

# **MONTHLY RIDERSHIP AND PERFORMANCE REPORT**

**June 2020**



**NICTD**

# JUNE, 2020 MONTHLY PERFORMANCE REPORT

## Ridership

Ridership for the month of June 2020 decreased 89.0% when compared to June of 2019. This year 32,249 passengers traveled on the South Shore Line (SSL) while June of 2019 recorded a total of 293,325 passenger trips. The SSL continues to experience reduce ridership as a result of the COVID-19 pandemic. As Chicago began advancing through their reopening phases the SSL returned to operating a normal weekday schedule allowing riders to better socially distance.

## Weekday Travel

Average weekday travel was down 89.7% overall for June of 2020 when compared to June of 2019. Peak ridership was down 91.4% and off peak ridership was down 85.6%.

## Weekend

Average weekend ridership in June decreased by 82.8% with an average of 882 passengers carried per weekend day in 2020 compared to 5,132 carried in 2019. In response to the pandemic stay at home orders and limited crowd sizes have kept local businesses and recreation spots closed.

## Analysis over last 12 months:

Ridership Over Last 12 Months: July through June							
	2016/17	2017/18	% Change	2018/19	% Change	2019/20	% Change
Total	3,483,097	3,430,500	-1.51%	3,328,952	-2.96%	2,408,083	-27.66%
Weekday	2,958,096	2,900,646	-1.94%	2,822,073	-2.71%	2,052,549	-27.27%
Peak	2,137,049	2,099,759	-1.74%	2,059,464	-1.92%	1,493,221	-27.49%
Off Peak	821,047	800,887	-2.46%	762,609	-4.78%	559,328	-26.66%
Weekend	525,001	529,854	0.92%	506,879	-4.34%	355,534	-29.86%
South Bend	248,968	260,127	4.48%	239,498	-7.93%	177,594	-25.85%

## Revenue

The number of tickets sold for the year has decreased 55.1% through June of 2020 compared to 2019. Ticket revenue is down 52.6% for 2020 compared to 2019. Sales from digital sources represents 67.7% of ticket sales and 70.2% of revenue in 2020. Monthly passes purchased in May were also good for use in June.

Total Ticket Sales: Through June						
Method of Sale	Tickets			Revenue		
	2019	2020	% Change	2019	2020	% Change
Ticket Agent	80,959	33,408	-58.7%	2,458,559	1,092,081	-55.6%
Vending Machine	208,664	81,182	-61.1%	3,856,865	1,637,850	-57.5%
Conductor	131,016	54,652	-58.3%	1,010,148	414,337	-59.0%
Mobile App	186,771	103,249	-44.7%	3,346,155	1,912,563	-42.8%
<b>Total</b>	<b>607,410</b>	<b>272,491</b>	<b>-55.1%</b>	<b>10,671,727</b>	<b>5,056,831</b>	<b>-52.6%</b>

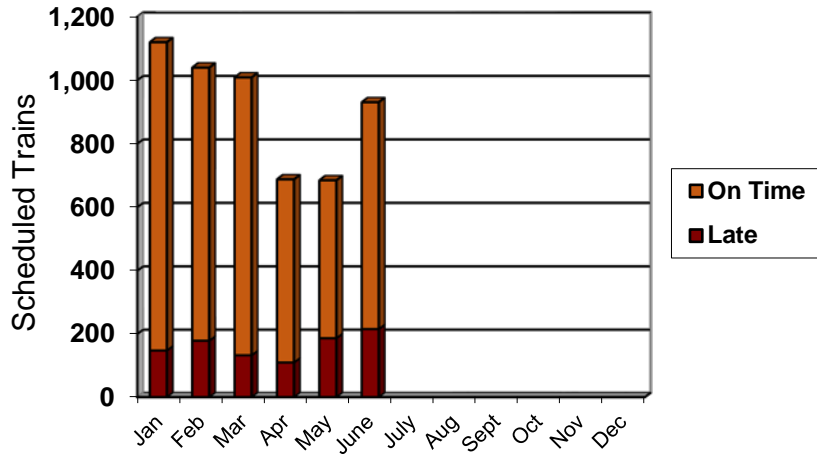
## On Time Performance

**Rush hour** – Overall, 84.9% of A.M. and P.M. rush hour trains were on time in June 2020; compared to 91.2% in June of 2019. 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). 89.7% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 95.2% of westbound morning rush hour service was on time compared to 95.6% in June 2019; while eastbound rush hour trains reported an on time performance of 73.5% compared to 86.3% in June 2019. A total of 8 out of 165 westbound rush hour trains were delayed in June. Of those 8, three experienced delays greater than 15 minutes. The eastbound rush hour trains had a total of 39 out of 147 trains delayed in June. Of those 39, 20 experienced delays greater than 15 minutes.<sup>1</sup>

RANGE OF RUSH HOUR DELAYS (in minutes)				
June				
Range	a.m.	p.m.	Total	Percent
6-10	4	11	15	4.8%
11-15	1	8	9	2.9%
16-20	2	4	6	1.9%
21-30	1	5	6	1.9%
31-59	0	1	1	0.3%
60+	0	10	10	3.2%
Annulled	8	9	17	
<b>On Time</b>	<b>157</b>	<b>108</b>	<b>265</b>	
Total Ran	165	147	312	

<sup>1</sup> Weekday rush-hour trains operate 9 westbound and 8 eastbound per day however on March 23<sup>rd</sup> a temporary reduced schedule was utilized providing 4 peak trains in each direction per day which was maintained by the April 1<sup>st</sup> revision.

