MONTHLY RIDERSHIP AND PERFORMANCE REPORT

May 2022

NICTD

May, 2022 MONTHLY PERFORMANCE REPORT

Ridership

Ridership for the month of May was up 79.0% when compared to May of 2021 but down 56.4% when compared to May of 2019. Passenger trips for the month of May were 123,155 for 2022, 68,810 for 2021, and 282,752 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 87.6% when compared to May of 2021 but down 58.6% when compared to May of 2019. Average weekday trips were recorded as 4,624 in 2022, 2,465 in 2021, and 11,167 in 2019. The average peak travel was up 107.1% over 2021 but down 63.1% over 2019. Off-peak travel was up 58.6% over 2021 but down 45.6% over 2019.

Weekend

May weekend ridership was up 46.8% over 2021 but down 36.8% over 2019 with an average ridership of 2,605 in 2022, 1,774 in 2021, and 4,121 in 2019.

Analysis over last 12 months:

Ridership Over Last 12 Months: June through May							
	2018/19	2019/20	% Change	2020/21	% Change	2021/22	% Change
Total	3,335,358	2,669,159	-19.97%	596,141	-77.67%	1,253,374	110.25%
Weekday	2,832,553	2,267,179	-19.96%	484,995	-78.61%	988,408	103.80%
Peak	2,066,310	1,649,385	-20.18%	297,700	-81.95%	608,700	104.47%
Off Peak	766,243	617,794	-19.37%	187,295	-69.68%	379,708	102.73%
Weekend	502,805	401,980	-20.05%	111,146	-72.35%	264,966	138.39%
South Bend	240,375	193,828	-19.36%	76,138	-60.72%	165,449	117.30%

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.

Bussed Passengers

	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%

Revenue

The number of tickets sold has increased 63.2% for May of 2022 compared to 2021. Ticket revenue is up 83.4% for 2022 compared to 2021. Sales from digital sources represents 70.6% of ticket sales and 76.4% of revenue in 2022.

Total Ticket Sales: May

	Tickets			Revenue		
Method of Sale	**2021**	**2022**	**% Change**	**2021**	**2022**	**% Change**
Ticket Agent	17,419	26,363	51.3%	266,372	450,990	69.3%
Vending Machine	36,011	43,203	20.0%	512,209	763,610	49.1%
Conductor	37,276	45,893	23.1%	271,301	336,328	24.0%
Mobile App	59,842	130,259	117.7%	769,806	1,786,161	132.0%
Total	**150,548**	**245,718**	**63.2%**	**1,819,689**	**3,337,090**	**83.4%**

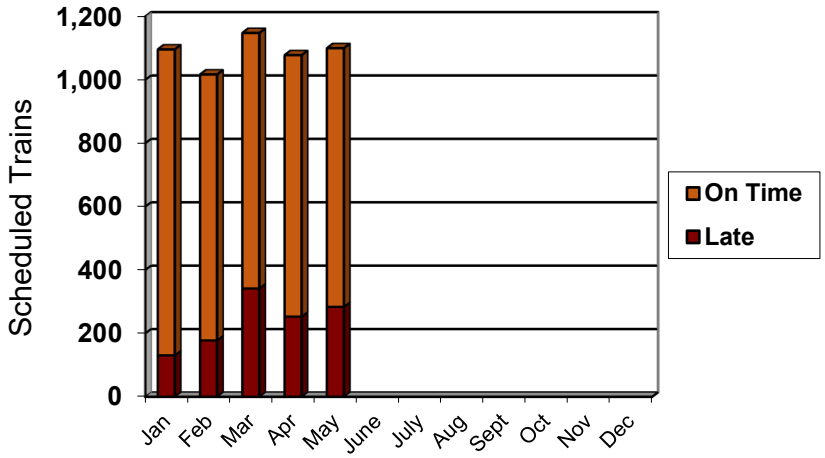
On Time Performance

Rush hour – Overall, 86.8% of A.M. and P.M. rush hour trains were on time in May 2022, compared to 88.5% in May 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). 90.2% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 96.8% of westbound morning rush hour service was on time compared to 87.2% in May 2021; while eastbound rush hour trains reported an on time performance of 75.6% compared to 90.0% in May 2021. A total of 6 out of 188 westbound rush hour trains were delayed in May. Of those 6, 1 experienced delays greater than 15 minutes. The eastbound rush hour trains had a total of 41 out of 168 trains delayed in May. Of those 41, 31 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)				
	May			
Range	a.m.	p.m.	Total	Percent
6-10	3	9	12	3.4%
11-15	2	1	3	0.8%
16-20	1	7	8	2.2%
21-30	0	12	12	3.4%
31-59	0	11	11	3.1%
60+	0	1	1	0.3%
Annulled	1	0	1	
On Time	**182**	**127**	**309**	
Total Ran	188	168	356	

Overall – The SSL scheduled 1,103 trains in May and experienced 284 delays in excess of 5 minutes (ranging from 6-198 minutes) with a median delay of 15 minutes. May of 2022 experienced 3 annulled trains. In May 2021 the South Shore Line scheduled 1,080 trains with 239 delays in excess of 5 minutes (ranging from 6-55 minutes) with a median delay of 17 minutes. May of 2021 experienced 31 annulled trains.



