

# **MONTHLY RIDERSHIP AND PERFORMANCE REPORT**

**May 2020**



**NICTD**

# MAY, 2020 MONTHLY PERFORMANCE REPORT

## Ridership

Ridership for the month of May 2020 decreased 93.1% when compared to May of 2019. This year 19,614 passengers traveled on the South Shore Line (SSL) while May of 2019 recorded a total of 282,752 passenger trips. In March of 2020 the COVID-19 pandemic affects hit the Midwest causing significant closures and stay at home orders across the US. As a result SSL ridership plummeted. The SSL responded with a modified weekday train schedule taking effect Monday March 23<sup>rd</sup>. The new schedule mirrored a weekend schedule with a few additional Eastbound and Westbound trains. On April 1<sup>st</sup> the schedule was modified to be more accommodating for essential workers utilizing the system. This reduced schedule was in effect for the entire month of May.

## Weekday Travel

Average weekday travel was down 92.9% overall for May of 2020 when compared to May of 2019. Peak ridership was down 94.4% and off peak ridership was down 88.9%.

## Weekend

Average weekend ridership in May decreased by 91.5% with an average of 352 passengers carried per weekend day in 2020 compared to 4,121 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: June through May							
	2016/17	2017/18	% Change	2018/19	% Change	2019/20	% Change
Total	3,475,271	3,445,902	-0.85%	3,335,358	-3.21%	2,669,159	-19.97%
Weekday	2,957,060	2,916,734	-1.36%	2,832,553	-2.89%	2,267,179	-19.96%
Peak	2,143,895	2,106,611	-1.74%	2,066,310	-1.91%	1,649,385	-20.18%
Off Peak	813,165	810,123	-0.37%	766,243	-5.42%	617,794	-19.37%
Weekend	518,211	529,168	2.11%	502,805	-4.98%	401,980	-20.05%
South Bend	247,034	261,305	5.78%	240,375	-8.01%	193,828	-19.36%

## Revenue

The number of tickets sold for the year has decreased 46.4% through May of 2020 compared to 2019. Ticket revenue is down 44.1% for 2020 compared to 2019. Sales from digital sources represents 68.0% of ticket sales and 70.7% of revenue in 2020. In May all monthly passes purchased will be good for use in June as well.

Total Ticket Sales: Through May						
Method of Sale	Tickets			Revenue		
	2019	2020	% Change	2019	2020	% Change
Ticket Agent	65,413	31,112	-52.4%	2,036,584	1,033,354	-49.3%
Vending Machine	162,406	76,903	-52.6%	3,122,506	1,584,301	-49.3%
Conductor	104,576	51,402	-50.8%	807,615	389,831	-51.7%
Mobile App	149,150	98,519	-33.9%	2,703,610	1,842,709	-31.8%
<b>Total</b>	<b>481,545</b>	<b>257,936</b>	<b>-46.4%</b>	<b>8,670,315</b>	<b>4,850,195</b>	<b>-44.1%</b>

