



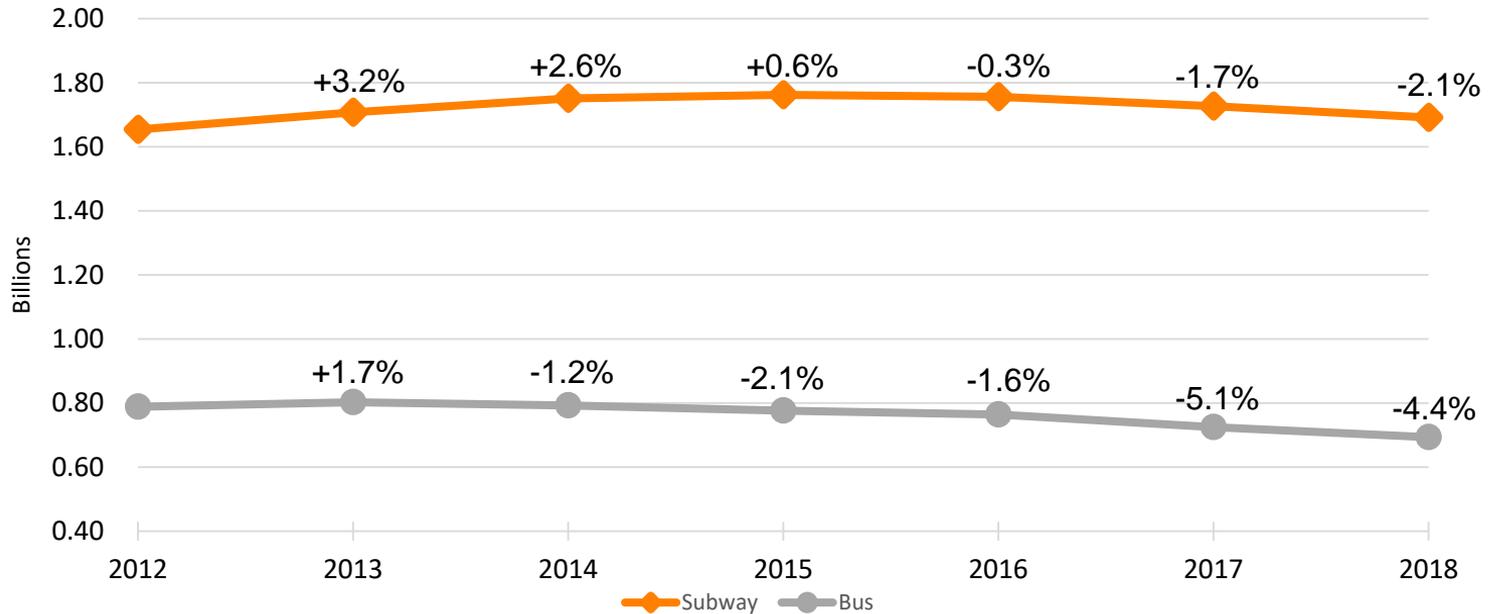
Ridership Trends

New York City Transit



Transit Ridership – Long Term Trends

Total Annual NYC Subway and Bus Ridership



*2018 is projected based on May YTD



National & International Trends

Other US agencies on average have experienced larger declines in subway ridership, which began earlier
Other US bus agencies have experienced similar overall declines since 2014

Year	Annual Subway Ridership		Annual Bus Ridership	
	NYCT	Other Large Agencies*	NYCT	Other Large Agencies*
2014	2.6%	2.0%	-1.6%	-2.1%
2015	0.6%	-0.7%	-2.5%	-0.1%
2016	-0.3%	-2.5%	-1.9%	-5.3%
2017	-1.7%	-2.6%	-5.6%	-4.2%

London, Paris, Mexico City, & Sao Paulo have also seen declines in subway ridership since 2016

