



Metro-North Railroad

2023 Annual Ridership Report

- **Total Metro-North annual rail ridership¹ was approximately 60.1 million**, approximately 11.3 million more rides than the 48.9 million trips taken in 2022, and an increase of 23.1% over the year. When 2022 rail ridership is restated to match the 2023 calendar, the increase is 23.4% compared to 2022. 2023 ridership rose to 69.4% of 2019's total. Data shown below and on the following pages reflects restated 2022 values:
 - **Total annual East of Hudson ridership was approximately 59.1 million, approximately 11.3 million more rides than the 47.8 million for 2022.**
 - Annual East of Hudson ridership was 23.6% above 2022 and 3.1% above forecast.
 - Annual Commutation ticket ridership was 24.3% above 2022².
 - Annual Non-Commutation ticket ridership was 23.2% above 2022.
 - As the 20-trip commutation ticket was eliminated at the end of August, monthly tickets generally have been trending higher each month.
 - The Hudson Line rose 21.2% from 2022 with approximately 2.1 million more rides.
 - The Harlem Line rose 22.6% from 2022 with approximately 3.4 million more rides.
 - The New Haven Line rose 25.4% from 2022 with approximately 5.8 million more rides.
 - **West of Hudson annual ridership** was approximately 1.0 million which is 12.9% above 2022 and 1.1 million less than the record set in 2008 of 2.1 million.
 - **2023 Connecting Services** also increased significantly:
 - Combined ridership on the three MNR Connecting Services was approximately 279,000, rising 26.7% from 2022.
 - Ridership increased by 20.3% on the Hudson Rail Link buses, 47.0% on the Haverstraw-Ossining Ferry and 27.9% on the Newburgh-Beacon Ferry.
- **Ridership compared to 1990**
 - Commutation ticket ridership to/from Manhattan is 47.5% lower than in 1990.
 - Non-Commutation ticket ridership to/from Manhattan is 94.9% higher than in 1990.
 - Intermediate ridership has increased by 75.9% 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 riders with more flexible office days. As return-to-office momentum continued through the year, 4th Quarter 2023 ridership peaked at 75% of 4th Quarter 2019.

Ben Cornelius

Director

Operations Planning & Analysis

¹ 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.

² 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."

**2023 RIDERSHIP REPORT
METRO NORTH RAILROAD
EXECUTIVE SUMMARY**

Total Metro-North annual rail ridership was 60.1 million, rising 23% from 2022 levels. The precipitous decline from the COVID-19 pandemic erased 30 years of ridership growth. Overall ridership was approximately 104% of ridership in 1990. Although intermediate ridership was 76% higher than in 1990, 2023 commutation ridership to/from Manhattan was 48% lower than 1990. Metro-North annual rail ridership for 2023 stood approximately 26% higher than Metro-North’s first full year of service in 1984, roughly equivalent to total ridership in 1994. The fourth quarter of 2023 was the strongest quarter since 2019, reflecting 75% of the same period in 2019.

2023 Ridership Summary

- MNR carried approximately 60.4 million customer trips, including Connecting Services.
- Annual East of Hudson ridership was approximately 59.1 million. East of Hudson Ridership increased 23.6% compared to 2022.
- West of Hudson ridership of approximately 1.0 million in 2023 increased 12.9% compared to 2022.
- Ridership on the Hudson Rail Link, Haverstraw-Ossining and Newburgh-Beacon ferries was approximately 279,000 in 2023, up 26.7% compared to 2022.

ANNUAL RIDERSHIP 2023 VS 2022 (in millions)