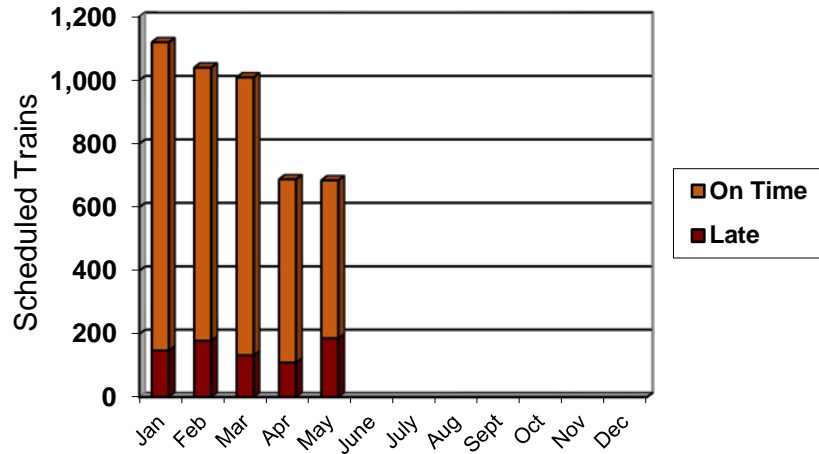
## On Time Performance

**Rush hour** – Overall, 72.5% of A.M. and P.M. rush hour trains were on time in May 2020; compared to 92.8% in May 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). 81.3% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 73.8% of westbound morning rush hour service was on time compared to 96.0% in May 2019; while eastbound rush hour trains reported an on time performance of 71.3% compared to 89.2% in May 2019. A total of 21 out of 80 westbound rush hour trains were delayed in May. Of those 21, 11 experienced delays greater than 15 minutes. The eastbound rush hour trains had a total of 23 out of 80 trains delayed in May. Of those 23, eight experienced delays greater than 15 minutes.<sup>1</sup>

RANGE OF RUSH HOUR DELAYS (in minutes)				
May				
Range	a.m.	p.m.	Total	Percent
6-10	6	8	14	8.8%
11-15	4	7	11	6.9%
16-20	5	2	7	4.4%
21-30	6	3	9	5.6%
31-59	0	3	3	1.9%
60+	0	0	0	0.0%
Annulled	0	0	0	
<b>On Time</b>	<b>59</b>	<b>57</b>	<b>116</b>	
Total Ran	80	80	160	

<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 704 trains in May and experienced 187 delays in excess of 5 minutes (ranging from 6-68 minutes) with a median delay of 15 minutes. May of 2020 experienced 19 annulled trains. In May 2019 the South Shore Line scheduled 1,126 trains with 166 delays in excess of 5 minutes (ranging from 6-75 minutes) with a median delay of 12 minutes. May of 2019 experienced 23 annulled trains.



Cumulative On Time Comparison		
Thru May	2019	2020
<b>Weekday</b>	<b>85.3%</b>	<b>88.2%</b>
Peak	91.6%	90.2%
Off-peak	81.3%	87.1%
<b>Weekend</b>	<b>75.9%</b>	<b>78.5%</b>
<b>Overall</b>	<b>83.8%</b>	<b>86.4%</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.	3/7	606	104	Metra power outage
	203	Anulled	Anulled due to 102 issues		613	135	Metra power outage
1/6	104	Anulled	Equipment issues		504	154	Metra power outage
	205	Anulled	Anulled due to 104 issues		603	Anulled	Metra power outage
1/19	701	Anulled	Weather	3/10	110	62	Equipment issues
	703	Anulled	Weather	3/21	502	60	Equipment issues
1/23	214	98	Fire alarm at arrival station	4/16	507	60	Train collision w/ car on track
2/22	600	72	Derailment	5/29	610	68	Late turn of equipment.
3/3	7	82	Equipment issues				
	107	69	Equipment issues				
	216	Anulled	Car caught in wire.				

