

SOUTH SHORE LINE

Monthly Ridership and Performance Report May 2023

NICTD

Northern Indiana Commuter Transportation District

May, 2023 Monthly Performance Report

Ridership

Overall- Ridership for the month of May was up 5.5% when compared to 2022, but down 54.1% when compared to 2019. Passenger trips for the month of May were 129,890 for 2023, 123,155 for 2022, and 282,752 for 2019. August of 2022 began the expanded bussing outage area, transporting passengers around construction for the Double Track NWI project.

Weekday Travel- Average weekday travel was up 7.2% when compared to May of 2022, but down 55.6% when compared to May of 2019. Average weekday trips were recorded as 4,957 in 2023, 4,624 in 2022, and 11,167 in 2019. The average peak travel was up 10.8% over 2022, but down 59.2% over 2019. Off-peak travel was up 0.3% over 2022, but down 45.4% over 2019.

Weekend Travel- May weekend ridership was down 11.1% compared to 2022, and down 43.8% compared to 2019, with an average ridership of 2,314 in 2023, 2,605 in 2022, and 4,121 in 2019.

Ridership Over Last 12 Months: June through May							
	2019/20	2020/21	% Change	2021/22	% Change	2022/23	% Change
Total	2,669,159	596,141	-77.67%	1,253,316	110.24%	1,495,634	19.33%
Weekday	2,267,179	484,995	-78.61%	988,350	103.79%	1,217,118	23.15%
Peak	1,649,385	297,700	-81.95%	608,700	104.47%	799,750	31.39%
Off Peak	617,794	187,295	-69.68%	379,650	102.70%	417,368	9.93%
Weekend	401,980	111,146	-72.35%	264,966	138.39%	115,723	-56.33%
South Bend	193,828	76,138	-60.72%	165,428	117.27%	172,399	4.21%

Bussing Ridership

Starting on February 28, 2022 through July 31, 2022, NICTD began bussing passengers between the Carroll Avenue Station and the Dune Park Station. Beginning on August 1, 2022, bussing expanded transporting passengers between the Carroll Avenue Station and the Gary Metro Station.

Bussed Passengers			
	2023 Riders	Total Ridership	% Bussed
January	40,522	105,869	38.3%
February	39,197	105,045	37.3%
March	49,734	126,910	39.2%
April	48,538	117,539	41.3%
May	49,699	129,890	38.3%

Revenue

The cumulative number of tickets sold for the year through May has increased 16.7% in 2023 compared to 2022. Ticket revenue is up 10.4% for 2023 compared to 2022. Sales from digital sources represents 76.9% of ticket sales and 80.0% of revenue in 2023.

Total Ticket Sales: May						
Method of Sale	Tickets			Revenue		
	2022	2023	% Change	2022	2023	% Change
Ticket Agent	26,363	21,928	-16.8%	450,990	423,544	-6.1%
Vending Machine	43,203	66,568	54.1%	763,610	835,940	9.5%
Conductor	45,893	44,206	-3.7%	336,328	313,636	-6.7%
Mobile App	130,259	154,020	18.2%	1,786,161	2,111,316	18.2%
Total	245,718	286,722	16.7%	3,337,090	3,684,436	10.4%

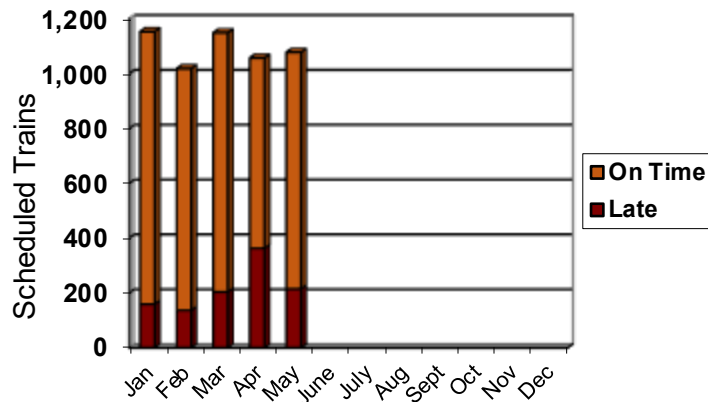
On Time Performance

Rush Hour- Overall, 90.1% of A.M. and P.M. rush hour trains were on time in May 2023 compared to 86.8% in 2022. 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). 95.2% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 92.9% of westbound morning rush hour service was on time compared to 96.8% in 2022; while eastbound rush hour trains reported an on time performance of 86.9% compared to 75.6% in 2022. A total of 14 out of 198 westbound rush hour trains were delayed in May. Of those 14, 2 experienced delays greater than 15 minutes. The eastbound rush hour trains had a total of 23 out of 176 trains delayed in May. Of those 23, 6 experienced delays greater than 15 minutes.¹

RANGE OF RUSH HOUR DELAYS (in minutes)				
May				
Range	a.m.	p.m.	Total	Percent
6-10	10	9	19	5.6%
11-15	2	8	10	3.0%
16-20	0	1	1	0.3%
21-30	2	4	6	1.8%
31-59	1	1	2	0.6%
60+	0	0	0	0.0%
Annulled	0	0	0	
On Time	184	153	336	
Total Ran	198	176	374	

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

Overall- The South Shore Line scheduled 1,126 trains in May and experienced 215 delays in excess of 5 minutes (ranging from 6-67) with median delay of 14 minutes. May of 2023 experienced 48 annulled trains. In May 2022 the South Shore Line scheduled 1,103 trains with 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.