**Overall** – The SSL scheduled 1011 trains in June and experienced 216 delays in excess of 5 minutes (ranging from 6-122 minutes) with a median delay of 12 minutes. June of 2020 experienced 80 annulled trains. In June 2019 the South Shore Line scheduled 1,060 trains with 221 delays in excess of 5 minutes (ranging from 6-162 minutes) with a median delay of 12 minutes. June of 2019 experienced 33 annulled trains.



<b>Cumulative On Time Comparison</b>		
<i>Thru June</i>	<b>2019</b>	<b>2020</b>
<b>Weekday</b>	<b>84.6%</b>	<b>83.8%</b>
Peak	91.5%	87.3%
Off-peak	80.0%	81.7%
<b>Weekend</b>	<b>74.8%</b>	<b>75.8%</b>
<b>Overall</b>	<b>83.0%</b>	<b>82.2%</b>

**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.

ANNULLED TRAINS OR DELAYS IN EXCESS OF 59 MINUTES							
Date	Train #	Minutes	Reason	Date	Train #	Minutes	Reason
1/2	102	Anulled	Car caught in wire.	6/8	101	Anulled	Chicago protests
	203	Anulled	Anulled due to 102 issues		401	Anulled	Construction & Maintenance
1/6	104	Anulled	Equipment issues		422	Anulled	Construction & Maintenance
	205	Anulled	Anulled due to 104 issues		424	Anulled	Construction & Maintenance
1/19	701	Anulled	Weather	6/9	401	Anulled	Construction & Maintenance
	703	Anulled	Weather		422	Anulled	Construction & Maintenance
1/23	214	98	Fire alarm at arrival station		424	Anulled	Construction & Maintenance
2/22	600	72	Derailment	6/10	401	Anulled	Construction & Maintenance
3/3	7	82	Equipment issues		422	Anulled	Construction & Maintenance
	107	69	Equipment issues		424	Anulled	Construction & Maintenance
	216	Anulled	Car caught in wire.	6/11	401	Anulled	Construction & Maintenance
3/7	606	104	Metra power outage		422	Anulled	Construction & Maintenance
	613	135	Metra power outage		424	Anulled	Construction & Maintenance
	504	154	Metra power outage	6/12	401	Anulled	Construction & Maintenance
	603	Anulled	Metra power outage	6/21	506	74	Equipment issues
3/10	110	62	Equipment issues	6/29	11	65	Construction & Maintenance
3/21	502	60	Equipment issues		17	103	Construction & Maintenance
4/16	507	60	Train collision w/ car		96	19	Construction & Maintenance
5/29	610	68	Late turn of equipment.		20	122	Construction & Maintenance
6/1	ALL	Anulled	Chicago protests		109	95	Construction & Maintenance
6/2	ALL	Anulled	Chicago protests		111	102	Construction & Maintenance
6/3	510	Anulled	Chicago protests		113	115	Construction & Maintenance
	601	Anulled	Chicago protests		115	98	Construction & Maintenance
	613	Anulled	Chicago protests		117	99	Construction & Maintenance
6/4	510	Anulled	Chicago protests		118	Anulled	Construction & Maintenance
	601	Anulled	Chicago protests		119	85	Construction & Maintenance
	613	Anulled	Chicago protests		217	84	Construction & Maintenance
6/5	510	Anulled	Chicago protests	6/30	11	70	Power Outage
	601	Anulled	Chicago protests		17	107	Power Outage
	613	Anulled	Chicago protests		22	80	Power Outage
6/6	510	Anulled	Chicago protests		116	81	Power Outage
	601	Anulled	Chicago protests		217	Anulled	Power Outage
	613	Anulled	Chicago protests		218	60	Power Outage
6/7	510	Anulled	Chicago protests		222	Anulled	Power Outage
	601	Anulled	Chicago protests		422	85	Power Outage
	613	Anulled	Chicago protests				

