

MONTHLY ECONOMIC INDICATORS

THE PORT AUTHORITY OF NY & NJ

Planning and Regional Development Department

April 2016

	Actual		Annual Forecast
UNEMPLOYMENT RATE	MAR 2016	MAR 2015	2016
U.S.	5.0%	5.5%	4.7%
REGION	4.5%	5.5%	-
NON-FARM EMPLOYMENT	MAR 2016	MAR '16/ MAR '15	2016
U.S.	143.77M	2.0%	1.3%
REGION	8.94M	1.8%	1.5%
REAL GDP	2016Q1	2015Q4	2016
U.S.	0.5%	1.4%	2.1%
REGION	2.3%	1.7%	2.5%
INTERNATIONAL TRADE	FEB 2016	FEB '16/ FEB '15	2016
U.S.	\$282.1B	0.7%	3.1%
NY CUSTOMS DISTRICT	\$31.2B	-3.5%	-
NY Imports	\$19.7B	-2.2%	-
NY Exports	\$11.5B	-5.5%	-
GASOLINE PRICE	MAR 2016	MAR 2015	2016
New York City	\$2.43/g	\$2.85/g	\$2.09/g
Newark, NJ	\$2.03/g	\$2.43/g	\$1.74/g
PRICES	MAR '16/ MAR '15	MAR '15/ MAR '14	2016
Consumer Prices - U. S.	0.9%	0.0%	0.6%
Consumer Prices - REGION	0.7%	-0.1%	0.8%
Personal Income - U. S.	4.0%	4.5%	5.0%
Personal Income - REGION	3.5%	4.2%	4.8%
Construction Costs - U.S. 20-CITY	2.7%	2.8%	-
Construction Costs - NYC	2.9%	4.5%	-
PRICES	FEB '16/ FEB '15	FEB '15/ FEB '14	2016
Housing Prices - U.S. 20-CITY	5.4%	4.9%	-
Housing Prices - NYC	2.1%	2.1%	-
CLASS A OFFICE SPACE AVERAGE ASKING RENT	2016Q1	2015Q4	2016
Manhattan Totals	\$77.59/sf	\$76.76/sf	-
Midtown	\$83.54/sf	\$81.67/sf	-
Downtown	\$62.13/sf	\$63.17/sf	-

* For Unemployment Rates, Employment and GDP, U.S. data are seasonally adjusted, regional data are not.

* Forecast developed by PA Planning staff using Oxford Economics' Macro Model.

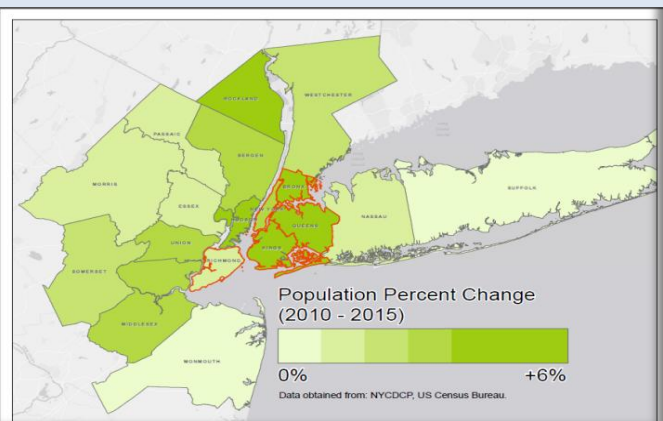
SPECIAL FOCUS

New York City's Population Boom

New York City has undergone a major growth spurt over the past five years, a trend that carries big implications for key public services such as housing and transportation. The city, which houses over two-fifths of the metro area's population, grew by an annual rate of 0.9 percent between 2010 and 2015, winding up with an estimated 8.55 million residents last year.

It usually takes a full decade for the city to add that many people, and population growth at these rates carries the threat of overwhelming a region's transportation capabilities. More people may mean an expanding labor market, but it also means more crowded streets and longer queues for buses and subways. New York City demographers, who five years ago compiled and published long-term population projections, hadn't expected the city to get this big until around 2020. A few nearby New Jersey counties also grew faster than usual over the same time frame. Contrast that to the absence of growth in upstate New York: the state population, after subtracting changes within the city's five boroughs, barely budged between 2010 and 2015.

