

MONTHLY RIDERSHIP AND PERFORMANCE REPORT

July 2022



July, 2022 MONTHLY PERFORMANCE REPORT

Ridership

Ridership for the month of July was up 22.5% when compared to July of 2021 but down 52.2% when compared to July of 2019. Passenger trips for the month of July were 149,051 for 2022, 121,647 for 2021, and 311,676 for 2019. Monthly ridership trends for 2022 are similar to the 2019 pre-pandemic ridership trending with steady increases continuing month after month.

Weekday Travel

Average weekday travel was up 27.1% when compared to July of 2021 but down 53.8% when compared to July of 2019. Average weekday trips were recorded as 5,556 in 2022, 4,373 in 2021, and 12,026 in 2019. The average peak travel was up 44.2% over 2021 but down 60.7% over 2019. Off-peak travel was up 8.9% over 2021 but down 38.5% over 2019.

Weekend

July weekend ridership was up 12.3% over 2021 but down 36.0% over 2019 with an average ridership of 3,348 in 2022, 2,981 in 2021, and 5,233 in 2019.

Analysis over last 12 months:

Ridership Over Last 12 Months: August through July							
	2018/19	2019/20	% Change	2020/21	% Change	2021/22	% Change
Total	3,314,567	2,148,096	-35.19%	720,725	-66.45%	1,332,666	84.91%
Weekday	2,816,710	1,831,677	-34.97%	575,597	-68.58%	1,049,695	82.37%
Peak	2,060,596	1,336,407	-35.14%	343,783	-74.28%	656,724	91.03%
Off Peak	756,114	495,270	-34.50%	231,814	-53.19%	392,971	69.52%
Weekend	497,857	316,419	-36.44%	145,128	-54.13%	282,971	94.98%
South Bend	237,377	159,870	-32.65%	93,523	-41.50%	171,479	83.35%

Bussing Ridership

Starting on February 28, 2022 through the current period NICTD is bussing passengers between the Carroll Avenue Station and the Dune Park Station. Construction of the Double Track Northwest Indiana has begun in the Michigan City area.

	2022 Riders	Total Ridership	% Bussed
January	0	66,872	
February	415	76,350	0.54%
March	21,123	114,014	18.53%
April	23,091	115,914	19.92%
May	23,167	123,155	18.81%
June	24,560	138,763	17.70%
July	30,884	149,051	20.72%

Revenue

The cumulative number of tickets sold for the year through July has increased 46.6% in 2022 compared to 2021. Ticket revenue is up 59.4% for 2022 compared to 2021. Sales from digital sources represents 71.9% of ticket sales and 76.6% of revenue in 2022.

Method of Sale	Tickets			Revenue		
	2021	2022	% Change	2021	2022	% Change
Ticket Agent	30,841	42,360	37.3%	454,952	689,433	51.5%
Vending Machine	74,308	85,277	14.8%	963,890	1,229,183	27.5%
Conductor	62,074	72,701	17.1%	455,761	534,350	17.2%
Mobile App	112,153	209,137	86.5%	1,414,937	2,789,626	97.2%
Total	279,376	409,475	46.6%	3,289,539	5,242,593	59.4%

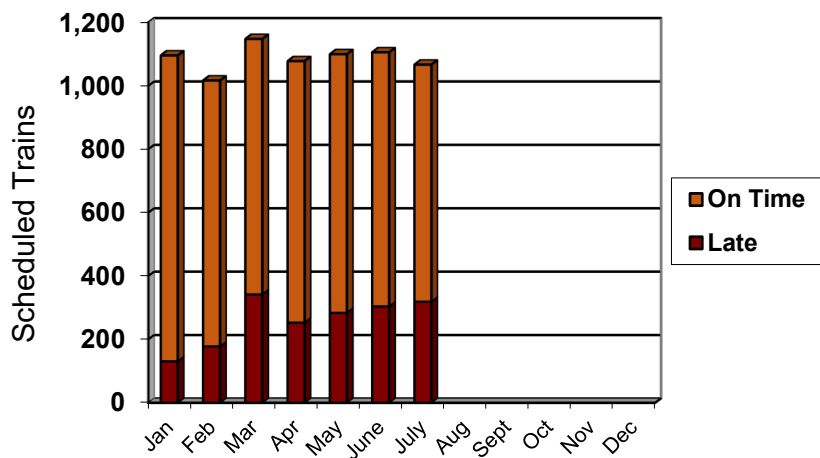
On Time Performance

Rush hour – Overall, 88.5% of A.M. and P.M. rush hour trains were on time in July 2022, compared to 84.3% in July of 2021. A train is considered to be on time when it arrives at its terminal within 5 minutes and 59 seconds of its scheduled arrival time (industry standard). 91.0% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 90.6% of westbound morning rush hour service was on time compared to 86.7% in July 2021; while eastbound rush hour trains reported an on time performance of 86.3% compared to 81.5% in July 2021. A total of 17 out of 180 westbound rush hour trains were delayed in July. Of those 17, 6 experienced delays greater than 15 minutes. The eastbound rush hour trains had a total of 22 out of 160 trains delayed in July. Of those 22, 9 experienced delays greater than 15 minutes.¹

¹ Weekday rush-hour trains operate 9 westbound and 8 eastbound per day.