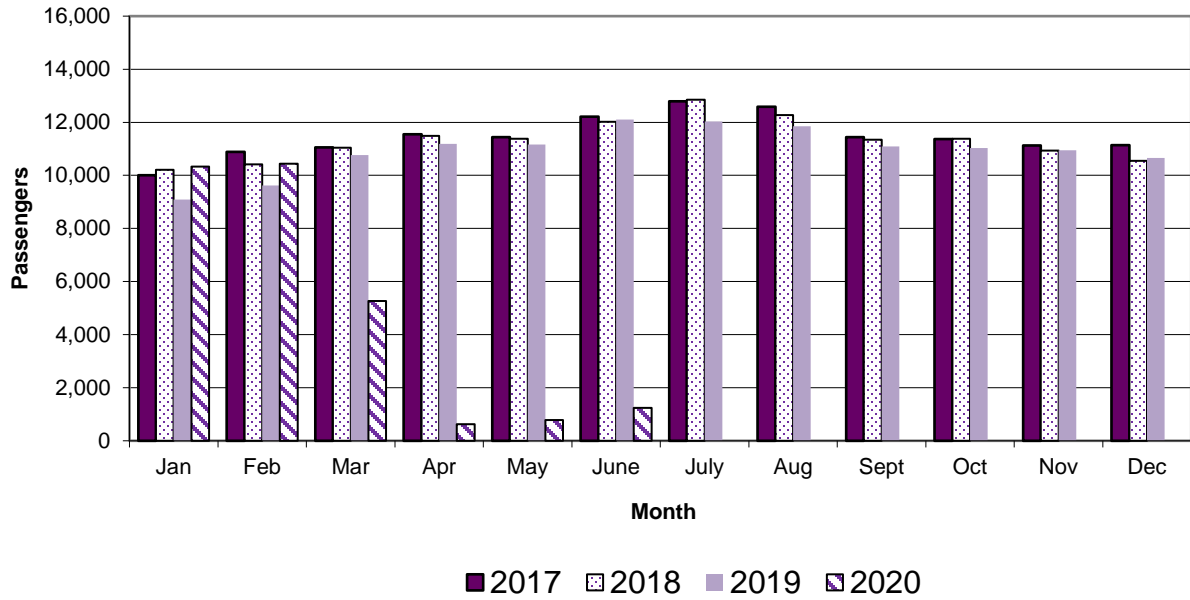
### Ridership Report

	2018	Work	2019	Work	2020	Work	Change 19/20
	Passengers	Days	Passengers	Days	Passengers	Days	
<b>Monthly Ridership</b>							
January	251,990	22	226,385	22	254,857	22	12.6%
February	242,120	20	222,250	20	246,095	20	10.7%
March	283,789	22	272,150	21	130,362	22	-52.1%
April	279,888	21	277,549	22	15,714	22	-94.3%
May	288,137	22	282,752	22	19,614	20	-93.1%
June	299,731	21	293,325	20	32,249	22	-89.0%
<b>Cumulative Comparison</b>							
January	251,990	22	226,385	22	254,857	22	12.6%
February	494,110	42	448,635	42	500,952	42	11.7%
March	777,899	64	720,785	63	631,314	64	-12.4%
April	1,057,787	85	998,334	85	647,028	86	-35.2%
May	1,345,924	107	1,281,086	107	666,642	106	-48.0%
June	1,645,655	128	1,574,411	127	698,891	128	-55.6%
<b>Average Weekday Ridership</b>							
January	10,213		9,086		10,336		13.8%
February	10,413		10,121		10,437		3.1%
March	11,043		10,761		5,267		-51.1%
April	11,490		11,182		627		-94.4%
May	11,375		11,167		787		-93.0%
June	12,023		12,101		1,900		-84.3%
<b>Average Weekday Peak Period Ridership</b>							
January	7,982		7,052		8,028		13.8%
February	7,914		7,833		8,057		2.9%
March	8,214		8,116		4,051		-50.1%
April	8,588		8,344		375		-95.5%
May	8,422		8,285		468		-94.4%
June	8,542		8,627		1,084		-87.4%
<b>Average Weekday Off-Peak Ridership</b>							
January	2,231		2,034		2,309		13.5%
February	2,499		2,288		2,381		4.0%
March	2,829		2,645		1,215		4.0%
April	2,902		2,839		252		4.0%
May	2,953		2,881		320		4.0%
June	3,481		3,473		816		4.0%

