



# Metro-North Railroad

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## 2024 Annual Ridership Report

- **Total Metro-North annual rail ridership<sup>1</sup> was approximately 67.4 million**, approximately 7.2 million more rides than the 60.1 million trips taken in 2023, and an increase of 12.0% over the year. 2024 ridership rose to 77.8% of 2019's total.
- **Total annual East of Hudson ridership was approximately 66.3 million, approximately 7.2 million more rides than the 59.1 million for 2023.**
  - Annual East of Hudson ridership was 12.1% above 2023 and 0.5% above forecast.
    - Annual Commutation ticket ridership was 11.3% above 2023.
    - Annual Non-Commutation ticket ridership was 14.0% above 2023.
  - The Hudson Line rose 13.8% from 2023 with approximately 1.7 million more rides.
  - The Harlem Line rose 11.6% from 2023 with approximately 2.1 million more rides.
  - The New Haven Line rose 11.8% from 2023 with approximately 3.4 million more rides.
- **West of Hudson annual ridership** was approximately 1.1 million which is 7.0% above 2023 and 1.0 million less than the record set in 2008 of 2.1 million.
- **2024 Connecting Services** also increased significantly:
  - Combined ridership on the three MNR Connecting Services was approximately 329,000, rising 18.0% from 2023.
  - Ridership increased by 13.0% on the Hudson Rail Link buses, 36.3% on the Haverstraw-Ossining Ferry and 6.6% on the Newburgh-Beacon Ferry.
- **Ridership compared to 1990**
  - Commutation ticket ridership to/from Manhattan is 41.5% lower than in 1990.
  - Non-Commutation ticket ridership to/from Manhattan is 122.1% higher than in 1990.
  - Intermediate ridership has increased by 91.0% compared to 1990.

All these ridership trend percentages vs. 1990 reflect the impact of COVID and changing ticket-buying and ridership patterns, with telework policies making commutation tickets less attractive for those riders who have more flexible office days. As return-to-office momentum continued through the year, 4<sup>th</sup> Quarter 2024 ridership peaked at 82% of 4<sup>th</sup> Quarter 2019.

**Sean Fahey**  
Senior Director  
Service Design

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

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

**2024 RIDERSHIP REPORT  
METRO NORTH RAILROAD  
EXECUTIVE SUMMARY**

**Total Metro-North annual rail ridership was 67.4 million, rising 12% from 2023 levels. Overall ridership was approximately 17% higher than in 1990. Although intermediate ridership was 91% higher than in 1990, 2024 commutation ridership to/from Manhattan was 42% lower than 1990. Metro-North annual rail ridership for 2024 stood approximately 41% higher than Metro-North's first full year of service in 1984, roughly equivalent to total ridership in the late 1990s. The fourth quarter of 2024 was the strongest quarter since 2019, reflecting 82% of the same period in 2019.**

**2024 Ridership Summary**

- MNR carried approximately 67.7 million customer trips, including Connecting Services.
- Annual East of Hudson ridership was approximately 66.3 million. East of Hudson Ridership increased 12.1% compared to 2023.
- West of Hudson ridership of approximately 1.1 million in 2024 increased 7.0% compared to 2023.
- Ridership on the Hudson Rail Link, Haverstraw-Ossining and Newburgh-Beacon ferries was approximately 329,000 in 2024, up 18.0% compared to 2023.

**ANNUAL RIDERSHIP 2024 VS 2023 (in millions)**

	Annual Ridership 2024	Annual Ridership 2023	% Change vs. 2023
<b>Total Rail Ridership</b>	<b>67.38</b>	<b>60.14</b>	<b>12.0% ▲</b>
<b><i>East of Hudson</i></b>	<b>66.29</b>	<b>59.13</b>	<b>12.1% ▲</b>
Harlem Line	20.44	18.32	11.6% ▲
Hudson Line	13.78	12.11	13.8% ▲
New Haven Line	32.07	28.70	11.8% ▲
<b><i>West of Hudson</i></b>	<b>1.09</b>	<b>1.01</b>	<b>7.0% ▲</b>
Port Jervis Line	0.59	0.57	3.1% ▲
Pascack Valley Line	0.50	0.44	11.9% ▲
<b>Connecting Services</b>	<b>0.33</b>	<b>0.28</b>	<b>18.0% ▲</b>
Hudson Rail Link	0.20	0.18	13.0% ▲
Haverstraw-Ossining Ferry	0.09	0.07	36.3% ▲
Newburgh-Beacon Ferry	0.03	0.03	6.6% ▲
<b>Total MNR System Ridership</b>	<b>67.71</b>	<b>60.42</b>	<b>12.1% ▲</b>

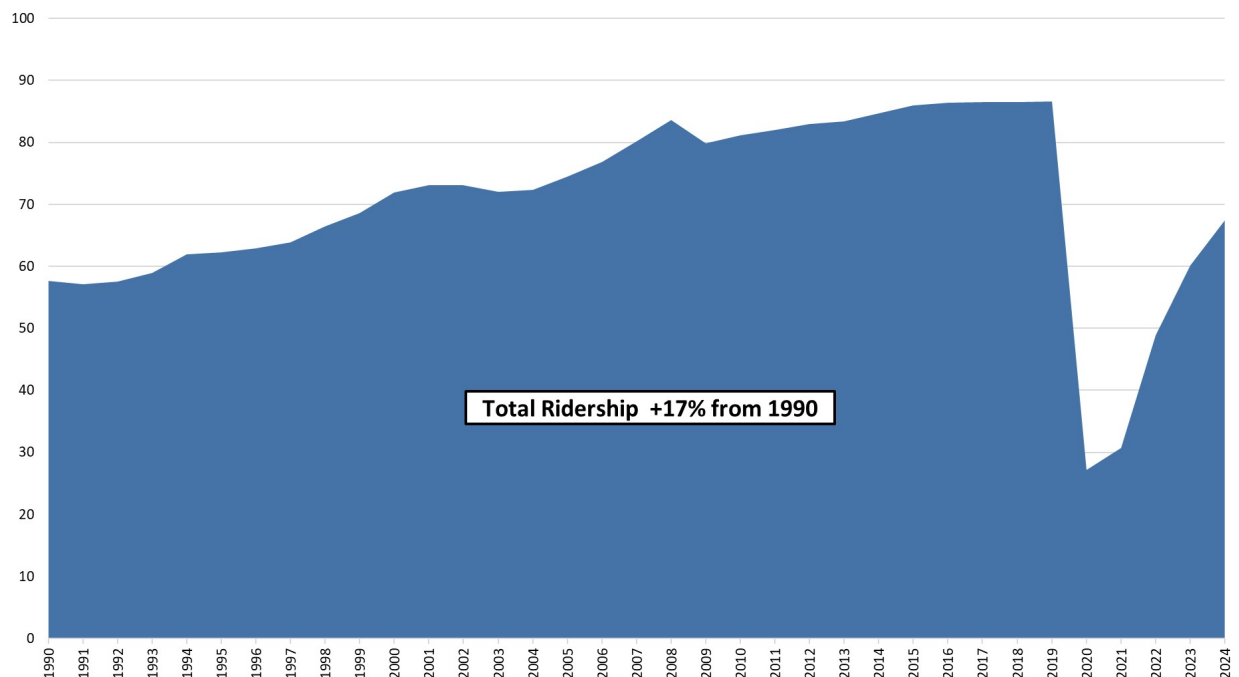
### **GCT Ridership (Fall 2024 vs. Fall 2023)**