Cumulative On Time Comparison		
Thru May	**2021**	**2022**
Weekday	**78.9%**	**82.2%**
Peak	80.7%	85.4%
Off-peak	77.7%	80.1%
Weekend	**75.8%**	**57.8%**
Overall	**78.4%**	**78.2%**

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.

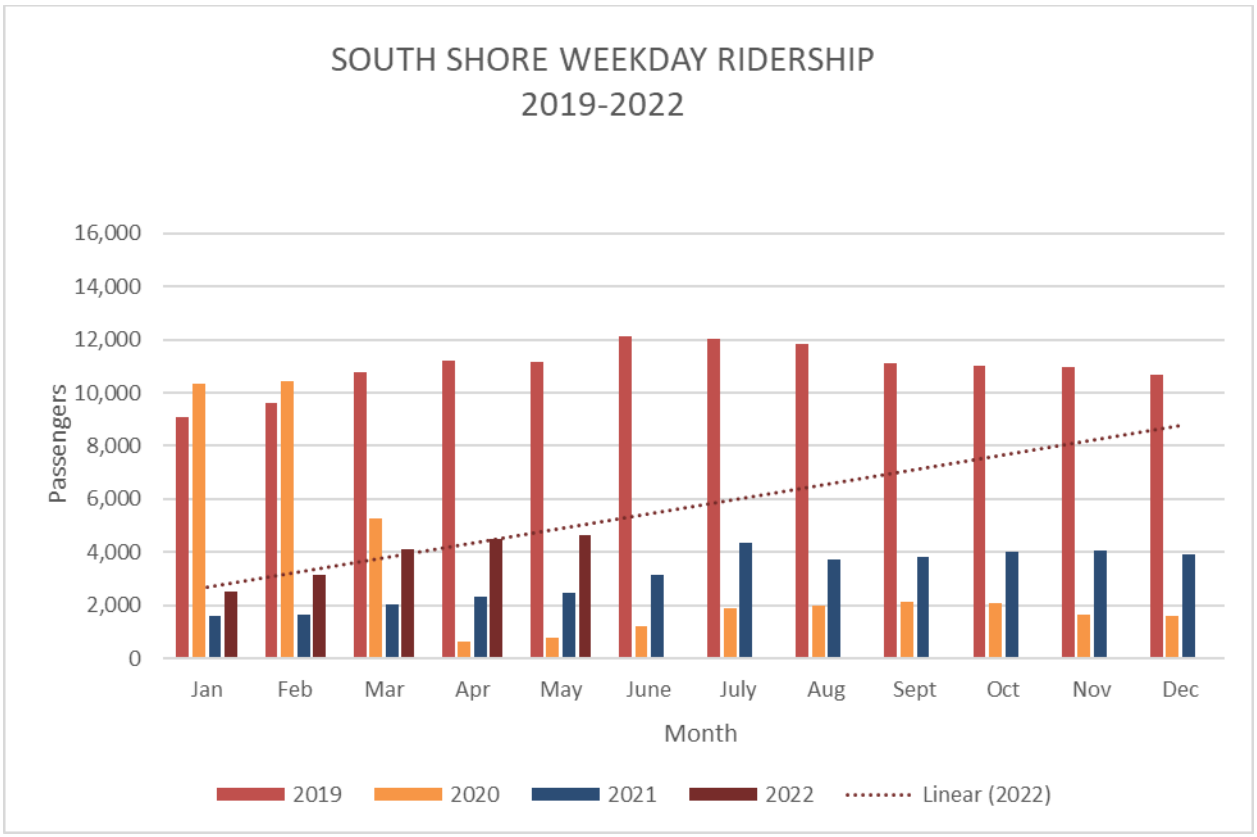
ANNULLED TRAINS OR DELAYS IN EXCESS OF 59 MINUTES							
Date	Train #	Minutes	Reason	Date	Train #	Minutes	Reason
1/3	7	62	Catenary Wire Issues	2/19	509	178	Vehicle struck a pole.
	14	72	Catenary Wire Issues		510	91	Vehicle struck a pole.
	106	Anulled	Catenary Wire Issues		511	149	Vehicle struck a pole.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