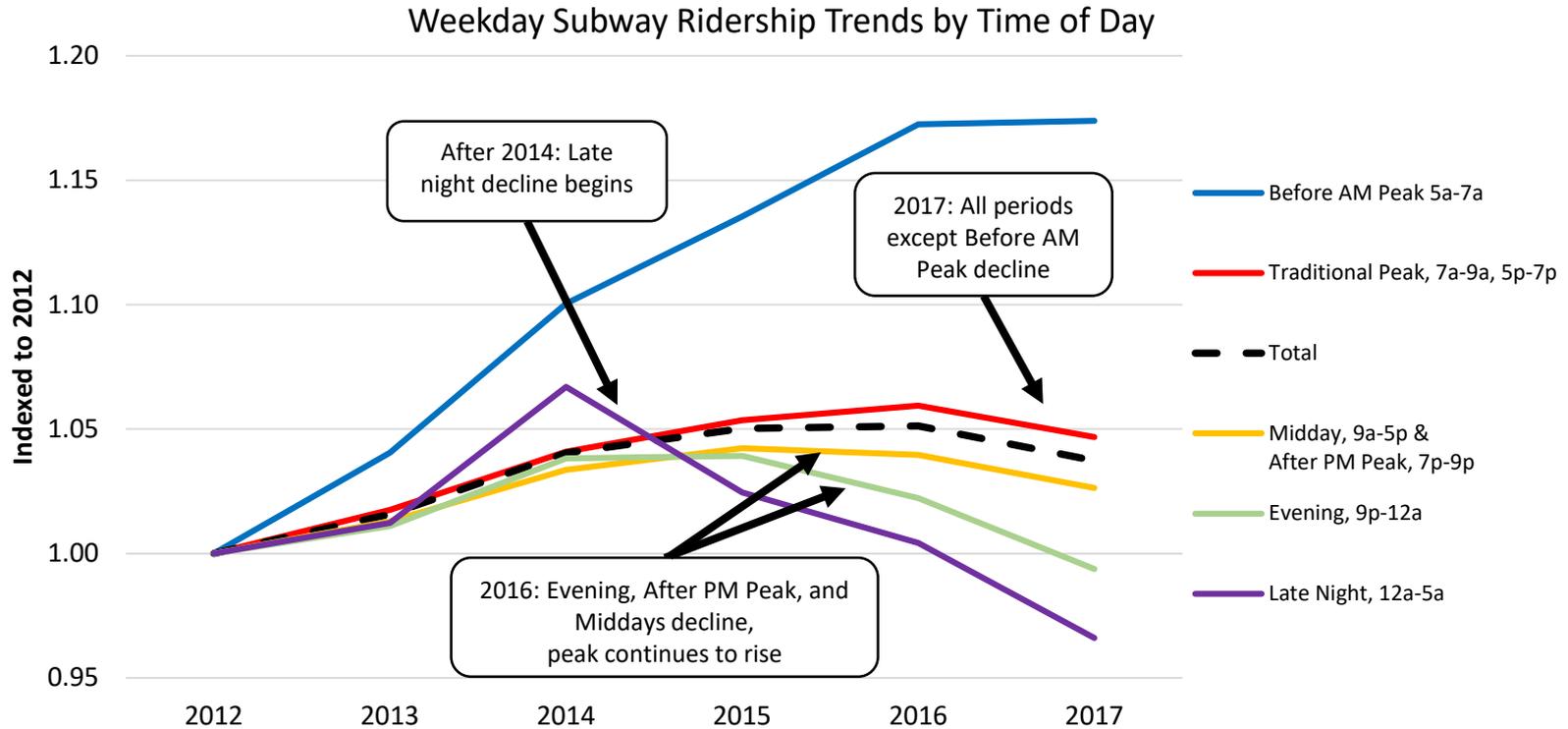
London bus ridership has been declining since 2014

*Rail: LA Metro, BART, DC Metro, MARTA, CTA, MBTA, Maryland TA, PANYNJ, PATCO, Cleveland RTA, SEPTA, PRDOT