Cumulative On Time Comparison		
<i>Thru May</i>	2022	2023
Weekday	82.2%	83.1%
Peak	85.4%	89.9%
Off-peak	80.1%	78.6%
Weekend	57.8%	64.6%
Overall	78.2%	80.1%

Delays caused by railroad maintenance. Besides the unexpected delays, passengers may also experience delays caused by railroad construction and maintenance projects. Evert 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 website 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. From February 28, 2022 through July 31, 2022, the construction outage spanned between Michigan City and Dune Park stations. Beginning on August 1, 2022, bussing of passengers expanded to span between Michigan City and the Gary Metro Station. Staff continue to monitor this service to ensure delays are kept to a minimum.

Annulled Trains or Delays in Excess of 59 Minutes			
Date	Train #	Minutes	Reason
1/1/2023	504	87	PTC Issues
1/24/2023	20	61	PTC Issues
2/16/2023	11	120	Weather Delays
	42	Annulled	Weather Delays
	424	Annulled	Weather Delays
2/21/2023	22	62	Delays Due to Bussing
3/3/2023	20	64	PTC/Weather Delays
	22	63	Passenger Train Delays
3/19/2023	511	62	Delays on Metra
	610	80	Delays on Metra
3/28/2023	22	62	Delays on Metra
4/5/2023	104	Annulled	Car Mechanical Issues
	205	Annulled	Car Mechanical Issues
4/6/2023	22	67	Delayed by Passenger Trains
4/7/2023	22	64	Delayed by Passenger Trains
4/11/2023	11	63	Wire Damage on Metra
	22	119	Delayed by Freight Accident
	111	60	Wire Down on Metra
	113	61	Wire Down on Metra
4/12/2023	20	61	Delayed by Bus Breakdown
4/13/2023	22	92	Delays on Metra
4/14/2023	110	162	Delayed by Train Accident
	112	102	Delayed by Train Accident
	114	80	Delayed by Train Accident
	203	Annulled	Train Struck a Car on Tracks
	205	64	Delayed by Train Accident
	214	Annulled	Delayed by Train Accident
4/22/2023	504	67	Delays on Metra
5/4/2023	9	67	Delays Due to Bussing
5/8/2023	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.
5/9/2023	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.
5/10/2023	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.