- GCT Weekday ridership rose 5.8% compared to 2023, with Weekend trips rising 19.8%.
  - Weekday GCT ridership rose:
    - 8.5% in the AM Peak
    - 6.7% in the PM Peak
    - 6.6% in the AM Reverse Peak
    - 2.5% in the Weekday Off-Peak
  - Weekend GCT ridership rose:
    - 18.5% on Saturdays
    - 21.3% on Sundays
- Peak Period ridership in Fall 2024 made up 63% of total Weekday Ridership, down slightly from 62% in 2023, and 5% below the 68% share of Weekday ridership in 2019.

### **Ridership vs. 1990 Baseline**

After steady ridership growth over the last 30 years, the COVID pandemic depressed ridership, but it continues to rebound steadily from 2020's low, standing at 78% of 2019 for the year; growth continued through the year with the fourth quarter at 82% of 2019. The 66.3 million riders of 2024 represent 117.3% of 1990 ridership and 41.3% more trips than in Metro-North's first full year of service in 1984.

**ANNUAL MNR RIDERSHIP 1990 – 2024 (in millions)**

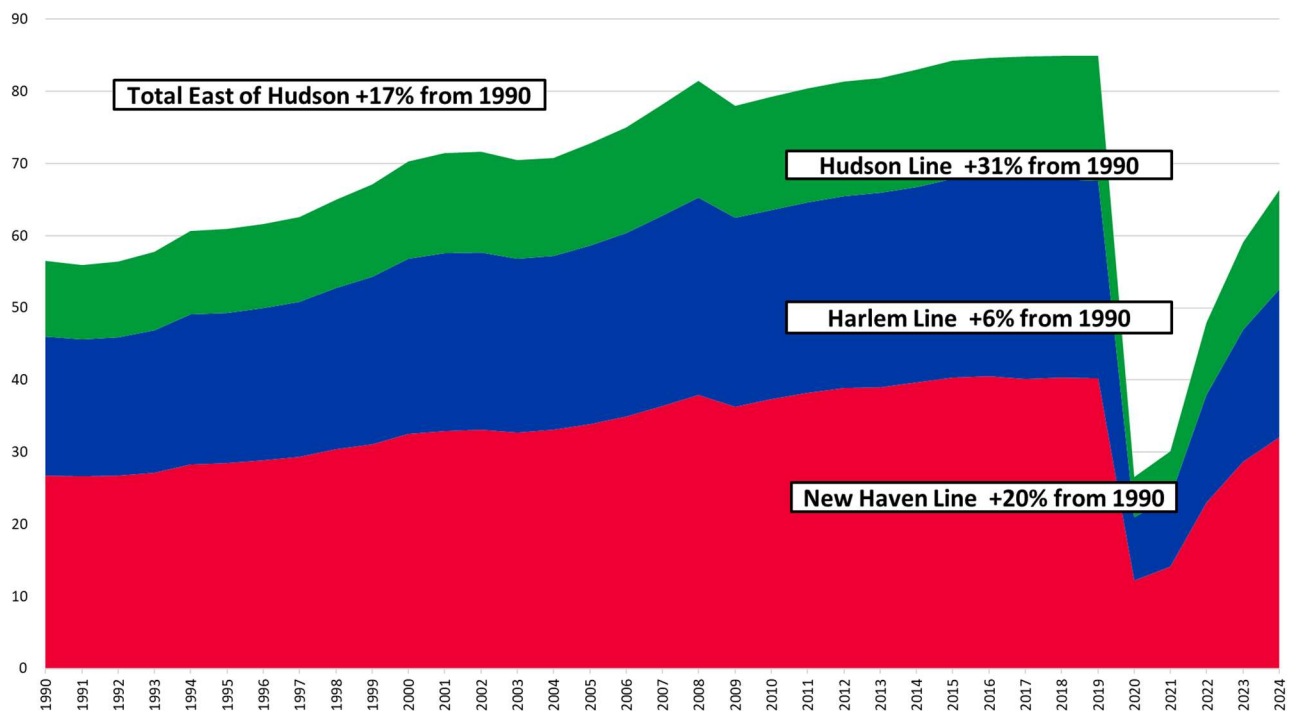


## Ridership Trends by Line

### East of Hudson

- Total East of Hudson ridership of approximately 66.3 million in 2024 is 17% higher than the 56.5 million carried in 1990, an increase of 9.8 million annual rides.
- East of Hudson ridership increased 12% during the past year. Hudson line ridership increased by 14% while both New Haven and Harlem Line ridership increased by 12%.