Bus: Phoenix PTD, Long Beach Transit, LA Metro, AC transit, OCTA, SDMTS, SF Muni, VTA, Santa Monica Big Blue Bus, RTD-Denver, DC Metro, BCT, Miami-Dade Transit, MARTA, PACE, CTA, MBTA, Maryland TA, MCDOT, Detroit DOT, Metro Transit, Metro St. Louis, NJTransit, RTCNV, Go Metro, COTA, Tri-Met, SEPTA, PA Allegheny County, DART, Houston Metro, VIA, HRT, King County Metro, MCTS

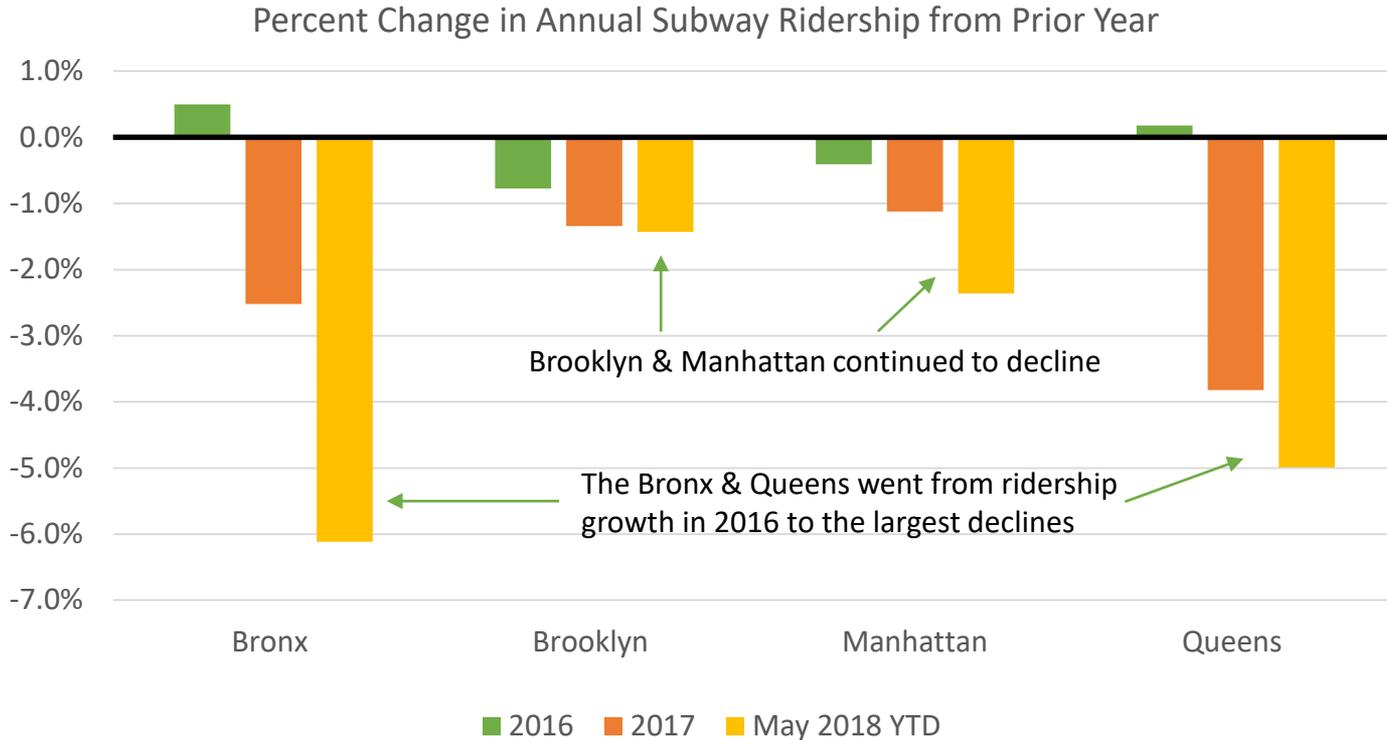


Weekday Subway Ridership Trends by Time of Day





Change in Subway Ridership by Borough





Mode Shift

Growth in for-hire vehicles/taxis accelerated dramatically in 2017 with annual growth greater than the previous 4 years combined