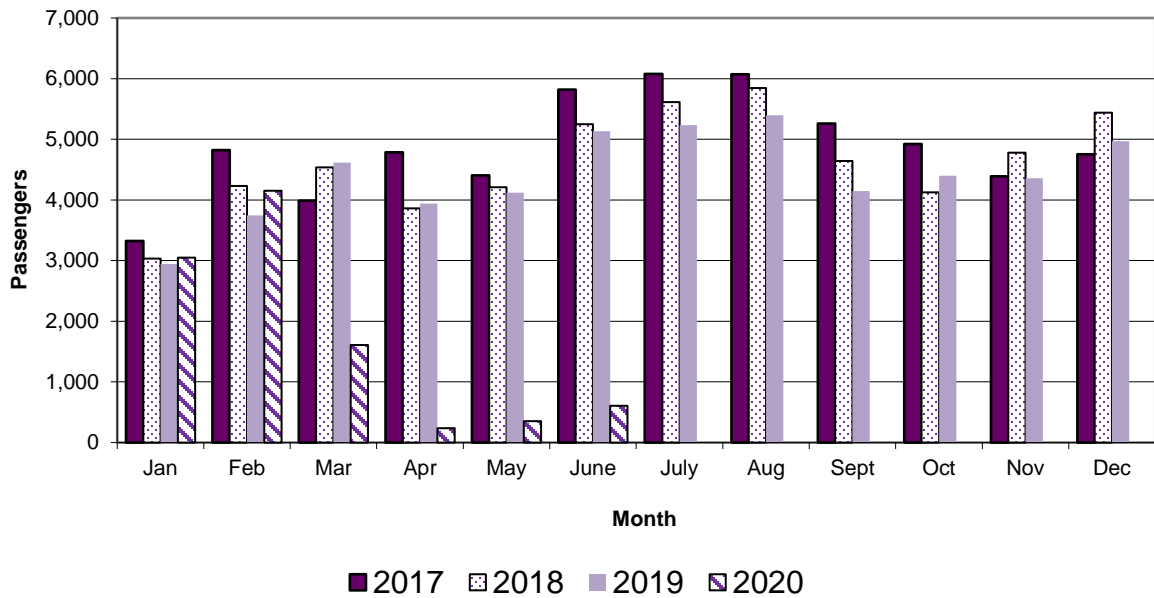
**Ridership Report**

	2018	Work Days	2019	Work Days	2020	Work Days	Change 19/20
	Passengers		Passengers		Passengers		
<b>Average Weekend/Holiday Ridership (per day)</b>							
January	3,035		2,943		3,051		3.7%
February	4,233		3,744		4,150		10.8%
March	4,538		4,617		1,611		-65.1%
April	4,288		3,943		239		-93.9%
May	4,210		4,121		352		-91.5%
June	5,249		5,132		997		-80.6%
<b>Monthly South Bend Ridership</b>							
January	15,027		14,125		15,044		6.5%
February	16,778		12,881		15,748		22.3%
March	21,230		20,397		8,640		-57.6%
April	20,509		20,180		1,903		-90.6%
May	19,452		19,127		2,929		-84.7%
June	20,965		20,088		3,854		-80.8%