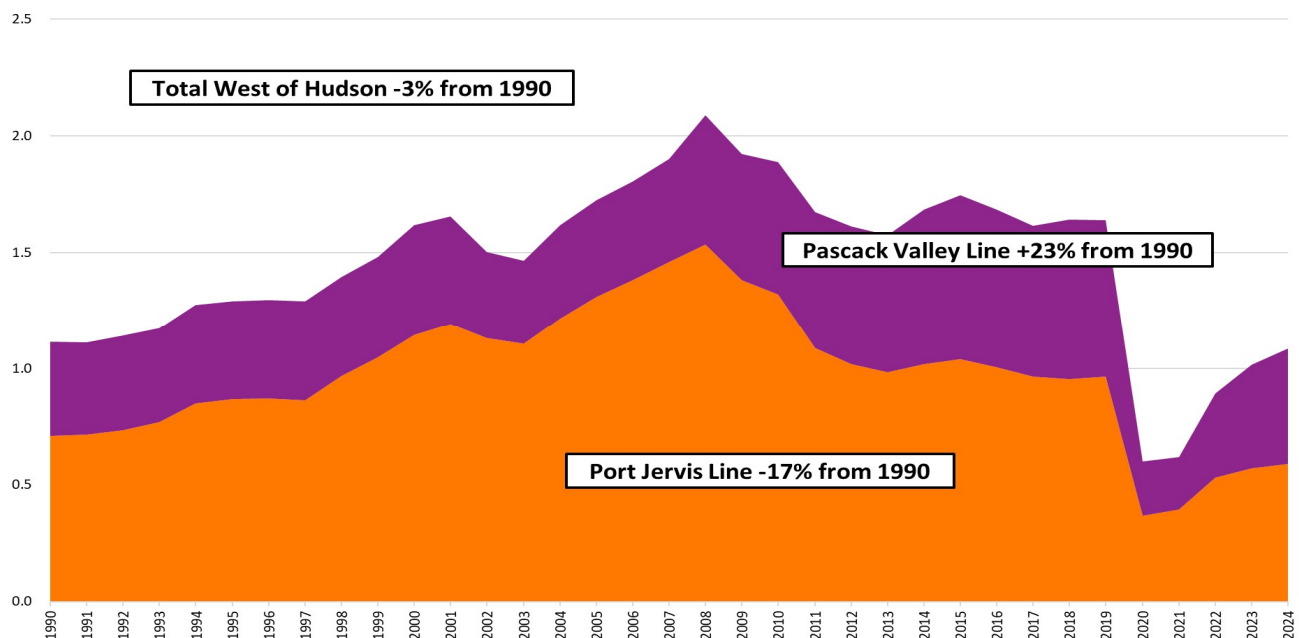
**EAST OF HUDSON RIDERSHIP BY LINE 1990 – 2024 (in millions)**



## West of Hudson

- Total West of Hudson ridership in 2024 was 3% lower than in 1990, with 1.09 million annual rides in 2024, compared to 1.11 million annual rides in 1990.
- Ridership was 1.0 million less than the record-high year in 2008.

**WEST OF HUDSON RIDERSHIP BY LINE 1990 – 2024 (in millions)**



- West of Hudson ridership increased 7% during the past year. Port Jervis Line ridership increased by 3%, while Pascack Valley Line ridership increased by 12%.
- Port Jervis Line ridership was 17% lower in 2024 than in 1990 (from 711,000 annual rides to over 589,000 annual rides) and 62% lower than the record-high year in 2008. Pascack Valley Line ridership was 23% higher than in 1990.

## Ridership Trends by Market

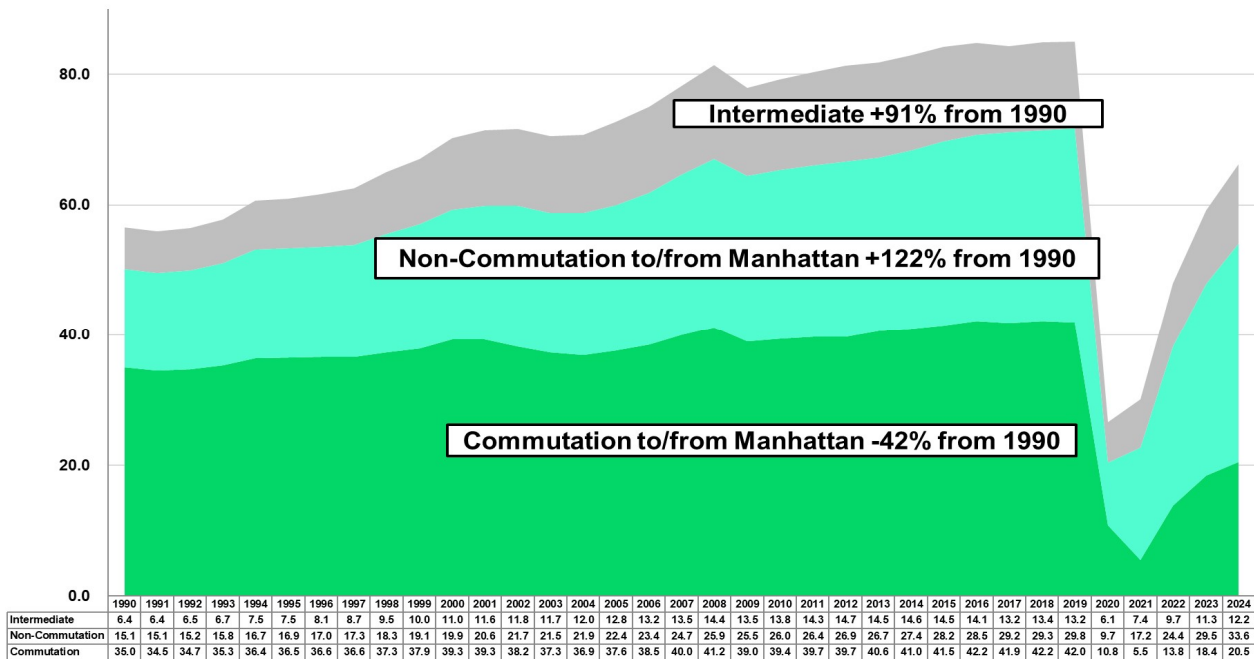
### Annual Ridership by Market

- Manhattan-oriented Commutation ticket ridership in 2024 – as traditionally measured based on monthly and weekly ticket sales – was at 58% of Commutation ticket ridership in 1990. This is because many riders continue to use One Way and Ten-Trip tickets – traditionally considered Non-Commutation or Discretionary tickets – for work travel due to hybrid schedules that do not require five days in the office per week. As a result, ticket-buying has

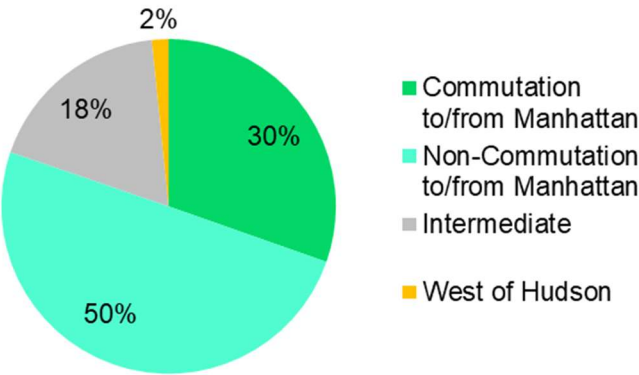
shifted from Commutation tickets to these media. Traditionally around half of MNR’s total East of Hudson rail ridership for the past 20 pre-Covid years, Commutation in 2024 was 31% of East of Hudson ridership, compared to 62% in 1990.