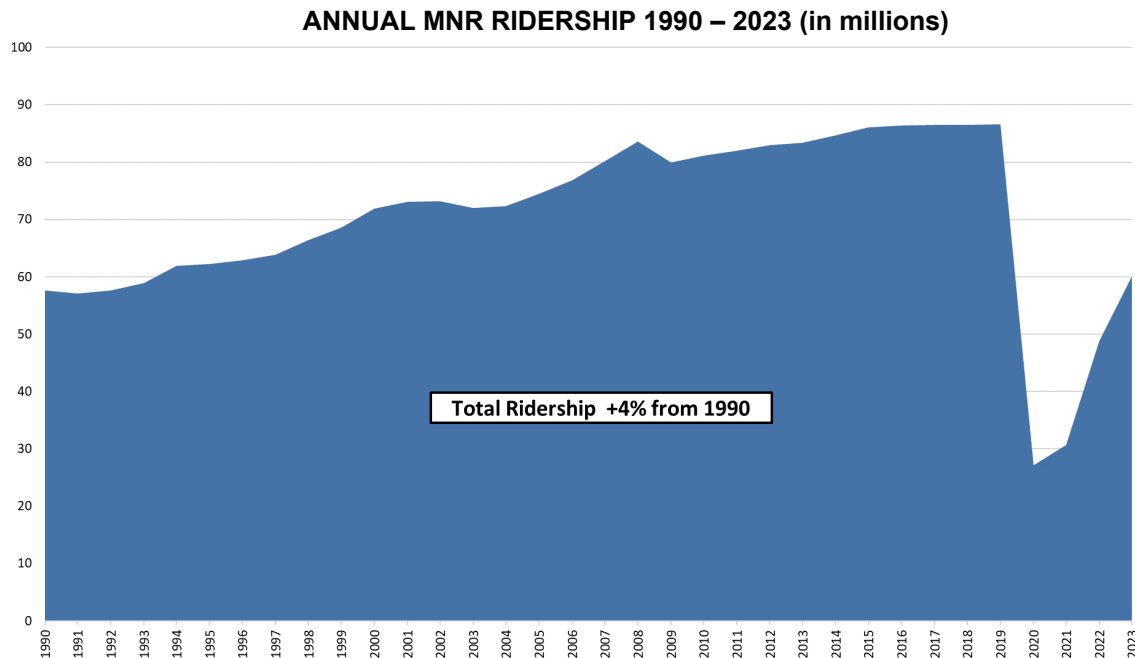
	Annual Ridership 2023	Annual Ridership 2022	% Change vs. 2022
Total Rail Ridership	60.14	48.72	23.4% ▲
<i>East of Hudson</i>	59.13	47.82	23.6% ▲
Harlem Line	18.32	14.95	22.6% ▲
Hudson Line	12.11	9.99	21.2% ▲
New Haven Line	28.70	22.89	25.4% ▲
<i>West of Hudson</i>	1.01	0.90	12.9% ▲
Port Jervis Line	0.57	0.52	9.0% ▲
Pascack Valley Line	0.44	0.37	18.5% ▲
Connecting Services	0.28	0.22	26.7% ▲
Hudson Rail Link	0.18	0.15	20.3% ▲
Haverstraw-Ossining Ferry	0.07	0.05	47.0% ▲
Newburgh-Beacon Ferry	0.03	0.02	27.9% ▲
Total MNR System Ridership	60.42	48.94	23.5% ▲

GCT Ridership (Fall 2023 vs. Fall 2022)

- GCT Weekday ridership rose 20.0% compared to 2022, with Weekend trips rising 9.9%.
 - Weekday GCT ridership rose:
 - 16.4% in the AM Peak
 - 17.8% in the PM Peak
 - 21.8% in the AM Reverse Peak
 - 25.5% in the Weekday Off-Peak
 - Weekend GCT ridership rose:
 - 9.9% on Saturdays
 - 10.0% on Sundays
- Peak Period ridership in Fall 2023 made up 62% of total Weekday Ridership, down slightly from 64% in 2022, and 7% below the 69% share of Weekday ridership in 2019.