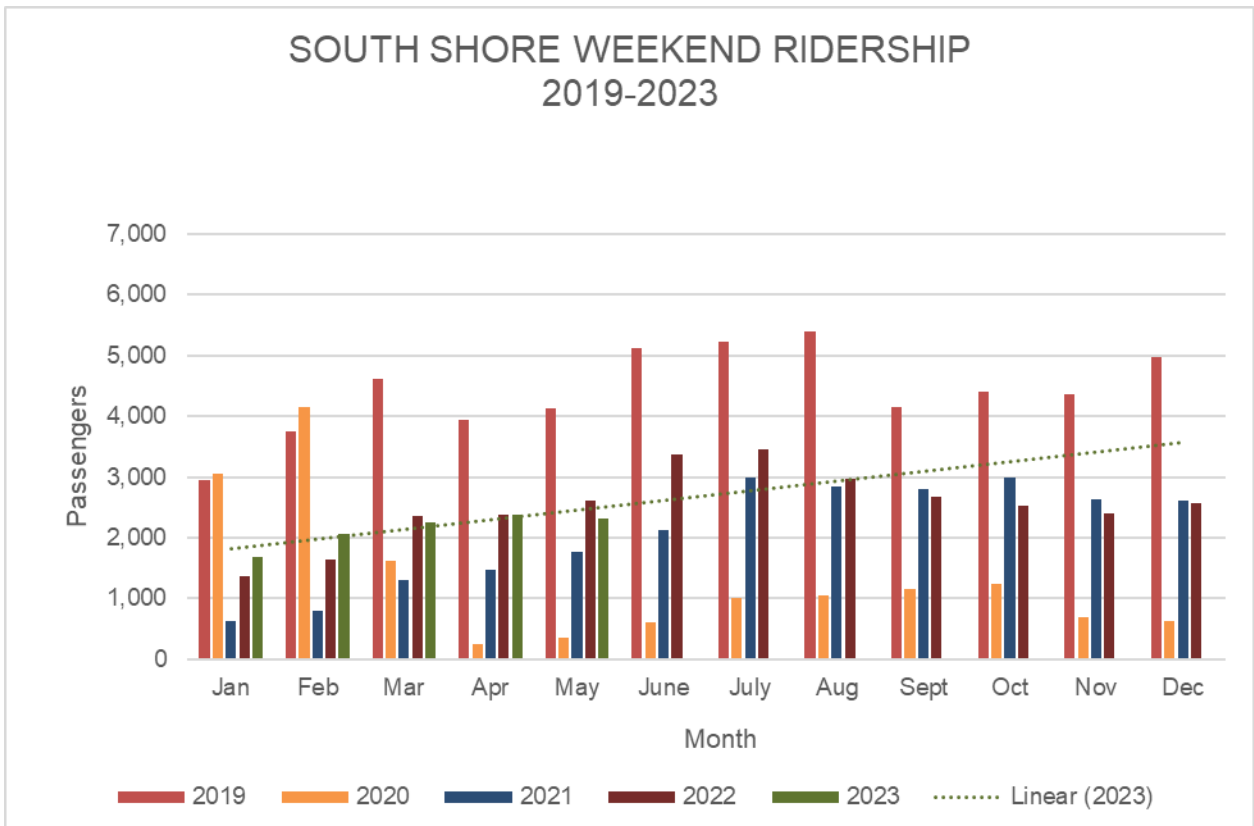
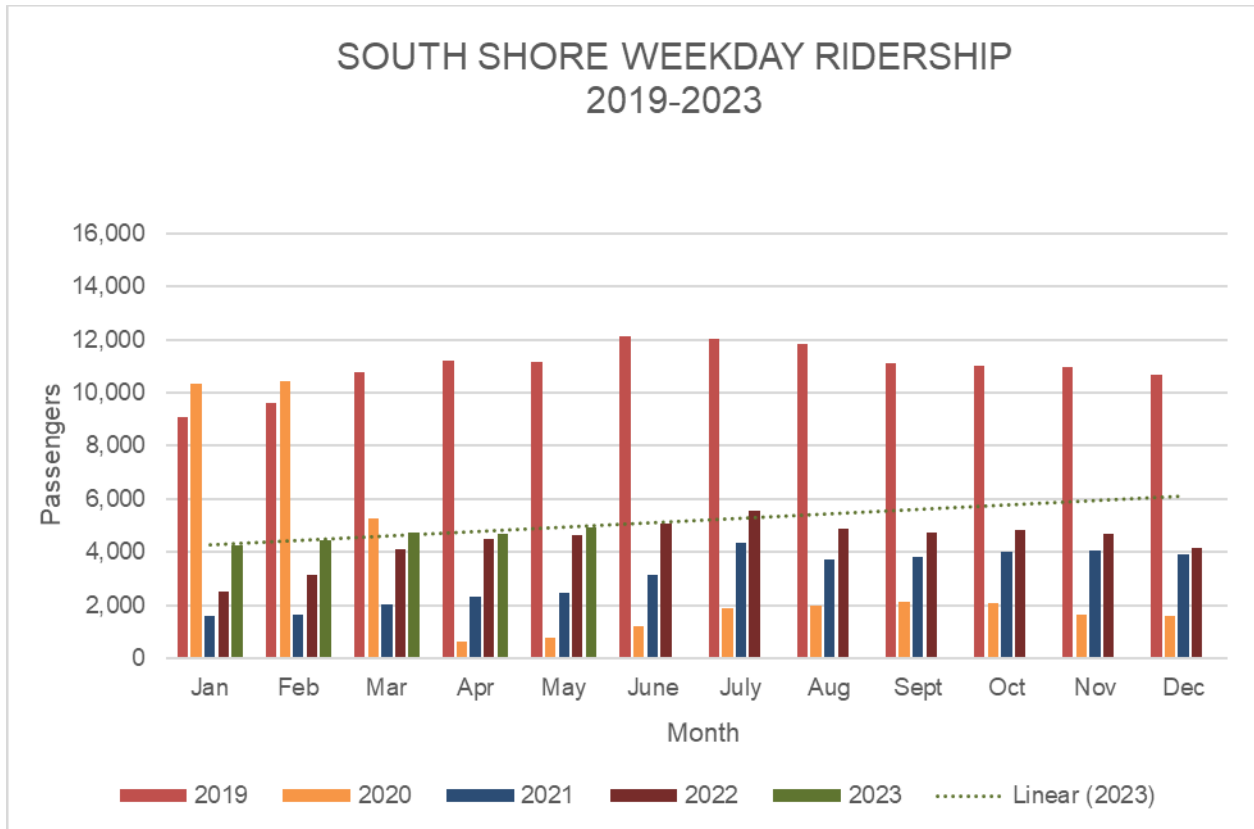
Annulled Trains or Delays in Excess of 59 Minutes			
Date	Train #	Minutes	Reason
5/11/2023	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.
5/12/2023	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.
5/13/2023	701	Annulled	Rail replacement installation.
	703	Annulled	Rail replacement installation.
5/14/2023	701	Annulled	Rail replacement installation.
	703	Annulled	Rail replacement installation.
5/15/2023	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.
5/16/2023	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.
5/17/2023	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.
5/18/2023	22	64	Delayed by car accident on tracks.
	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.
5/19/2023	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.