- Due to the trend away from Commutation ticket ridership described above, Non-Commutation ticket ridership to and from Manhattan using One Way and Ten-Trip tickets was 122% higher than 1990 levels, when it represented approximately 26% of Metro-North ridership; this share increased to approximately 50% of total ridership for 2024.
- Intermediate ridership was 91% higher in 2024 than in 1990, representing 18% of total East of Hudson rail ridership, 2% above its pre-pandemic share of 16%.

EAST OF HUDSON ANNUAL RIDERSHIP BY MARKET 1990 – 2024 (in millions)



2024 RIDERSHIP BY MARKET



## **Market and Ridership Trend Analysis (2024 vs. 2023)**

### **Commutation to/from Manhattan**

- Commutation ticket ridership to/from Manhattan increased by 11% or 2.1 million trips to 20.5 million in 2024 due to steadily increasing return-to-office ridership.

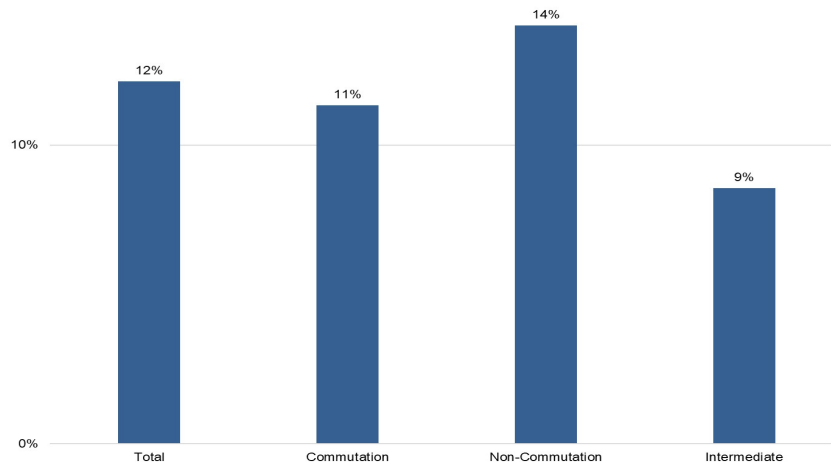
### **Non-Commutation to/from Manhattan**

- Non-Commutation ticket ridership to/from Manhattan increased 14%, rising by 4.1 million trips to 33.6 million over the year.

### **Intermediate**

- Total Intermediate ticket ridership increased 9%, rising 1.0 million to 12.2 million trips.
  - Intermediate Commutation increased 11%
  - Intermediate Non-Commutation increased 8%
- Hudson Line increased 14%
- Harlem Line increased 7%
- New Haven Line increased 8%

**EAST OF HUDSON ANNUAL RIDERSHIP BY MARKET 2024 vs. 2023**



### **East of Hudson**

- Hudson line ridership increased 13.8%
  - Bronx ridership to/from Manhattan increased 20.0%
- Harlem line ridership increased 11.6%
  - Lower Harlem (West) ridership to/from Manhattan increased 12.4%
- New Haven line ridership increased 11.8%
  - New Canaan, Danbury and Waterbury Branch ridership to/from Manhattan increased 40.6%, 17.4% and 5.6%, respectively.
  - The increase in New Canaan Branch ridership reflects ridership growth seen across the railroad as well as the difference between a full year of service in 2024 and the

impact in 2023 of the summer maintenance service outage from May 30<sup>th</sup> to September 2<sup>nd</sup>.

## West of Hudson

- Port Jervis Line ridership increased 3.1%
  - o Commutation increased 6.9%
  - o Non-Commutation increased 2.0%
- Pascack Valley Line ridership increased 11.9%
  - o Commutation increased 17.5%
  - o Non-Commutation increased 10.8%

### ANNUAL RIDERSHIP BY LINE/SEGMENT (In Millions)

Line/Segment	Annual Ridership 2024	Annual Ridership 2023	% Change vs. 2023
<b>Hudson Line</b>	<b>13.78</b>	<b>12.11</b>	<b>13.8%▲</b>
Bronx (Hudson)	1.04	0.87	20.0%▲
Lower Hudson	6.37	5.61	13.6%▲
Upper Hudson	4.24	3.77	12.6%▲
Intermediate*	2.13	1.87	14.2%▲
<b>Harlem Line</b>	<b>20.44</b>	<b>18.32</b>	<b>11.6%▲</b>
Bronx (Harlem)	2.44	2.10	16.1%▲
Lower Harlem	10.18	9.06	12.4%▲
Upper Harlem	4.29	3.84	11.8%▲
Southeast-Wassaic	0.29	0.28	1.3%▲
Intermediate*	3.24	3.04	6.5%▲
<b>New Haven Line</b>	<b>32.07</b>	<b>28.70</b>	<b>11.8%▲</b>
Inner NH (NY)	8.89	7.87	12.9%▲
Inner NH (CT)	2.42	2.12	14.1%▲
Outer New Haven	12.63	11.37	11.1%▲
New Canaan Branch	0.84	0.60	40.6%▲
Danbury Branch	0.33	0.28	17.4%▲
Waterbury Branch	0.12	0.11	5.6%▲
NY Intrastate Intermediate*	2.16	2.05	5.3%▲
Interstate Intermediate*	1.38	1.26	9.7%▲
CT Intrastate Intermediate*	3.31	3.04	8.9%▲
<b>Port Jervis Line</b>	<b>0.59</b>	<b>0.57</b>	<b>3.1%▲</b>
<b>Pascack Valley Line</b>	<b>0.50</b>	<b>0.44</b>	<b>11.9%▲</b>

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



## **2025 Outlook**

Metro-North's recovery toward pre-pandemic levels continued throughout the year, peaking at 82% of 2019 at 4<sup>th</sup> Quarter 2024 from 75% of 2019 at 1<sup>st</sup> Quarter 2024. Although recovery rates have tapered each year, overall Metro-North ridership through the first quarter of 2025 was 5.9% higher than the first quarter of 2024, and 6.2% higher on the East of Hudson lines. This expansion continues to outpace the typical annual increases in ridership experienced in the decade before the pandemic and it is reasonable to expect continued ridership recovery in 2025 on all East of Hudson lines.

## Appendix

Listed as an exhibit within the April 2025 Metro-North and LIRR Committee materials.