Population experts generally track three major components of population change: births, deaths, and migration. It's the latter that accounts for much of the Big Apple's recent boom. Dr. Joseph Salvo, the City of New York's top demographer, said New Yorkers are often surprised to learn how high the city's turnover rate is – in any given year, hundreds of thousands of residents move to or leave the city. The makeup of that residential turnover changed a bit between 2010 and 2015, and on the whole – accounting for domestic and international migrants, and summing the inflows and outflows – net migration appears to be adding people to the city's population base for the first time in decades. *(continued on page 2)*



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AVIATION	Feb '16	YTD	Feb '16/'15	YTD '16/'15	PORT COMMERCE	Feb '16	YTD	Feb '16/'15	YTD '16/'15
Revenue Passengers (000's)	8,633.2	17,598.4	10.6%	8.5%	Port Trade				
John F. Kennedy International Airport (JFK)	3,875.4	8,105.1	9.9%	8.4%	Container Imports (TEUs)	258,249	505,378	7.4%	6.2%
LaGuardia Airport (LGA)	1,982.4	4,002.0	8.2%	9.3%	Container Exports (TEUs)	109,641	212,310	7.1%	2.8%
Newark Liberty International Airport (EWR)	2,755.9	5,450.7	13.4%	8.1%	Containers lifted on/off Express Rail	41,837	81,203	16.8%	11.3%
Stewart International Airport (SWF)	19.5	40.5	-1.4%	-0.6%					
Revenue Freight (Short Tons)	149,985	306,349	-4.7%	-3.1%	TUNNELS, BRIDGES & TERMINALS	Feb '16	YTD	Feb '16/'15	YTD '16/'15
Domestic	50,680	105,098	-4.1%	-3.3%	Eastbound Vehicle Volumes (000's)	8,683	17,296	9.7%	6.0%
International	99,305	201,251	-5.0%	-3.1%	George Washington Bridge	3,742	7,462	10.8%	6.7%
Flights	96,921	194,427	9.9%	5.5%	Lincoln Tunnel	1,451	2,871	7.9%	4.6%
Domestic Air Carrier	69,817	139,352	10.6%	5.7%	Holland Tunnel	1,155	2,299	4.7%	2.2%
International Air Carrier	21,725	43,843	8.1%	3.3%	Bayonne Bridge	125	254	-24.9%	-30.3%
General Aviation	5,379	11,232	7.5%	12.5%	Goethals Bridge	1,127	2,247	15.1%	12.1%
Paid Parked Cars	559,917	1,185,726	5.9%	3.8%	Outerbridge Crossing	1,083	2,163	14.7%	10.2%
Revenue AirTrain Passengers	590,000	1,237,000	2.2%	1.2%	Eastbound Volumes by Vehicle Type (000's)				
					Autos	7,901	15,753	10.0%	6.3%
					Trucks	557	1,100	7.5%	4.1%
					Buses	224	443	5.3%	2.1%
FERRY OPERATIONS	Feb '16	YTD	Feb '16/'15	YTD '16/'15	PORT AUTHORITY PULSE	Dec '15	Nov '15	Change	
Passengers (000's)					(Seasonally Adjusted, 2010=100)				
New Jersey Ferries	593.7	1,188.5	30.3%	19.9%	PA Pulse (Transportation Activity Index)	99.5	100.2	-0.7%	
					PA Freight Pulse	95.5	95.7	-0.2%	
					PA Passenger Pulse	103.5	104.6	-1.1%	
PATH	Feb '16	YTD	Feb '16/'15	YTD '16/'15	U.S. TRANSPORT. SERVICES INDEX	Feb '16	Jan '16	Change	
Passengers (000's)	6,002.0	11,755.0	10.9%	8.1%	(Prelim., Seasonally Adj., 2000=100)				
Average Weekday	259.2	509.7	5.7%	7.8%	TSI - Combined Index	122.6	123.2	-0.5%	
Average Saturday	102.1	190.0	7.8%	3.5%	TSI - Freight	122.2	123.1	-0.7%	
Average Sunday	77.5	145.1	11.6%	7.3%	TSI - Passenger	123.3	123.1	0.2%	

TRANSPORTATION FOCUS

(from page 1)

Salvo said many of them are moving here from outside New York state, and many are highly-educated young professionals moving without a family. The number of New Yorkers 65 years or older has also grown; part of this is due to the baby boomer phenomenon and increasing life expectancy, but some may also be due to a growing preference for the benefits of access to urban amenities over the prospect of retiring to Phoenix or Miami.

Dr. Salvo's shop, the Department of City Planning's Population Division, employs a widely used projection method that leverages anticipated growth rates for the three components of change mentioned above. The team also relies on housing data and an understanding of land-use regulations to craft short-term, neighborhood-level expectations for population growth, then stretches that foundation to generate 30-year population projections. The last set of projections covered the years 2010-2040.

So far, estimated growth in the city from 2010 to 2015 has easily outpaced those projections. Neighboring counties also growing at noteworthy clips include Bergen, Hudson and Middlesex counties in New Jersey, each topping 3 percent growth over five years, and Westchester County in New York. In terms of raw numbers of people, however, it's the activity inside the city limits that's turning heads.

The link between population and transportation isn't simple. Some growth may, if it involves shifts in density from suburbs toward an urban core, actually take the edge off of congestion. But, in general, more people means more demand for services. Without a doubt, public officials are watching the city's recent population spike closely — and, if it continues, will be searching for transportation options that can help the region adapt as efficiently as possible.

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