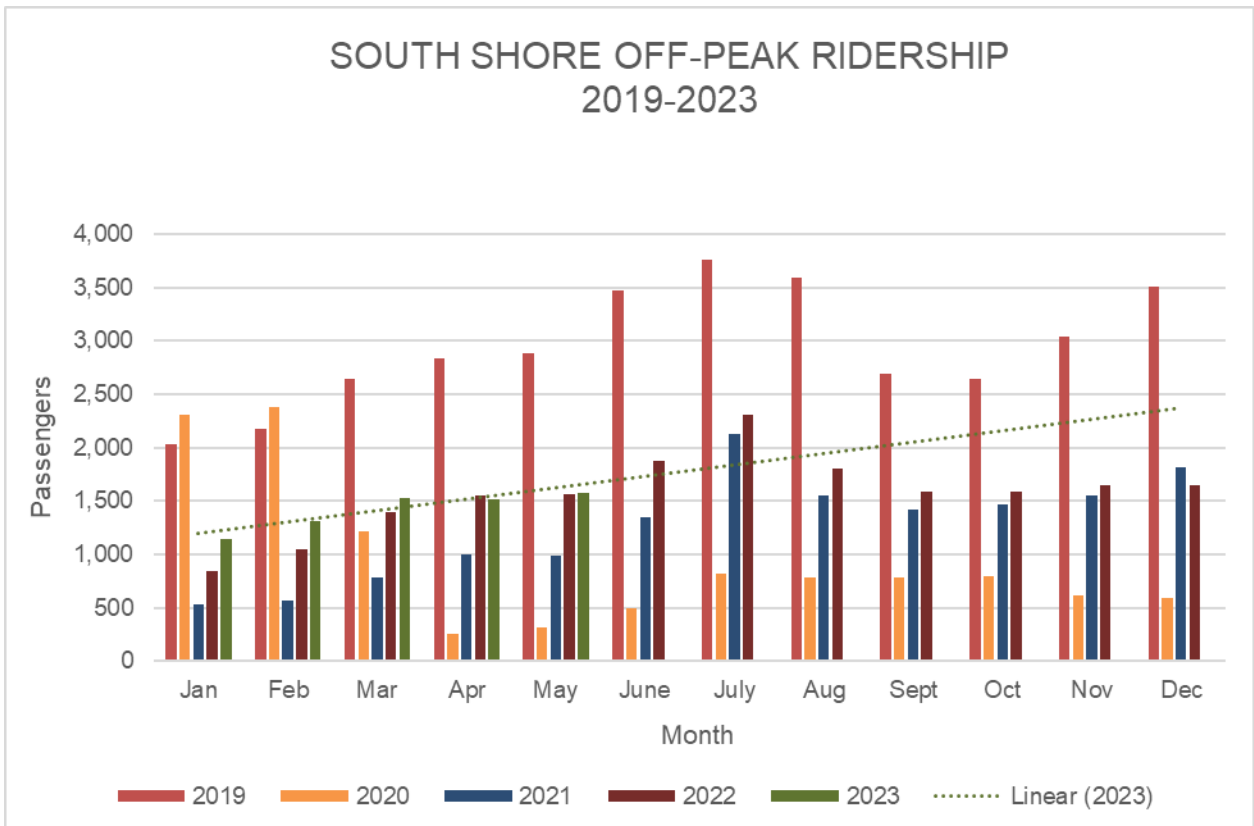
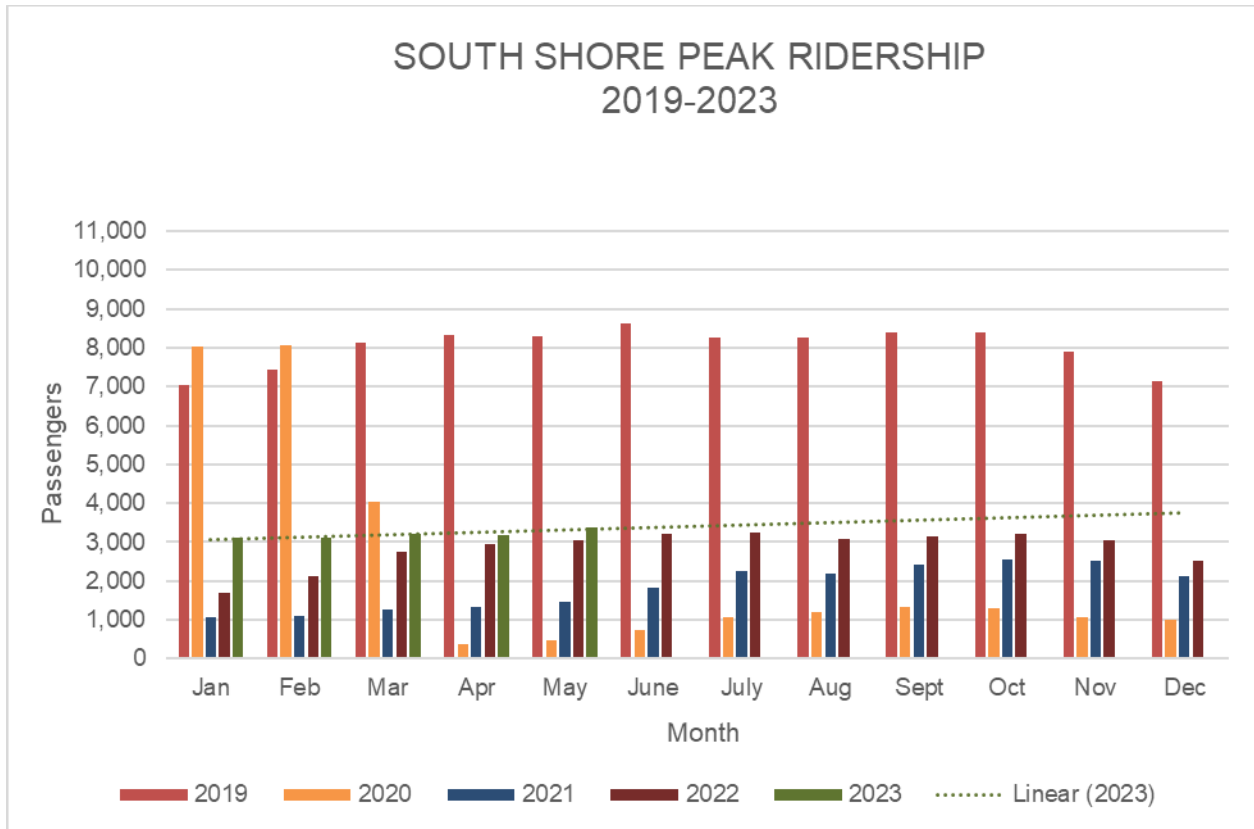
Ridership Report