## SOUTH SHORE WEEKDAY RIDERSHIP 2017-2020

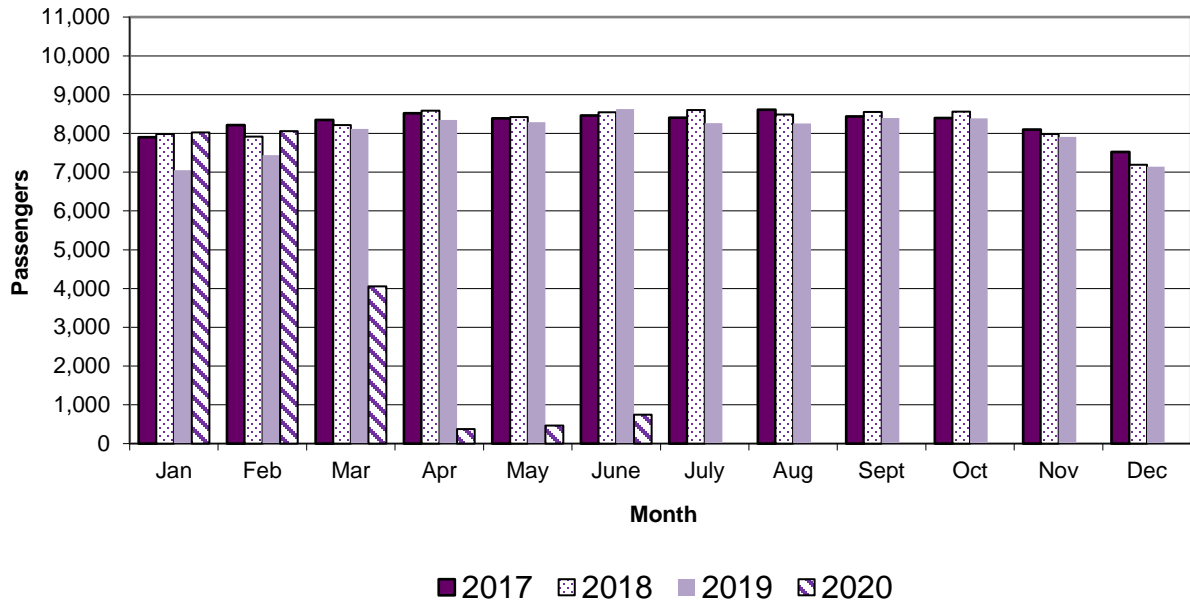


## SOUTH SHORE WEEKEND/HOLIDAY RIDERSHIP: 2017-2020

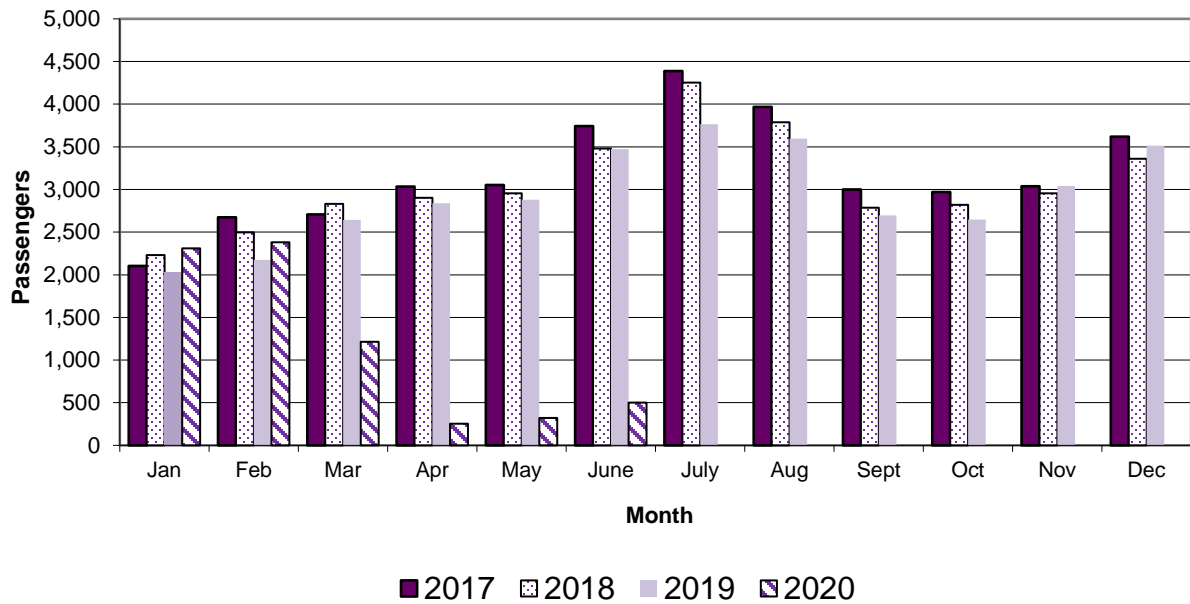




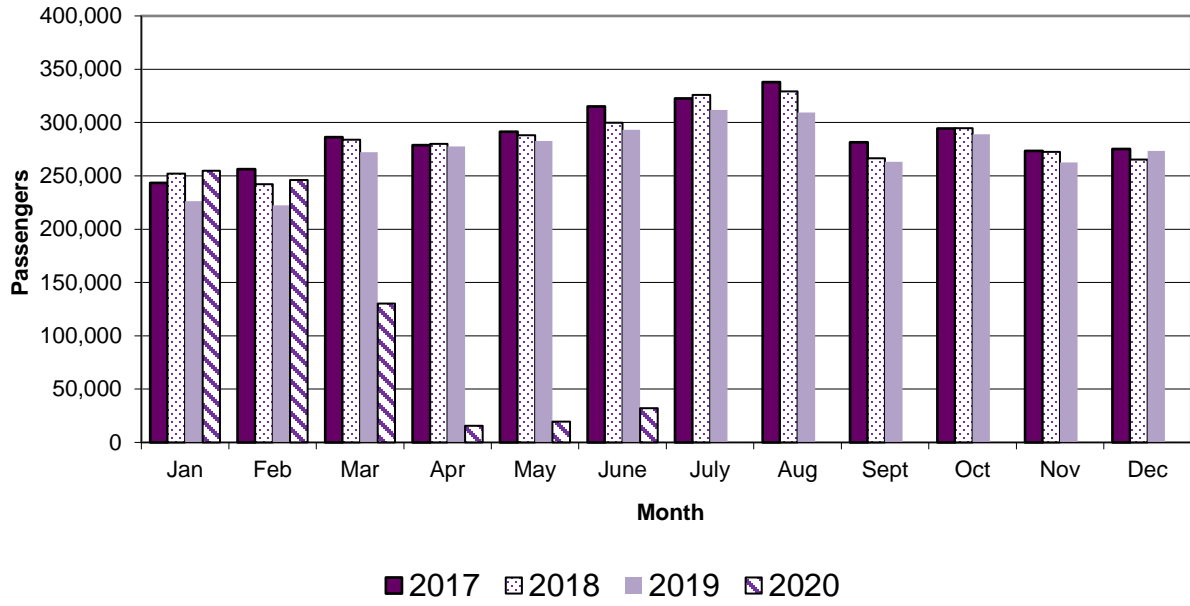
## SOUTH SHORE PEAK RIDERSHIP 2017-2020



## SOUTH SHORE OFF-PEAK RIDERSHIP 2017-2020



## SOUTH SHORE MONTHLY RIDERSHIP 2017-2020



## Percent on Time: June 2020

Peak		
Train	Days Late	% on Time
102	1	94.1%
104	1	94.1%
6	0	100.0%
106	2	88.2%
108	1	94.1%
110	1	94.1%
112	1	94.1%
114	0	100.0%
214	0	100.0%
600	0	100.0%
502	1	66.7%
802	0	100.0%
804	0	100.0%
11	13	23.5%
111	2	88.2%
113	5	70.6%
115	2	88.2%
17	7	58.5%
117	2	88.2%
217	3	81.3%
119	2	88.2%
507	0	100.0%
509	1	66.7%
801	2	33.3%
803	0	100.0%
Total	47	85.1%
Westbound	8	95.2%
Eastbound	39	73.5%