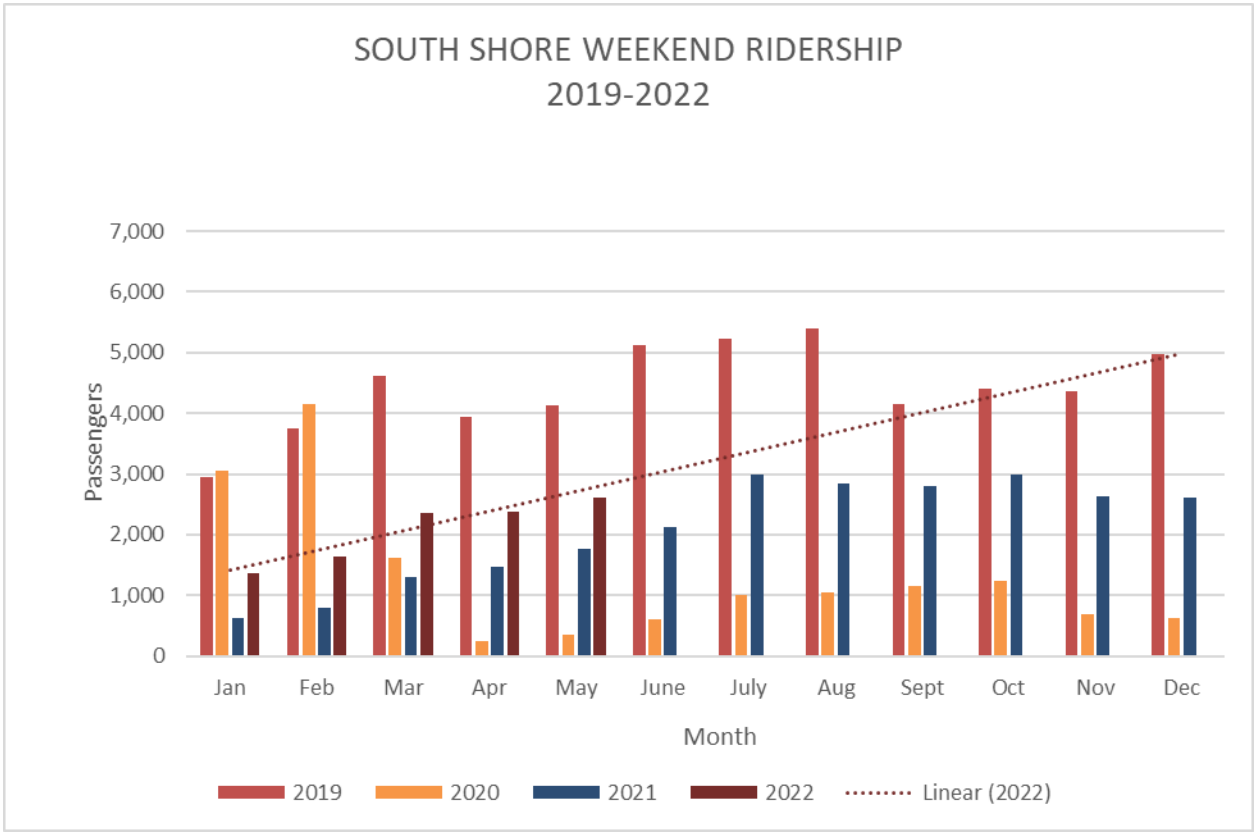
Ridership Report

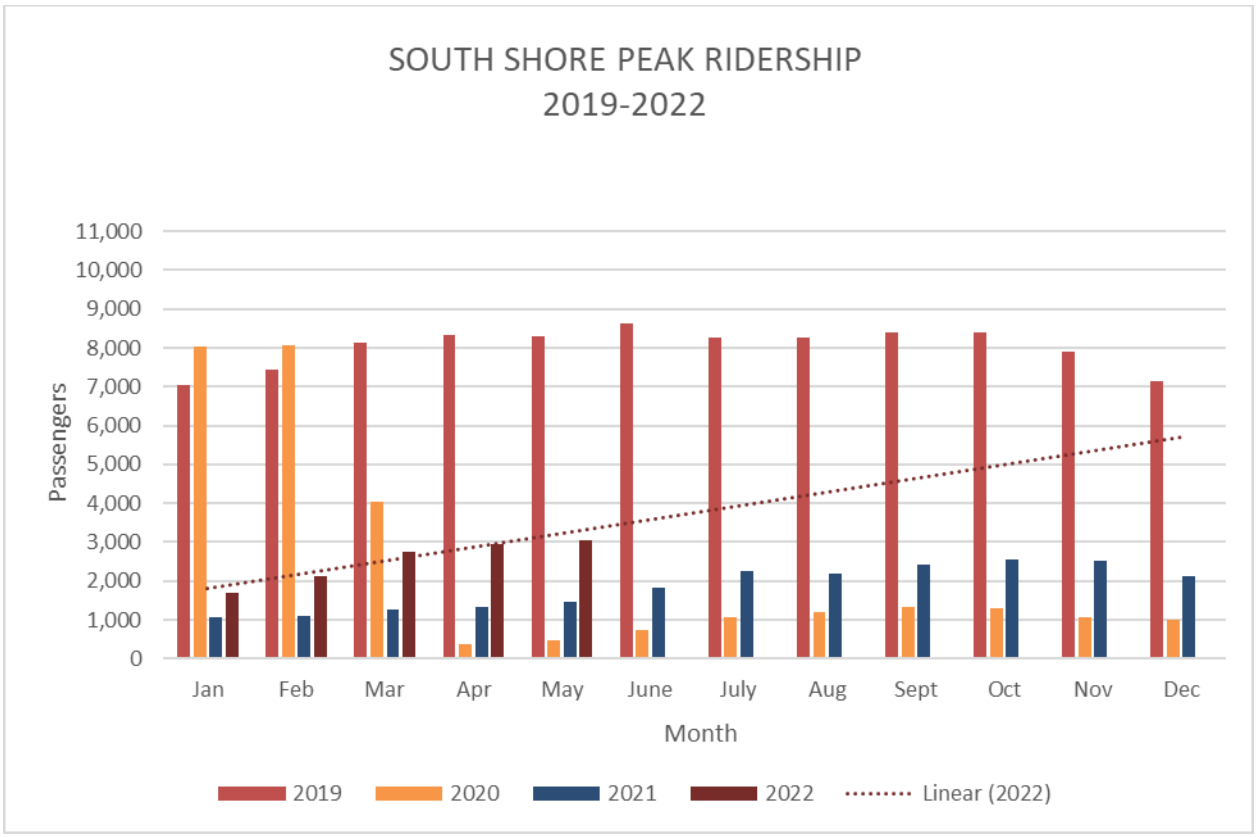
	2019 Passengers	Work Days	2021 Passengers	Work Days	2022 Passengers	Work Days	Change 20/21
Monthly Ridership							
January	226,385	22	38,742	20	66,870	21	72.6%
February	222,250	20	39,497	20	76,350	20	93.3%
March	272,150	21	57,547	23	114,014	23	98.1%
April	277,549	22	63,138	22	115,914	21	83.6%
May	282,752	22	68,810	20	123,155	21	79.0%
June	293,325	20	86,875	22			
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			
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				
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				
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				