Ridership vs. 1990 Baseline

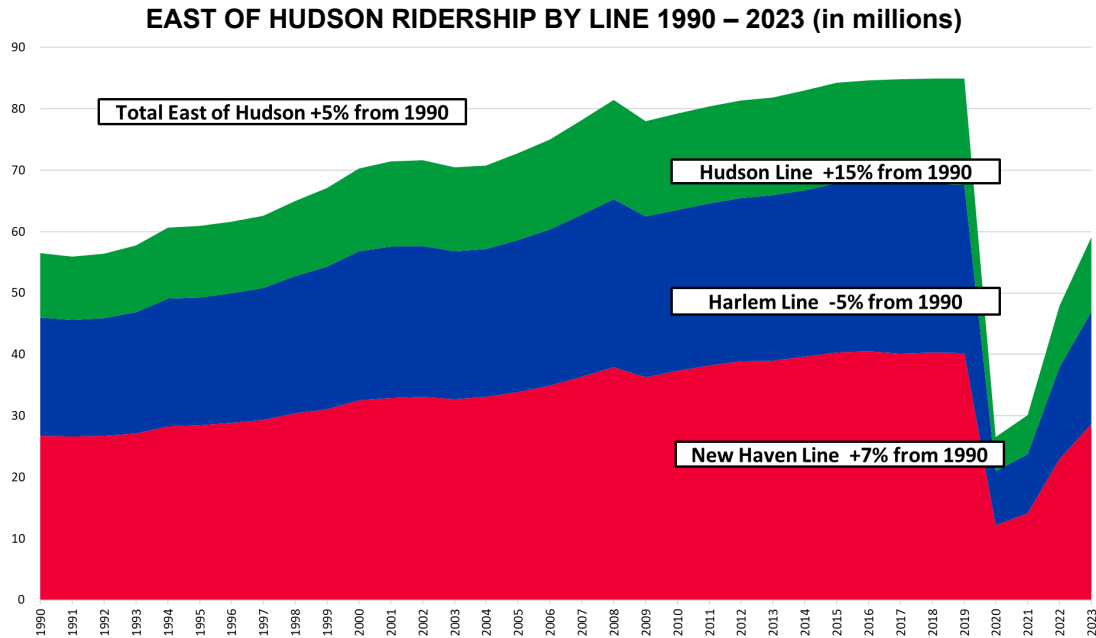
After steady ridership growth over the last 30 years, the COVID pandemic depressed ridership, but it continues to rebound steadily from 2020's low. The 60.1 million riders of 2023 represent 104.3% of 1990 ridership and 25.7% more trips than in Metro-North's first full year of service in 1984.



Ridership Trends by Line

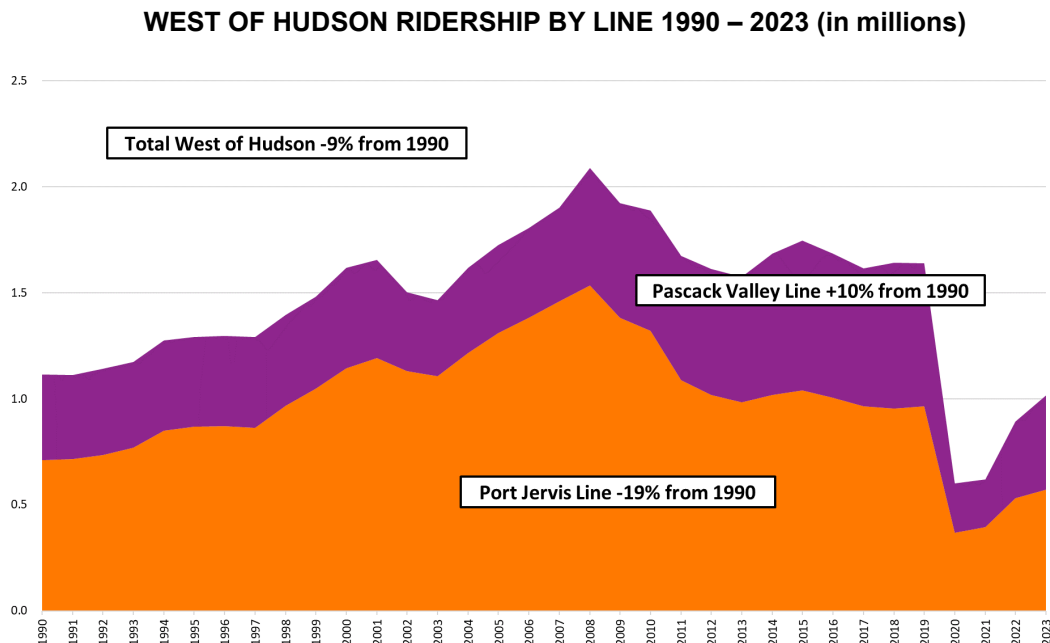
East of Hudson

- Total East of Hudson ridership of approximately 59.1 million in 2023 is 5% higher than the 56.5 million carried in 1990, an increase of 2.6 million annual rides.



