



# Monthly Ridership and Performance Report

April 2024



**Northern Indiana Commuter Transportation District**

## April 2024 Monthly Performance Report

### Ridership

**Overall** - Ridership for the month was up 10.8% when compared to 2023. Passenger trips for the month were 130,179 in 2024 and 117,539 in 2023. Busing for the Double Track NWI project construction concluded on April 8<sup>th</sup> with the new revenue service scheduled to begin in May. Cumulative year to date ridership was up 5.2% over 2023.

**Weekday Travel** – Average weekday peak travel was up 9.9% when compared to 2023 while average off peak travel was up 0.8% over 2023 ridership. The combined weekday average in 2024 was 5,049 rides compared to 4,723 in 2023. That is a 6.9% increase for 2024 compared to 2023. Cumulative year to date weekday ridership is up 3.8% over 2023.

**Weekend Travel** – Weekend ridership was down 17.2% when compared to 2023. The daily average in 2024 was 1,910 compared to 2,306 in 2023. Cumulative year to date weekend ridership is down 2.5% compared to 2023.

Ridership Over Last 12 Months: May through April							
	2020/21	2021/22	% Change	2022/23	% Change	2023/24	% Change
Total	546,945	1,198,971	119.21%	1,488,899	24.18%	1,550,670	4.15%
Weekday	451,450	940,532	108.34%	1,205,166	28.14%	1,279,875	6.20%
Peak	277,552	574,037	106.82%	789,465	37.53%	846,397	7.21%
Off Peak	173,898	366,495	110.75%	415,701	13.43%	433,478	4.28%
Weekend	95,495	258,439	170.63%	283,733	9.79%	270,795	-4.56%
South Bend	68,630	160,575	133.97%	175,898	9.54%	142,652	-18.90%

### Bussed Ridership

Starting on February 28, 2022, through July 31, 2022, NICTD began bussing passengers between Carroll Avenue Station and Dune Park Station.

Beginning on August 1, 2022, bussing expanded transporting passengers between the Carroll Avenue Station and

the Gary Metro Station. The final day of bussing was April 8, 2024. Train service resumed on the entire line beginning on April 9, 2024.

Bussed Passengers			
	2024 Riders	Total Ridership	% Bussed
January	36,572	103,033	35.5%
February	40,901	115,214	35.5%
March	51,674	130,771	39.5%
April	14,758	117,539	12.6%

## Revenue

The number of tickets sold in April was up 3.2% when comparing 2024 to 2023. Ticket revenue was up 4.5% for 2024 compared to 2023. Sales from digital sources represent 79.7% of ticket sales and 82.9% of ticket revenue.

Total Ticket Sales: April						
Method of Sale	Tickets			Revenue		
	2023	2024	% Change	2023	2024	% Change
Ticket Agent	17,256	13,116	-24.0%	323,555	264,072	-18.4%
Vending Machine	51,940	51,643	-0.6%	631,081	612,087	-3.0%
Conductor	35,297	34,235	-3.0%	258,589	240,236	-7.1%
Mobile App	121,405	134,144	10.5%	1,599,902	1,824,427	14.0%
<b>Total</b>	<b>225,898</b>	<b>233,138</b>	<b>3.2%</b>	<b>2,813,127</b>	<b>2,940,822</b>	<b>4.5%</b>

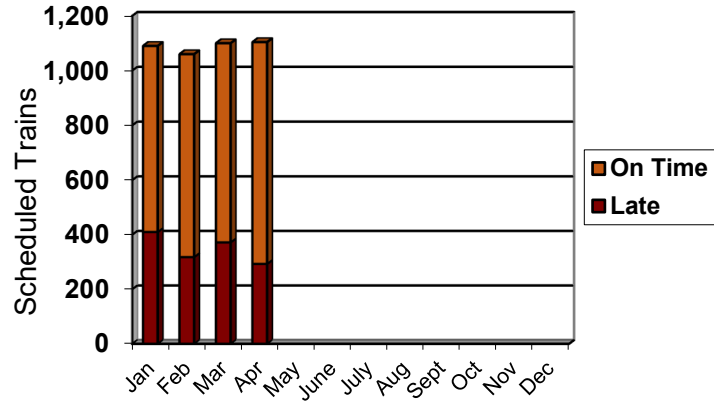
## On Time Performance

**Rush Hour** – Overall, 88.7% of A.M. and P.M. rush hour trains were on time in April 2024 compared to 88.7% in 2023. 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). 94.5% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 94.5% of westbound morning rush hour service was on time compared to 81.5% in 2023; while eastbound rush hour trains reported an on-time performance of 82.3% compared to 75.6% in 2023. A total of 12 out of 218 westbound rush hour trains were delayed in April. Of those 12, 3 experienced delays greater than 15 minutes. Eastbound rush hour trains had a total of 35 out of 198 trains delayed in April. Of those 35, 11 experienced delays greater than 15 minutes.<sup>1</sup>

RANGE OF RUSH HOUR DELAYS (in minutes)				
April				
Range	a.m.	p.m.	Total	Percent
6-10	7	17	24	5.8%
11-15	2	7	9	2.2%
16-20	0	7	7	1.7%
21-30	1	0	1	0.2%
31-59	2	3	5	1.2%
60+	0	1	1	0.2%
Annulled	0	1	1	
<b>On Time</b>	<b>206</b>	<b>163</b>	<b>369</b>	
Total Ran	218	198	416	

<sup>1</sup> Weekday rush-hour trains operate 9 westbound and 8 eastbound per day.