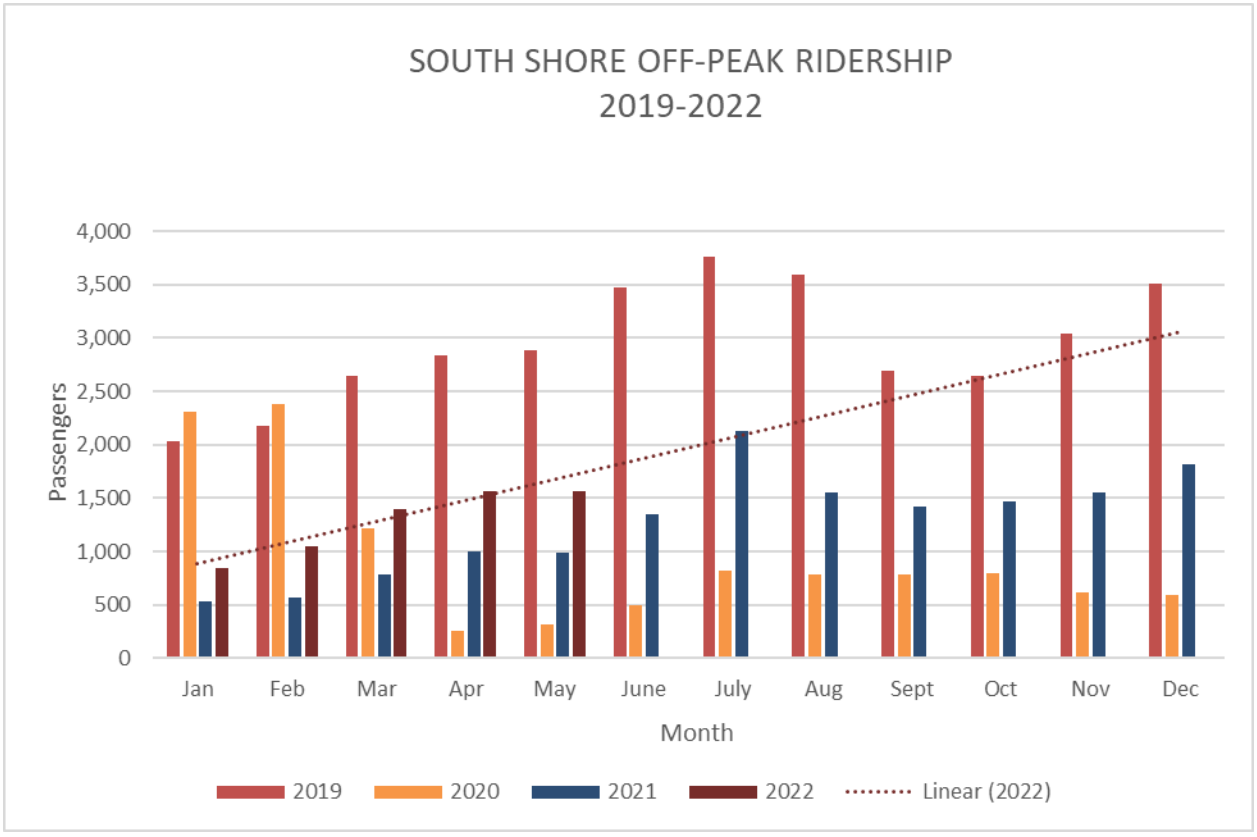
Ridership Report

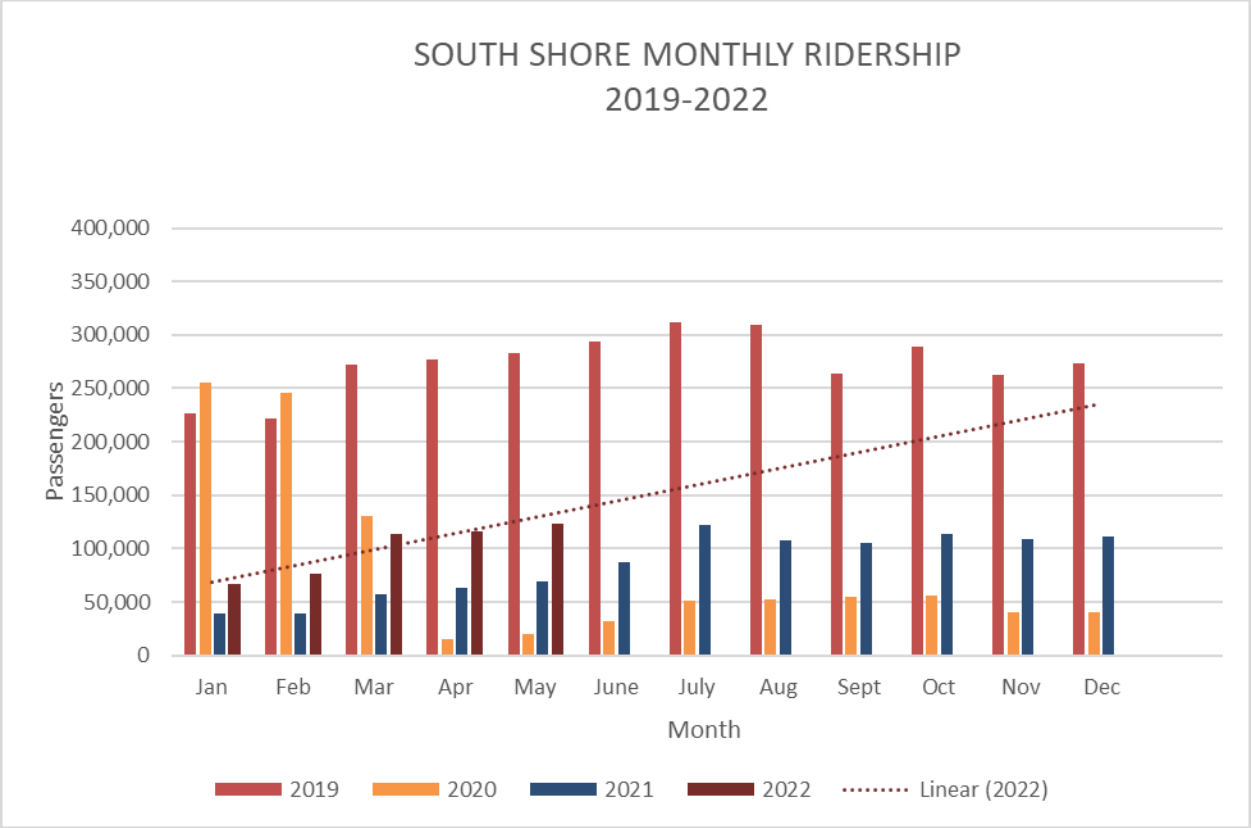
	2019 Passengers	Work Days	2021 Passengers	Work Days	2022 Passengers	Work Days	Change 20/21
Average Weekend/Holiday Ridership (per day)							
January	2,943		633		1,355		114.1%
February	3,744		792		1,629		105.7%
March	4,617		1,296		2,366		82.6%
April	3,943		1,465		2,376		62.2%
May	4,121		1,774		2,605		46.8%
June	5,132		2,128				
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				


SOUTH SHORE WEEKDAY RIDERSHIP
2019-2022
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
Passengers
Jan
Feb
Mar
Apr
May
June
July
Aug
Sept
Oct
Nov
Dec
Month
2019
2020
2021
2022
Linear (2022)


