

MONTHLY RIDERSHIP AND PERFORMANCE REPORT

**May 2018
Monthly Performance Report**



NICTD

MAY, 2018 MONTHLY PERFORMANCE REPORT

Ridership

Ridership for the month of May declined 1.1% when compared to May of 2017. This year 288,137 passengers traveled on the South Shore Line (SSL) while May of 2017 recorded a total of 291,326 passenger trips.

Weekday Travel

Average weekday travel declined by 0.6% with an average of 11,375 weekday passengers carried in 2018 compared to 11,439 in 2017. The average peak travel increased 0.4% to an average daily ridership of 8,422 while off-peak declined 3.2% to an average daily ridership of 2,953.

AVERAGE SEAT OCCUPANCY**					
WESTBOUND			EASTBOUND		
Arrival	% of seats occupied		Departure	% of seats occupied	
	2017	2018		2017	2018
5:48 a	50.5%	35.6%	3:57 p***	72.4%	89.7%
6:31 a	72.6	72.4	4:02 p	64.3	79.3
6:55 a***	70.0	75.7	4:28 p	90.2	85.8
7:13 a	58.7	71.3	4:57 p	93.4	99.3
7:35 a	81.4	83.3	5:10 p	79.3	88.6
7:51 a	74.5	75.4	5:28 p	76.5	81.8
8:08 a	90.9	92.0	5:32 p	77.8	51.9
8:31 a	87.8	86.7	5:58 p	74.6	69.7
8:52 a	80.9	78.0	7:10 p*	58.6	54.1
10:28 a*	53.4	59.8			

*Non rush-hour service

**Average for Tuesday thru Thursday ONLY

***Sunrise Express introduced on March 16, 2015; 3:57p is afternoon express

Weekend

Average weekend ridership decreased 4.5% when compared to May 2017. May 2018 averaged 4,210 passengers per day on weekends compared to 4,406 in 2017.

Analysis over last 12 months:

RIDERSHIP OVER LAST 12 MONTHS: MAY THRU APRIL							
	2014-2015	2015-2016	% Change	2016-2017	% Change	2017-2018	% Change
Total	3,623,481	3,586,123	-1.03%	3,475,271	-3.09%	3,445,902	-0.85%
Weekday	3,066,832	3,065,225	-0.05%	2,957,060	-3.53%	2,916,734	-1.36%
Peak	2,202,821	2,224,295	0.97%	2,143,895	-3.61%	2,106,611	-1.74%
Off Peak	864,011	840,930	-2.67%	813,165	-3.30%	810,123	-0.37%
Weekend	556,649	520,898	-6.42%	518,211	-0.52%	529,168	2.11%
South Bend	249,724	245,229	-1.80%	247,034	0.74%	261,305	5.78%

Revenue

The number of tickets sold in 2018 is down 2.1% compared to 2017, however revenue is up 2.6%. Revenue from digital sources represents 59.8% of ticket sales and 52.0% of revenue in 2018.

Total Ticket Sales: Through May						
Method of Sale	Tickets			Revenue		
	2017	2018	% Change	2017	2018	% Change
Ticket Agent	98,336	83,305	-15.3%	2,531,352	2,389,612	-5.6%
Vending Machine	194,378	184,507	-5.1%	3,358,428	3,288,422	-2.1%
Conductor	134,726	122,588	-9.0%	971,957	908,555	-6.5%
Mobile App	95,095	121,156	27.4%	1,591,476	2,086,695	31.1%
Total	522,535	511,556	-2.1%	8,453,213	8,673,284	2.6%

On Time Performance

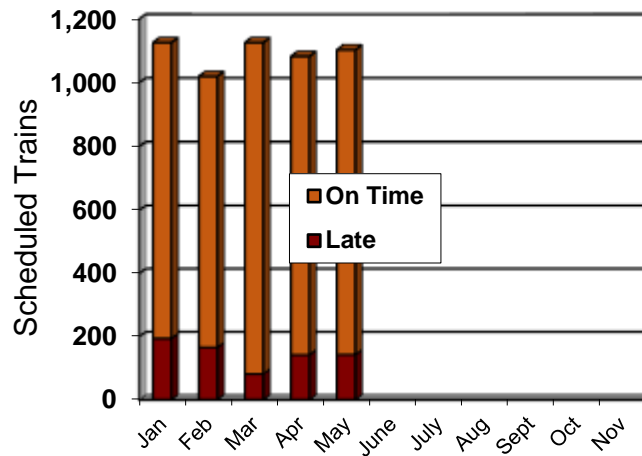
Rush hour –Overall, 96.5% of A.M. and P.M. rush hour trains were on time in May; compared to 92.0% in May of 2017. A train is considered to be on time when it arrives at its terminal within 5 minutes and 59 seconds of its scheduled arrival time (industry standard). 98.7% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 98.5% of westbound morning rush hour service was on time compared to 96.0% in May 2017; while eastbound rush hour trains reported an average on time performance of 94.3% compared to 87.5% in May 2017. A total of 3 out of 195 westbound rush hour trains were delayed in May. Of those 3 only 1 experienced delays greater than 10 minutes. The eastbound rush hour trains had a total of 10 out of 176 trains delayed in May. Of those 10 only 2 experienced delays greater than 15 minutes.¹

RANGE OF RUSH HOUR DELAYS (in minutes)								
Range	May, 2018				Cumulative thru May, 2018			
	a.m.	p.m.	Total	Percent	a.m.	p.m.	Total	Percent
6-10	2	6	8	2.1%	23	36	59	3.2%
11-15	1	2	3	0.8%	11	19	30	1.6%
16-20	0	1	1	0.3%	3	8	11	0.6%
21-30	0	1	1	0.3%	2	4	6	0.3%
31-59	0	0	0	0.0%	6	6	12	0.7%
60+	0	0	0	0.0%	2	1	3	0.2%
Annulled	0	0	0	0.0%	0	1	1	0.1%
On Time	195	166	361		916	781	1,697	
Total Ran	198	176	374		963	856	1,819	

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

Overall – The SSL scheduled 1,126 trains in May and experienced 143 delays in excess of 5 minutes

(ranging from 6-50 minutes) with a median delay of 10 minutes. May of 2018 experienced 23 annulled trains due to upgrading of track and catenary installation. In May 2017 the South Shore Line operated 1,040 trains with 326 delays in excess of 5 minutes (ranging from 6-67 minutes) with a median delay of 12 minutes. May of 2017 had 12 annulled trains.