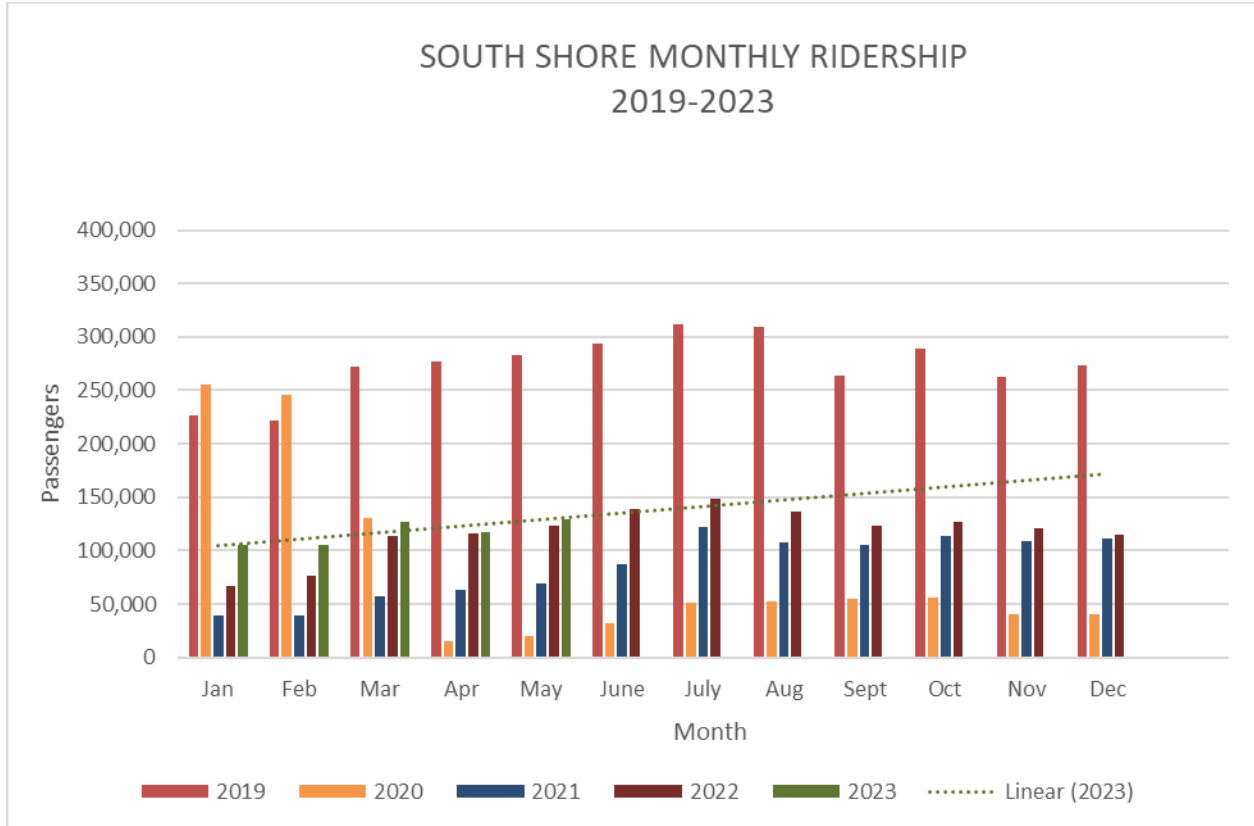
	2021	Work	2022	Work	2023	Work	Change 20/21
	Passengers	Days	Passengers	Days	Passengers	Days	
Monthly Ridership							
January	38,742	20	66,870	21	105,869	21	58.3%
February	39,497	20	76,350	20	105,045	20	37.6%
March	57,547	23	114,014	23	126,910	23	11.3%
April	63,138	22	115,914	21	117,539	20	1.4%
May	68,810	20	123,155	21	129,890	22	5.5%
June	86,875	22	138,763	22			
Cumulative Comparison							
January	38,742	20	66,870	21	105,869	21	58.3%
February	78,239	40	143,220	41	210,914	41	47.3%
March	135,786	63	257,234	64	337,824	64	31.3%
April	198,924	85	373,148	85	455,363	84	22.0%
May	267,734	105	496,303	106	585,253	106	17.9%
June	354,609	127	635,066	128			
Average Weekday Ridership							
January	1,589		2,539		4,243		67.1%
February	1,658		3,166		4,432		40.0%
March	2,053		4,134		4,733		14.5%
April	2,337		4,501		4,723		4.9%
May	2,465		4,624		4,957		7.2%
June	3,175		5,084				
Average Weekday Peak Period Ridership							
January	1,060		1,700		3,101		82.4%
February	1,088		2,121		3,115		46.9%
March	1,270		2,742		3,201		16.7%
April	1,336		2,943		3,175		7.9%
May	1,475		3,056		3,384		10.7%
June	1,826		3,208				
Average Weekday Off-Peak Ridership							
January	529		839		1,142		36.1%
February	570		1,045		1,317		26.0%
March	781		1,392		1,532		10.1%
April	1,001		1,558		1,549		-0.6%
May	989		1,569		1,573		0.3%
June	1,349		1,876				