SOUTH SHORE WEEKEND RIDERSHIP
2019-2022
7,000
6,000
5,000
4,000
3,000
2,000
1,000
0
Passengers
Jan
Feb
Mar
Apr
May
June
July
Aug
Sept
Oct
Nov
Dec
Month
2019
2020
2021
2022
Linear (2022)


SOUTH SHORE PEAK RIDERSHIP
2019-2022
Passengers
11,000
10,000
9,000
8,000
7,000
6,000
5,000
4,000
3,000
2,000
1,000
0
Jan
Feb
Mar
Apr
May
June
July
Aug
Sept
Oct
Nov
Dec
Month
2019
2020
2021
2022
Linear (2022)


SOUTH SHORE OFF-PEAK RIDERSHIP
2019-2022
Passengers
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500
0
Jan
Feb
Mar
Apr
May
June
July
Aug
Sept
Oct
Nov
Dec
Month
2019
2020
2021
2022
Linear (2022)


SOUTH SHORE MONTHLY RIDERSHIP
2019-2022
400,000
350,000
300,000
250,000
200,000
150,000
100,000
50,000
0
Passengers
Jan
Feb
Mar
Apr
May
June
July
Aug
Sept
Oct
Nov
Dec
Month
2019
2020
2021
2022
Linear (2022)

Percent on Time: May, 2022

Peak

Train	Days Late	% on Time
102	***2***	***90.0%***
104	0	100.0%
6	0	100.0%
106	***2***	***90.5%***
108	0	100.0%
110	0	100.0%
112	1	95.2%
114	1	95.2%
214	0	100.0%
11	***21***	***0.0%***
111	***6***	***71.4%***
113	***3***	***85.7%***
115	***3***	***85.7%***
17	***2***	***90.5%***
117	***4***	***81.0%***
217	1	95.2%
119	1	95.2%
Total	**47**	**86.8%**
Westbound	**6**	**96.8%**
Eastbound	**41**	**75.6%**

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

Off-Peak

Train	Days Late	% on Time
14	***7***	***66.7%***
216	0	100.0%
116	3	85.7%
218	2	90.5%
18	***20***	***4.8%***
118	***7***	***66.7%***
220	3	85.7%
20	***9***	***57.1%***
222	0	100.0%
420	2	90.5%
22	***10***	***52.4%***
424	2	90.5%
401	0	100.0%
203	2	90.0%
403	1	95.2%
205	0	100.0%
207	2	90.5%
7	***19***	***9.5%***
107	***4***	***81.0%***
9	***14***	***33.3%***
109	***8***	***61.9%***
209	***6***	***71.4%***
19	***12***	***42.9%***
121	1	95.2%
123	***5***	***76.2%***
101	1	95.0%
Total	**140**	**74.3%**
Westbound	**65**	**74.2%**
Eastbound	**75**	**74.3%**

Weekend/Holiday

Train	Days Late	% on Time
600	2	80.0%
502	3	70.0%
504	10	0.0%
606	3	70.0%
506	8	20.0%
608	4	60.0%
508	6	40.0%
610	0	100.0%
510	5	50.0%
503	9	10.0%
603	0	100.0%
605	8	20.0%
505	8	20.0%
507	10	0.0%
509	9	10.0%
511	7	30.0%
613	2	80.0%
601	2	80.0%
701	0	100.0%
703	1	90.0%
Total	**97**	**51.5%**
Westbound	**41**	**54.4%**
Eastbound	**56**	**49.1%**

MAY REASONS FOR DELAYS

REASONS (weekday)		
AMT	0	0.0%
CAR	2	1.1%
CAT	0	0.0%
DBS	0	0.0%
DMW	90	48.1%
DSR	1	0.5%
DSS	1	0.5%
FRR	3	1.6%
FTI	12	6.4%
HLD	2	1.1%
LMU	9	4.8%
MET	25	13.4%
OET	1	0.5%
OPR	9	4.8%
OTH	2	1.1%
PAS	3	1.6%
POL	2	1.1%
PTC	0	0.0%
PTI	12	6.4%
SUB	0	0.0%
SVS	0	0.0%
TOD	1	0.5%
TRK	1	0.5%
TRS	11	5.9%
UTL	0	0.0%
VAN	0	0.0%
WTR	0	0.0%
TOTAL	187	100.0%

REASONS (weekend)		
AMT	0	0.0%
CAR	2	2.1%
CAT	0	0.0%
DBS	0	0.0%
DMW	67	69.1%
DSR	0	0.0%
DSS	1	1.0%
FRR	0	0.0%
FTI	3	3.1%
HLD	0	0.0%
LMU	3	3.1%
MET	13	13.4%
OET	0	0.0%
OPR	1	1.0%
OTH	2	2.1%
PAS	0	0.0%
POL	0	0.0%
PTC	0	0.0%
PTI	4	4.1%
SUB	0	0.0%
SVS	1	1.0%
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	97	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 May, 2022