Total travel on all modes, excluding private vehicles, slowed in growth between 2013 and 2016, and is now flat

Total Annual Ridership by Mode (in Millions)*						
	2012	2013	2014	2015	2016	2017
Subway + Bus	2,443	2,510	2,544	2,539	2,521	2,452
FHV/Taxi	429	426	432	450	480	543
Bike + Ferry	138	158	172	184	193	199
TOTAL	3,010	3,094	3,148	3,173	3,194	3,194
Annual Change		2.8%	1.7%	0.8%	0.6%	0.0%

Change			
Cumulative 2012 - 2016		2016 - 2017	
Change	Pct Change	Change	Pct Change
77	3.2%	(69)	-2.7%
51	11.9%	63	13.1%
55	39.9%	6	3.1%
183	6.1%	0	0.0%

*No comparable data available on non-taxi auto travel. However other auto indicators suggest the auto market grew in 2017, so that total trips by all modes likely did grow in 2017

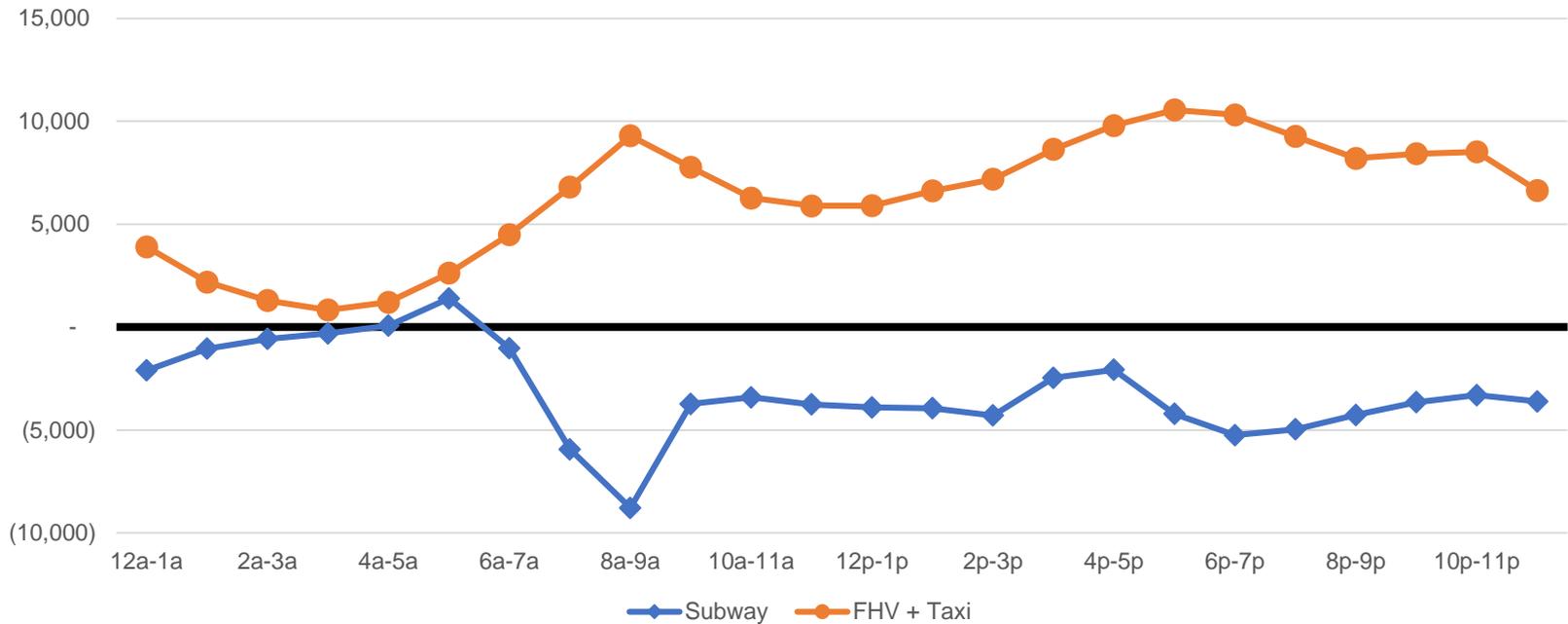
Source: Schaller Consulting; "Making Congestion Pricing Work" March 2018