Cumulative On Time Comparison		
<i>Thru May</i>	2017	2018
Weekday	90.3%	88.8%
Peak	93.6%	93.3%
Off-peak	88.1%	85.9%
Weekend	85.9%	73.1%
Overall	89.5%	86.3%

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.

In May there were no delays in excess of 59 minutes. The 23 annulled trains were due to scheduled upgrades for the track and overhead catenary wire located east of Michigan City.

ANNULLED TRAINS OR DELAYS IN EXCESS OF 59 MINUTES							
Date	Train #	Minutes	Reason	Date	Train #	Minutes	Reason
1/1	510	131	Mechanical	4/25	401	Annulled	Rail/Cat. Replacement
	701	Annulled	Weather		422	Annulled	Rail/Cat. Replacement
	703	Annulled	Weather		424	Annulled	Rail/Cat. Replacement
1/2	101	81	Late turn of Equip.	4/26	401	Annulled	Rail/Cat. Replacement
	401	Annulled	Weather		422	Annulled	Rail/Cat. Replacement
	422	Annulled	Weather		424	Annulled	Rail/Cat. Replacement
	424	Annulled	Weather	4/27	401	Annulled	Rail/Cat. Replacement
1/3	401	Annulled	Weather	4/30	401	Annulled	Rail/Cat. Replacement
	422	Annulled	Weather		422	Annulled	Rail/Cat. Replacement
	424	Annulled	Weather		424	Annulled	Rail/Cat. Replacement
1/4	401	Annulled	Weather	5/1	401	Annulled	Rail/Cat. Replacement
1/12	106	67	Signal Issue		422	Annulled	Rail/Cat. Replacement
1/14	511	84	Mechanical		424	Annulled	Rail/Cat. Replacement
1/15	9	82	METRA	5/2	401	Annulled	Rail/Cat. Replacement
1/19	18	74	Mechanical		422	Annulled	Rail/Cat. Replacement
1/22	203	Annulled	Caught in Catenary		424	Annulled	Rail/Cat. Replacement
1/29	401	Annulled	Caught in Catenary	5/3	401	Annulled	Rail/Cat. Replacement
1/31	115	Annulled	Mechanical		422	Annulled	Rail/Cat. Replacement
	17	60	Delayed by 115		424	Annulled	Rail/Cat. Replacement
	20	60	Delayed by 115	5/4	401	Annulled	Rail/Cat. Replacement
2/5	403	89	Mechanical	5/21	401	Annulled	Catenary Replacement
2/17	502	120	METRA - Switch Issue		422	Annulled	Catenary Replacement
	503	70	METRA - Switch Issue		424	Annulled	Catenary Replacement
	504	70	METRA - Switch Issue	5/22	401	Annulled	Catenary Replacement
	603	70	METRA - Switch Issue		422	Annulled	Catenary Replacement
3/4	510	115	METRA - Switch Issue		424	Annulled	Catenary Replacement
3/30	110	61	Trespasser Incident	5/23	401	Annulled	Catenary Replacement
4/8	510	113	Trespasser Incident		422	Annulled	Catenary Replacement
4/8	511	120	Trespasser Incident		424	Annulled	Catenary Replacement
4/23	401	Annulled	Rail/Cat. Replacement	5/24	401	Annulled	Catenary Replacement
	422	Annulled	Rail/Cat. Replacement		422	Annulled	Catenary Replacement
	424	Annulled	Rail/Cat. Replacement		424	Annulled	Catenary Replacement
4/24	401	Annulled	Rail/Cat. Replacement	5/25	401	Annulled	Catenary Replacement
	422	Annulled	Rail/Cat. Replacement				
	424	Annulled	Rail/Cat. Replacement				