**Overall** – The South Shore Line scheduled 1,106 trains in April and experienced 293 delays in excess of 5 minutes (ranging from 6-110) with median delay of 12 minutes. April of 2024 experienced 2 annulled trains. In April 2023, the South Shore Line scheduled 1,060 trains with 363 delays in excess of 5 minutes (ranging from 6-162 minutes) with a median delay of 14 minutes. April of 2023 experienced 3 annulled trains.



Cumulative On Time Comparison		
<i>Thru April</i>	<b>2023</b>	<b>2024</b>
Weekday	<b>82.9%</b>	<b>69.7%</b>
Peak	85.1%	77.0%
Off-peak	81.5%	64.9%
Weekend	<b>59.7%</b>	<b>61.2%</b>
Overall	<b>79.2%</b>	<b>68.3%</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 website in advance of anticipated delays.

Construction of the Double Track Northwest Indiana Project began on February 28, 2022. NICTD has contracted 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. Construction has reached substantial completion and April 8, 2024 was the final day of passenger bussing.

April 2024 Ridership Report

<b>Annulled Trains or Delays in Excess of 59 Minutes</b>			
Date	Train #	Minutes	Reason
1/8/24	20	104	Animal on tracks.
1/11/24	20	62	Delayed by Amtrak.
1/14/24	503	69	Delayed by bussing.
1/14/24	505	104	Extreme weather took down catenary wire.
1/14/24	506	Annulled	Extreme weather took down catenary wire.
1/14/24	507	Annulled	Extreme weather took down catenary wire.
1/14/24	508	109	Extreme weather took down catenary wire.
1/14/24	510	112	Extreme weather took down catenary wire.
1/14/24	511	62	Extreme weather took down catenary wire.
1/14/24	605	120	Extreme weather took down catenary wire.
1/15/24	604	90	Late turn of equipment.
1/16/24	6	75	Railcar equipment issues.
1/16/24	14	101	Late turn of equipment.
1/16/24	17	Annulled	Extreme weather.
1/16/24	18	67	Late turn of equipment.
1/16/24	22	69	Delayed by passing passenger train.
1/16/24	110	Annulled	Railcar equipment issues.
1/16/24	111	Annulled	Extreme weather.
1/16/24	112	81	Railcar equipment issues.
1/16/24	114	74	Delayed by passing passenger train.
1/16/24	121	75	Railcar equipment issues.
1/16/24	209	Annulled	Extreme weather.
1/16/24	216	Annulled	Extreme weather.
1/16/24	217	Annulled	Extreme weather.
1/16/24	218	Annulled	Extreme weather.
1/16/24	220	Annulled	Extreme weather.
1/16/24	222	Annulled	Extreme weather.
1/16/24	422	Annulled	Extreme weather.
1/17/24	11	95	Delayed by track issues.
1/17/24	18	64	Late turn of equipment.
1/17/24	22	83	Late turn of equipment.
1/17/24	111	60	Delayed by track issues.
1/18/24	20	63	Late turn of equipment.
1/19/24	7	69	Railcar equipment issues.
1/19/24	17	75	Railcar equipment issues.
1/19/24	18	111	Extreme weather.
1/21/24	504	125	Railcar equipment issues.
1/21/24	605	Annulled	Railcar equipment issues.
1/22/24	22	81	Railcar equipment issues.

April 2024 Ridership Report

<b>Annulled Trains or Delays in Excess of 59 Minutes</b>			
Date	Train #	Minutes	Reason
2/4/24	613	90	Extreme weather and ice on the power lines.
2/10/24	610	66	Railcar equipment issues.
2/15/24	20	68	PTC issue delay.
2/16/24	20	77	Late turn of equipment/speed restrictions.
2/17/24	507	63	Delays due to bussing.
2/26/24	9	62	Metra PTC issue delay.
2/26/24	18	104	Metra PTC and passenger boarding.
2/26/24	116	76	Metra PTC issue delay.
2/26/24	216	65	Metra PTC issue delay.
2/27/24	17	79	Metra signal problems.
2/27/24	18	103	Train/automobile incident.
2/27/24	111	60	Train car equipment failure.
2/27/24	119	Annulled	Delayed by earlier trains track issues.
2/27/24	217	Annulled	Delayed by earlier trains track issues.
2/27/24	222	Annulled	Delayed by earlier trains track issues.
3/15/24	20	67	Late turn of equipment/speed restrictions.
3/15/24	102	Annulled	PTC issue delay.
3/15/24	203	Annulled	PTC issue delay.
3/15/24	205	61	Late turn of equipment/speed restrictions.
3/15/24	401	Annulled	Late turn of equipment/speed restrictions.
3/27/24	22	60	Delayed by passenger train late to MED.
4/4/24	117	81	PTC issue delay.
4/25/24	7	95	Catenary wire down in Gary.
4/25/24	11	Annulled	Catenary wire down in Gary.
4/25/24	14	110	Catenary wire down in Gary.
4/25/24	216	Annulled	Catenary wire down in Gary.
4/26/24	116	79	PTC issue delay.