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

Off-Peak		
Train	Days Late	% on Time
14	0	100.0%
216	7	58.8%
116	7	58.8%
218	4	76.5%
18	12	29.4%
118	11	31.3%
220	3	82.4%
20	10	41.2%
222	4	75.0%
22	10	41.2%
422	1	92.3%
424	0	100.0%
504	0	100.0%
606	0	100.0%
506	0	100.0%
608	0	100.0%
508	0	100.0%
610	2	33.3%
401	0	100.0%
203	0	100.0%
403	2	88.2%
205	0	100.0%
207	7	58.8%
7	9	47.1%
107	15	11.8%
9	10	41.2%
109	7	58.8%
209	3	82.4%
19	5	70.6%
121	1	94.1%
123	7	58.8%
101	0	100.0%
701	0	100.0%
703	0	100.0%
503	1	66.7%
603	0	100.0%
605	3	0.0%
505	0	100.0%
511	0	100.0%
Total	141	69.9%
Westbound	71	66.5%
Eastbound	70	72.7%

Weekend/Holiday		
Train	Days Late	% on Time
502	1	87.5%
504	3	62.5%
506	3	62.5%
508	1	87.5%
510	1	87.5%
600	1	87.5%
606	2	75.0%
608	0	100.0%
610	2	75.0%
802	0	100.0%
804	1	0
503	4	50.0%
505	1	87.5%
507	1	87.5%
509	3	62.5%
511	0	100.0%
601	0	100.0%
603	0	100.0%
605	3	62.5%
613	0	100.0%
701	2	75.0%
703	0	100.0%
801	0	100.0%
803	0	0.0%
Total	29	82.3%
Eastbound	14	84.4%
Westbound	15	79.7%

Reason for Delay: June

Reasons (weekday)		
AMT	1	0.5%
CAR	4	2.1%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	33	17.6%
DSR	8	4.3%
DSS	2	1.1%
FRR	0	0.0%
FTI	3	1.6%
HLD	3	1.6%
LMU	5	2.7%
MET	43	22.9%
OET	1	0.5%
OPR	30	16.0%
OTH	7	3.7%
PAS	3	1.6%
POL	1	0.5%
PTC	0	0.0%
PTI	22	11.7%
SUB	0	0.0%
SVS	1	0.5%
TOD	1	0.5%
TRK	4	2.1%
TRS	1	0.5%
UTL	15	8.0%
VAN	0	0.0%
WTR	0	0.0%
TOTAL	188	100.0%

Reasons (weekend)		
AMT	2	7.1%
CAR	3	10.7%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	0	0.0%
DSR	0	0.0%
DSS	1	3.6%
FRR	1	3.6%
FTI	1	3.6%
HLD	1	3.6%
LMU	1	3.6%
MET	8	28.6%
OET	0	0.0%
OPR	2	7.1%
OTH	1	3.6%
PAS	1	3.6%
POL	0	0.0%
PTC	0	0.0%
PTI	2	7.1%
SUB	0	0.0%
SVS	1	3.6%
TOD	0	0.0%
TRK	3	10.7%
TRS	0	0.0%
UTL	0	0.0%
VAN	0	0.0%
WTR	0	0.0%
TOTAL	28	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  
 TRS-Trespasser on incident.  
 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 June, 2020

Peak		
Train	Days Late	% on Time
102	2	97.3%
104	3	95.9%
<b>6</b>	<b>5</b>	<b>93.2%</b>
<b>106</b>	<b>9</b>	<b>87.8%</b>
<b>108</b>	<b>4</b>	<b>94.6%</b>
<b>110</b>	<b>6</b>	<b>91.9%</b>
112	3	95.9%
<b>114</b>	<b>6</b>	<b>91.9%</b>
<b>214</b>	<b>4</b>	<b>94.6%</b>
<b>502</b>	<b>15</b>	<b>69.4%</b>
<b>600</b>	<b>5</b>	<b>89.8%</b>
<b>802</b>	<b>7</b>	<b>85.7%</b>
<b>804</b>	<b>12</b>	<b>75.5%</b>
<b>11</b>	<b>22</b>	<b>70.3%</b>
111	2	97.3%
<b>113</b>	<b>10</b>	<b>86.5%</b>
<b>115</b>	<b>4</b>	<b>94.6%</b>
<b>17</b>	<b>17</b>	<b>77.0%</b>
<b>117</b>	<b>11</b>	<b>85.1%</b>
<b>217</b>	<b>6</b>	<b>91.8%</b>
<b>119</b>	<b>5</b>	<b>93.2%</b>
<b>507</b>	<b>6</b>	<b>87.8%</b>
<b>509</b>	<b>10</b>	<b>79.6%</b>
<b>801</b>	<b>18</b>	<b>63.3%</b>
<b>803</b>	<b>17</b>	<b>65.3%</b>
<b>Total</b>	<b>209</b>	<b>87.3%</b>
<b>Westbound</b>	<b>81</b>	<b>90.6%</b>
<b>Eastbound</b>	<b>128</b>	<b>83.7%</b>