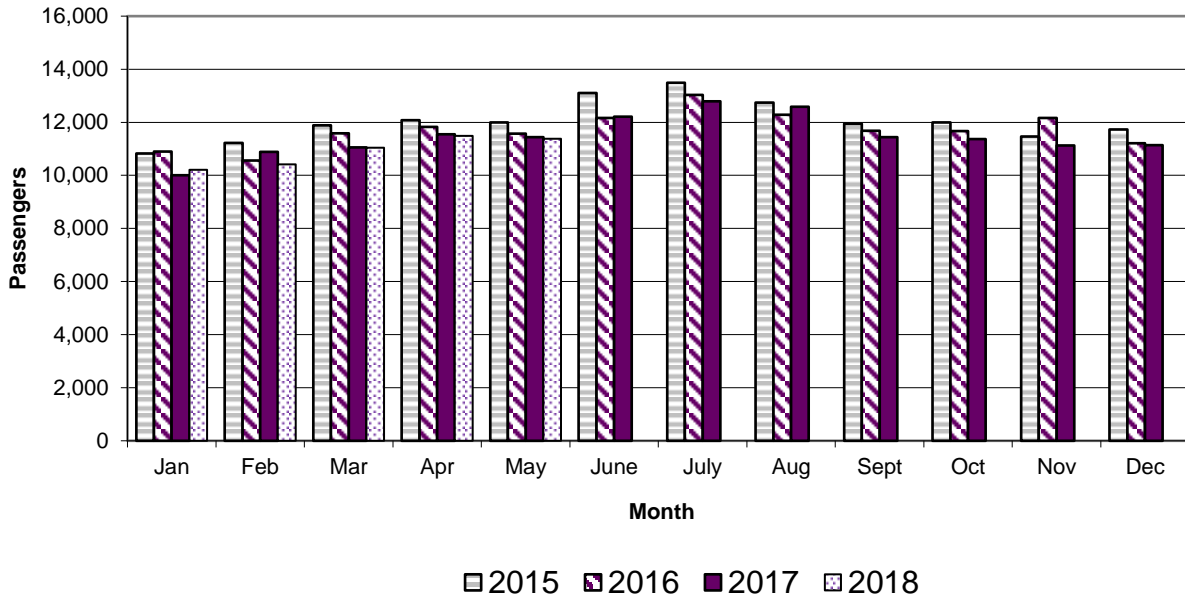
RIDERSHIP REPORT: MAY, 2018

	2016	Work Days	2017	Work Days	2018	Work Days	Change 18/17
	Passengers		Passengers		Passengers		
MONTHLY RIDERSHIP							
January	255,006	20	243,280	21	251,990	22	3.6%
February	257,998	21	256,285	20	242,121	20	-5.5%
March	295,099	23	286,216	23	283,789	22	-0.8%
April	287,094	21	278,878	20	279,888	21	0.4%
May	289,597	21	291,326	22	288,137	22	-1.1%
June	307,307	22	315,133	22			
CUMULATIVE COMPARISON							
January	255,006	20	243,280	21	251,990	22	3.6%
February	513,004	41	499,565	41	494,111	42	-1.1%
March	808,103	64	785,781	64	777,900	64	-1.0%
April	1,095,197	85	1,064,659	84	1,057,788	85	-0.6%
May	1,384,794	106	1,355,985	106	1,345,925	107	-0.7%
June	1,692,101	128	1,671,118	128			
AVERAGE WEEKDAY RIDERSHIP							
January	10,892		10,141		10,213		0.7%
February	10,547		10,885		10,413		-4.3%
March	11,581		11,058		11,403		3.1%
April	11,822		11,553		11,490		-0.5%
May	11,570		11,439		11,375		-0.6%
June	12,161		12,208				
AVERAGE WEEKDAY PEAK PERIOD RIDERSHIP							
January	8,603		7,874		7,982		1.4%
February	7,975		8,211		7,914		-3.6%
March	8,642		8,350		8,214		-1.6%
April	8,760		8,520		8,588		0.8%
May	8,537		8,387		8,422		0.4%
June	8,777		8,502				
AVERAGE WEEKDAY OFF-PEAK RIDERSHIP							
January	2,289		2,097		2,231		6.4%
February	2,585		2,674		2,499		-6.5%
March	2,940		2,708		2,829		4.5%
April	3,061		3,033		2,902		-4.3%
May	3,039		3,053		2,953		-3.3%
June	3,384		3,706				

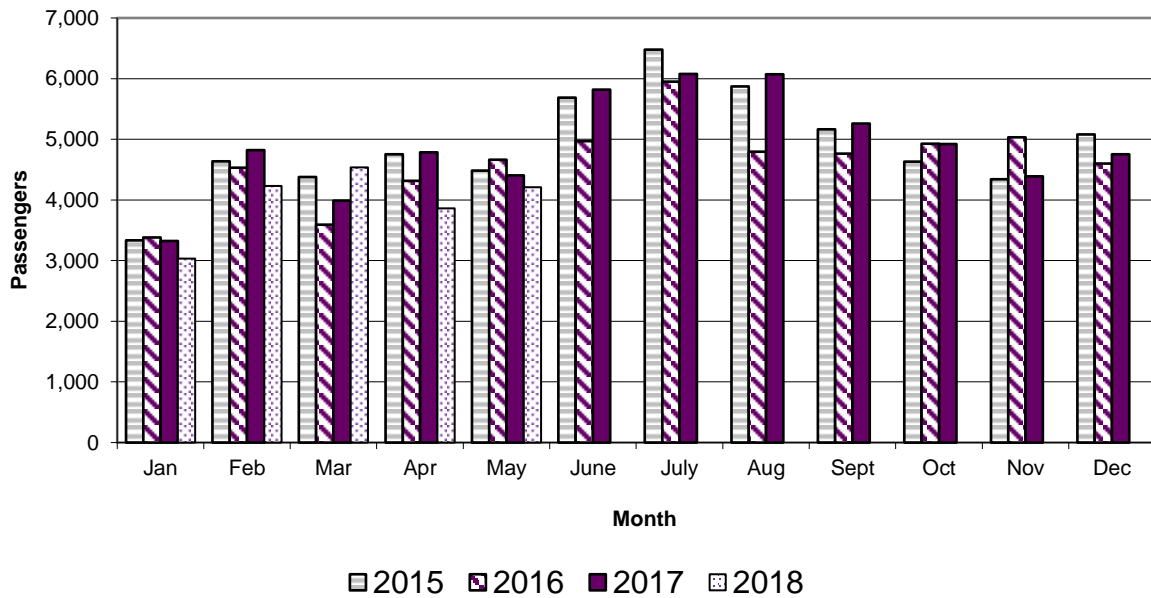
RIDERSHIP REPORT: MAY, 2018

	2016	Work Days	2017	Work Days	2018	Work Days	Change 18/17
	Passengers		Passengers		Passengers		
AVERAGE WEEKEND/HOLIDAY RIDERSHIP (per day)							
January	3,379		3,690		3,035		-17.8%
February	4,532		4,822		4,233		-12.2%
March	3,591		3,986		4,538		13.8%
April	4,315		4,783		4,288		-10.3%
May	4,663		4,406		4,210		-4.4%
June	4,971		5,819				
MONTHLY SOUTH BEND RIDERSHIP							
January	14,935		14,626		15,027		2.7%
February	15,708		16,499		16,778		1.7%
March	19,040		18,235		21,230		16.4%
April	20,090		23,040		20,509		-11.0%
May	19,598		20,085		19,452		-3.2%
June	20,209		22,143				