- Bike Trips represent total cycling trips, including private bike ownership
- Ferry ridership is for fiscal years; others are for calendar years



Weekday Subway and FHV/Taxi Change

Change in Hourly Annual Average Weekday Ridership 2016 - 2017





Mode Shift

Private Auto

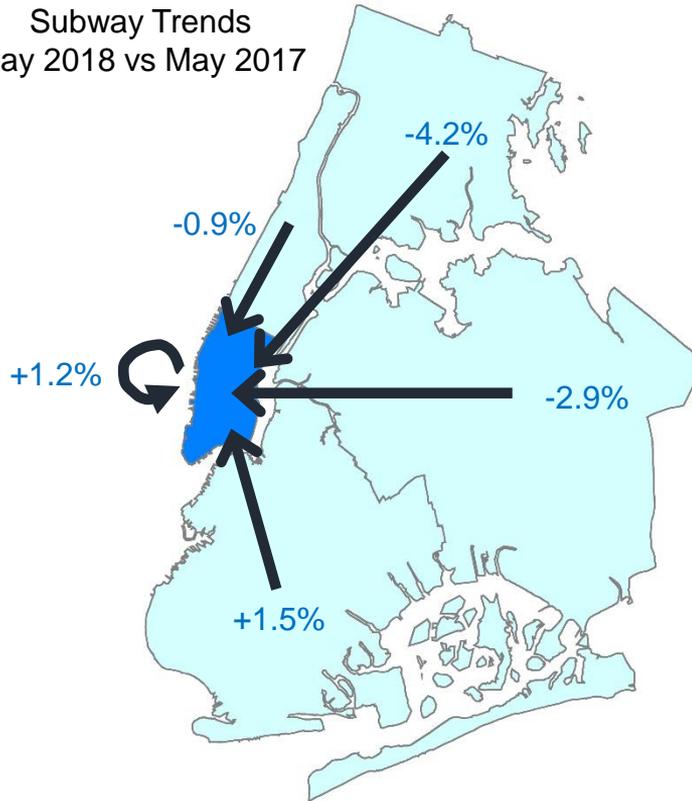
- Passenger vehicle registrations were up 4.1% in NYC from 2014 – 2016
- Gas prices dropped in 2015 and have remained relatively stable
- MTA Bridges & Tunnels traffic has been increasing
 - Weekday crossings increased 3.8% in 2018
- Traffic volumes between outer boroughs increasing

Bicycle Travel – Not a primary factor in mode shift, despite increasing ridership