RANGE OF RUSH HOUR DELAYS (in minutes)				
July				
Range	a.m.	p.m.	Total	Percent
6-10	6	7	13	3.8%
11-15	5	6	11	3.2%
16-20	2	4	6	1.8%
21-30	3	3	6	1.8%
31-59	1	2	3	0.9%
60+	0	0	0	0.0%
Annulled	0	0	0	
On Time	163	138	301	
Total Ran	180	160	340	

Overall – The SSL scheduled 1,080 trains in July and experienced 319 delays in excess of 5 minutes (ranging from 6-207 minutes) with a median delay of 15 minutes. July of 2022 experienced 13 annulled trains. In July 2021 the South Shore Line scheduled 1,103 trains with 249 delays in excess of 5 minutes (ranging from 6-62 minutes) with a median delay of 11 minutes. July of 2021 experienced 1 annulled train.



Cumulative On Time Comparison		
Thru July	2021	2022
Weekday	77.9%	80.8%
Peak	81.3%	85.8%
Off-peak	75.6%	77.5%
Weekend	74.4%	53.5%
Overall	77.3%	76.2%

Delays caused by railroad maintenance. Besides the unexpected delays, passengers may also experience delays caused by railroad construction and maintenance projects. Every effort is made to schedule this work during off-peak and weekends to keep the impact of delays to a minimum. We also post service bulletins in the stations and on our web site in advance of anticipated delays.

Construction of the Double Track Northwest Indiana Project began on February 28, 2022. NICTD has contracted out bussing services in order to transport passengers around track outages necessary to facilitate construction. Staff will continually monitor this service to ensure delays are kept to a minimum.

ANNULLED TRAINS OR DELAYS IN EXCESS OF 59 MINUTES							
Date	Train #	Minutes	Reason	Date	Train #	Minutes	Reason
1/3	7	62	Catenary Wire Issues	3/5	507	99	Substation power issues.
	14	72	Catenary Wire Issues		509	63	Passenger train interference
	106	Anulled	Catenary Wire Issues	3/6	703	Anulled	High winds causing power outage.
	108	226	Catenary Wire Issues	3/12	510	67	Bussing delays
	110	Anulled	Catenary Wire Issues	3/21	123	124	Train derailment.
	112	216	Catenary Wire Issues	5/6	102	Anulled	PTC Issues
	114	Anulled	Catenary Wire Issues		203	Anulled	PTC Issues
	203	Anulled	Catenary Wire Issues	5/11	118	62	Brush fires.
	205	Anulled	Catenary Wire Issues	5/12	19	198	Train struck a car on tracks.
	207	Anulled	Catenary Wire Issues		22	70	Car accident blocking tracks.
	214	Anulled	Catenary Wire Issues		121	80	Car accident blocking tracks.
1/5	101	126	Equipment Issues	5/13	101	Anulled	Car accident equipment delay.
1/7	424	62	Delayed turn of equipment.	5/14	600	72	Transformer fire.
1/15	504	90	Equipment Issues	5/16	11	83	Vehicle struck on tracks.
2/4	6	72	Vehicle stopped on tracks		20	60	Vehicle struck on tracks.
	14	96	Vehicle stopped on tracks	6/14	11	60	Excessive heat damage
	104	94	Vehicle stopped on tracks	6/21	119	84	Delayed turn of equipment.
	106	62	Vehicle stopped on tracks	6/24	19	75	Delayed turn of equipment.
	205	Anulled	Vehicle stopped on tracks	6/24	20	110	PTC Issues
2/7	7	136	Vehicle struck a pole.	7/2	503	68	Power Issues
	107	60	Vehicle struck a pole.	7/16	606	61	PTC Issues
	207	116	Vehicle struck a pole.	7/23	502	207	Catenary pole fire.
2/16	18	62	Delayed by red signal.		503	136	Loss of power.
2/18	17	115	Metra electrical issues.		504	162	Catenary pole fire.
	111	63	Metra electrical issues.		603	Anulled	Catenary pole fire.
	113	121	Metra electrical issues.	7/24	511	74	Passenger train interference
	115	73	Metra electrical issues.	7/28	401	Anulled	Lollapalooza - passengers bussed
	117	Anulled	Metra electrical issues.		403	Anulled	Lollapalooza - passengers bussed
	118	97	Metra electrical issues.		422	Anulled	Lollapalooza - passengers bussed
	119	94	Metra electrical issues.		424	Anulled	Lollapalooza - passengers bussed
	209	74	Metra electrical issues.	7/29	401	Anulled	Lollapalooza - passengers bussed
	217	67	Metra electrical issues.		403	Anulled	Lollapalooza - passengers bussed
	220	Anulled	Metra electrical issues.		422	Anulled	Lollapalooza - passengers bussed
2/19	509	178	Vehicle struck a pole.		424	Anulled	Lollapalooza - passengers bussed
	510	91	Vehicle struck a pole.	7/30	701	Anulled	Lollapalooza - passengers bussed
	511	149	Vehicle struck a pole.		703	Anulled	Lollapalooza - passengers bussed
	610	240	Vehicle struck a pole.	7/31	701	Anulled	Lollapalooza - passengers bussed
	613	120	Vehicle struck a pole.		703	Anulled	Lollapalooza - passengers bussed