West of Hudson

- Total West of Hudson ridership in 2023 was 9% lower than in 1990, with 1.0 million annual rides in 2023, compared to 1.1 million annual rides in 1990. Ridership was 1.1 million less than the record-high year in 2008.



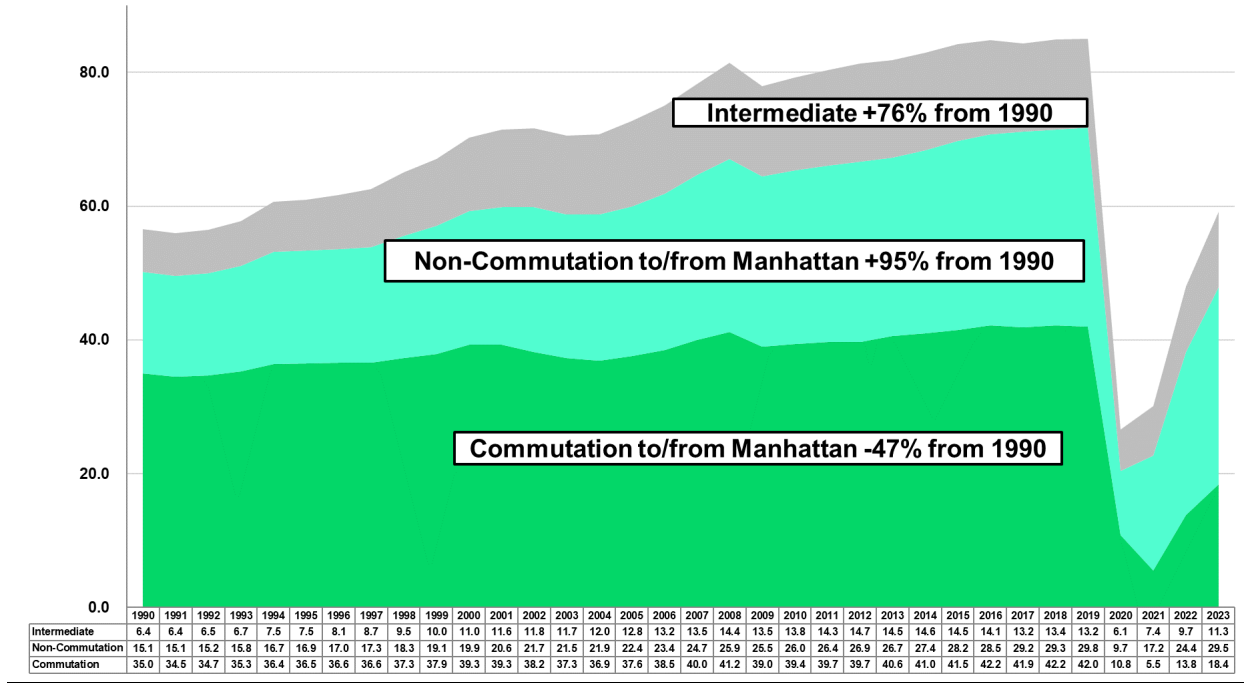
- West of Hudson ridership increased 14% during the past year. Port Jervis Line ridership increased by 8%, while Pascack Valley Line ridership increased by 22%.
- Port Jervis Line ridership was 19% lower in 2023 than in 1990 (from 711,000 annual rides to over 571,000 annual rides) and 63% lower than the record-high year in 2008. Pascack Valley Line ridership was 10% higher than in 1990.

