connecticut (e.g., Mount Vernon East to Greenwich/Stamford)
 - Intra-Connecticut (e.g., East End New Haven Line to Greenwich/Stamford)
- In sharp contrast, Commutation ridership to/from Manhattan, which historically has been MNR's core market, has increased by only about 19% since 1990 and now constitutes less than half of total MNR rail ridership (i.e., 48% in 2015 compared to 67% in 1984).

Market and Ridership Trend Analysis (2015 vs. 2014)¹

Commutation to/from Manhattan

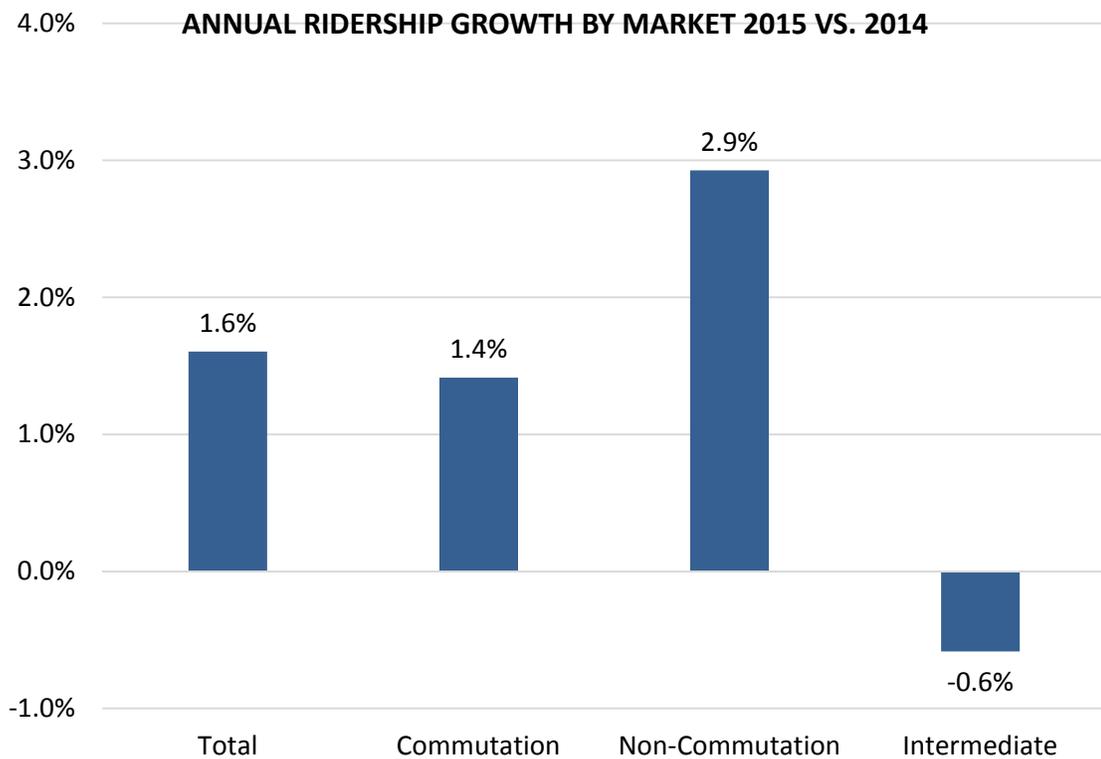
- Commutation ridership to/from Manhattan increased 0.9%, reflecting a continuation of the strong regional economic growth (i.e., a 1.6% increase in total New York City employment, with larger increases in Professional and Business Services, Education and Health Services and Leisure and Hospitality employment).

Non-Commutation to/from Manhattan

- Non-Commutation ridership to/from Manhattan increased 2.4%, reflecting the safe and reliable service and absence of any major service disruptions during CY 2015.
- Both weekday off-peak and weekend ridership increased by similar percentages.

Intermediate

- Total Intermediate ridership decreased 0.5%, reflecting offsetting trends in intermediate commutation and non-commutation ridership:
 - Intermediate Commutation ridership decreased 1.4%
 - Intermediate Non-Commutation ridership increased by 0.3%
- This trend is in sharp contrast to the rapid historical ridership growth in this market, this may be due to lower gasoline prices and shorter distance of intermediate trip making which encourages greater travel by auto.



¹ Data is based on a combination of ticket sales and allocated fall passenger counts

Trends by Line/Segment and Branch

East of Hudson

- Record ridership increased on all three lines, with the New Haven Line increasing at the fastest rate (+1.9%).
- Ridership increases occurred on most of the major line segments, with the largest increases occurring on the Inner New Haven (+3.6%) and both the Lower Hudson and Harlem (+1.8%).
- Largest ridership increases occurred on both the Harlem (+12.6%) and Hudson (7.0%) line portions in the Bronx. These large increases occurred in both the Commutation and Non-Commutation markets to/from Manhattan.

West of Hudson

- Port Jervis Line ridership increased 2.0%.
- Pascack Valley Line ridership decreased 6.1%.

ANNUAL RIDERSHIP BY LINE/SEGMENT (In Millions)

Branch	Annual Ridership 2015	Annual Ridership 2014	% Change vs. 2014
Hudson Line	16.42	16.24	1.2%▲
Bronx (Hudson)	1.19	1.11	7.0%▲
Lower Hudson	8.20	8.06	1.8%▲
Upper Hudson	4.98	5.00	-0.2%▼
Intermediate	2.04	2.07	-1.1%▼
Harlem Line	27.50	27.13	1.4%▲
Bronx (Harlem)	1.67	1.49	12.6%▲
Lower Harlem	14.55	14.30	1.8%▲
Upper Harlem	6.68	6.69	0.4%▲
Wassaic Branch	0.48	0.49	-1.8%▼
Intermediate	4.107	4.19	-2.0%▼
New Haven Line	40.34	39.61	1.9%▲
Inner New Haven	14.32	13.83	3.6%▲
Outer New Haven	15.67	15.48	1.3%▲
New Canaan Branch	1.38	1.41	-1.7%▼
Danbury Branch	0.49	0.46	9.4%▲
Waterbury Branch	0.12	0.12	2.9%▲
NY Intrastate Intermed.	2.40	2.34	2.7%▲
Interstate Intermediate	1.39	1.43	-2.3%▼
CT Intrastate Intermed.	4.55	4.55	0.0%●
Port Jervis Line	1.04	1.02	2.0%▲
Pascack Valley Line	0.71	0.66	6.1%▲

Legend: ▲ increase; ▼ decrease; ● no change

2016 Outlook

- Metro-North is projecting continued ridership growth in 2016 despite the MTA and CDOT fare increases being implemented over the past few months
- 2016 total annual Metro-North system ridership is projected to increase 1.6% to over 88 million
- Ridership increases are projected to occur in all markets and on all lines, with the largest growth projected to continue in the Non-Commutation and Intermediate markets.

Appendix

Additional ridership statistics are provided in an online appendix. Listed as an exhibit within the April 2016 Metro-North and LIRR Committee materials, the appendix is available at:

<http://wp1.mtahq.org/mta/news/books/>