Ridership Report

	2019	Work Days	2021	Work Days	2022	Work Days	Change 20/21
	Passengers		Passengers		Passengers		
Monthly Ridership							
January	226,385	22	38,742	20	66,870	21	72.6%
February	222,250	20	39,497	20	76,350	20	93.3%
March	272,150	21	57,547	23	114,014	23	98.1%
April	277,549	22	63,138	22	115,914	21	83.6%
May	282,752	22	68,810	20	123,155	21	79.0%
June	293,325	20	86,875	22	138,763	22	59.7%
Cumulative Comparison							
January	226,385	22	38,742	20	66,870	21	72.6%
February	448,635	42	78,239	40	143,220	41	83.1%
March	720,785	63	135,786	63	257,234	64	89.4%
April	998,334	85	198,924	85	373,148	85	87.6%
May	1,281,086	107	267,734	105	496,303	106	85.4%
June	1,574,411	127	354,609	127	635,066	128	79.1%
Average Weekday Ridership							
January	9,086		1,589		2,539		59.8%
February	9,615		1,658		3,166		91.0%
March	10,761		2,053		4,134		101.4%
April	11,182		2,337		4,501		92.6%
May	11,167		2,465		4,624		87.6%
June	12,101		3,175		5,084		60.1%
Average Weekday Peak Period Ridership							
January	7,052		1,060		1,700		60.4%
February	7,441		1,088		2,121		94.9%
March	8,116		1,270		2,742		115.9%
April	8,344		1,336		2,943		120.3%
May	8,285		1,475		3,056		107.2%
June	8,627		1,826		3,208		75.7%
Average Weekday Off-Peak Ridership							
January	2,034		529		839		58.6%
February	2,174		570		1,045		83.3%
March	2,645		781		1,392		78.2%
April	2,839		1,001		1,561		55.9%
May	2,881		989		1,569		58.6%
June	3,473		1,349		1,876		39.1%

Ridership Report

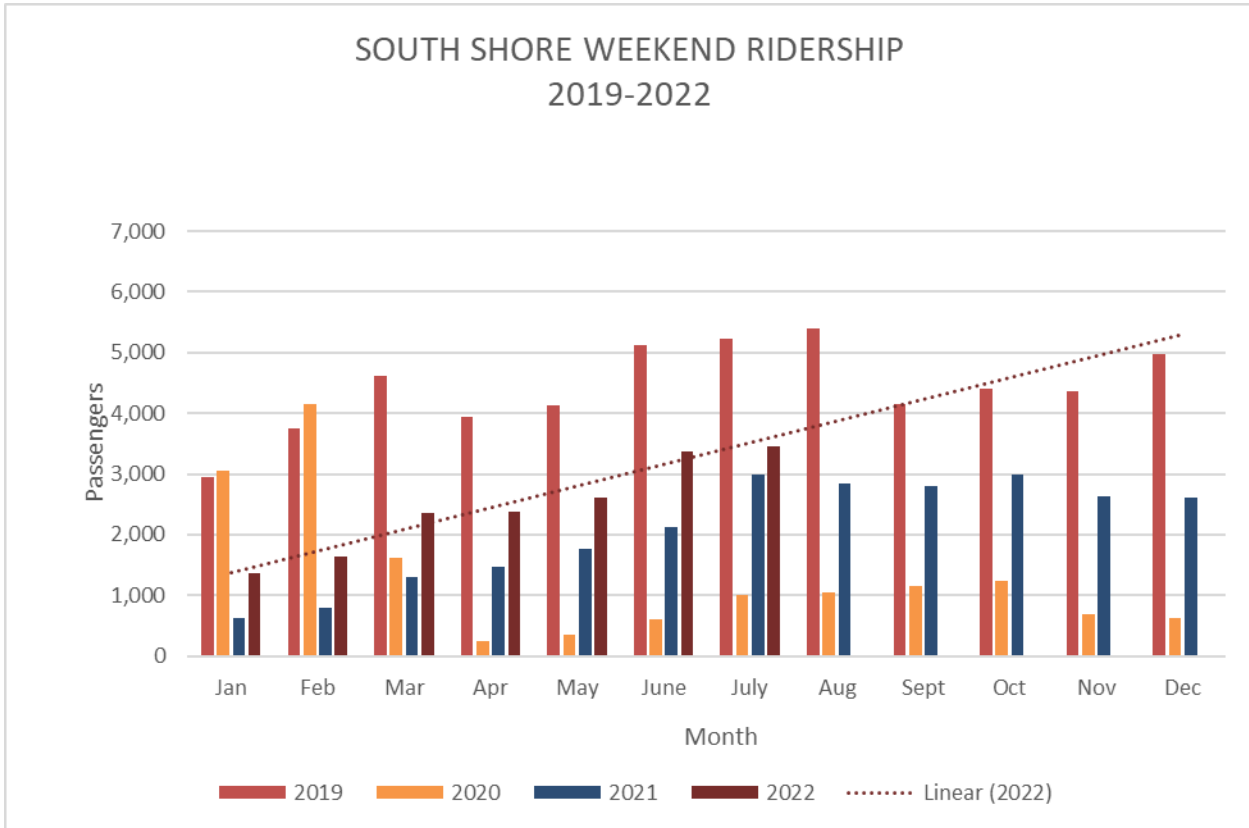
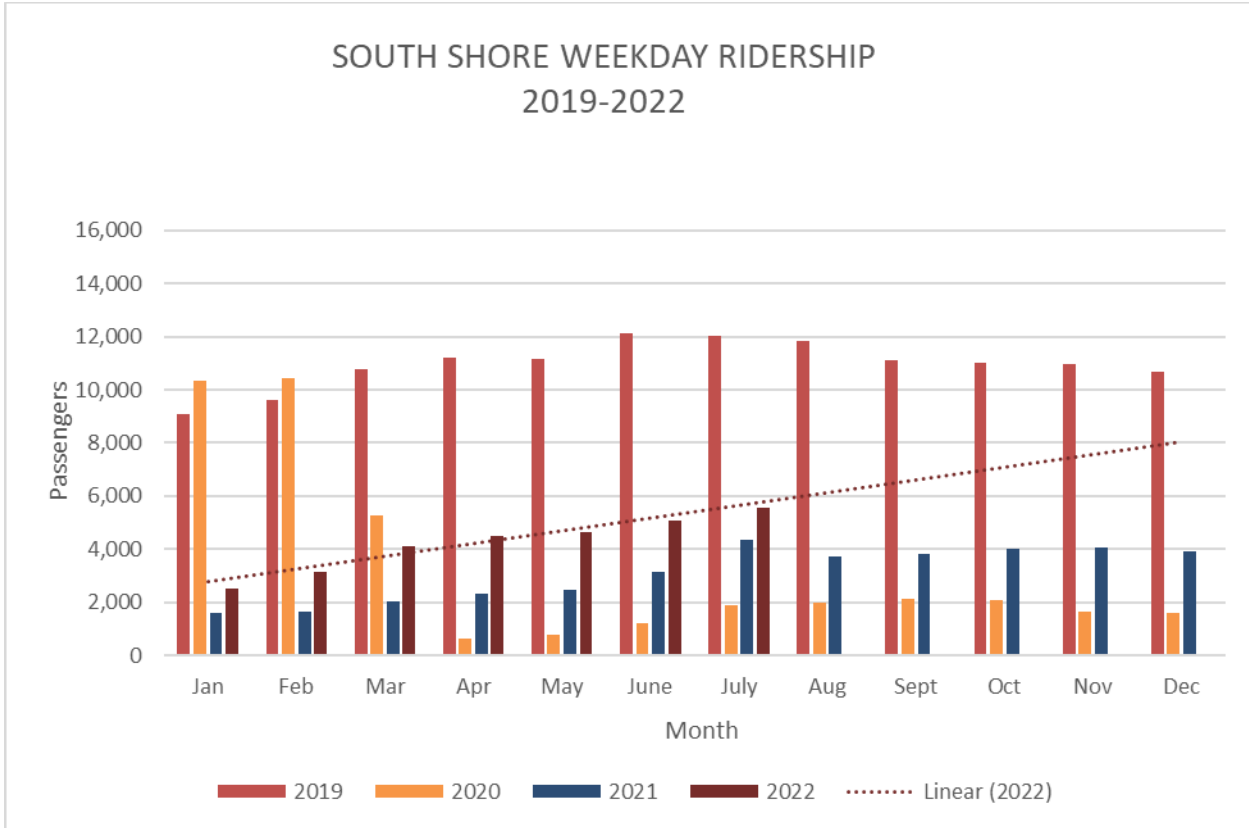
	2019	Work Days	2021	Work Days	2022	Work Days	Change 20/21
	Passengers		Passengers		Passengers		
Average Weekend/Holiday Ridership (per day)							
January	2,943		633		1,355		114.1%
February	3,744		792		1,629		105.7%
March	4,617		1,296		2,366		82.6%
April	3,943		1,465		2,376		62.2%
May	4,121		1,774		2,605		46.8%
June	5,132		2,128		3,364		58.1%
Monthly South Bend Ridership							
January	14,125		4,618		8,972		94.3%
February	12,881		4,932		8,940		81.3%
March	20,397		7,332		13,530		84.5%
April	20,180		10,467		14,608		39.6%
May	19,127		10,437		15,290		46.5%
June	20,088		11,197		15,014		34.1%

