

MONTHLY ECONOMIC INDICATORS

THE PORT AUTHORITY OF NY & NJ

Planning and Regional Development Department

June 2016

	Actual		Annual Forecast
UNEMPLOYMENT RATE	MAY 2016	MAY 2015	2016
U.S.	4.7%	5.5%	4.7%
REGION	4.5%	5.5%	-
NON-FARM EMPLOYMENT	MAY 2016	MAY '16/ MAY '15	2016
U.S.	143.89M	1.7%	1.3%
REGION	9.07M	1.2%	1.5%
REAL GDP	2016Q1	2015Q4	2016
U.S.	1.1%	1.4%	1.9%
REGION	1.1%	1.7%	2.1%
INTERNATIONAL TRADE	APR 2016	APR '16/ APR '15	2016
U.S.	\$293.6B	-7.8%	1.4%
NY CUSTOMS DISTRICT	\$31.8B	-7.1%	-
NY Imports	\$20.4B	-8.7%	-
NY Exports	\$11.4B	-4.2%	-
GASOLINE PRICE	JUN 2016	JUN 2015	2016
New York City	\$2.56/g	\$3.08/g	\$2.09/g
Newark, NJ	\$2.13/g	\$2.62/g	\$1.74/g
PRICES	MAY '16/ MAY '15	MAY '15/ MAY '14	2016
Consumer Prices - U. S.	0.0%	-1.1%	0.6%
Consumer Prices - REGION	-0.1%	-0.8%	0.8%
Personal Income - U. S.	3.7%	4.5%	5.0%
Personal Income - REGION	4.4%	3.4%	4.8%
Construction Costs - U.S. 20-CITY	3.0%	2.4%	-
Construction Costs - NYC	2.9%	4.3%	-
PRICES	APR '16/ APR '15	APR '15/ APR '14	2016
Housing Prices - U.S. 20-CITY	5.4%	4.9%	-
Housing Prices - NYC	2.6%	2.9%	-
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

Ferries – the story on the Hudson

New York City recently announced a new investment in ferry service, expanding on the existing East River Ferry to serve points from Soundview in the Bronx to the Rockaways in Queens. On the other side of Manhattan, governments and private operators have made their own investments in trans-Hudson ferry landings and terminals in recent years. That infrastructure supports a modest but growing level of daily commuting; at least as importantly, the ferry system has helped keep the region moving on those occasions when other transportation links have broken.

Ferries represent the oldest form of interstate mass transit. In the early 1900s, as many as 147 boats plied the harbor, with daily passenger volumes as high as 300,000. But the construction of rail and road connections under and over the river allowed for more direct access to inland locations and put ferries at a competitive disadvantage. By 1967, interstate ferry service had ended. For many years, the Staten Island ferry to Manhattan remained the sole waterborne service in the New York harbor.

Interstate ferry service began again in 1986, as waterfront real estate developers sought direct commuter connections to Manhattan. The Port Authority also saw the potential to expand transit capacity beyond increasingly crowded rail and road networks. Service began with a connection between Hoboken and Lower Manhattan and has gradually expanded to 18 routes serving 29,000 daily passenger trips to Manhattan. These ferries embark from points as far north as Edgewater in Bergen County to Atlantic Highlands in Monmouth County.

Ferry ridership has generally lagged behind growth in Manhattan employment and is currently below pre-recession levels. Ridership soared after 9/11 as PATH commuters switched to ferries. Once downtown PATH service was restored, however, ridership to downtown terminals tracked the decline in downtown employment and took another hit with the Great Recession. As the economy recovered, overall trans-Hudson ferry ridership began to pick up, but Lower Manhattan was again hit hard by Superstorm Sandy in 2012, and once PATH service was restored, downtown ferry ridership declined through 2013. Over the last two years, downtown ferry ridership has turned around as jobs have returned to the World Trade Center, Brookfield Place, and other developments.

(continued on page 2)

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AVIATION	Apr '16	YTD	Apr '16/15	YTD '16/15
Revenue Passengers (000's)	10,563.9	38,815.6	2.8%	6.7%
John F. Kennedy International Airport (JFK)	4,730.1	17,580.6	2.1%	6.4%
LaGuardia Airport (LGA)	2,453.9	8,973.6	0.8%	6.5%
Newark Liberty International Airport (EWR)	3,357.9	12,176.0	5.5%	7.8%
Stewart International Airport (SWF)	22.1	85.3	-8.0%	-2.0%
Revenue Freight (Short Tons)	171,295	652,579	-0.9%	-2.4%
Domestic	59,687	227,295	2.9%	2.1%
International	111,608	425,284	-2.8%	-4.6%
Flights	109,928	416,216	1.7%	5.2%
Domestic Air Carrier	78,900	299,139	2.7%	5.9%
International Air Carrier	24,002	92,237	-2.4%	1.8%
General Aviation	7,026	24,840	5.4%	11.0%
Paid Parked Cars	669,243	2,513,933	0.5%	1.8%
Revenue AirTrain Passengers	786,269	2,881,301	2.5%	5.2%