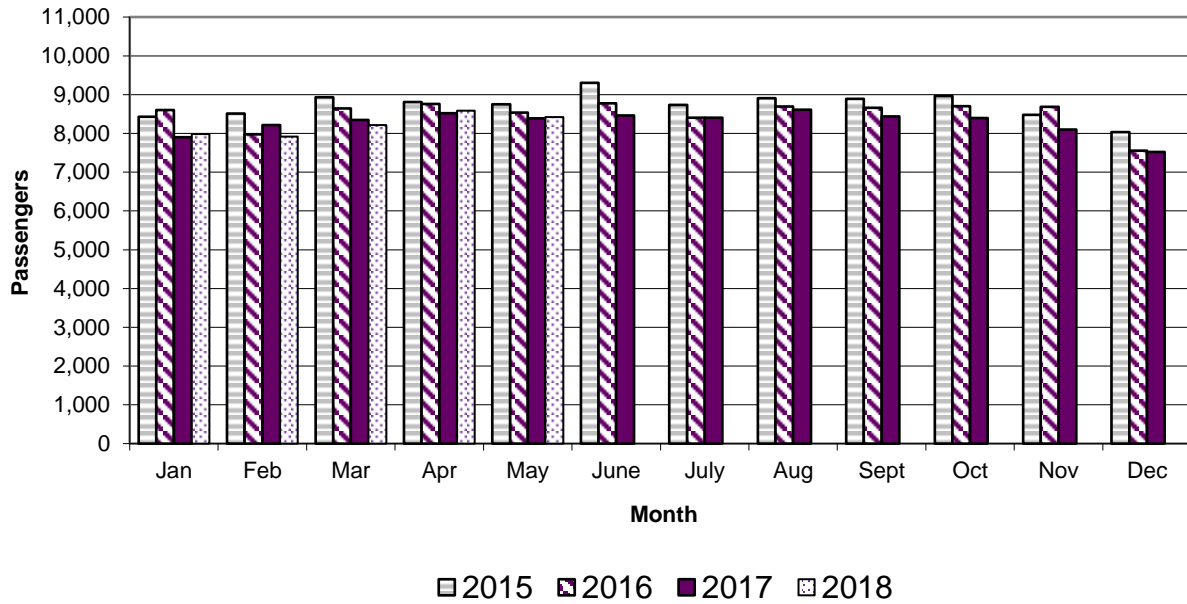
SOUTH SHORE WEEKDAY RIDERSHIP 2015-2018



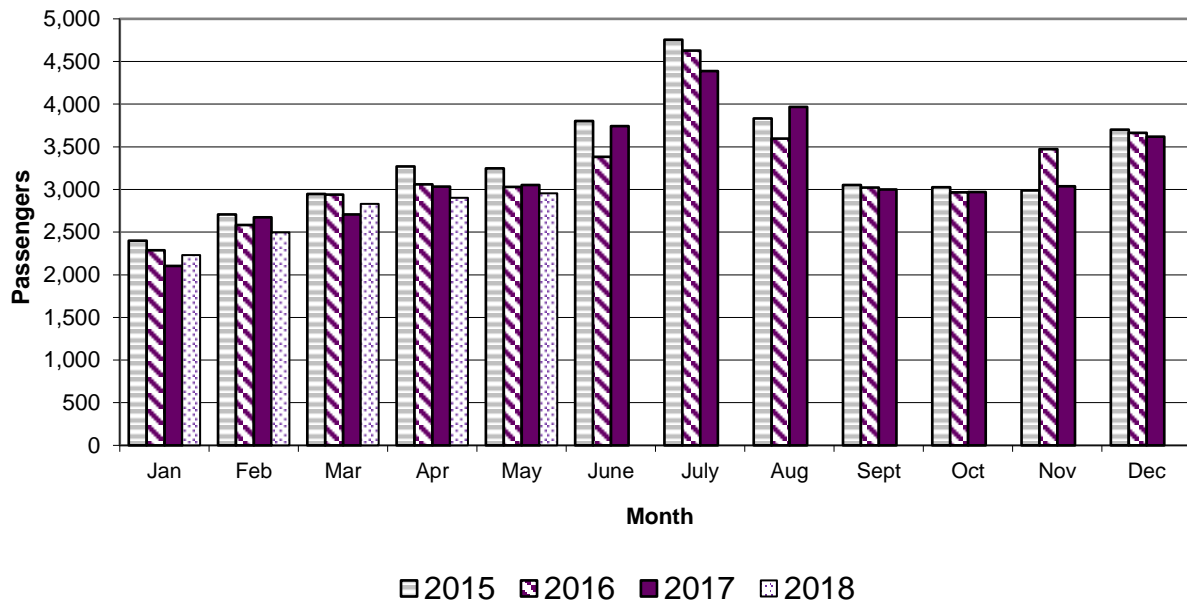
SOUTH SHORE WEEKEND/HOLIDAY RIDERSHIP: 2015-2018