Ridership Trends by Market

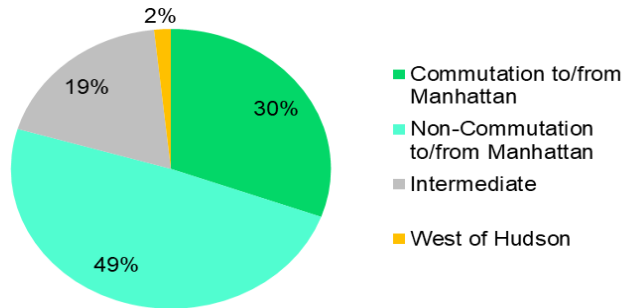
Annual Ridership by Market

- Manhattan-oriented Commutation ticket ridership in 2023 – as traditionally measured based on monthly and weekly ticket sales and the 20-trip tickets (effective March 2022 - August 2023) – was at 53% of Commutation ticket ridership in 1990, as 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 did not require daily travel to offices. 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 2023 was 31% of East of Hudson ridership, compared to 62% in 1990.
- Non-Commutation ticket ridership to and from Manhattan using One Way and Ten-Trip tickets was 95% higher than 1990 levels, when it represented approximately 26% of Metro-North ridership; this share increased to approximately 49% of total ridership for 2023.
- Intermediate ridership was 76% higher in 2023 than in 1990, representing 19% of total East of Hudson rail ridership, 4% above its pre-pandemic share of 15%.

EAST OF HUDSON ANNUAL RIDERSHIP BY MARKET 1990 – 2023 (in millions)



2023 RIDERSHIP BY MARKET



Market and Ridership Trend Analysis (2023 vs. 2022)

Commutation to/from Manhattan

- Commutation ticket ridership to/from Manhattan increased by 26% or 4.6 million trips to 18.4 million in 2023 due to steadily increasing return-to-office policies.

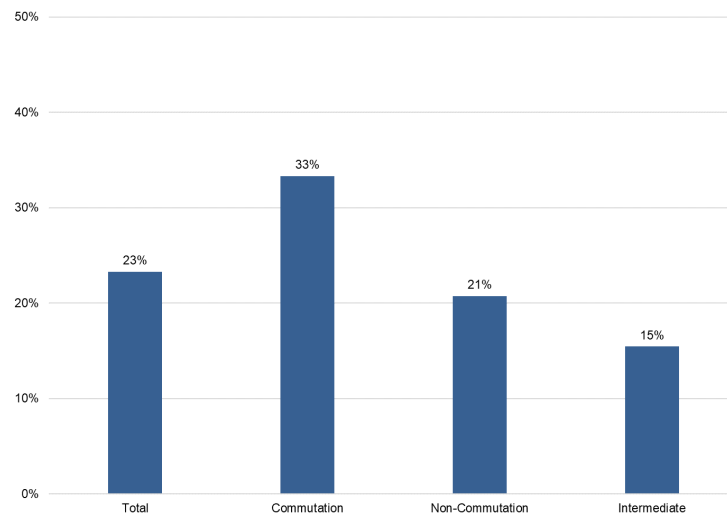
Non-Commutation to/from Manhattan

- Non-Commutation ticket ridership to/from Manhattan increased 25%, rising by 5.1 million trips from 24.4 million to 29.5 million over the year.

Intermediate

- Total Intermediate ticket ridership increased 16%, rising 1.5 million from 9.7 million to 11.2 million trips.
 - Commutation increased 16%
 - Non-Commutation increased 16%
- Hudson Line increased 14%
- Harlem Line increased 13%
- New Haven Line increased 18%

EAST OF HUDSON ANNUAL RIDERSHIP BY MARKET 2023 vs. 2022



East of Hudson

- Hudson line ridership increased 21.2%
 - Bronx ridership to/from Manhattan increased 17.7%
- Harlem line ridership increased 22.6%
 - Lower Harlem (West) ridership to/from Manhattan increased 25.8%
- New Haven line ridership increased 25.4%
 - New Canaan, Danbury and Waterbury Branch ridership to/from Manhattan increased 7.3%, 39.2% and 16.8%, respectively.

West of Hudson

- Port Jervis Line ridership increased 9.0%
 - Commutation decreased 1.9%
 - Non-Commutation increased 13.1%
- Pascack Valley Line ridership increased 18.5%
 - Commutation decreased 3.4%
 - Non-Commutation increased 24.0%

ANNUAL RIDERSHIP BY LINE/SEGMENT (In Millions)