- From 2016-2017 Citi Bike weekday ridership grew 17% to nearly 50,000 riders

Changes in Weekday Subway Trips by Origin-Destination

Subway Trends
May 2018 vs May 2017

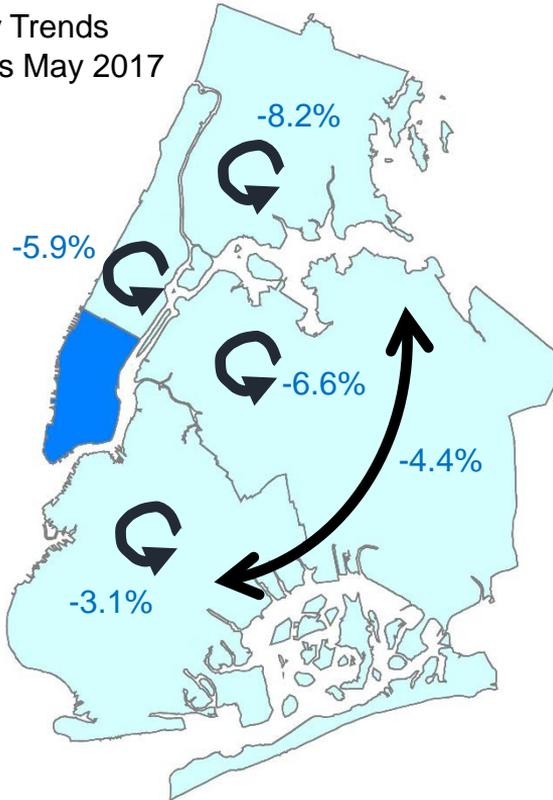


- Peak hour ridership to the Central Business District (CBD) is stable (-0.3% overall)
- At individual corridor level, mixed trends

Based on select sample days, May 2018 and May 2017. Note, borough level totals may not match other publicly available data

Changes in Weekday Subway Trips by Origin-Destination

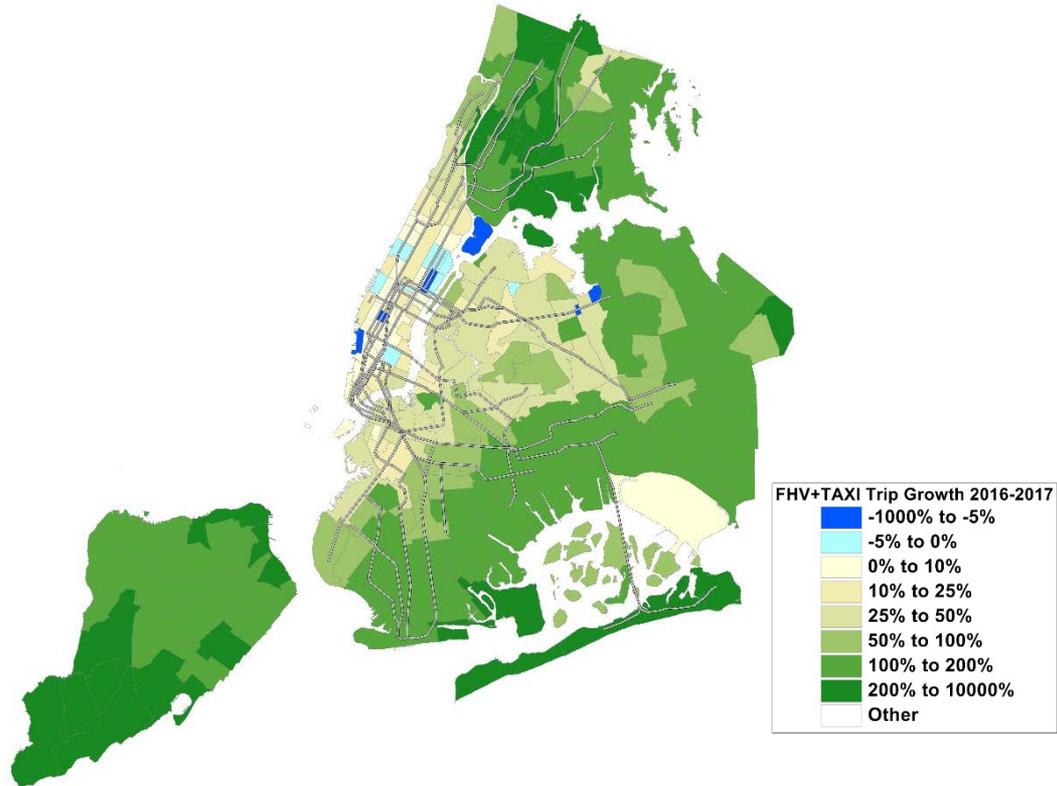
Subway Trends
May 2018 vs May 2017



- Trips within the outer boroughs, and between the outer boroughs have experienced steepest losses