Peak

Train	Days Late	% on Time
102	***7***	***93.3%***
104	2	98.1%
6	***16***	***84.9%***
106	***13***	***87.6%***
108	***10***	***90.6%***
110	***10***	***90.5%***
112	***15***	***85.8%***
114	***7***	***93.3%***
214	***8***	***92.4%***
11	***75***	***29.2%***
111	***11***	***89.6%***
113	***22***	***79.2%***
115	***11***	***89.6%***
17	***17***	***84.0%***
117	***31***	***70.5%***
217	3	97.2%
119	4	96.2%
Total	**262**	**85.4%**
Westbound	**88**	**90.7%**
Eastbound	**174**	**79.5%**

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

Off-Peak

Train	Days Late	% on Time
14	***25***	***76.4%***
216	7	93.4%
116	***17***	***84.0%***
216	8	92.5%
18	***61***	***42.5%***
118	***23***	***78.3%***
218	4	96.2%
20	***39***	***63.2%***
220	6	94.3%
420	4	96.2%
22	***53***	***50.0%***
422	16	84.6%
401	1	99.1%
203	8	92.3%
403	4	96.2%
205	1	99.0%
207	***21***	***80.0%***
7	***53***	***50.0%***
107	***19***	***82.1%***
9	***48***	***54.7%***
109	***18***	***83.0%***
209	14	86.8%
19	***61***	***42.5%***
121	3	97.2%
123	***22***	***79.2%***
101	11	89.5%
Total	**547**	**80.1%**
Westbound	**263**	**79.2%**
Eastbound	**284**	**80.8%**

Weekend/Holiday

Train	Days Late	% on Time
600	14	68.9%
502	14	68.9%
504	32	28.9%
606	25	44.4%
506	27	40.0%
608	15	66.7%
508	23	48.9%
610	12	73.3%
503	29	35.6%
603	3	93.3%
605	18	60.0%
505	28	37.8%
507	36	20.0%
509	34	24.4%
511	25	44.4%
613	6	86.7%
601	11	75.6%
701	2	95.6%
703	7	84.1%
Total	**361**	**57.8%**
Westbound	**162**	**55.6%**
Eastbound	**199**	**59.7%**

Cumulative Reasons for Delays Thru May, 2022

REASONS (weekday)		
AMT	1	0.1%
CAR	21	2.6%
CAT	8	1.0%
DBS	0	0.0%
DMW	310	38.3%
DSR	3	0.4%
DSS	17	2.1%
FRR	7	0.9%
FTI	41	5.1%
HLD	3	0.4%
LMU	31	3.8%
MET	104	12.8%
OET	2	0.2%
OPR	67	8.3%
OTH	19	2.3%
PAS	12	1.5%
POL	6	0.7%
PTC	1	0.1%
PTI	80	9.9%
SUB	1	0.1%
SVS	7	0.9%
TOD	4	0.5%
TRK	11	1.4%
TRS	31	3.8%
UTL	2	0.2%
VAN	0	0.0%
WTR	21	2.6%
TOTAL	810	100.0%

REASONS (weekend)		
AMT	0	0.0%
CAR	9	2.4%
CAT	0	0.0%
DBS	0	0.0%
DMW	189	49.9%
DSR	0	0.0%
DSS	6	1.6%
FRR	3	0.8%
FTI	13	3.4%
HLD	5	1.3%
LMU	10	2.6%
MET	52	13.7%
OET	1	0.3%
OPR	19	5.0%
OTH	8	2.1%
PAS	12	3.2%
POL	0	0.0%
PTC	0	0.0%
PTI	29	7.7%
SUB	2	0.5%
SVS	6	1.6%
TOD	1	0.3%
TRK	2	0.5%
TRS	9	2.4%
UTL	0	0.0%
VAN	0	0.0%
WTR	3	0.8%
TOTAL	379	100.0%

TOTAL		
AMT	1	0.1%
CAR	30	2.5%
CAT	8	0.7%
DBS	0	0.0%
DMW	499	42.0%
DSR	3	0.3%
DSS	23	1.9%
FRR	10	0.8%
FTI	54	4.5%
HLD	8	0.7%
LMU	41	3.4%
MET	156	13.1%
OET	3	0.3%
OPR	86	7.2%
OTH	27	2.3%
PAS	24	2.0%
POL	6	0.5%
PTC	1	0.1%
PTI	109	9.2%
SUB	3	0.3%
SVS	13	1.1%
TOD	5	0.4%
TRK	13	1.1%
TRS	40	3.4%
UTL	2	0.2%
VAN	0	0.0%
WTR	24	2.0%
TOTAL	1,189	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.