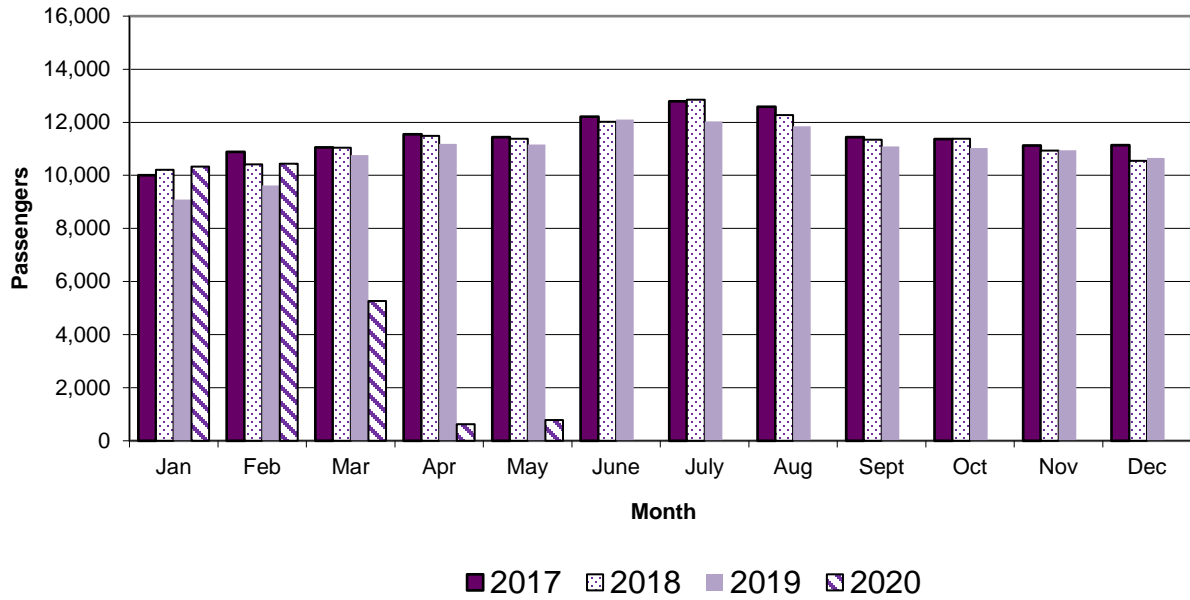
### Ridership Report

	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			
<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			
<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				
<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				
<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		
June	3,481		3,473				

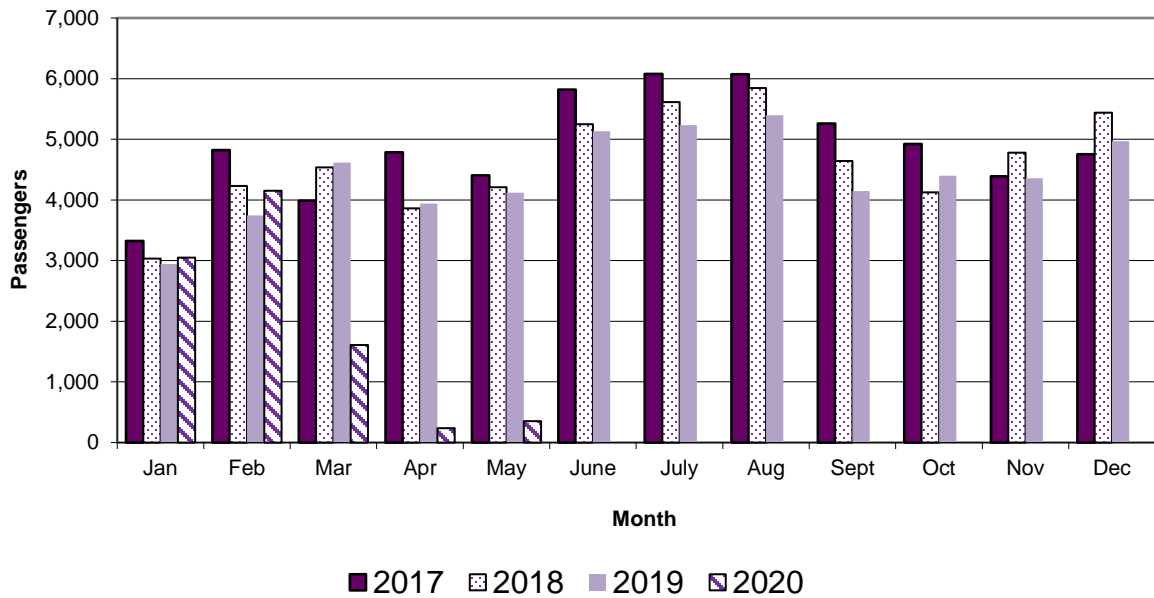
### Ridership Report

	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				
<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				