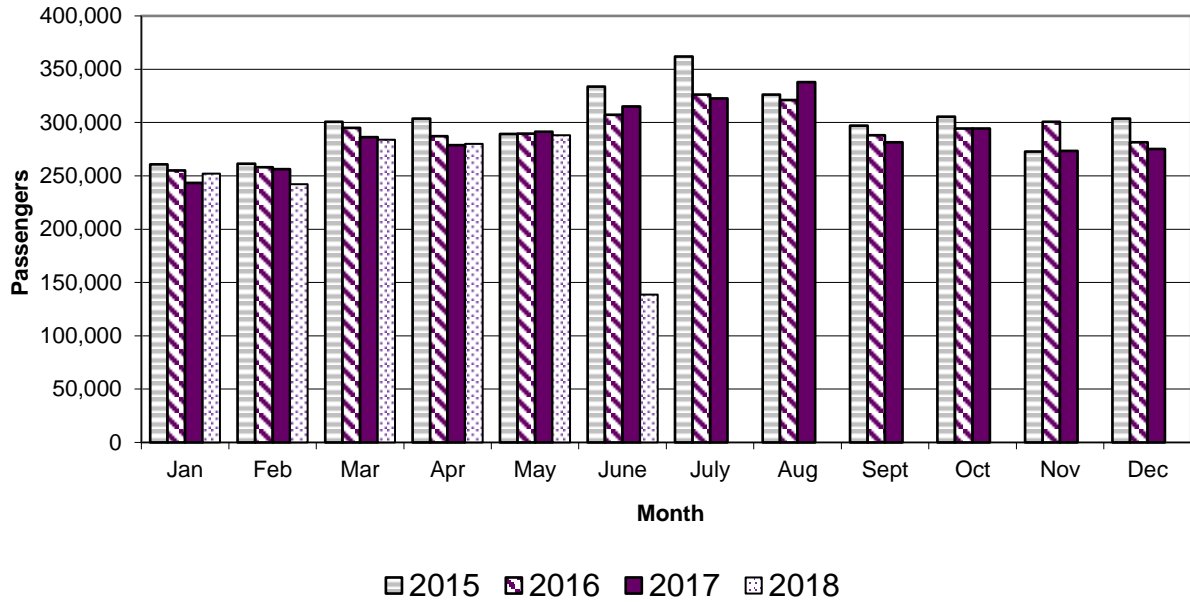
SOUTH SHORE PEAK RIDERSHIP 2015-2018



SOUTH SHORE OFF-PEAK RIDERSHIP 2015-2018



SOUTH SHORE MONTHLY RIDERSHIP 2015-2018



PERCENT ON TIME: MAY, 2018

PEAK		
Train	Days Late	% on Time
102	0	100.0%
104	0	100.0%
6	0	100.0%
106	0	100.0%
108	0	100.0%
110	0	100.0%
112	0	100.0%
114	2	90.9%
214	1	95.5%
11	6	72.7%
111	0	100.0%
113	1	95.5%
115	0	100.0%
17	2	90.9%
117	1	95.5%
217	0	100.0%
119	0	100.0%
Total	13	96.5%
Westbound	3	98.5%
Eastbound	10	94.3%

OFF-PEAK		
Train	Days Late	% on Time
14	1	95.5%
216	0	100.0%
116	3	86.4%
218	1	95.5%
18	8	63.6%
118	2	90.9%
220	0	100.0%
20	5	77.3%
222	0	100.0%
420	0	100.0%
22	2	90.9%
424	1	93.3%
401	0	100.0%
203	0	100.0%
403	2	90.9%
205	0	100.0%
207	0	100.0%
7	9	59.1%
107	12	45.5%
9	4	81.8%
109	9	59.1%
209	0	100.0%
19	4	81.8%
121	1	95.5%
123	3	86.4%
101	3	86.4%
Total	70	87.2%
Westbound	23	90.8%
Eastbound	47	84.3%

WEEKEND/HOLIDAY		
Train	Days Late	% on Time
600	3	66.7%
502	4	55.6%
504	6	33.3%
606	4	55.6%
506	4	55.6%
608	1	88.9%
508	4	55.6%
610	0	100.0%
510	2	77.8%
710	Deadhead move	
503	7	22.2%
603	1	88.9%
605	1	88.9%
505	2	77.8%
507	7	22.2%
509	5	44.4%
511	5	44.4%
613	2	77.8%
601	2	77.8%
701	0	100.0%
703	0	100.0%
Total	60	66.7%
Westbound	28	65.4%
Eastbound	32	67.7%

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

REASON FOR DELAY: MAY

REASONS (weekday)		
AMT	1	1%
CAR	1	1%
CAT	0	0%
DBS	3	4%
DMW	11	13%
DSR	17	20%
DSS	5	6%
FRR	3	4%
FTI	1	1%
HLD	2	2%
LMU	0	0%
MET	23	28%
NIPSCO	0	0%
OET	0	0%
OTH	1	1%
PAS	8	10%
POL	1	1%
PTI	2	2%
SUB	0	0%
SVS	1	1%
TOD	1	1%
TRK	1	1%
TRS	1	1%
UTL	0	0%
VAN	0	0%
WTR	0	0%
TOTAL	83	100%

REASONS (weekend)		
AMT	0	0%
CAR	1	2%
CAT	0	0%
DBS	0	0%
DMW	0	0%
DSR	31	52%
DSS	1	2%
FRR	2	3%
FTI	2	3%
HLD	1	2%
LMU	0	0%
MET	11	18%
NIPSCO	0	0%
OET	0	0%
OTH	3	5%
PAS	4	7%
POL	0	0%
PTI	3	5%
SUB	0	0%
SVS	1	2%
TOD	0	0%
TRK	0	0%
TRS	0	0%
UTL	0	0%
VAN	0	0%
WTR	0	0%
TOTAL	60	100%