**Table 1**  
**2024 FINAL ANNUAL RIDERSHIP SUMMARY**

	2024 ANNUAL RIDERSHIP	2023 ANNUAL RIDERSHIP	CHANGE VS. 2023	
			AMOUNT	PERCENT
<b>I) <u>EAST OF HUDSON</u></b>				
Harlem Line	20,440,700	18,320,140	2,120,560	11.6%
Hudson Line	13,778,961	12,106,303	1,672,658	13.8%
New Haven Line	32,074,189	28,700,485	3,373,704	11.8%
<b>TOTAL EAST OF HUDSON</b>	<b>66,293,850</b>	<b>59,126,928</b>	<b>7,166,922</b>	<b>12.1%</b>
<b>II) <u>WEST OF HUDSON</u></b>				
Port Jervis Line	589,453	571,368	18,085	3.2%
Pascack Valley Line	495,890	443,199	52,691	11.9%
<b>TOTAL WEST OF HUDSON</b>	<b>1,085,343</b>	<b>1,014,567</b>	<b>70,776</b>	<b>7.0%</b>
<b>TOTAL MN RAIL RIDERSHIP</b>	<b>67,379,193</b>	<b>60,141,495</b>	<b>7,237,698</b>	<b>12.0%</b>
<b>III) <u>CONNECTING SERVICES PROVIDED BY MNR CONTRACTORS</u></b>				
Hudson Rail Link	204,608	181,088	23,520	13.0%
Haverstraw-Ossining Ferry	92,635	67,948	24,687	36.3%
Newburgh-Beacon Ferry	31,950	29,959	1,991	6.6%
<b>TOTAL CONNECTING SERVICES</b>	<b>329,193</b>	<b>278,995</b>	<b>50,198</b>	<b>18.0%</b>
<b>TOTAL MNR SYSTEM</b>	<b>67,708,386</b>	<b>60,420,490</b>	<b>7,287,896</b>	<b>12.1%</b>

**Table 2**  
**1990-2024 ANNUAL EAST OF HUDSON RIDERSHIP**  
**(Based on Ticket Sales Data)**

YEAR	HARLEM LINE			HUDSON LINE			NEW HAVEN LINE			TOTAL EAST OF HUDSON		
	Total Rides	% Change vs. Prev. Year	% Change vs. 1990	Total Rides	% Change vs. Prev. Year	% Change vs. 1990	Total Rides	% Change vs. Prev. Year	% Change vs. 1990	Total Rides	% Change vs. Prev. Year	% Change vs. 1990
1990	19,243,844	-0.7%	----	10,519,589	0.6%	----	26,764,364	2.7%	----	56,527,797	1.1%	----
1991	18,968,063	-1.4%	-1.4%	10,335,374	-1.8%	-1.8%	26,677,194	-0.3%	-0.3%	55,980,631	-1.0%	-1.0%
1992	19,163,964	1.0%	-0.4%	10,497,834	1.6%	-0.2%	26,766,186	0.3%	0.0%	56,427,984	0.8%	-0.2%
1993	19,732,533	3.0%	2.5%	10,902,088	3.9%	3.6%	27,147,722	1.4%	1.4%	57,782,343	2.4%	2.2%
1994	20,805,249	5.4%	8.1%	11,530,739	5.8%	9.6%	28,319,707	4.3%	5.8%	60,655,695	5.0%	7.3%
1995 <sup>(3)</sup>	20,811,260	0.0%	8.1%	11,613,711	0.7%	10.4%	28,499,726	0.6%	6.5%	60,924,697	0.4%	7.8%
1996	21,100,921	1.4%	9.7%	11,654,337	0.3%	10.8%	28,881,241	1.3%	7.9%	61,636,499	1.2%	9.0%
1997	21,490,250	1.8%	11.7%	11,748,777	0.8%	11.7%	29,324,454	1.5%	9.6%	62,563,481	1.5%	10.7%
1998	22,347,894	4.0%	16.1%	12,311,898	4.8%	17.0%	30,362,063	3.5%	13.4%	65,021,855	3.9%	15.0%
1999	23,210,661	3.9%	20.6%	12,765,657	3.7%	21.4%	31,094,818	2.4%	16.2%	67,071,136	3.2%	18.7%
2000	24,260,291	4.5%	26.1%	13,490,935	5.7%	28.2%	32,494,767	4.5%	21.4%	70,245,993	4.7%	24.3%
2001	24,646,907	1.6%	28.1%	13,846,907	2.6%	31.6%	32,932,154	1.3%	23.0%	71,425,968	1.7%	26.4%
2002	24,520,582	-0.5%	27.4%	14,011,218	1.2%	33.2%	33,104,880	0.5%	23.7%	71,636,680	0.3%	26.7%
2003	24,004,514	-2.1%	24.7%	13,738,727	-1.9%	30.6%	32,759,176	-1.0%	22.4%	70,502,417	-1.6%	24.7%
2004	24,038,871	0.1%	24.9%	13,615,526	-0.9%	29.4%	33,102,219	1.0%	23.7%	70,756,616	0.4%	25.2%
2005	24,754,160	3.0%	28.6%	14,137,886	3.8%	34.4%	33,891,520	2.4%	26.6%	72,783,566	2.9%	28.8%
2006	25,396,654	2.6%	32.0%	14,712,165	4.1%	39.9%	34,935,154	3.1%	30.5%	75,043,973	3.1%	32.8%
2007	26,418,859	4.0%	37.3%	15,451,901	5.0%	46.9%	36,360,339	4.1%	35.9%	78,231,099	4.2%	38.4%
2008	27,390,484	3.7%	42.3%	16,180,171	4.7%	53.8%	37,895,827	4.2%	41.6%	81,466,482	4.1%	44.1%
2009	26,163,326	-4.5%	36.0%	15,497,254	-4.2%	47.3%	36,314,980	-4.2%	35.7%	77,975,560	-4.3%	37.9%
2010	26,231,109	0.3%	36.3%	15,656,078	1.0%	48.8%	37,323,761	2.8%	39.5%	79,210,948	1.6%	40.1%
2011 <sup>(4)</sup>	26,364,150	0.5%	37.0%	15,760,094	0.7%	49.8%	38,240,135	2.5%	42.9%	80,364,379	1.5%	42.2%
2012 <sup>(5)</sup>	26,647,872	1.1%	38.5%	15,853,088	0.6%	50.7%	38,840,260	1.6%	45.1%	81,341,220	1.2%	43.9%
2013 <sup>(6)</sup>	26,949,667	1.1%	40.0%	15,877,559	0.2%	50.9%	38,975,052	0.3%	45.6%	81,802,278	0.6%	44.7%
2014	27,127,447	0.7%	41.0%	16,236,555	2.3%	54.3%	39,611,113	1.6%	48.0%	82,975,115	1.4%	46.8%
2015	27,503,888	1.4%	42.9%	16,424,638	1.2%	56.1%	40,343,883	1.8%	50.7%	84,272,409	1.6%	49.1%
2016	27,627,703	0.5%	43.6%	16,549,316	0.8%	57.3%	40,353,540	0.0%	50.8%	84,530,559	0.3%	49.5%
2017	27,812,123	0.7%	44.5%	16,897,486	2.1%	60.6%	40,169,325	-0.5%	50.1%	84,878,934	0.4%	50.2%
2018	27,447,235	-1.3%	42.6%	17,159,000	1.5%	63.1%	40,292,982	0.3%	50.5%	84,899,217	0.0%	50.2%
2019	27,367,055	-0.3%	42.2%	17,378,808	1.3%	65.2%	40,234,513	-0.1%	50.3%	84,980,376	0.1%	50.3%
2020	8,811,965	-67.8%	-54.2%	5,578,318	-67.9%	-47.0%	12,186,257	-69.7%	-54.5%	26,576,540	-68.7%	-53.0%
2021	9,556,349	8.4%	-50.3%	6,385,136	14.5%	-39.3%	14,160,595	16.2%	-47.1%	30,102,080	13.3%	-46.7%
2022	14,991,709	56.9%	-22.1%	10,013,812	56.8%	-4.8%	22,953,928	62.1%	-14.2%	47,959,449	59.3%	-15.2%
2023	18,320,140	22.2%	-4.8%	12,106,303	20.9%	15.1%	28,700,485	25.0%	7.2%	59,126,928	23.3%	4.6%
2024	20,440,700	11.6%	6.2%	13,778,961	13.8%	31.0%	32,074,189	11.8%	19.8%	66,293,850	12.1%	17.3%