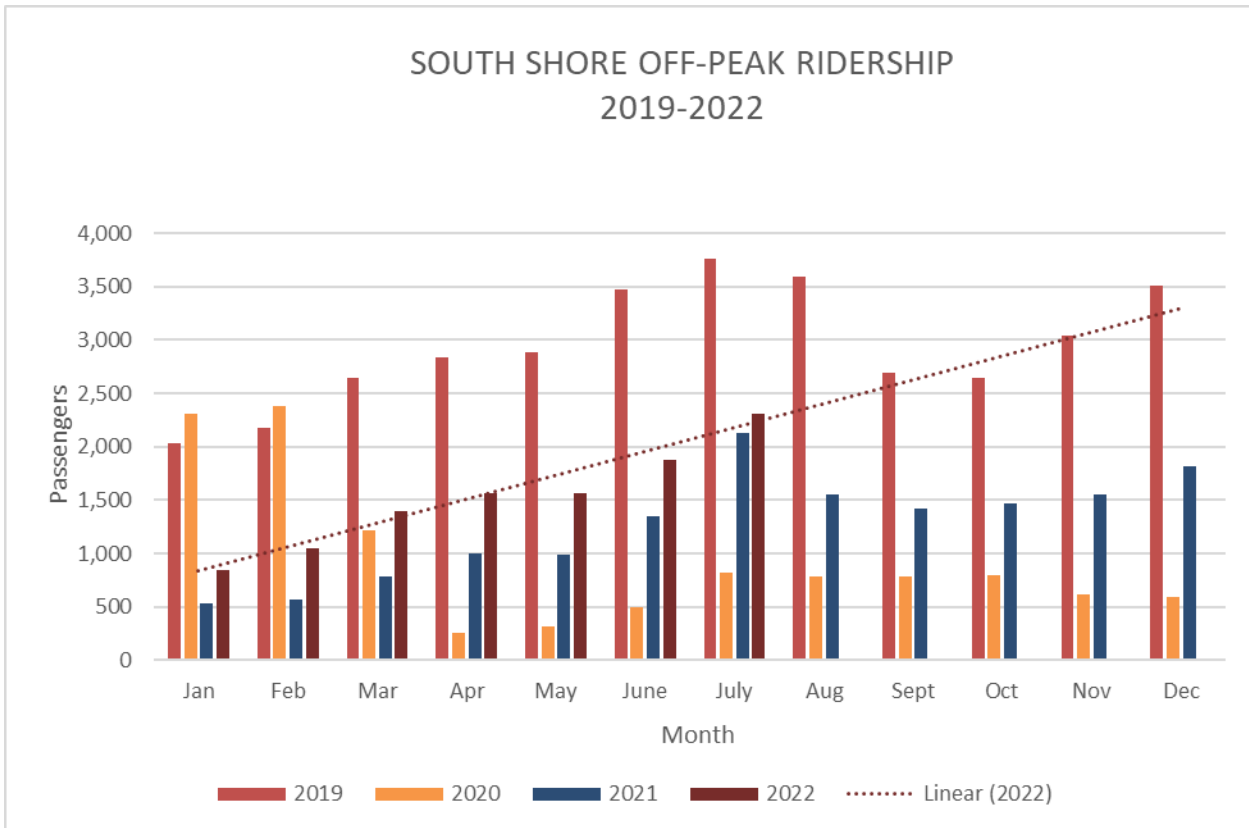
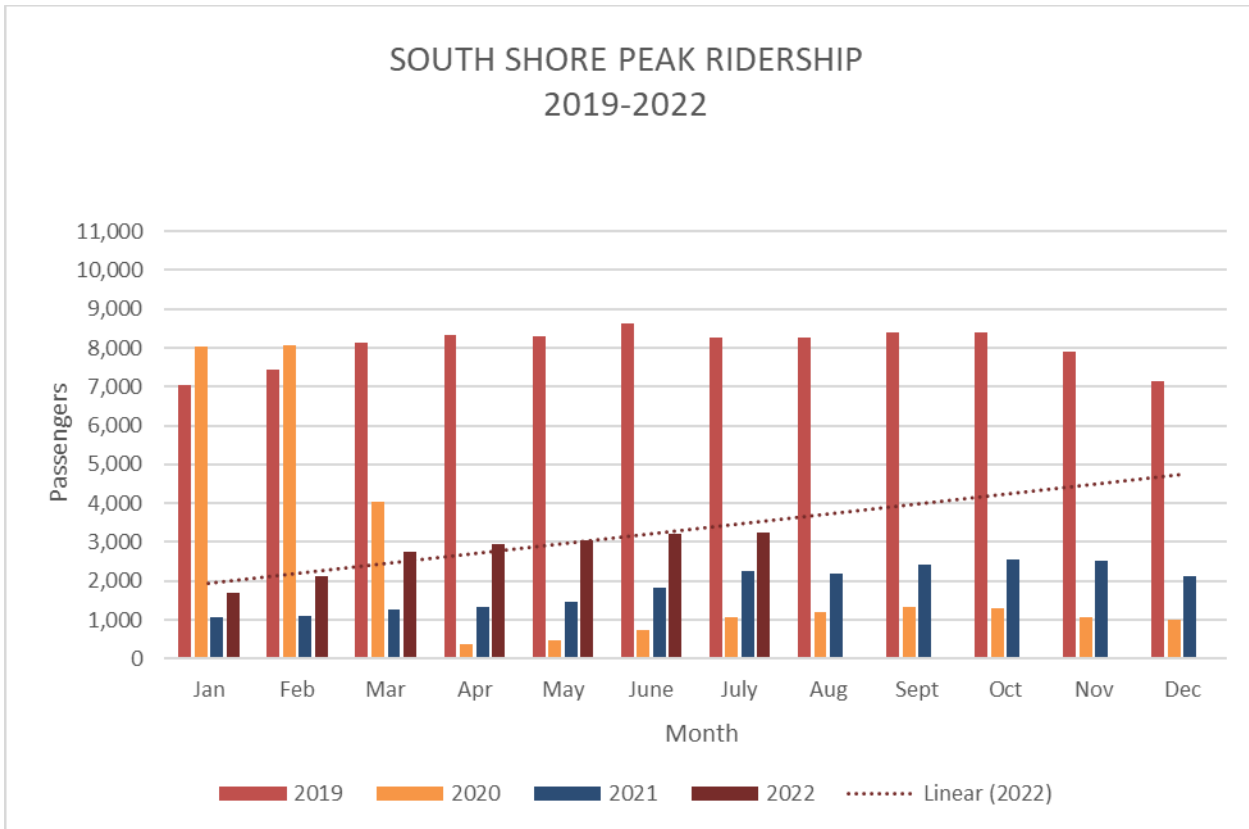
Ridership Report