Off-Peak		
Train	Days Late	% on Time
14	7	90.5%
<b>216</b>	<b>14</b>	<b>80.8%</b>
<b>116</b>	<b>27</b>	<b>63.5%</b>
216	7	90.5%
<b>18</b>	<b>19</b>	<b>74.3%</b>
<b>118</b>	<b>12</b>	<b>83.6%</b>
218	5	93.2%
<b>20</b>	<b>24</b>	<b>67.6%</b>
220	5	93.2%
420	2	97.1%
<b>22</b>	<b>16</b>	<b>78.4%</b>
422	0	100.0%
<b>504</b>	<b>14</b>	<b>71.4%</b>
<b>506</b>	<b>20</b>	<b>59.2%</b>
<b>508</b>	<b>10</b>	<b>79.6%</b>
<b>510</b>	<b>9</b>	<b>81.6%</b>
<b>606</b>	<b>15</b>	<b>69.4%</b>
608	7	85.7%
<b>610</b>	<b>20</b>	<b>59.2%</b>
401	2	97.1%
203	1	98.6%
403	7	90.5%
205	0	100.0%
<b>207</b>	<b>15</b>	<b>79.7%</b>
<b>7</b>	<b>27</b>	<b>63.5%</b>
<b>107</b>	<b>41</b>	<b>44.6%</b>
<b>9</b>	<b>26</b>	<b>64.9%</b>
<b>109</b>	<b>17</b>	<b>77.0%</b>
209	7	90.5%
<b>19</b>	<b>16</b>	<b>78.4%</b>
121	6	91.9%
<b>123</b>	<b>12</b>	<b>83.8%</b>
101	3	95.9%
<b>503</b>	<b>11</b>	<b>59.3%</b>
<b>505</b>	<b>16</b>	<b>67.3%</b>
511	4	91.8%
601	6	87.8%
<b>603</b>	<b>16</b>	<b>67.3%</b>
<b>605</b>	<b>20</b>	<b>59.2%</b>
613	3	93.9%
701	1	97.7%
703	5	88.6%
<b>Total</b>	<b>495</b>	<b>81.4%</b>
<b>Westbound</b>	<b>233</b>	<b>80.9%</b>
<b>Eastbound</b>	<b>262</b>	<b>81.8%</b>

Weekend/Holiday		
Train	Days Late	% on Time
600	11	76.1%
502	13	71.7%
504	17	63.0%
606	14	69.6%
506	17	63.0%
608	7	84.4%
508	12	73.3%
610	5	88.9%
510	11	75.6%
710	Deadhead move	
503	14	69.6%
603	3	93.3%
605	26	43.5%
505	11	76.1%
507	12	73.3%
509	18	60.0%
511	16	64.4%
613	6	86.7%
601	3	93.3%
701	6	86.7%
703	7	84.4%
<b>Total</b>	<b>229</b>	<b>74.8%</b>
<b>Westbound</b>	<b>107</b>	<b>73.9%</b>
<b>Eastbound</b>	<b>122</b>	<b>75.5%</b>

**Cumulative Reasons for Delays Thru June, 2020**

REASONS (weekday)		
AMT	7	1.0%
CAR	25	3.4%
CAT	1	0.1%
DBS	0	0.0%
DDS	1	0.1%
DMW	73	10.1%
DSR	19	2.6%
DSS	9	1.2%
FRR	7	1.0%
FTI	28	3.9%
HLD	12	1.7%
LMU	18	2.5%
MET	168	23.2%
OET	3	0.4%
OPR	74	10.2%
OTH	25	3.4%
PAS	17	2.3%
POL	4	0.6%
PTC	3	0.4%
PTI	106	14.6%
SUB	1	0.1%
SVS	6	0.8%
TOD	4	0.6%
TRK	12	1.7%
TRS	3	0.4%
UTL	16	2.2%
VAN	3	0.4%
WTR	80	11.0%
TOTAL	725	100.0%

REASONS (weekend)		
AMT	4	1.6%
CAR	19	7.7%
CAT	0	0.0%
DBS	1	0.4%
DDS	0	0.0%
DMW	8	3.2%
DSR	4	1.6%
DSS	2	0.8%
FRR	3	1.2%
FTI	12	4.9%
HLD	3	1.2%
LMU	4	1.6%
MET	69	27.9%
OET	0	0.0%
OPR	20	8.1%
OTH	8	3.2%
PAS	20	8.1%
POL	2	0.8%
PTC	0	0.0%
PTI	35	14.2%
SUB	0	0.0%
SVS	13	5.3%
TOD	0	0.0%
TRK	4	1.6%
TRS	1	0.4%
UTL	2	0.8%
VAN	0	0.0%
WTR	13	5.3%
TOTAL	247	100.0%