**Notes:**

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

**Ridership Calculations:**

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

**Table 3**  
**1990-2024 ANNUAL WEST OF HUDSON RIDERSHIP**  
**(Based on Ticket Sales Data)**

YEAR	PORT JERVIS LINE			PASCACK VALLEY LINE			TOTAL WEST OF HUDSON		
	Total Rides	% Change vs. Prev. Year	% Change vs. 1990	Total Rides	% Change vs. Prev. Year	% Change vs. 1990	Total Rides	% Change vs. Prev. Year	% Change vs. 1990
1990	710,645	11.3%	-----	403,024	-7.1%	-----	1,113,669	3.8%	-----
1991	715,002	0.6%	0.6%	397,349	-1.4%	-1.4%	1,112,351	-0.1%	-0.1%
1992	735,644	2.9%	3.5%	405,421	2.0%	0.6%	1,141,065	2.6%	2.5%
1993	769,372	4.6%	8.3%	403,922	-0.4%	0.2%	1,173,294	2.8%	5.4%
1994	848,953	10.3%	19.5%	427,087	5.7%	6.0%	1,276,040	8.8%	14.6%
1995	868,787	2.3%	22.3%	423,815	-0.8%	5.2%	1,292,602	1.3%	16.1%
1996	871,848	0.4%	22.7%	424,252	0.1%	5.3%	1,296,100	0.3%	16.4%
1997	862,118	-1.1%	21.3%	428,201	0.9%	6.2%	1,290,319	-0.4%	15.9%
1998	966,970	12.2%	36.1%	429,205	0.2%	6.5%	1,396,175	8.2%	25.4%
1999	1,048,634	8.4%	47.6%	433,725	1.1%	7.6%	1,482,359	6.2%	33.1%
2000	1,145,002	9.2%	61.1%	473,609	9.2%	17.5%	1,618,611	9.2%	45.3%
2001	1,192,779	4.2%	67.8%	462,305	-2.4%	14.7%	1,655,084	2.3%	48.6%
2002 <sup>(2)</sup>	1,131,932	-5.1%	59.3%	372,197	-19.5%	-7.6%	1,504,129	-9.1%	35.1%
2003	1,107,828	-2.1%	55.9%	357,405	-4.0%	-11.3%	1,465,233	-2.6%	31.6%
2004 <sup>(3,4)</sup>	1,217,730	9.9%	71.4%	400,429	12.0%	-0.6%	1,618,159	10.4%	45.3%
2005	1,308,830	7.5%	84.2%	414,945	3.6%	3.0%	1,723,775	6.5%	54.8%
2006	1,383,368	5.7%	94.7%	423,136	2.0%	5.0%	1,806,504	4.8%	62.2%
2007	1,459,730	5.5%	105.4%	443,038	4.7%	9.9%	1,902,768	5.3%	70.9%
2008	1,535,758	5.2%	116.1%	553,347	24.9%	37.3%	2,089,105	9.8%	87.6%
2009	1,381,829	-10.0%	94.4%	541,758	-2.1%	34.4%	1,923,587	-7.9%	72.7%
2010	1,319,689	-4.5%	85.7%	569,746	5.2%	41.4%	1,889,435	-1.8%	69.7%
2011 <sup>(5)</sup>	1,089,224	-17.5%	53.3%	584,183	2.5%	44.9%	1,673,407	-11.4%	50.3%
2012 <sup>(6)</sup>	1,019,587	-6.4%	43.5%	592,821	1.5%	47.1%	1,612,408	-3.6%	44.8%
2013	983,362	-3.6%	38.4%	592,865	0.0%	47.1%	1,576,227	-2.2%	41.5%
2014	1,018,332	3.6%	43.3%	665,679	12.3%	65.2%	1,684,011	6.8%	51.2%
2015	1,039,377	2.1%	46.3%	706,373	6.1%	75.3%	1,745,750	3.7%	56.8%
2016	1,000,809	-3.7%	40.8%	676,038	-4.3%	67.7%	1,676,847	-3.9%	50.6%
2017	965,666	-3.5%	35.9%	650,153	-3.8%	61.3%	1,615,819	-3.6%	45.1%
2018	954,030	-1.2%	34.2%	687,601	5.8%	70.6%	1,641,631	1.6%	47.4%
2019	965,845	1.2%	35.9%	674,149	-2.0%	67.3%	1,639,994	-0.1%	47.3%
2020	368,965	-61.8%	-48.1%	232,990	-65.4%	-42.2%	601,955	-63.3%	-45.9%
2021	393,557	6.7%	-44.6%	226,371	-2.8%	-43.8%	619,928	3.0%	-44.3%
2022	530,077	34.7%	-25.4%	363,752	60.7%	-9.7%	893,829	44.2%	-19.7%
2023	571,368	7.8%	-19.6%	443,199	21.8%	10.0%	1,014,567	13.5%	-8.9%
2024	589,453	3.2%	-17.1%	495,890	11.9%	23.0%	1,085,343	7.0%	-2.5%