- AMT - Amtrak Delay
- CAR - Car or equipment failure of malfunction
- CAT - Catenary problems or power outage
- DBS - Delays due to busing
- DMW - M of W work - holding for defect repair or M of W forces to clear
- DSR - Speed restriction - all speed restrictions not listed in timetable.
- DSS - Reduced speed due to restrictive signal.
- FRR - Freight train interference from crossing road
- FTI - Freight train interference on NICTD owned track
- HLD - Station delays related to passengers requiring special assistance
- LMU - Late make up - includes delays from late turn of equipment.
- MET - Metra delays - including switch problems and held for late METRA trains
- NIPSCO - Delays caused by power utility disruption
- OET - Operational Efficiency Testing
- OTH - Other delays
- PAS - Passenger boarding
- POL - Police related delays - except road crossing or trespasser accidents
- PTI - Passenger train interference
- SUB - Substation
- SVS - Servicing - includes adding or subtracting equipment to or from consist
- TOD - Train order delay - not associated with train meets
- TRK - Track/wayside malfunction
- TRS - Trespasser incidents including road crossing accidents
- UTL - utility power outage
- VAN - Vandalism
- WTR - Delays related to inclement weather

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

CUMULATIVE PERCENT ON TIME THRU MAY, 2018

PEAK		
Train	Days Late	% on Time
102	2	98.1%
104	3	97.2%
6	6	94.4%
106	6	94.4%
108	2	98.1%
110	5	95.3%
112	6	94.4%
114	13	87.9%
214	4	96.3%
11	21	80.4%
111	2	98.1%
113	4	96.3%
115	7	93.4%
17	10	90.7%
117	15	86.0%
217	7	93.5%
119	8	92.5%
Total	121	93.3%
Westbound	47	95.1%
Eastbound	74	91.3%

OFF-PEAK		
Train	Days Late	% on Time
14	12	88.8%
216	4	96.3%
116	10	90.7%
216	7	93.5%
18	43	59.8%
118	4	96.3%
218	9	91.6%
20	29	72.9%
220	5	95.3%
420	4	95.7%
22	22	79.4%
422	3	96.7%
401	1	98.9%
203	5	95.3%
403	12	88.8%
205	4	96.3%
207	6	94.4%
7	33	69.2%
107	27	74.8%
9	27	74.8%
109	21	80.4%
209	1	99.1%
19	22	79.4%
121	10	90.7%
123	17	84.1%
101	7	93.5%
Total	345	87.4%
Westbound	152	87.9%
Eastbound	193	86.9%

WEEKEND/HOLIDAY		
Train	Days Late	% on Time
600	7	84.1%
502	12	72.7%
504	27	38.6%
606	16	63.6%
506	11	75.0%
608	6	86.4%
508	20	54.5%
610	3	93.2%
510	15	65.9%
710	Deadhead move	
503	18	59.1%
603	3	93.2%
605	6	86.4%
505	14	68.2%
507	18	59.1%
509	23	47.7%
511	21	52.3%
613	6	86.4%
601	6	86.4%
701	1	97.7%
703	3	93.2%
Total	236	73.2%
Westbound	117	70.5%
Eastbound	119	75.4%

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

CUMULATIVE REASON FOR DELAYS THRU MAY, 2018

REASONS (weekday)		
AMT	12	2.6%
CAR	47	10.1%
CAT	0	0.0%
DBS	4	0.9%
DMW	26	5.6%
DSR	40	8.6%
DSS	19	4.1%
FRR	18	3.9%
FTI	23	4.9%
HLD	9	1.9%
LMU	11	2.4%
MET	110	23.6%
NIPSCO	0	0.0%
OET	4	0.9%
OTH	15	3.2%
PAS	16	3.4%
POL	6	1.3%
PTI	45	9.7%
SUB	0	0.0%
SVS	13	2.8%
TOD	4	0.9%
TRK	12	2.6%
TRS	9	1.9%
UTL	0	0.0%
VAN	0	0.0%
WTR	23	4.9%
TOTAL	466	100.0%

REASONS (weekend)		
AMT	1	0.4%
CAR	21	9.0%
CAT	0	0.0%
DBS	0	0.0%
DMW	0	0.0%
DSR	39	16.7%
DSS	8	3.4%
FRR	10	4.3%
FTI	10	4.3%
HLD	5	2.1%
LMU	8	3.4%
MET	49	20.9%
NIPSCO	0	0.0%
OET	0	0.0%
OTH	5	2.1%
PAS	18	7.7%
POL	1	0.4%
PTI	19	8.1%
SUB	0	0.0%
SVS	12	5.1%
TOD	2	0.9%
TRK	3	1.3%
TRS	5	2.1%
UTL	0	0.0%
VAN	0	0.0%
WTR	18	7.7%
TOTAL	234	100.0%

TOTAL		
AMT	13	1.9%
CAR	68	9.7%
CAT	0	0.0%
DBS	4	0.6%
DMW	26	3.7%
DSR	79	11.3%
DSS	27	3.9%
FRR	28	4.0%
FTI	33	4.7%
HLD	14	2.0%
LMU	19	2.7%
MET	159	22.7%
NIPSCO	0	0.0%
OET	4	0.6%
OTH	20	2.9%
PAS	34	4.9%
POL	7	1.0%
PTI	64	9.1%
SUB	0	0.0%
SVS	25	3.6%
TOD	6	0.9%
TRK	15	2.1%
TRK	14	2.0%
TRS	0	0.0%
VAN	0	0.0%
WTR	41	5.9%
TOTAL	700	100.0%

AMT - Amtrak Delay

CAR - Car or equipment failure of malfunction

CAT - Catenary problems or power outage

DBS - Delays due to busing

DMW - M of W work - holding for defect repair or M of W forces to clear

DSR - Speed restriction - all speed restrictions not listed in timetable.