Ridership Report

	2021	Work Days	2022	Work Days	2023	Work Days	Change 20/21
	Passengers		Passengers		Passengers		
Average Weekend/Holiday Ridership (per day)							
January	633		1,355		1,864		37.6%
February	792		1,629		2,052		26.0%
March	1,296		2,366		2,256		-4.6%
April	1,465		2,376		2,306		-2.9%
May	1,774		2,605		2,314		-11.2%
June	2,128		3,364				
Monthly South Bend Ridership							
January	4,618		8,972		9,775		9.0%
February	4,932		8,940		8,829		-1.2%
March	7,332		13,530		12,919		-4.5%
April	10,467		14,608		13,773		-5.7%
May	10,437		15,290		11,791		-22.9%
June	11,197		15,014				







Percent on Time: May, 2023

Peak		
Train	Days Late	% on Time
102	0	100.0%
104	1	95.5%
6	2	90.9%
106	2	90.9%
108	3	86.4%
110	0	100.0%
112	1	95.5%
114	3	86.4%
214	2	90.9%
11	9	59.1%
111	1	95.5%
113	2	90.9%
115	0	100.0%
17	8	63.6%
117	2	90.9%
217	0	100.0%
119	1	95.5%
Total	37	90.1%
Westbound	14	92.9%
Eastbound	23	86.9%

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

Off-Peak		
Train	Days Late	% on Time
14	9	59.1%
216	7	68.2%
116	2	90.9%
218	3	86.4%
18	21	4.5%
118	1	95.5%
220	0	100.0%
20	13	40.9%
222	0	100.0%
420	1	91.7%
22	14	36.4%
424	0	100.0%
401	0	100.0%
203	4	81.8%
403	0	100.0%
205	3	86.4%
207	4	81.8%
7	5	77.3%
107	0	100.0%
9	11	50.0%
109	0	100.0%
209	4	81.8%
19	0	100.0%
121	0	100.0%
123	1	95.5%
101	0	100.0%
Total	103	80.6%
Westbound	71	70.9%
Eastbound	32	88.9%

Weekend/Holiday		
Train	Days Late	% on Time
600	2	77.8%
502	2	77.8%
504	5	44.4%
606	9	0.0%
506	7	22.2%
608	4	55.6%
508	6	33.3%
610	1	88.9%
510	3	66.7%
503	8	11.1%
603	0	100.0%
605	0	100.0%
505	6	33.3%
507	7	22.2%
509	4	55.6%
511	6	33.3%
613	4	55.6%
601	0	100.0%
701	0	100.0%
703	1	85.7%
Total	75	57.4%
Westbound	39	51.9%
Eastbound	36	62.1%

May Reasons For Delays

REASONS (weekday)		
AMT	0	0.0%
CAR	1	0.7%
CAT	0	0.0%
DBS	0	0.0%
DMW	57	40.7%
DSR	0	0.0%
DSS	1	0.7%
FRR	2	1.4%
FTI	14	10.0%
HLD	3	2.1%
LMU	9	6.4%
MET	30	21.4%
OET	0	0.0%
OPR	3	2.1%
OTH	1	0.7%
PAS	1	0.7%
POL	1	0.7%
PTC	0	0.0%
PTI	12	8.6%
SUB	0	0.0%
SVS	1	0.7%
TOD	0	0.0%
TRK	3	2.1%
TRS	1	0.7%
UTL	0	0.0%
VAN	0	0.0%
WTR	0	0.0%
TOTAL	140	100.0%

REASONS (weekend)		
AMT	0	0.0%
CAR	2	2.7%
CAT	0	0.0%
DBS	0	0.0%
DMW	30	40.0%
DSR	2	2.7%
DSS	0	0.0%
FRR	0	0.0%
FTI	0	0.0%
HLD	0	0.0%
LMU	4	5.3%
MET	35	46.7%
OET	0	0.0%
OPR	0	0.0%
OTH	0	0.0%
PAS	1	1.3%
POL	0	0.0%
PTC	0	0.0%
PTI	1	1.3%
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	0	0.0%
TOTAL	75	100%

AMT	Amtrak Delay	OET	Operational Efficiency Testing
CAR	Car or Equipment Failure	OPR	Operational Delay
CAT	Catenary Problems or Power Outage	OTH	Other Delays
DBS	Delays Due to Bussing	PAS	Passenger Boarding
DDS	Debris Strike	POL	Police Related Delays
DMW	Maintenance of Way Work	PTC	Positive Train Control Delays
DSR	Speed Restriction	PTI	Passenger Train Interference
DSS	Reduced Speed Due to Restrictive Signal	SUB	Substation
FRR	Freight Train Interference From Crossing	SVS	Servicing (Adding/Removing Equipment)
FTI	Freight Train Interference on NICTD Track	TOD	Train Order Delay
HLD	Station Delay Related to Passenger Boarding	TRK	Track/Wayside Malfunction
LMU	Late Make Up (Includes Turn of Equipment	UTL	Utility Power Outage
MET	Metra Delays	VAN	Vandalism
NIPSCO	Delays Caused by Power Utility Disruption	WTR	Weather