Notes:

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

Table 4 1990-2024 ANNUAL MNR RAIL RIDERSHIP BY MARKET (Totals in Thousands)														
YEAR	EAST OF HUDSON										WEST OF HUDSON		TOTAL MNR RAIL RIDERSHIP	
	Commutation To/From Manhattan		Non-Commutation To/From Manhattan		Total To/From Manhattan		Intermediate		Total East of Hudson					
	Annual Ridership	% Change vs. 1990	Annual Ridership	% Change vs. 1990	Annual Ridership	% Change vs. 1990	Annual Ridership	% Change vs. 1990	Annual Ridership	% Change vs. 1990	Annual Ridership	% Change vs. 1990	Annual Ridership	% Change vs. 1990
1991	34,527	-1.4%	15,067	-0.4%	49,595	-1.1%	6,386	-0.1%	55,981	-1.0%	1,112	-0.1%	57,093	-1.0%
1992	34,705	-0.8%	15,228	0.6%	49,933	-0.4%	6,495	1.6%	56,428	-0.2%	1,141	2.5%	57,569	-0.1%
1993	35,282	0.8%	15,774	4.3%	51,056	1.8%	6,727	5.2%	57,782	2.2%	1,173	5.4%	58,956	2.3%
1994	36,435	4.1%	16,744	10.7%	53,178	6.1%	7,477	16.9%	60,656	7.3%	1,276	14.6%	61,932	7.4%
1995	36,489	4.2%	16,922	11.8%	53,410	6.5%	7,514	17.5%	60,925	7.8%	1,293	16.1%	62,217	7.9%
1996	36,602	4.6%	16,956	12.1%	53,559	6.8%	8,078	26.3%	61,636	9.0%	1,296	16.4%	62,933	9.2%
1997	36,618	4.6%	17,279	14.2%	53,897	7.5%	8,667	35.5%	62,564	10.7%	1,290	15.9%	63,854	10.8%
1998	37,300	6.6%	18,261	20.7%	55,562	10.8%	9,460	47.9%	65,022	15.0%	1,396	25.4%	66,418	15.2%
1999	37,930	8.4%	19,146	26.5%	57,075	13.8%	9,996	56.3%	67,071	18.7%	1,482	33.1%	68,553	18.9%
2000	39,333	12.4%	19,908	31.6%	59,241	18.2%	11,005	72.1%	70,246	24.3%	1,619	45.3%	71,865	24.7%
2001	39,285	12.2%	20,590	36.1%	59,875	19.4%	11,551	80.6%	71,426	26.4%	1,655	48.6%	73,081	26.8%
2002	38,168	9.0%	21,652	43.1%	59,820	19.3%	11,816	84.8%	71,637	26.7%	1,504	35.1%	73,141	26.9%
2003	37,313	6.6%	21,476	41.9%	58,789	17.3%	11,714	83.2%	70,502	24.7%	1,465	31.6%	71,968	24.9%
2004	36,895	5.4%	21,888	44.7%	58,784	17.3%	11,973	87.2%	70,757	25.2%	1,618	45.3%	72,375	25.6%
2005	37,551	7.3%	22,424	48.2%	59,975	19.6%	12,808	100.3%	72,784	28.8%	1,724	54.8%	74,507	29.3%
2006	38,494	10.0%	23,367	54.4%	61,861	23.4%	13,183	106.1%	75,044	32.8%	1,807	62.2%	76,850	33.3%
2007	40,018	14.3%	24,671	63.1%	64,689	29.0%	13,542	111.8%	78,231	38.4%	1,903	70.9%	80,134	39.0%
2008	41,207	17.7%	25,888	71.1%	67,095	33.8%	14,372	124.7%	81,466	44.1%	2,089	87.6%	83,556	45.0%
2009	38,965	11.3%	25,470	68.3%	64,435	28.5%	13,540	111.7%	77,976	37.9%	1,924	72.7%	79,899	38.6%
2010	39,366	12.5%	26,012	71.9%	65,378	30.4%	13,832	116.3%	79,211	40.1%	1,889	69.7%	81,100	40.7%
2011	39,732	13.5%	26,372	74.3%	66,103	31.9%	14,261	123.0%	80,364	42.2%	1,673	50.3%	82,038	42.3%
2012	39,716	13.5%	26,943	78.1%	66,659	33.0%	14,682	129.6%	81,341	43.9%	1,612	44.8%	82,954	43.9%
2013	40,552	15.9%	26,746	76.8%	67,298	34.2%	14,504	126.8%	81,802	44.7%	1,576	41.5%	83,379	44.7%
2014	40,955	17.0%	27,442	81.4%	68,397	36.4%	14,578	127.9%	82,975	46.8%	1,684	51.2%	84,659	46.9%
2015	41,534	18.7%	28,245	86.7%	69,780	39.2%	14,493	126.6%	84,272	49.1%	1,746	56.8%	86,018	49.2%
2016	42,236	20.7%	28,467	88.2%	70,703	41.0%	14,105	120.6%	84,808	50.0%	1,684	51.2%	86,492	50.1%
2017	41,916	19.8%	29,203	93.0%	71,119	41.9%	13,760	115.2%	84,879	50.2%	1,616	45.1%	86,495	50.1%
2018	42,156	20.4%	29,311	93.7%	71,468	42.6%	13,443	110.2%	84,911	50.2%	1,642	47.4%	86,553	50.2%
2019	41,950	19.8%	29,832	97.2%	71,782	43.2%	13,198	106.4%	84,980	50.3%	1,640	47.3%	86,620	50.3%
2020	10,783	-69.2%	9,679	-36.0%	20,462	-59.2%	6,114	-4.4%	26,577	-53.0%	602	-45.9%	27,178	-52.8%
2021	5,503	-84.3%	17,189	13.6%	22,691	-54.7%	7,411	15.9%	30,102	-46.7%	620	-44.3%	30,722	-46.7%
2022	13,792	-60.6%	24,423	61.4%	38,216	-23.8%	9,744	52.4%	47,959	-15.2%	894	-19.7%	48,853	-15.2%
2023	18,389	-47.5%	29,488	94.9%	47,877	-4.5%	11,250	75.9%	59,127	4.6%	1,015	-8.9%	60,141	4.3%
2024	20,470	-41.5%	33,609	122.1%	54,080	7.9%	12,214	91.0%	66,294	17.3%	1,085	-2.6%	67,379	16.9%