FERRY OPERATIONS	Apr '16	YTD	Apr '16/15	YTD '16/15
Passengers (000's)				
New Jersey Ferries	705.2	2,632.9	1.3%	14.4%

PATH	Apr '16	YTD	Apr '16/15	YTD '16/15
Passengers (000's)	6,613.0	25,277.0	1.2%	6.4%
Average Weekday	270.1	1,045.0	4.6%	6.5%
Average Saturday	117.5	427.4	-4.2%	3.2%
Average Sunday	88.3	316.0	-1.8%	3.5%

PORT COMMERCE	Apr '16	YTD	Apr '16/15	YTD '16/15
Port Trade				
Container Imports (TEUs)	244,677	1,004,011	-2.6%	-1.0%
Container Exports (TEUs)	114,824	445,623	-8.1%	-2.4%
Containers lifted on/off Express Rail	44,984	174,260	-5.6%	4.5%

TUNNELS, BRIDGES & TERMINALS	Apr '16	YTD	Apr '16/15	YTD '16/15
Eastbound Vehicle Volumes (000's)	9,770	36,946	1.2%	4.9%
George Washington Bridge	4,215	15,948	0.7%	5.3%
Lincoln Tunnel	1,604	6,105	0.5%	3.1%
Holland Tunnel	1,290	4,897	-0.9%	1.8%
Bayonne Bridge	128	527	-23.6%	-27.4%
Goethals Bridge	1,293	4,827	6.1%	10.6%
Outerbridge Crossing	1,240	4,642	4.6%	9.1%
Eastbound Volumes by Vehicle Type (000's)				
Autos	8,917	33,664	1.4%	5.1%
Trucks	606	2,338	-1.1%	3.0%
Buses	247	945	-2.2%	1.3%

PORT AUTHORITY PULSE (Seasonally Adjusted, 2010=100)	Mar '16	Feb '16	Change
PA Pulse (Transportation Activity Index)	99.1	102.2	-3.1%
PA Freight Pulse	94.2	98.0	-3.8%
PA Passenger Pulse	103.9	106.4	-2.4%

U.S. TRANSPORT. SERVICES INDEX (Prelim., Seasonally Adj., 2000=100)	Apr '16	Mar '16	Change
TSI - Combined Index	121.7	120.3	1.2%
TSI - Freight	121.1	119.5	1.3%
TSI - Passenger	122.6	121.8	0.7%

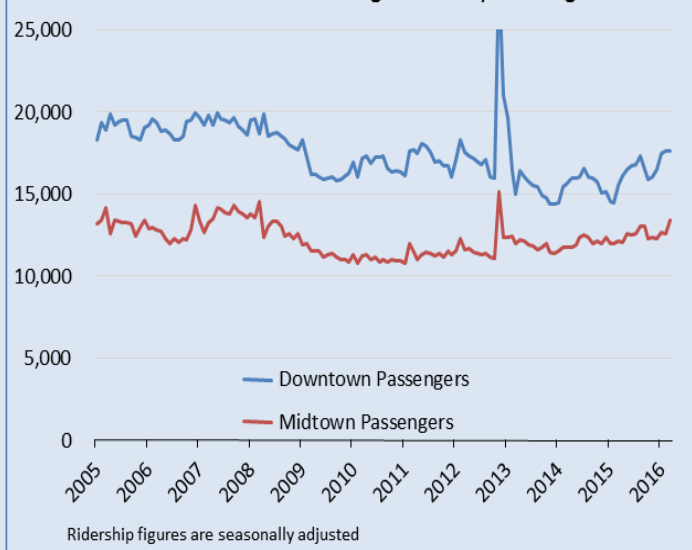
TRANSPORTATION FOCUS

(continued from Page 1)

Total ferry ridership is a small fraction of all daily trans-Hudson travel. But in emergencies, the ferry system has an ability to quickly ramp up capacity to far greater levels. During the Northeast power grid blackout in 2003, ferries evacuated 170,000 people from Manhattan. Ferries evacuated 160,000 on 9/11 and daily ridership remained 30,000 above usual levels for the next two years, while downtown PATH service was shut down. After Superstorm Sandy inundated the PATH tubes in 2012, ferries again filled in the gap as daily ridership surged above 40,000.

For regular commutes, ferries tend to be most attractive for those who live or work near the waterfront; other riders generally have to add a bus, train, or bike ride to each end of the trip. Operating costs are less than those for commuter buses and commuter rail (on a per-passenger basis) but higher than those for subways and local buses. But expanding service requires relatively little investment in new infrastructure, as the region saw after 9/11 and the 2003 blackout, when boats and barges were quickly brought in to serve new demand. Ferries may account for a relatively small share of day-in day-out capacity, but their ability to quickly scale up that capacity has helped the region get through difficult times.

Trans-Hudson Ferries Average Weekday Passengers



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