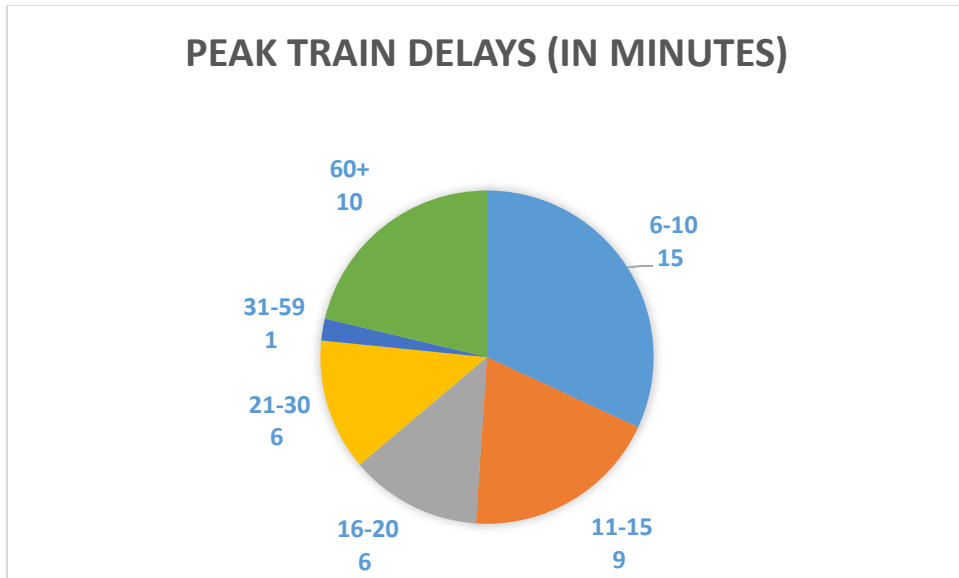
TOTAL		
AMT	11	1.1%
CAR	44	4.5%
CAT	1	0.1%
DBS	1	0.1%
DDS	1	0.1%
DMW	81	8.3%
DSR	23	2.4%
DSS	11	1.1%
FRR	10	1.0%
FTI	40	4.1%
HLD	15	1.5%
LMU	22	2.3%
MET	237	24.4%
OET	3	0.3%
OPR	94	9.7%
OTH	33	3.4%
PAS	37	3.8%
POL	6	0.6%
PTC	3	0.3%
PTI	141	14.5%
SUB	1	0.1%
SVS	19	2.0%
TOD	4	0.4%
TRK	16	1.6%
TRS	4	0.4%
UTL	18	1.9%
VAN	3	0.3%
WTR	93	9.6%
TOTAL	972	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  
 TRS-Trespasser on incident.  
 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.

Weekday peak trains were on time 85.1% of the time. The remaining 14.9% are made up of 47 trains reporting delays beyond 5 minutes and 59 seconds. Those delays are represented in the below chart depicting the various length of the delay reported.



**Cumulative Standard Schedule**

Arrive	Train #	Days Late	Days Ran	% On Time
5:48a	102	1	41	97.6%
6:31	104	2	41	95.1%
6:55	6	1	42	97.6%
7:13	106	7	42	83.3%
7:35	108	3	42	92.9%
7:51	110	4	42	90.5%
8:08	112	1	42	97.6%
8:31	114	5	42	88.1%
8:52	214	3	42	92.9%
10:28	14	4	42	90.5%
<b>Depart</b>				
3:57	11	7	42	83.3%
4:02p	111	0	42	100.0%
4:28	113	4	42	90.5%
4:57	115	2	42	95.2%
5:10	117	9	42	78.6%
5:28	17	6	42	85.7%
5:32	217	3	42	92.9%
5:58	119	2	42	95.2%
7:15	19	9	42	78.6%

**Year-to-date cumulative**

	#Late	#Ran	%On time
WB Rush	78	872	91.1%
EB Rush	130	799	83.7%
Total Rush	208	1,671	87.6%

**Cumulative Rush Hour Through June**

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	33	52	85	3.8%	6.5%	5.1%
11-15	20	27	47	2.3%	3.4%	2.8%
16-20	14	9	23	1.6%	1.1%	1.4%
21-30	9	19	28	1.0%	2.4%	1.7%
31-59	4	13	17	0.5%	1.6%	1.0%
60+	2	11	13	0.2%	1.4%	0.8%
Annulled	10	9	19			
Total Late	82	131	213	9.4%	16.4%	12.7%
On time	790	668	1458	90.6%	83.6%	87.3%
Total ran	872	799	1671			

**Grand Total All Trains Through June**

Range	Peak				Total	%
	WB	EB	Off	Wkend		
6-10	33	52	240	115	440	8.0%
11-15	20	27	110	56	213	3.9%
16-20	14	9	55	35	113	2.1%
21-30	9	19	50	24	102	1.9%
31-59	4	13	37	22	76	1.4%
60+	2	11	10	6	29	0.5%
Annulled	10	9	70	18	107	
Total	82	131	502	258	973	17.8%
On Time	790	668	2233	808	4499	82.2%
Total ran	872	799	2735	1066	5472	
%On Time	90.6%	83.6%	81.6%	75.8%	82.2%	

**June Rush Hour Trains**

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	4	11	15	2.4%	7.5%	4.8%
11-15	1	8	9	0.6%	5.4%	2.9%
16-20	2	4	6	1.2%	2.7%	1.9%
21-30	1	5	6	0.6%	3.4%	1.9%
31-59	0	1	1	0.0%	0.7%	0.3%
60+	0	10	10	0.0%	6.8%	3.2%
Annulled	8	9	17			
Total Late	8	39	47	4.8%	26.5%	15.1%
On time	157	108	265	95.2%	73.5%	84.9%
Total ran	165	147	312			