**Table 5**  
**2024 vs. 2023 ANNUAL TRENDS BY MARKET**  
 (Based on Ticket Sales Data)

	COMMUTATION <sup>(3)</sup> 2024 vs. 2023	NON- COMMUTATION <sup>(4)</sup> 2024 vs. 2023	TOTAL MNR 2024 vs. 2023
<b>1) TO/FROM MANHATTAN</b>			
Hudson	9.6%	16.2%	13.8%
Harlem	9.9%	14.6%	12.6%
New Haven	13.3%	12.6%	12.8%
<b>TO/FROM MANHATTAN</b>	<b>11.3%</b>	<b>14.0%</b>	<b>13.0%</b>
<b>2) INTERMEDIATE</b>			
Hudson	14.4%	14.1%	14.2%
Harlem	7.9%	5.5%	6.5%
New Haven	11.1%	6.1%	7.9%
<b>INTERMEDIATE</b>	<b>10.5%</b>	<b>7.5%</b>	<b>8.6%</b>
<b>3) TOTAL EAST OF HUDSON</b>			
Hudson	10.2%	15.8%	13.8%
Harlem	9.6%	13.0%	11.6%
New Haven	12.8%	11.2%	11.8%
<b>TOTAL EAST OF HUDSON</b>	<b>11.2%</b>	<b>12.7%</b>	<b>12.1%</b>

**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**  
**2024 vs. 2023 ANNUAL TRENDS BY LINE SEGMENT**  
**TO/FROM MANHATTAN**

(Based on Ticket Sales Data)

	COMMUTATION <sup>(3)</sup> 2024 vs. 2023	NON- COMMUTATION <sup>(4)</sup> 2024 vs. 2023	TOTAL MNR 2024 vs. 2023
<b>HUDSON LINE</b>			
Bronx	-11.7%	37.1%	20.0%
Lower Hudson	13.0%	14.0%	13.6%
Upper Hudson	8.5%	14.5%	12.6%
<b>TOTAL HUDSON LINE</b>	<b>9.6%</b>	<b>16.2%</b>	<b>13.8%</b>
<b>HARLEM LINE</b>			
Bronx	-5.1%	23.1%	16.1%
Lower Harlem	12.1%	12.8%	12.4%
Upper Harlem	8.8%	14.0%	11.8%
Wassaic Branch	12.6%	-0.5%	1.3%
<b>TOTAL HARLEM LINE</b>	<b>9.9%</b>	<b>14.6%</b>	<b>12.6%</b>
<b>NEW HAVEN LINE</b>			
Inner New Haven	14.7%	13.6%	14.1%
Outer New Haven	10.8%	11.2%	11.1%
New Canaan Branch	36.3%	45.1%	40.6%
Danbury Branch	18.2%	16.9%	17.4%
Waterbury Branch	3.6%	6.0%	5.6%
<b>TOTAL NEW HAVEN LINE</b>	<b>13.3%</b>	<b>12.6%</b>	<b>12.8%</b>
<b>TOTAL TO/FROM MANHATTAN</b>	<b>11.3%</b>	<b>14.0%</b>	<b>13.0%</b>

**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.
- (5) 2023 New Canaan Branch ridership reflects impact of three-month summer maintenance outage.

Table 7

# **FALL 2024 GCT COUNT SUMMARY**

04/08/25		FALL 2024 AVG	FALL 2023 AVG *	% CHANGE VS. FALL 2023
TIME PERIOD	LINE			
AM PEAK	HUDSON	12,115	11,186	8.3%
	HARLEM	19,622	18,474	6.2%
	NEW HAVEN	26,863	24,368	10.2%
	<b>TOTAL MNR</b>	<b>58,600</b>	<b>54,028</b>	<b>8.5%</b>
PM PEAK	HUDSON	11,170	10,285	8.6%
	HARLEM	16,706	16,190	3.2%
	NEW HAVEN	24,601	22,692	8.4%
	<b>TOTAL MNR</b>	<b>52,477</b>	<b>49,167</b>	<b>6.7%</b>
AM REVERSE PEAK	HUDSON	820	760	7.9%
	HARLEM	1,492	1,374	8.6%
	NEW HAVEN	2,445	2,330	4.9%
	<b>TOTAL MNR</b>	<b>4,757</b>	<b>4,464</b>	<b>6.6%</b>
WEEKDAY OFF-PEAK	HUDSON	12,511	12,191	2.6%
	HARLEM	18,688	18,501	1.0%
	NEW HAVEN	28,541	27,615	3.4%
	<b>TOTAL MNR</b>	<b>59,740</b>	<b>58,307</b>	<b>2.5%</b>
TOTAL WEEKDAY	HUDSON	36,616	34,422	6.4%
	HARLEM	56,508	54,539	3.6%
	NEW HAVEN	82,450	77,005	7.1%
	<b>TOTAL MNR</b>	<b>175,574</b>	<b>165,966</b>	<b>5.8%</b>
SATURDAY	HUDSON	29,017	21,868	32.7%
	HARLEM	27,782	23,675	17.3%
	NEW HAVEN	46,087	41,269	11.7%
	<b>TOTAL MNR</b>	<b>102,886</b>	<b>86,812</b>	<b>18.5%</b>
SUNDAY	HUDSON	23,602	18,122	30.2%
	HARLEM	21,773	18,280	19.1%
	NEW HAVEN	37,670	32,047	17.5%
	<b>TOTAL MNR</b>	<b>83,045</b>	<b>68,449</b>	<b>21.3%</b>
TOTAL WEEKEND	HUDSON	52,619	39,990	31.6%
	HARLEM	49,555	41,955	18.1%
	NEW HAVEN	83,757	73,316	14.2%
	<b>TOTAL MNR</b>	<b>185,931</b>	<b>155,261</b>	<b>19.8%</b>
WEEKLY TOTALS	HUDSON	235,699	212,100	11.1%
	HARLEM	332,095	314,650	5.5%
	NEW HAVEN	496,007	458,341	8.2%
	<b>TOTAL MNR</b>	<b>1,063,801</b>	<b>985,091</b>	<b>8.0%</b>

\*For comparability, the Fall 2023 calculation excludes trains that did not run after the October 29, 2023 timetable change.