RUSH HOUR* TRAIN DELAYS - MAY 2022 (minutes late)

		Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Tue	Days	Days	%
Train	**Arrive**	**2**	**3**	**4**	**5**	**6**	**9**	**10**	**11**	**12**	**13**	**16**	**17**	**18**	**19**	**20**	**23**	**24**	**25**	**26**	**27**	**31**	**Late**	**Ran**	**On Time**
102	5:48a					A		7		16													2	20	90.0%
104	6:31																						0	21	100.0%
6	6:55																						0	21	100.0%
106	7:13						10															12	2	21	90.5%
108	7:35																						0	21	100.0%
110	7:51																						0	21	100.0%
112	8:08				10																		1	21	95.2%
114	8:31												14										1	21	95.2%
214	8:52																						0	21	100.0%
14	10:28					8				34		10	10	13		11					7		7	21	66.7%
Train	**Depart**																								
11	3:57	21	20	19	20	47	27	50	34	35	31	83	35	27	26	20	17	23	20	22	47	23	21	21	0.0%
111	4:02					22		28	10			53			10						10		6	21	71.4%
113	4:28						8	21				48											3	21	85.7%
115	4:57							11	6			28											3	21	85.7%
117	5:10							18	34			31					8						4	21	81.0%
17	5:28								10			21											2	21	90.5%
217	5:32								8														1	21	95.2%
119	5:58							10															1	21	95.2%
19	7:10				9	17	13	17	198		23	19	15	17	15	9			7				12	21	42.9%
High temp		56	55	60	58	55	80	86	90	88	88	75	69	62	82	86	67	71	82	75	67	91			
Low temp		49	47	43	40	50	50	65	71	62	58	50	50	54	49	65	40	46	58	65	50	74			

* 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

	January			February			March			April			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	185	90.8%	30	180	83.3%	23	207	88.9%	12	189	93.7%	6	188	96.8%				
EB Rush	13	168	92.3%	26	159	83.6%	55	184	70.1%	39	168	76.8%	41	168	75.6%				
Total Rush	30	353	91.5%	56	339	83.5%	78	391	80.1%	51	357	85.7%	47	356	86.8%				

Cumulative

Arrive	Train #	Days Late	Days Ran	% On Time
5:48a	**102**	7	105	93.3%
6:31	**104**	2	106	98.1%
6:55	**6**	16	106	84.9%
7:13	**106**	13	105	87.6%
7:35	**108**	10	106	90.6%
7:51	**110**	10	105	90.5%
8:08	**112**	15	106	85.8%
8:31	**114**	7	105	93.3%
8:52	**214**	8	105	92.4%
10:28	**14**	25	106	76.4%
Depart				
3:57	**11**	75	106	29.2%
4:02p	**111**	11	106	89.6%
4:28	**113**	22	106	79.2%
4:57	**115**	11	106	89.6%
5:10	**117**	31	105	70.5%
5:28	**17**	17	106	84.0%
5:32	**217**	3	106	97.2%
5:58	**119**	4	106	96.2%
7:15	**19**	61	106	42.5%

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	88	949	90.7%
EB Rush	174	847	79.5%
Total Rush	262	1,796	85.4%

Cumulative Rush Hour Thru May

	TOTAL			PERCENTAGE		
Range	am	pm	total	am	pm	total
6-10	36	47	83	3.8%	5.5%	4.6%
11-15	23	23	46	2.4%	2.7%	2.6%
16-20	10	30	40	1.1%	3.5%	2.2%
21-30	6	41	47	0.6%	4.8%	2.6%
31-59	8	26	34	0.8%	3.1%	1.9%
60+	5	7	12	0.5%	0.8%	0.7%
Annulled	5	1	6			
Total Late	88	174	262	9.3%	20.5%	14.6%
On time	861	673	1534	90.7%	79.5%	85.4%
Total ran	949	847	1796			

Grant Total All Trains Thru May, 2019

	Peak					
Range	WB	EB	Off	Wkend	Total	%
6-10	36	47	184	94	361	6.6%
11-15	23	23	155	115	316	5.8%
16-20	10	30	66	48	154	2.8%
21-30	6	41	67	68	182	3.3%
31-59	8	26	58	44	136	2.5%
60+	5	7	17	10	39	0.7%
Annulled	5	1	12	1	19	
Total	88	174	547	379	1188	21.8%
On Time	861	673	2197	520	4251	78.2%
Total ran	949	847	2744	899	5439	
%On Time	90.7%	79.5%	80.1%	57.8%	78.2%	

May 2022 Rush Hour

	TOTAL			PERCENTAGE		
Range	am	pm	total	am	pm	total
6-10	3	9	12	1.6%	5.4%	3.4%
11-15	2	1	3	1.1%	0.6%	0.8%
16-20	1	7	8	0.5%	4.2%	2.2%
21-30	0	12	12	0.0%	7.1%	3.4%
31-59	0	11	11	0.0%	6.5%	3.1%
60+	0	1	1	0.0%	0.6%	0.3%
Annulled	1	0	1			
Total Late	6	41	47	3.2%	24.4%	13.2%
On time	182	127	309	96.8%	75.6%	86.8%
Total ran	188	168	356			