## SOUTH SHORE WEEKDAY RIDERSHIP 2017-2020

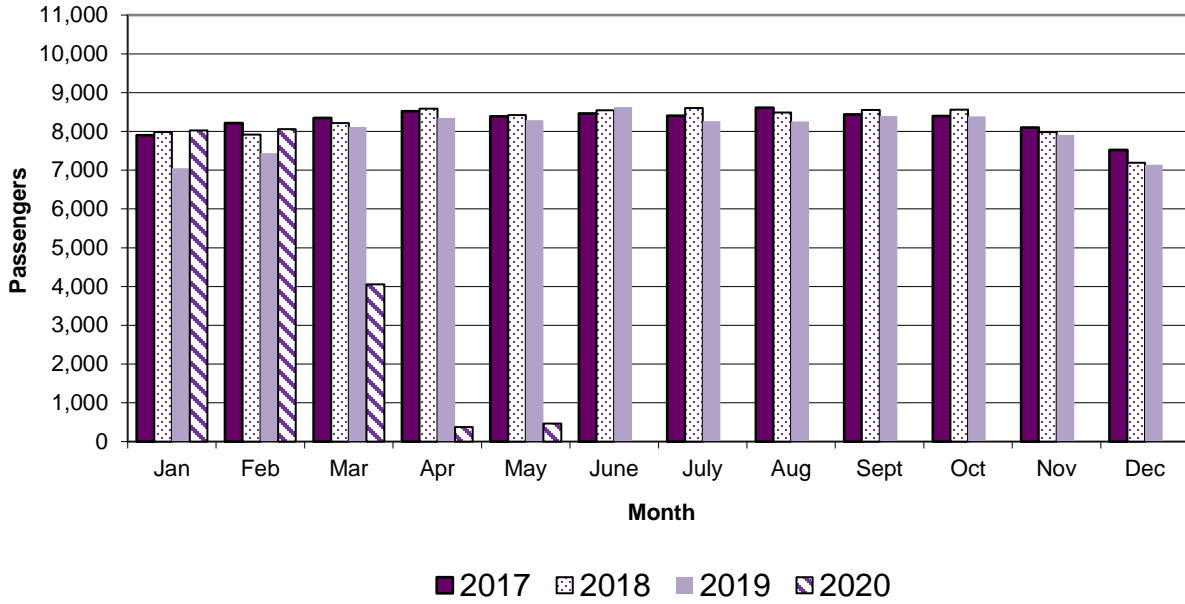


## SOUTH SHORE WEEKEND/HOLIDAY RIDERSHIP: 2017-2020

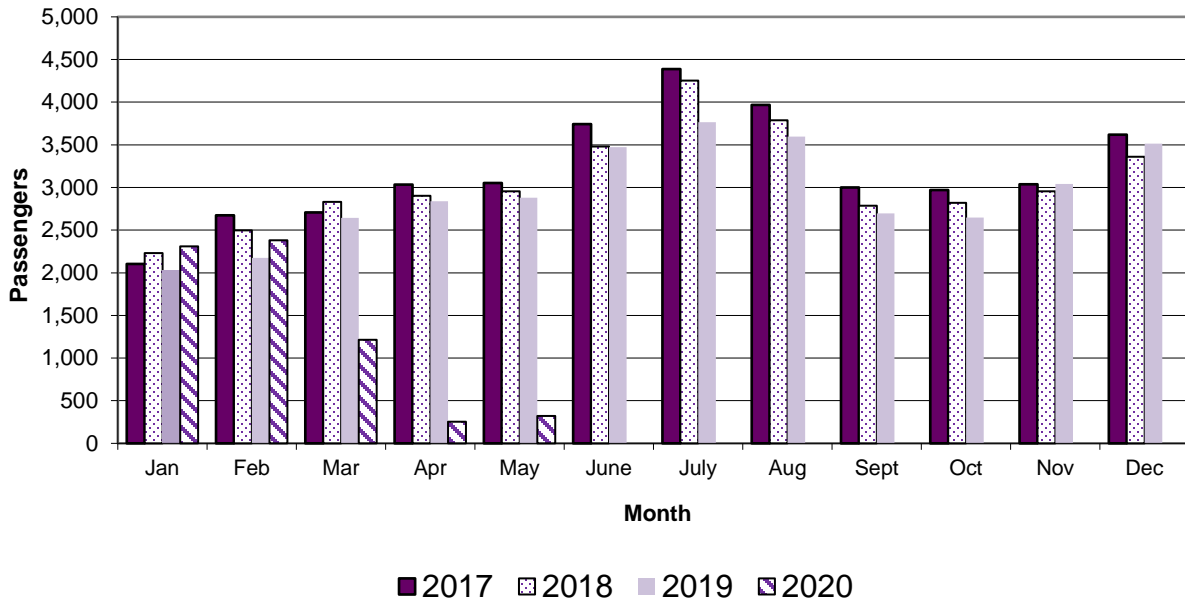




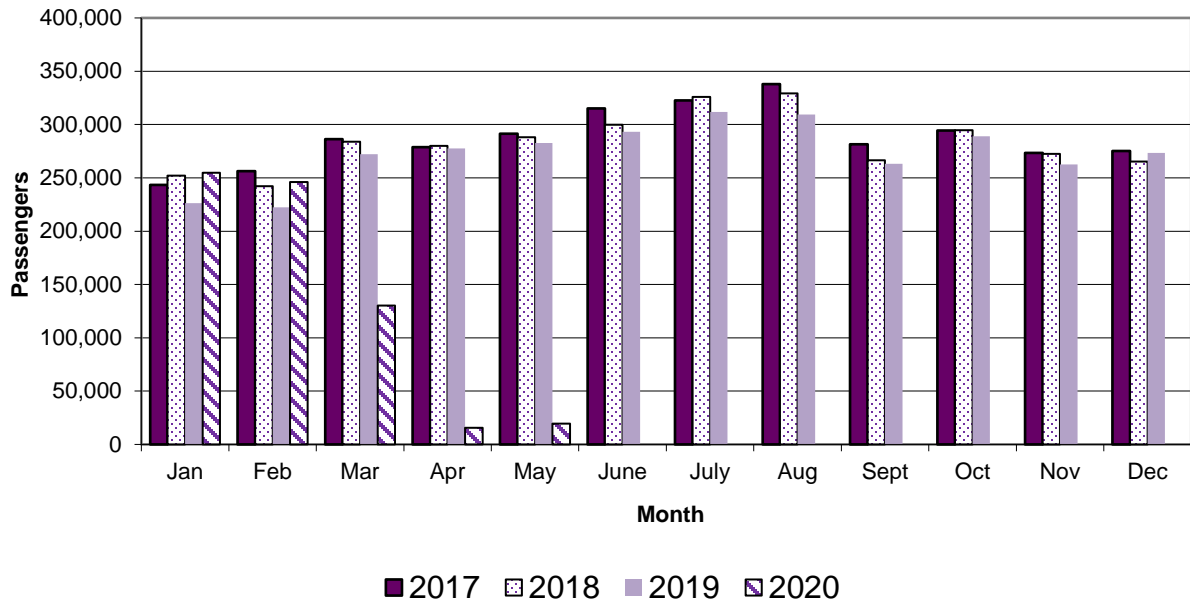
## SOUTH SHORE PEAK RIDERSHIP 2017-2020



## SOUTH SHORE OFF-PEAK RIDERSHIP 2017-2020



## SOUTH SHORE MONTHLY RIDERSHIP 2017-2020



## Percent on Time: May 2020

Peak		
Train	Days Late	% on Time
507	3	85.0%
509	4	80.0%
801	8	60.0%
803	8	60.0%
502	7	65.0%
600	3	85.0%
802	5	75.0%
804	6	70.0%
<b>Total</b>	<b>44</b>	<b>72.5%</b>
<b>Eastbound</b>	<b>23</b>	<b>71.3%</b>
<b>Westbound</b>	<b>21</b>	<b>73.8%</b>