Line/Segment	Annual Ridership 2023	Annual Ridership 2022	% Change vs. 2022
Hudson Line	12.11	9.98	21.2%▲
Bronx (Hudson)	0.87	0.74	17.7%▲
Lower Hudson	5.61	4.45	26.0%▲
Upper Hudson	3.77	3.16	19.1%▲
Intermediate*	1.87	1.64	13.9%▲
Harlem Line	18.32	14.94	22.6%▲
Bronx (Harlem)	2.10	1.72	21.8%▲
Lower Harlem	9.06	7.20	25.8%▲
Upper Harlem	3.84	3.12	22.9%▲
Southeast-Wassaic	0.28	0.21	32.9%▲
Intermediate*	3.04	2.68	13.3%▲
New Haven Line	28.70	22.89	25.4%▲
Inner NH (NY)	7.87	6.15	28.1%▲
Inner NH (CT)	2.12	1.64	29.4%▲
Outer New Haven	11.37	8.88	28.1%▲
New Canaan Branch	0.60	0.56	7.3%▲
Danbury Branch	0.28	0.20	39.2%▲
Waterbury Branch	0.11	0.10	16.8%▲
NY Intrastate Intermediate*	2.05	1.80	13.9%▲
Interstate Intermediate*	1.26	1.08	16.2%▲
CT Intrastate Intermediate*	3.04	2.49	22.1%▲
Port Jervis Line	0.57	0.52	9.0%▲
Pascack Valley Line	0.44	0.37	18.5%▲

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

2024 Outlook

Metro-North's recovery toward pre-pandemic levels has continued. Ridership peaked in 4th Quarter 2023 at 75% of 4th Quarter 2019 and stands at 74% of 2019 for the 1st Quarter of 2024, up 12% from 1st Quarter of 2023.

Appendix

Listed as an exhibit within the April 2023 Metro-North and LIRR Committee materials.

Table 1
2023 FINAL ANNUAL RIDERSHIP SUMMARY

	2023 ANNUAL RIDERSHIP	2022 ANNUAL RIDERSHIP (1)	CHANGE VS. 2022 <u>RESTATED</u>	
			AMOUNT	PERCENT
<u>D) EAST OF HUDSON</u>				
Harlem Line	18,320,140	14,945,131	3,375,009	22.6%
Hudson Line	12,106,303	9,986,486	2,119,817	21.2%
New Haven Line	28,700,485	22,892,151	5,808,334	25.4%
TOTAL EAST OF HUDSON	59,126,928	47,823,768	11,303,160	23.6%
<u>II) WEST OF HUDSON</u>				
Port Jervis Line	571,368	524,299	47,069	9.0%
Pascack Valley Line	443,199	373,995	69,204	18.5%
TOTAL WEST OF HUDSON	1,014,567	898,294	116,273	12.9%
TOTAL MN RAIL RIDERSHIP	60,141,495	48,722,062	11,419,433	23.4%
<u>III) CONNECTING SERVICES PROVIDED BY MNR CONTRACTORS</u>				
Hudson Rail Link	181,088	150,526	30,562	20.3%
Haverstraw-Ossining Ferry	67,948	46,235	21,713	47.0%
Newburgh-Beacon Ferry	29,959	23,427	6,532	27.9%
TOTAL CONNECTING SERVICES	278,995	220,188	58,807	26.7%
TOTAL MNR SYSTEM	60,420,490	48,942,250	11,478,240	23.5%

Note:

(1) 2022 annual ridership figures are restated to simulate the 2023 calendar.

Table 2
1990-2023 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 (3)	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 (4)	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 (5)	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 (6)	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%

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
1990-2023 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 ⁽²⁾	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 ^(3,4)	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 ⁽⁵⁾	1,089,224	-17.5%	53.3%	584,183	2.5%	44.9%	1,673,407	-11.4%	50.3%
2012 ⁽⁶⁾	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%

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
1990-2023 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%

Table 5
2023 vs. 2022 ANNUAL TRENDS BY MARKET
 (Based on Ticket Sales Data)

	COMMUTATION ⁽³⁾ 2023 vs. 2022	NON- COMMUTATION ⁽⁴⁾ 2023 vs. 2022	TOTAL MNR 2023 vs. 2022
1) TO/FROM MANHATTAN			
Hudson	23.2%	22.4%	22.7%
Harlem	25.2%	24.2%	24.6%
New Haven	29.0%	26.8%	27.6%
TO/FROM MANHATTAN	26.4%	25.1%	25.6%
2) INTERMEDIATE			
Hudson	15.8%	13.3%	13.9%
Harlem	10.9%	15.0%	13.3%
New Haven	18.3%	18.1%	18.2%
INTERMEDIATE	15.7%	16.3%	16.1%
3) TOTAL EAST OF HUDSON			
Hudson	22.3%	20.7%	21.2%
Harlem	22.7%	22.5%	22.6%
New Haven	26.4%	24.8%	25.4%
TOTAL EAST OF HUDSON	24.3%	23.3%	23.7%