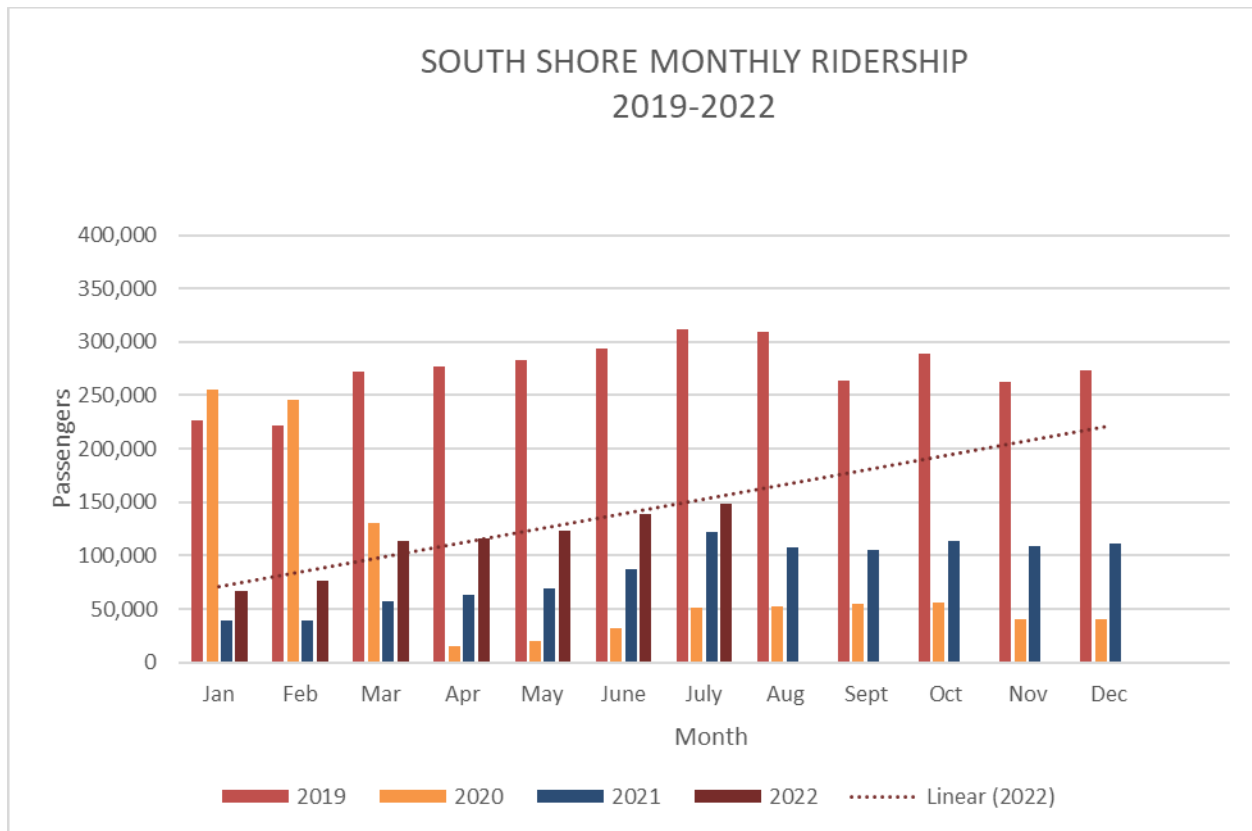
	2019	Work	2021	Work	2022	Work	Change
	Passengers	Days	Passengers	Days	Passengers	Days	
MONTHLY RIDERSHIP							
July	311,676	22	121,647	21	149,051	20	22.5%
August	309,343	22	107,925	22			-100.0%
September	263,338	20	105,655	21			-100.0%
October	288,904	23	114,147	21			-100.0%
November	262,528	20	109,403	21			-100.0%
December	273,403	21	111,359	23			-100.0%
CUMULATIVE COMPARISON							
July	1,886,087	149	476,256	148	784,117	148	64.6%
August	2,195,430	171	584,181	170			
September	2,458,768	191	689,836	191			
October	2,747,672	214	803,983	212			
November	3,010,200	234	913,386	233			
December	3,283,603	255	1,024,745	256			
AVERAGE WEEKDAY RIDERSHIP							
July	12,026		4,373		5,556		27.1%
August	11,853		3,741				
September	11,093		3,829				
October	11,030		3,929				
November	10,948		4,083				
December	10,654		3,936				
Thru December	10,960	255	3,116	256			
AVERAGE WEEKDAY PEAK PERIOD RIDERSHIP							
July	8,261		2,249		3,243		44.2%
August	8,259		2,194				
September	8,399		2,410				
October	8,384		2,541				
November	7,908		2,536				
December	7,141		2,115				
Thru December	8,018	255	1,846	256			
AVERAGE WEEKDAY OFF-PEAK RIDERSHIP							
July	3,765		2,124		2,314		8.9%
August	3,595		1,547				
September	2,694		1,419				
October	2,647		1,474				
November	3,041		1,547				
December	3,513		1,821				
Thru December	2,942	255	1,270	256		0	