Off-Peak		
Train	Days Late	% on Time
503	10	50.0%
505	8	60.0%
511	2	90.0%
601	4	80.0%
603	6	70.0%
605	9	55.0%
613	2	90.0%
701	0	100.0%
703	2	86.7%
504	9	55.0%
506	8	60.0%
508	5	75.0%
510	7	65.0%
606	10	50.0%
608	6	70.0%
610	12	40.0%
<b>Total</b>	<b>100</b>	<b>65.8%</b>
<b>Eastbound</b>	<b>43</b>	<b>74.7%</b>
<b>Westbound</b>	<b>57</b>	<b>59.3%</b>
<b>Westbound</b>	<b>29</b>	<b>81.2%</b>

Weekend/Holiday		
Train	Days Late	% on Time
503	1	90.9%
505	0	100.0%
507	1	90.0%
509	1	90.0%
511	3	70.0%
601	0	100.0%
603	1	90.9%
605	9	18.2%
613	2	80.0%
701	0	100.0%
703	3	72.7%
801	0	100.0%
803	0	100.0%
502	2	81.8%
504	2	81.8%
506	4	63.6%
508	4	60.0%
510	3	70.0%
600	2	81.8%
606	2	81.8%
608	1	90.0%
610	1	90.0%
802	0	100.0%
804	1	0.0%
<b>Total</b>	<b>43</b>	<b>80.0%</b>
<b>Eastbound</b>	<b>21</b>	<b>92.0%</b>
<b>Westbound</b>	<b>22</b>	<b>86.1%</b>

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

Reason for Delay: May

Reasons (weekday)		
AMT	4	2.6%
CAR	1	0.6%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	9	5.8%
DSR	2	1.3%
DSS	3	1.9%
FRR	1	0.6%
FTI	9	5.8%
HLD	2	1.3%
LMU	6	3.9%
MET	16	10.3%
OET	0	0.0%
OPR	11	7.1%
OTH	0	0.0%
PAS	2	1.3%
POL	0	0.0%
PTC	1	0.6%
PTI	18	11.6%
SUB	0	0.0%
SVS	1	0.6%
TOD	0	0.0%
TRK	2	1.3%
TRS	0	0.0%
UTL	1	0.6%
VAN	0	0.0%
WTR	66	42.6%
TOTAL	155	100.0%

Reasons (weekend)		
AMT	0	0.0%
CAR	0	0.0%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	0	0.0%
DSR	2	6.3%
DSS	0	0.0%
FRR	1	3.1%
FTI	0	0.0%
HLD	0	0.0%
LMU	0	0.0%
MET	9	28.1%
OET	0	0.0%
OPR	0	0.0%
OTH	2	6.3%
PAS	0	0.0%
POL	2	6.3%
PTC	0	0.0%
PTI	7	21.9%
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	9	28.1%
TOTAL	32	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 May, 2020

Peak		
Train	Days Late	% on Time
102	1	98.2%
104	2	96.4%
<b>6</b>	<b>5</b>	<b>91.2%</b>
<b>106</b>	<b>7</b>	<b>87.7%</b>
<b>108</b>	<b>3</b>	<b>94.7%</b>
<b>110</b>	<b>5</b>	<b>91.2%</b>
112	2	96.5%
<b>114</b>	<b>6</b>	<b>89.5%</b>
<b>214</b>	<b>4</b>	<b>93.0%</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>9</b>	<b>84.2%</b>
111	0	100.0%
<b>113</b>	<b>5</b>	<b>91.2%</b>
115	2	96.5%
<b>17</b>	<b>10</b>	<b>82.5%</b>
<b>117</b>	<b>9</b>	<b>84.2%</b>
<b>217</b>	<b>3</b>	<b>94.7%</b>
<b>119</b>	<b>3</b>	<b>94.7%</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>166</b>	<b>87.8%</b>
<b>Westbound</b>	<b>74</b>	<b>89.5%</b>
<b>Eastbound</b>	<b>92</b>	<b>85.9%</b>