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
2023 vs. 2022 ANNUAL TRENDS BY LINE SEGMENT
TO/FROM MANHATTAN
 (Based on Ticket Sales Data)

	COMMUTATION ⁽³⁾ 2023 vs. 2022	NON- COMMUTATION ⁽⁴⁾ 2023 vs. 2022	TOTAL MNR 2023 vs. 2022
HUDSON LINE			
Bronx	17.2%	18.0%	17.7%
Lower Hudson	27.2%	25.2%	26.0%
Upper Hudson	17.3%	20.0%	19.1%
TOTAL HUDSON LINE	23.2%	22.4%	22.7%
HARLEM LINE			
Bronx	16.4%	23.7%	21.8%
Lower Harlem	27.9%	23.9%	25.8%
Upper Harlem	20.7%	24.4%	22.9%
Wassaic Branch	37.0%	32.3%	32.9%
TOTAL HARLEM LINE	25.2%	24.2%	24.6%
NEW HAVEN LINE			
Inner New Haven	29.8%	29.2%	29.4%
Outer New Haven	29.5%	27.5%	28.1%
New Canaan Branch	10.7%	4.1%	7.3%
Danbury Branch	41.1%	38.1%	39.2%
Waterbury Branch	90.3%	9.6%	16.8%
TOTAL NEW HAVEN LINE	29.0%	26.8%	27.6%
TOTAL TO/FROM MANHATTAN	26.4%	25.1%	25.6%

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

FALL 2023 GCT COUNT SUMMARY

03/08/24 TIME PERIOD	LINE	FALL 2023 AVG	FALL 2022 AVG	% CHANGE VS. FALL 2022
AM PEAK	HUDSON	10,952	9,316	17.6%
	HARLEM	18,474	15,892	16.2%
	NEW HAVEN	25,282	21,775	16.1%
	TOTAL MNR	54,708	46,983	16.4%
PM PEAK	HUDSON	10,285	8,988	14.4%
	HARLEM	16,190	13,705	18.1%
	NEW HAVEN	23,147	19,448	19.0%
	TOTAL MNR	49,622	42,141	17.8%
AM REVERSE PEAK	HUDSON	760	637	19.3%
	HARLEM	1,374	1,109	23.9%
	NEW HAVEN	2,484	2,047	21.3%
	TOTAL MNR	4,618	3,793	21.8%
WEEKDAY OFF-PEAK	HUDSON	12,425	9,887	25.7%
	HARLEM	18,501	14,644	26.3%
	NEW HAVEN	27,988	22,414	24.9%
	TOTAL MNR	58,914	46,945	25.5%
TOTAL WEEKDAY	HUDSON	34,422	28,828	19.4%
	HARLEM	54,539	45,350	20.3%
	NEW HAVEN	78,901	65,684	20.1%
	TOTAL MNR	167,862	139,862	20.0%
SATURDAY	HUDSON	21,868	20,187	8.3%
	HARLEM	23,697	22,138	7.0%
	NEW HAVEN	41,269	36,666	12.6%
	TOTAL MNR	86,834	78,991	9.9%
SUNDAY	HUDSON	18,122	16,264	11.4%
	HARLEM	18,280	16,035	14.0%
	NEW HAVEN	32,047	29,949	7.0%
	TOTAL MNR	68,449	62,248	10.0%
TOTAL WEEKEND	HUDSON	39,990	36,451	9.7%
	HARLEM	41,977	38,173	10.0%
	NEW HAVEN	73,316	66,615	10.1%
	TOTAL MNR	155,283	141,239	9.9%
WEEKLY TOTALS	HUDSON	212,100	180,591	17.4%
	HARLEM	314,672	264,923	18.8%
	NEW HAVEN	467,821	395,035	18.4%
	TOTAL MNR	994,593	840,549	18.3%