Ridership Report

	2019	Wkend	2021	Wkend	2022	Wkend	Change 19/18
	Passengers	Days	Passengers	Days	Passengers	Days	
AVERAGE WEEKEND/HOLIDAY RIDERSHIP (per day)							
July	5,233		2,981		3,348		12.3%
August	5,397		2,847				
September	4,147		2,805				
October	4,401		2,983				
November	4,357		2,629				
December	4,968		2,604				
Thru December	4,417	111	2,082	109			
MONTHLY SOUTH BEND RIDERSHIP							
July	23,571		15,889		18,102		13.9%
August	20,433		11,650				
September	19,530		14,806				
October	20,997		20,259				
November	22,150		15,419				
December	22,575		14,889				







Percent on Time: July, 2022

Peak

Train	Days Late	% on Time
102	3	85.0%
104	1	95.0%
6	6	70.0%
106	1	95.0%
108	1	95.0%
110	1	95.0%
112	1	95.0%
114	5	75.0%
214	1	95.0%
11	11	45.0%
111	3	85.0%
113	1	95.0%
115	1	95.0%
17	4	80.0%
117	1	95.0%
217	0	100.0%
119	1	95.0%
Total	42	87.6%
Westbound	20	88.9%
Eastbound	22	86.3%

Off-Peak

Train	Days Late	% on Time
14	10	50.0%
216	4	80.0%
116	3	85.0%
218	3	85.0%
18	19	5.0%
118	8	60.0%
220	3	85.0%
20	8	60.0%
222	1	95.0%
420	1	94.4%
22	12	40.0%
424	2	88.9%
401	4	77.8%
203	1	95.0%
403	2	88.9%
205	0	100.0%
207	0	100.0%
7	16	20.0%
107	10	50.0%
9	16	20.0%
109	7	65.0%
209	0	100.0%
19	11	45.0%
121	0	100.0%
123	8	60.0%
101	1	95.0%
Total	150	70.7%
Westbound	74	68.6%
Eastbound	76	72.5%

Weekend/Holiday

Train	Days Late	% on Time
600	6	45.5%
502	8	27.3%
504	10	9.1%
606	11	0.0%
506	10	9.1%
608	5	54.5%
508	8	27.3%
610	4	63.6%
510	6	45.5%
503	8	27.3%
603	4	60.0%
605	10	9.1%
505	8	27.3%
507	9	18.2%
509	9	18.2%
511	10	9.1%
613	2	81.8%
601	2	81.8%
701	0	100.0%
703	0	100.0%
Total	130	39.5%
Westbound	68	31.3%
Eastbound	62	46.6%

TrainV on time 1eVV than 95% peak and 85% off peak.