Off-Peak		
Train	Days Late	% on Time
14	7	87.7%
216	7	87.5%
<b>116</b>	<b>20</b>	<b>64.9%</b>
216	3	94.7%
18	7	87.7%
118	1	98.2%
218	2	96.5%
<b>20</b>	<b>14</b>	<b>75.4%</b>
220	1	98.2%
420	1	98.2%
22	6	89.5%
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	96.5%
203	1	98.2%
403	5	91.2%
205	0	100.0%
207	8	86.0%
<b>7</b>	<b>18</b>	<b>68.4%</b>
<b>107</b>	<b>26</b>	<b>54.4%</b>
<b>9</b>	<b>16</b>	<b>71.9%</b>
<b>109</b>	<b>10</b>	<b>82.5%</b>
209	4	93.0%
<b>19</b>	<b>11</b>	<b>80.7%</b>
121	5	91.2%
123	5	91.2%
101	3	94.7%
<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>360</b>	<b>83.9%</b>
<b>Westbound</b>	<b>164</b>	<b>84.0%</b>
<b>Eastbound</b>	<b>196</b>	<b>83.7%</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 May, 2020**

REASONS (weekday)		
AMT	6	1.1%
CAR	21	3.9%
CAT	1	0.2%
DBS	0	0.0%
DDS	1	0.2%
DMW	40	7.4%
DSR	11	2.0%
DSS	7	1.3%
FRR	7	1.3%
FTI	25	4.7%
HLD	9	1.7%
LMU	13	2.4%
MET	125	23.3%
OET	2	0.4%
OPR	44	8.2%
OTH	18	3.4%
PAS	14	2.6%
POL	3	0.6%
PTC	3	0.6%
PTI	84	15.6%
SUB	1	0.2%
SVS	5	0.9%
TOD	3	0.6%
TRK	8	1.5%
TRS	2	0.4%
UTL	1	0.2%
VAN	3	0.6%
WTR	80	14.9%
TOTAL	537	100.0%

REASONS (weekend)		
AMT	2	0.9%
CAR	16	7.3%
CAT	0	0.0%
DBS	1	0.5%
DDS	0	0.0%
DMW	8	3.7%
DSR	4	1.8%
DSS	1	0.5%
FRR	2	0.9%
FTI	11	5.0%
HLD	2	0.9%
LMU	3	1.4%
MET	61	27.9%
OET	0	0.0%
OPR	18	8.2%
OTH	7	3.2%
PAS	19	8.7%
POL	2	0.9%
PTC	0	0.0%
PTI	33	15.1%
SUB	0	0.0%
SVS	12	5.5%
TOD	0	0.0%
TRK	1	0.5%
TRS	1	0.5%
UTL	2	0.9%
VAN	0	0.0%
WTR	13	5.9%
TOTAL	219	100.0%