Based on select sample days, May 2018 and May 2017. Note, borough level totals may not match other publicly available data

2017 FHV + Taxi Growth: Strongest in Outer Boroughs





Economic Trends

Rising Employment, but

- Faster growth in outer boroughs (2.4% vs. 1.8% in 2017)
- Faster growth in industries requiring non-traditional hours
 - For example, the fastest growing sector is Education & Health Services, which added 66,500 jobs between 2015 and 2017
- Increase in telecommuting
 - Nationally, 70% of employers offer some type of telecommuting in 2018, up from 60% in 2015
 - According to a Gallup poll the percentage of employees who spend more than 80% of their time working remotely increased from 24% in 2013 to 31% in 2016



Discretionary Trips

Nationally e-commerce represented 7.3% of all retail sales in 2015, and 9.3% in the first quarter of 2018

NYC brick-and-mortar retail employment declined 1.7% in 2017

Trips on unlimited ride passes have declined

- From 2015 to 2017 trips per MetroCard on 7-day and 30-day unlimited ride decreased 3.4%

Not limited to NY

- Surveys in London indicate that reductions in discretionary trips have led to declines in total trip-making from 2.5 trips per day to 2.2 trips per day (2014-2017)



Full-Time Reconstruction Projects

These seven construction projects account for 11% of the weekday ridership decline

- Myrtle Viaduct: No **M** service between Myrtle Av and Myrtle-Wyckoff Avs
- Full time closures for station reconstructions on Astoria, Central Park West, and New Lots lines
- One-way bypasses for station reconstructions on Jamaica, Sea Beach, and Culver lines

Weekday ridership impacted by construction increased 94% from 2017 to 2018

Project	Estimated Net Impact, 2018 vs 2017
Astoria Line Stations	8,600
Myrtle Viaduct	7,500
Jamaica Line Stations	1,900
Sea Beach and Culver Line Stations	12,500
New Lots Line Stations	1,000
Central Park West / 8th Avenue Stations	3,700
Subtotal	35,200
Less 2017 Ridership Impact from Construction in Base*	18,100
2018 Impact	17,100

* Includes completed 4th Avenue station rehabs, earlier phases of Jamaica, New Lots, Sea Beach and Culver rehabs



Construction Periods

Increase in work performed:

- From 7pm – 6am: more than doubled in the last year, while ridership decreased 4.8%
- From 9am – 4pm: no change from last year, while ridership decreased 2.3%

Weekends nearly doubled work in the last few years, while ridership has decreased 7.3%



Bus Ridership

Past declines included large shift from bus to subway

- In 2017, routes where subway service was a good alternative fell 6%, while routes where subway service was not a good alternative fell by 4%

Travel speeds continue to decline

Long-term trend for average weekday bus ridership has been negative, but rate of decline has increased

- Decreased 1.3% in 2016
- Decreased 5.1% in 2017
- May 2018 year-to-date decreased 5.8%

In 2017 and 2018 the acceleration in the bus ridership decline corresponds to the large increase in for-hire vehicle/taxi growth



Fare Evasion Growing

Worsening fare evasion has contributed to as much as half of the bus ridership declines since 2014

- Increased every year from 2012 to 2017, and continued to increase in 2018

Subway fare evasion increased by 0.7% in the first quarter of 2018

- Not a major contributor to the overall share in declining subway ridership



Significant Decline in Student Ridership

Student ridership has been declining on both subway and bus

- Between 2015 and 2017 average weekday student ridership decreased 4.2% on subway and 13.0% on bus
- In 2018, student ridership decreased 6.3% on subway and 12.7% on bus
- From 2016 to 2018, trips per student MetroCard declined almost 10%