JULY REASONS FOR DELAYS

REASONS (weekday)		
AMT	0	0.0%
CAR	2	1.0%
CAT	0	0.0%
DBS	1	0.5%
DMW	99	51.6%
DSR	0	0.0%
DSS	2	1.0%
FRR	2	1.0%
FTI	0	0.0%
HLD	1	0.5%
LMU	2	1.0%
MET	26	13.5%
OET	1	0.5%
OPR	35	18.2%
OTH	10	5.2%
PAS	0	0.0%
POL	0	0.0%
PTC	0	0.0%
PTI	10	5.2%
SUB	0	0.0%
SVS	1	0.5%
TOD	0	0.0%
TRK	0	0.0%
TRS	0	0.0%
UTL	0	0.0%
VAN	0	0.0%
WTR	0	0.0%
TOTAL	192	100.0%

REASONS (weekend)		
AMT	0	0.0%
CAR	1	0.8%
CAT	0	0.0%
DBS	0	0.0%
DMW	68	52.3%
DSR	0	0.0%
DSS	0	0.0%
FRR	0	0.0%
FTI	2	1.5%
HLD	3	2.3%
LMU	3	2.3%
MET	22	16.9%
OET	0	0.0%
OPR	17	13.1%
OTH	0	0.0%
PAS	0	0.0%
POL	1	0.8%
PTC	0	0.0%
PTI	8	6.2%
SUB	0	0.0%
SVS	0	0.0%
TOD	0	0.0%
TRK	0	0.0%
TRS	0	0.0%
UTL	0	0.0%
VAN	0	0.0%
WTR	5	3.8%
TOTAL	130	100%

- AMT-Amtrak delay
- CAR-Car or equipment failure
- DBS-Delays due to busing
- DDS-Debris strike
- DMW-Maintenance of Way work
- DSR-Speed Restriction
- DSS-Reduced speed due to restrictive signal
- FRR-Freight train interference from crossing
- FTI-Freight train interference on NICTD track
- HLD-Station delay related to passenger boarding
- LMU-Late make up (includes turn of equipment)
- MET-Metra delays

- OET-Operational efficiency testing
- OPR-Operational delay
- OTH-Other delays
- PAS-Passenger boarding
- PTC-Positive train control delays
- PTI-Passenger train interference
- SUB-Substation
- SVS-Servicing (adding/removing equipment)
- TOD-Train order delay
- TRK-Track/wayside malfunction
- UTL-Utility power outage
- WTR-Weather

NICTD follows the industry standard in defining a train as on time if it arrives at its terminal within 5 minutes and 59 seconds.

Cumulative Percent on Time Thru July, 2022

Peak

Train	Days Late	% on Time
102	13	91.2%
104	3	98.0%
6	23	84.5%
106	15	89.8%
108	13	91.2%
110	11	92.5%
112	16	89.2%
114	13	91.2%
214	9	93.9%
11	100	32.4%
111	18	87.8%
113	27	81.8%
115	16	89.2%
17	30	79.7%
117	38	74.1%
217	5	96.6%
119	9	93.9%
Total	359	85.7%
Westbound	116	91.3%
Eastbound	243	79.5%

Off-Peak

Train	Days Late	% on Time
14	40	73.0%
216	12	91.9%
116	22	85.1%
216	12	91.9%
18	100	32.4%
118	38	74.3%
218	12	91.8%
20	59	60.1%
220	7	95.3%
420	6	95.8%
22	79	46.6%
422	20	86.1%
401	8	94.5%
203	13	91.1%
403	6	95.9%
205	1	99.3%
207	22	85.0%
7	88	40.5%
107	36	75.7%
9	82	44.6%
109	36	75.7%
209	22	85.1%
19	89	39.9%
121	4	97.3%
123	35	76.4%
101	14	90.5%
Total	863	77.5%
Westbound	407	77.0%
Eastbound	456	77.9%

Weekend/Holiday

Train	Days Late	% on Time
600	21	67.2%
502	26	59.4%
504	50	21.9%
606	41	35.9%
506	44	31.3%
608	23	64.1%
508	35	45.3%
610	19	70.3%
503	45	29.7%
603	8	87.3%
605	34	46.9%
505	42	34.4%
507	53	17.2%
509	48	25.0%
511	42	34.4%
613	11	82.8%
601	13	79.7%
701	2	96.8%
703	7	88.5%
Total	564	53.5%
Westbound	259	50.2%
Eastbound	305	56.3%

Trains on time less than 95% peak and 85% off peak.