Cumulative Percent on Time Thru May, 2023

Peak		
Train	Days Late	% on Time
102	1	99.0%
104	1	99.0%
6	6	94.3%
106	9	91.4%
108	15	85.7%
110	5	95.2%
112	12	88.6%
114	9	91.4%
214	4	96.2%
11	32	69.5%
111	2	98.1%
113	4	96.2%
115	3	97.1%
17	40	61.9%
117	12	88.6%
217	8	92.4%
119	4	96.2%
Total	167	90.6%
Westbound	62	93.4%
Eastbound	105	87.5%

Off-Peak		
Train	Days Late	% on Time
14	29	72.4%
216	36	65.7%
116	9	91.4%
216	29	72.4%
18	85	19.0%
118	13	87.6%
218	9	91.4%
20	59	43.8%
220	21	80.0%
420	1	98.9%
22	82	21.9%
422	0	100.0%
401	2	97.9%
203	16	84.8%
403	6	93.7%
205	11	89.4%
207	18	82.9%
7	40	61.9%
107	1	99.0%
9	65	38.1%
109	3	97.1%
209	24	77.1%
19	12	88.6%
121	1	99.0%
123	7	93.3%
101	2	98.1%
Total	581	78.4%
Westbound	373	69.9%
Eastbound	208	85.6%

Weekend/Holiday		
Train	Days Late	% on Time
600	7	84.8%
502	16	65.2%
504	18	60.9%
606	39	15.2%
506	31	32.6%
608	12	73.9%
508	29	37.0%
610	10	78.3%
510	10	78.3%
710	Deadhead move	
503	16	65.2%
603	0	100.0%
605	2	95.7%
505	34	26.1%
507	37	19.6%
509	23	50.0%
511	20	56.5%
613	10	78.3%
601	0	100.0%
701	0	100.0%
703	2	95.5%
Total	316	65.5%
Westbound	172	58.5%
Eastbound	144	71.3%

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

Cumulative Reasons for Delays Thru May, 2023

REASONS (weekday)		
AMT	0	0.0%
CAR	10	1.3%
CAT	0	0.0%
DBS	0	0.0%
DMW	239	32.0%
DSR	0	0.0%
DSS	6	0.8%
FRR	12	1.6%
FTI	65	8.7%
HLD	16	2.1%
LMU	32	4.3%
MET	194	25.9%
OET	3	0.4%
OPR	42	5.6%
OTH	10	1.3%
PAS	12	1.6%
POL	5	0.7%
PTC	0	0.0%
PTI	73	9.8%
SVS	6	0.8%
TOD	2	0.3%
TRK	6	0.8%
TRS	8	1.1%
UTL	2	0.3%
VAN	0	0.0%
WTR	5	0.7%
TOTAL	748	100.0%

REASONS (weekend)		
AMT	1	0.3%
CAR	12	3.8%
CAT	0	0.0%
DBS	0	0.0%
DMW	95	30.1%
DSR	3	0.9%
DSS	1	0.3%
FRR	2	0.6%
FTI	3	0.9%
HLD	5	1.6%
LMU	16	5.1%
MET	134	42.4%
OET	0	0.0%
OPR	13	4.1%
OTH	3	0.9%
PAS	8	2.5%
POL	0	0.0%
PTC	0	0.0%
PTI	15	4.7%
SVS	0	0.0%
TOD	0	0.0%
TRK	0	0.0%
TRS	2	0.6%
UTL	0	0.0%
VAN	0	0.0%
WTR	3	0.9%
TOTAL	316	100.0%

TOTAL		
AMT	1	0.1%
CAR	22	2.1%
CAT	0	0.0%
DBS	0	0.0%
DMW	334	31.4%
DSR	3	0.3%
DSS	7	0.7%
FRR	14	1.3%
FTI	68	6.4%
HLD	21	2.0%
LMU	48	4.5%
MET	328	30.8%
OET	3	0.3%
OPR	55	5.2%
OTH	13	1.2%
PAS	20	1.9%
POL	5	0.5%
PTC	0	0.0%
PTI	88	8.3%
SVS	6	0.6%
TOD	2	0.2%
TRK	6	0.6%
TRS	10	0.9%
UTL	2	0.2%
VAN	0	0.0%
WTR	8	0.8%
TOTAL	1,064	100.0%

AMT	Amtrak Delay	OET	Operational Efficiency Testing
CAR	Car or Equipment Failure	OPR	Operational Delay
CAT	Catenary Problems or Power Outage	OTH	Other Delays
DBS	Delays Due to Bussing	PAS	Passenger Boarding
DDS	Debris Strike	POL	Police Related Delays
DMW	Maintenance of Way Work	PTC	Positive Train Control Delays
DSR	Speed Restriction	PTI	Passenger Train Interference
DSS	Reduced Speed Due to Restrictive Signal	SUB	Substation
FRR	Freight Train Interference From Crossing	SVS	Servicing (Adding/Removing Equipment)
FTI	Freight Train Interference on NICTD Track	TOD	Train Order Delay
HLD	Station Delay Related to Passenger Boarding	TRK	Track/Wayside Malfunction
LMU	Late Make Up (Includes Turn of Equipment)	UTL	Utility Power Outage
MET	Metra Delays	VAN	Vandalism
NIPSCO	Delays Caused by Power Utility Disruption	WTR	Weather