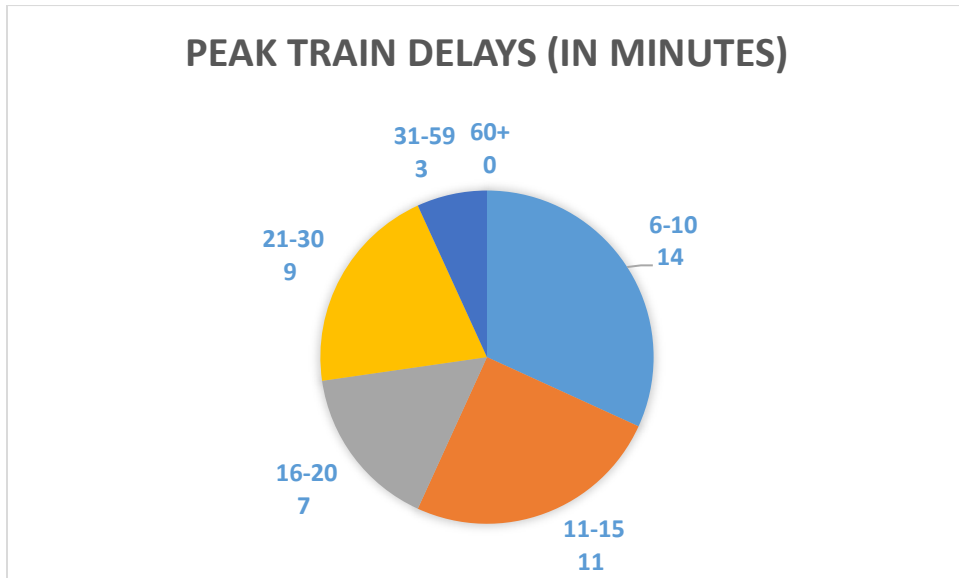
TOTAL		
AMT	8	1.1%
CAR	37	4.9%
CAT	1	0.1%
DBS	1	0.1%
DDS	1	0.1%
DMW	48	6.3%
DSR	15	2.0%
DSS	8	1.1%
FRR	9	1.2%
FTI	36	4.8%
HLD	11	1.5%
LMU	16	2.1%
MET	186	24.6%
OET	2	0.3%
OPR	62	8.2%
OTH	25	3.3%
PAS	33	4.4%
POL	5	0.7%
PTC	3	0.4%
PTI	117	15.5%
SUB	1	0.1%
SVS	17	2.2%
TOD	3	0.4%
TRK	9	1.2%
TRS	3	0.4%
UTL	3	0.4%
VAN	3	0.4%
WTR	93	12.3%
TOTAL	756	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 72.5% of the time. The remaining 27.5% are made up of 44 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	70	707	90.1%
EB Rush	91	652	86.0%
Total Rush	161	1,359	88.2%

**Cumulative Rush Hour Through May**

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	29	41	70	3.3%	5.1%	4.1%
11-15	19	19	38	2.2%	2.4%	2.3%
16-20	12	5	17	1.4%	0.6%	1.0%
21-30	8	14	22	0.9%	1.7%	1.3%
31-59	4	12	16	0.5%	1.5%	0.9%
60+	2	1	3	0.2%	0.1%	0.2%
Annulled	2	0	2			
Total Late	74	92	166	8.4%	11.4%	9.8%
On time	806	716	1522	91.6%	88.6%	90.2%
Total ran	880	808	1688			

**May Rush Hour Trains**

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	6	8	14	7.5%	10.0%	8.8%
11-15	4	7	11	5.0%	8.8%	6.9%
16-20	5	2	7	6.3%	2.5%	4.4%
21-30	6	3	9	7.5%	3.8%	5.6%
31-59	0	3	3	0.0%	3.8%	1.9%
60+	0	0	0	0.0%	0.0%	0.0%
Annulled	0	0	0			
Total Late	21	23	44	26.3%	28.8%	27.5%
On time	59	57	116	73.8%	71.3%	72.5%
Total ran	80	80	160			

**Grand Total All Trains Through May**

Range	Peak				Total	%
	WB	EB	Off	Wkend		
6-10	29	41	173	101	344	6.2%
11-15	19	19	83	54	175	3.2%
16-20	12	5	45	34	96	1.7%
21-30	8	14	34	20	76	1.4%
31-59	4	12	23	16	55	1.0%
60+	2	1	3	5	11	0.2%
Annulled	2	0	13	12	27	
Total	74	92	361	230	757	13.6%
On Time	806	716	2431	842	4795	86.4%
Total ran	880	808	2792	1072	5552	
%On Time	91.6%	88.6%	87.1%	78.5%		86.4%