DSS - Reduced speed due to restrictive signal.

FRR - Freight train interference from crossing road

FTI - Freight train interference on NICTD owned track

HLD - Station delays related to passengers requiring special assistance

LMU - Late make up - includes delays from late turn of equipment.

MET - Metra delays - including switch problems and held for late METRA trains

NIPSCO - Delays caused by power utility disruption

OET - Operational Efficiency Testing

OTH - Other delays

PAS - Passenger boarding

POL - Police related delays - except road crossing or trespasser accidents

PTI - Passenger train interference

SUB - Substation

SVS - Servicing - includes adding or subtracting equipment to or from consist

TOD - Train order delay - not associated with train meets

TRK - Track/wayside malfunction

TRS - Trespasser incidents including road crossing accidents

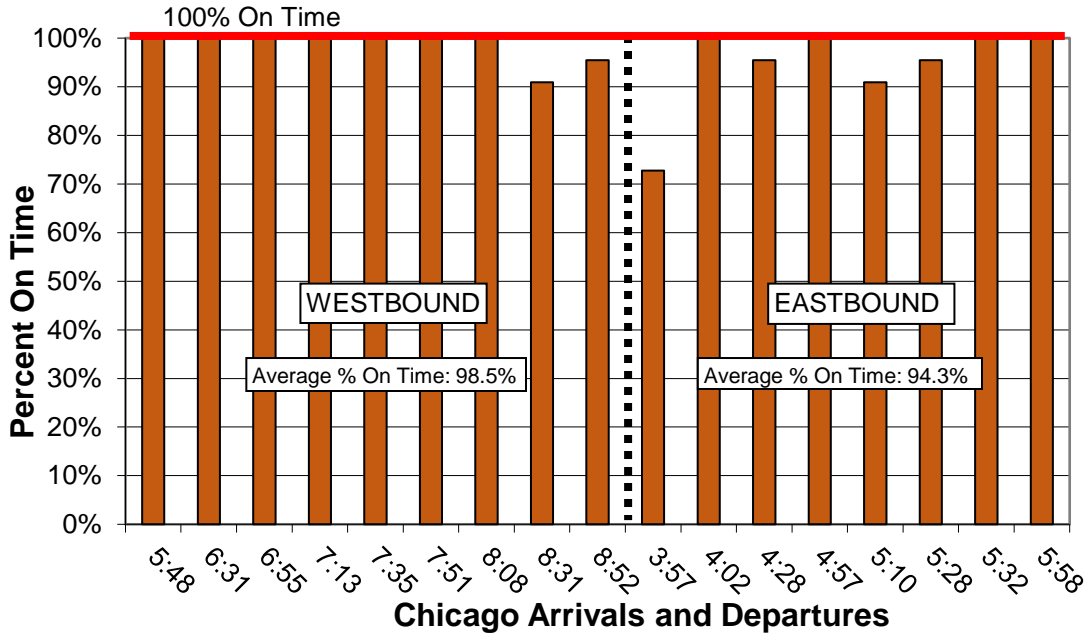
UTL - utility power outage

VAN - Vandalism

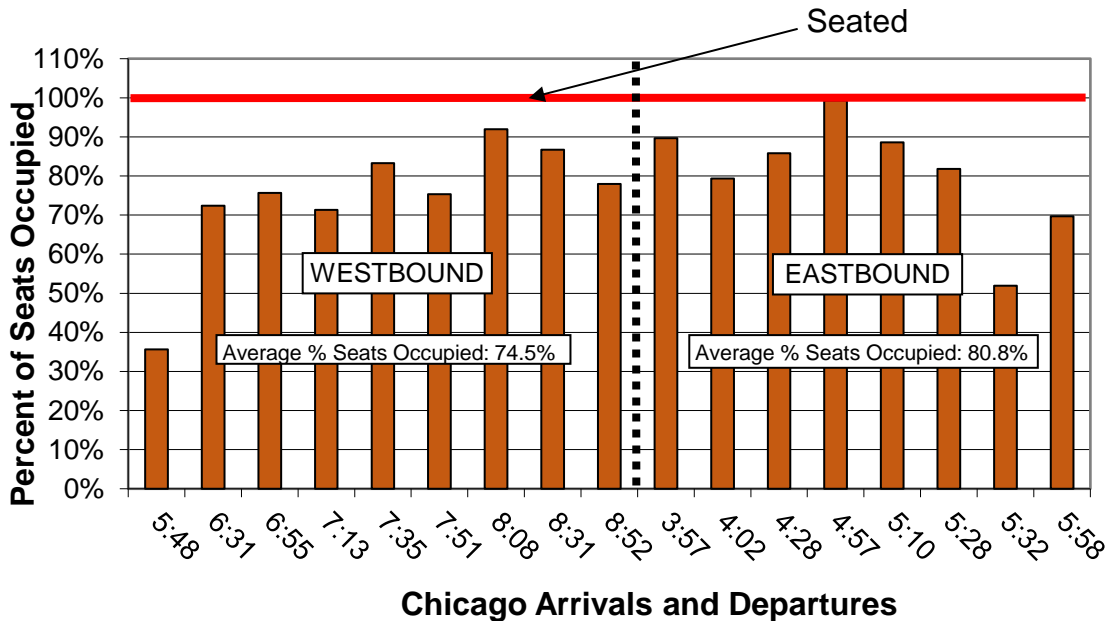
WTR - Delays related to inclement weather