Rush Hour* Train Delays - May 2023 (minutes late)

		Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Tue	Wed	Days	Days	%		
Train	Arrive	1	2	3	4	5	8	9	10	11	12	15	16	17	18	19	22	23	24	25	26	30	31	Late	Ran	On Time		
102	5:48a																							0	22	100.0%		
104	6:31			9																				1	22	95.5%		
6	6:55			8												9								2	22	90.9%		
106	7:13	23		10																				2	22	90.9%		
108	7:35	8	15	8																				3	22	86.4%		
110	7:51																							0	22	100.0%		
112	8:08																		14					1	22	95.5%		
114	8:31	7		8																				7	3	22	86.4%	
214	8:52			10																				25	2	22	90.9%	
14	10:28	9			12	12				9			15			15	12			16	10			9	22	59.1%		
Train	Depart																											
11	3:57		7			17	10										23	26	8		12	7	11	9	22	59.1%		
111	4:02						14																		1	22	95.5%	
113	4:28						12		15																2	22	90.9%	
115	4:57																								0	22	100.0%	
117	5:10			10					12																2	22	90.9%	
17	5:28		24			14	50										10			6	8	23	10	8	22	63.6%		
217	5:32																								0	22	100.0%	
119	5:58						12																		1	22	95.5%	
19	7:10																								0	22	100.0%	
High temp		43	45	50	68	75	65	73	79	82	76	73	77	67	73	74	80	84	82	70	77	92	91					
Low temp		36	38	38	37	50	57	49	45	49	64	47	42	45	44	53	46	52	51	46	38	55	65					

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

Temperatures from South Bend

Monthly Summary Of Rush Hour On Time Performance

On time

A = Annulled

	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	9	189	95.2%	5	180	97.2%	1	207	99.5%	33	169	80.5%	14	198	92.9%			
EB Rush	13	168	92.3%	17	160	89.4%	13	184	92.9%	39	152	74.3%	23	176	86.9%			
Total Rush	22	357	93.8%	22	340	93.5%	14	391	96.4%	72	321	77.6%	37	374	90.1%			

Cumulative				
Arrive	Train #	Days Late	Days Ran	% On Time
5:48a	102	1	105	99.0%
6:31	104	1	104	99.0%
6:55	6	6	105	94.3%
7:13	106	9	105	91.4%
7:35	108	15	105	85.7%
7:51	110	5	105	95.2%
8:08	112	12	105	88.6%
8:31	114	9	105	91.4%
8:52	214	4	104	96.2%
10:28	14	29	105	72.4%
Depart				
3:57	11	32	105	69.5%
4:02p	111	2	105	98.1%
4:28	113	4	105	96.2%
4:57	115	3	105	97.1%
5:10	117	12	105	88.6%
5:28	17	40	105	61.9%
5:32	217	8	105	92.4%
5:58	119	4	105	96.2%
7:15	19	12	105	88.6%

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	62	943	93.4%
EB Rush	105	840	87.5%
Total Rush	167	1,783	90.6%

Cumulative Rush Hour Thru May						
Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	40	32	72	4.2%	3.8%	4.0%
11-15	28	37	65	2.9%	4.4%	3.6%
16-20	0	12	12	0.0%	1.4%	0.7%
21-30	4	9	13	0.4%	1.1%	0.7%
31-59	1	11	12	0.1%	1.3%	0.7%
60+	3	4	7	0.3%	0.5%	0.4%
Annulled	2	0	2			
Total Late	76	105	181	8.0%	12.4%	10.1%
On time	876	743	1619	92.0%	87.6%	89.9%
Total ran	952	848	1800			

May 2023 Rush Hour						
Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	10	9	19	5.1%	5.1%	5.1%
11-15	2	8	10	1.0%	4.5%	2.7%
16-20	0	1	1	0.0%	0.6%	0.3%
21-30	2	4	6	1.0%	2.3%	1.6%
31-59	0	1	1	0.0%	0.6%	0.3%
60+	0	0	0	0.0%	0.0%	0.0%
Annulled	0	0	0			
Total Late	14	23	37	7.1%	13.1%	9.9%
On time	184	153	337	92.9%	86.9%	90.1%
Total ran	198	176	374			

Grand Total All Trains Thru May, 2023

Range	Peak				Total	%
	WB	EB	Off	Wkend		
6-10	40	32	205	86	363	6.7%
11-15	28	37	150	83	298	5.5%
16-20	0	12	93	59	164	3.0%
21-30	4	9	72	61	146	2.7%
31-59	1	11	48	23	83	1.5%
60+	3	4	13	4	24	0.4%
Annulled	2	0	43	8	53	
Total	76	105	581	316	1078	19.9%
On Time	876	743	2132	576	4327	80.1%
Total ran	952	848	2713	892	5405	
%On Time	92.0%	87.6%	78.6%	64.6%	80.1%	