Cumulative Reasons for Delays Thru July, 2022

REASONS (weekday)		
AMT	1	0.1%
CAR	29	2.4%
CAT	8	0.7%
DBS	1	0.1%
DMW	495	40.5%
DSR	6	0.5%
DSS	31	2.5%
FRR	10	0.8%
FTI	51	4.2%
HLD	5	0.4%
LMU	49	4.0%
MET	146	11.9%
OET	4	0.3%
OPR	119	9.7%
OTH	37	3.0%
PAS	14	1.1%
POL	7	0.6%
PTC	1	0.1%
PTI	100	8.2%
SUB	1	0.1%
SVS	10	0.8%
TOD	5	0.4%
TRK	15	1.2%
TRS	32	2.6%
UTL	2	0.2%
VAN	0	0.0%
WTR	44	3.6%
TOTAL	1,223	100.0%

REASONS (weekend)		
AMT	0	0.0%
CAR	10	1.7%
CAT	0	0.0%
DBS	0	0.0%
DMW	317	53.5%
DSR	0	0.0%
DSS	7	1.2%
FRR	3	0.5%
FTI	17	2.9%
HLD	8	1.4%
LMU	14	2.4%
MET	83	14.0%
OET	1	0.2%
OPR	38	6.4%
OTH	11	1.9%
PAS	15	2.5%
POL	1	0.2%
PTC	0	0.0%
PTI	38	6.4%
SUB	2	0.3%
SVS	7	1.2%
TOD	1	0.2%
TRK	2	0.3%
TRS	9	1.5%
UTL	0	0.0%
VAN	0	0.0%
WTR	8	1.4%
TOTAL	592	100.0%

TOTAL		
AMT	1	0.1%
CAR	39	2.1%
CAT	8	0.4%
DBS	1	0.1%
DMW	812	44.7%
DSR	6	0.3%
DSS	38	2.1%
FRR	13	0.7%
FTI	68	3.7%
HLD	13	0.7%
LMU	63	3.5%
MET	229	12.6%
OET	5	0.3%
OPR	157	8.7%
OTH	48	2.6%
PAS	29	1.6%
POL	8	0.4%
PTC	1	0.1%
PTI	138	7.6%
SUB	3	0.2%
SVS	17	0.9%
TOD	6	0.3%
TRK	17	0.9%
TRS	41	2.3%
UTL	2	0.1%
VAN	0	0.0%
WTR	52	2.9%
TOTAL	1,815	100.0%

- AMT-Amtrak delay
- CAR-Car or equipment failure
- DBS-Delays due to busing
- DDS-Debris strike
- DMW-Maintenance of Way work
- DSR-Speed Restriction
- DSS-Reduced speed due to restrictive signal
- FRR-Freight train interference from crossing
- FTI-Freight train interference on NICTD track
- HLD-Station delay related to passenger boarding
- LMU-Late make up (includes turn of equipment)
- MET-Metra delays
- OET-Operational efficiency testing
- OPR-Operational delay
- OTH-Other delays
- PAS-Passenger boarding
- PTC-Positive train control delays
- PTI-Passenger train interference
- SUB-Substation
- SVS-Servicing (adding/removing equipment)
- TOD-Train order delay
- TRK-Track/wayside malfunction
- UTL-Utility power outage
- WTR-Weather

NICTD follows the industry standard in defining a train as on time if it arrives at its terminal within 5 minutes and 59 seconds.

Cumulative				
Arrive	Train #	Days Late	Days Ran	% On Time
5:48a	102	13	147	91.2%
6:31	104	3	148	98.0%
6:55	6	23	148	84.5%
7:13	106	15	147	89.8%
7:35	108	13	148	91.2%
7:51	110	11	147	92.5%
8:08	112	16	148	89.2%
8:31	114	13	147	91.2%
8:52	214	9	147	93.9%
10:28	14	43	148	70.9%
Depart				
3:57	11	100	148	32.4%
4:02p	111	18	148	87.8%
4:28	113	27	148	81.8%
4:57	115	16	148	89.2%
5:10	117	38	147	74.1%
5:28	17	29	148	80.4%
5:32	217	5	148	96.6%
5:58	119	9	148	93.9%
7:15	19	88	148	40.5%

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	116	1327	91.3%
EB Rush	242	1183	79.5%
Total Rush	358	2,510	85.7%

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	47	58	105	3.5%	4.9%	4.2%
11-15	28	43	71	2.1%	3.6%	2.8%
16-20	13	45	58	1.0%	3.8%	2.3%
21-30	10	50	60	0.8%	4.2%	2.4%
31-59	10	38	48	0.8%	3.2%	1.9%
60+	5	9	14	0.4%	0.8%	0.6%
Annulled	5	1	6			
Total Late	113	243	356	8.5%	20.5%	14.2%
On time	1214	940	2154	91.5%	79.5%	85.8%
Total ran	1327	1183	2510			

Range	Grand Total All Trains Thru July					
	Peak			Wkend	Total	%
	WB	EB	Off			
6-10	47	58	286	149	540	7.1%
11-15	28	43	245	157	473	6.2%
16-20	13	45	121	95	274	3.6%
21-30	10	50	109	102	271	3.6%
31-59	10	38	83	73	204	2.7%
60+	5	9	19	16	49	0.6%
Annulled	5	1	20	6	32	
Total	113	243	863	592	1811	23.8%
On Time	1214	940	2965	682	5801	76.2%
Total ran	1327	1183	3828	1274	7612	
%On Time	91.5%	79.5%	77.5%	53.5%	76.2%	

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	6	7	13	3.3%	4.4%	3.8%
11-15	5	6	11	2.8%	3.8%	3.2%
16-20	2	4	6	1.1%	2.5%	1.8%
21-30	3	3	6	1.7%	1.9%	1.8%
31-59	1	2	3	0.6%	1.3%	0.9%
60+	0	0	0	0.0%	0.0%	0.0%
Annulled	0	0	0			
Total Late	17	22	39	9.4%	13.8%	11.5%
On time	163	138	301	90.6%	86.3%	88.5%
Total ran	180	160	340			