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

RUSH HOUR ON TIME PERFORMANCE: MAY 2018



PERCENT OF RUSH HOUR SEATS OCCUPIED: MAY 2018



RUSH HOUR* TRAIN DELAYS - MAY 2018 (minutes late)

Train	Arrive	Tue 1	Wed 2	Thurs 3	Fri 4	Mon 7	Tue 8	Wed 9	Thurs 10	Fri 11	Mon 14	Tue 15	Wed 16	Thurs 17	Fri 18	Mon 21	Tue 22	Wed 23	Thurs 24	Fri 25	Tue 29	Wed 30	Thurs 31	Days Late	Days Ran	% On Time		
102	5:48a																								0	22	100.0%	
104	6:31																									0	22	100.0%
6	6:55																									0	22	100.0%
106	7:13																									0	22	100.0%
108	7:35																									0	22	100.0%
110	7:51																									0	22	100.0%
112	8:08																									0	22	100.0%
114	8:31				9							11														2	22	90.9%
214	8:52					6																				1	22	95.5%
14	10:28																							6	1	22	95.5%	
Train	Depart																											
11	3:57	15			11		30		17	9					10											6	22	72.7%
111	4:02																									0	22	100.0%
113	4:28																							7	1	22	95.5%	
115	4:57																									0	22	100.0%
117	5:10														10											1	22	95.5%
17	5:28				8																					2	22	90.9%
217	5:32																									0	22	100.0%
119	5:58																									0	22	100.0%
19	7:10				14										10						17			13	4	22	81.8%	
High temp		83	87	73	69	70	79	80	66	56	82	72	79	81	74	63	68	79	82	87	91	86	87					
Low temp		52	61	60	57	42	49	56	52	47	56	53	49	51	56	57	48	46	54	57	68	70	68					

* Includes off-peak Trains 14 and 19 for comparative purposes

Temperatures from South Bend

On time

A = Annulled

MONTHLY SUMMARY OF RUSH HOUR ON TIME PERFORMANCE

	Jan			Feb			Mar			Apr			May			June		
	#Late	#Ran	%On time	#Late	#Ran	%On time	#Late	#Ran	%On time	#Late	#Ran	%On time	#Late	#Ran	%On time	#Late	#Ran	%On time
WB Rush	17	198	91.4%	15	180	91.7%	9	198	95.5%	3	189	98.4%	3	198	98.5%			
EB Rush	24	176	86.4%	16	160	90.0%	9	176	94.9%	15	168	91.1%	10	176	94.3%			
Total Rush	41	374	89.0%	31	340	90.9%	18	374	95.2%	18	357	95.0%	13	374	96.5%			

Cumulative

Arrive	Train #	Days Late	Days Ran	% On Time
5:48a	102	2	107	98.1%
6:31	104	3	107	97.2%
6:55	6	6	107	94.4%
7:13	106	6	107	94.4%
7:35	108	2	107	98.1%
7:51	110	5	107	95.3%
8:08	112	6	107	94.4%
8:31	114	13	107	87.9%
8:52	214	4	107	96.3%
10:28	14	12	107	88.8%
Depart				
3:57	11	21	107	80.4%
4:02p	111	2	107	98.1%
4:28	113	4	107	96.3%
4:57	115	7	107	93.5%
5:10	117	15	107	86.0%
5:28	17	10	107	90.7%
5:32	217	7	107	93.5%
5:58	119	8	107	92.5%
7:15	19	22	107	79.4%

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	47	963	95.1%
EB Rush	74	856	91.4%
Total Rush	121	1,819	93.3%

CUMULATIVE RUSH HOUR THRU MAY

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	23	36	59	2.4%	4.2%	3.24%
11-15	11	19	30	1.1%	2.2%	1.65%
16-20	3	8	11	0.3%	0.9%	0.60%
21-30	2	4	6	0.2%	0.5%	0.33%
31-59	6	6	12	0.6%	0.7%	0.66%
60+	2	1	3	0.2%	0.1%	0.16%
Annulled	0	1	1			
Total Late	47	75	122	4.9%	8.8%	6.71%
On time	916	781	1,697	95.1%	91.2%	93.29%
Total ran	963	856	1,819			

MAY RUSH HOUR

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	2	6	8	1.0%	3.4%	2.1%
11-15	1	2	3	0.5%	1.1%	0.8%
16-20	0	1	1	0.0%	0.6%	0.3%
21-30	0	1	1	0.0%	0.6%	0.3%
31-59	0	0	0	0.0%	0.0%	0.0%
60+	0	0	0	0.0%	0.0%	0.0%
Annulled	0	0	0			
Total Late	3	10	13	1.5%	5.7%	3.5%
On time	195	166	361	98.5%	94.3%	96.5%
Total ran	198	176	374			

GRAND TOTAL ALL TRAINS THRU MAY 2018

Range	Peak				Total	%
	WB	EB	Off	Wkend		
6-10	23	36	176	107	342	6.2%
11-15	11	19	74	58	162	3.0%
16-20	3	8	35	25	71	1.3%
21-30	2	4	30	24	60	1.1%
31-59	6	6	24	11	47	0.9%
60+	2	1	5	9	17	0.3%
Annulled	0	1	48	2	51	
Total	47	74	344	234	699	12.8%
On Time	916	781	2,390	644	4,782	87.2%
Total ran	963	856	2,782	880	5,481	
%On Time	95.1%	91.2%	85.9%	73.2%	87.2%	