**Ridership Report**

	2022	Work	2023	Work	2024	Work	Change 23/24
	Passengers	Days	Passengers	Days	Passengers	Days	
<b>Monthly Ridership</b>							
January	66,870	21	105,869	21	103,033	22	-2.7%
February	76,350	20	105,045	20	115,214	21	9.7%
March	114,014	23	126,910	23	130,771	21	3.0%
April	115,914	21	117,539	20	130,179	22	10.8%
May	123,155	21	129,890	22			
June	138,763	22	139,216	22			
<b>Cumulative Comparison</b>							
January	66,870	21	105,869	21	103,033	22	-2.7%
February	143,220	41	210,914	41	218,247	43	3.5%
March	257,234	64	337,824	64	349,018	64	3.3%
April	373,148	85	455,363	84	479,197	86	5.2%
May	496,303	106	585,253	106			
June	635,066	128	724,469	128			
<b>Average Weekday Ridership</b>							
January	2,539		4,243		4,123		-2.8%
February	3,166		4,432		4,729		6.7%
March	4,134		4,733		4,950		4.6%
April	4,501		4,723		5,049		6.9%
May	4,624		4,957				
June	5,084		5,289				
<b>Average Weekday Peak Period Ridership</b>							
January	1,700		3,101		2,923		-5.7%
February	2,121		3,115		3,335		7.1%
March	2,742		3,201		3,254		1.7%
April	2,943		3,175		3,488		9.9%
May	3,056		3,384				
June	3,208		3,364				
<b>Average Weekday Off-Peak Ridership</b>							
January	839		1,142		1,158		1.4%
February	1,045		1,317		1,393		5.8%
March	1,392		1,532		1,696		10.7%
April	1,561		1,549		1,561		0.8%
May	1,569		1,573				
June	1,876		1,925				

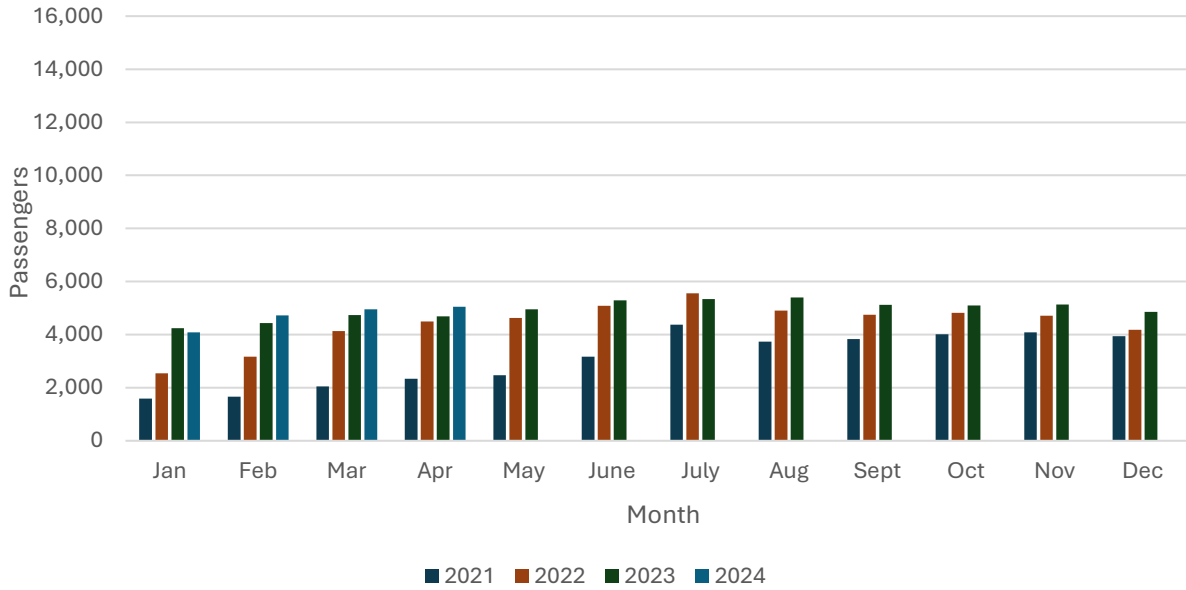
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**Ridership Report**

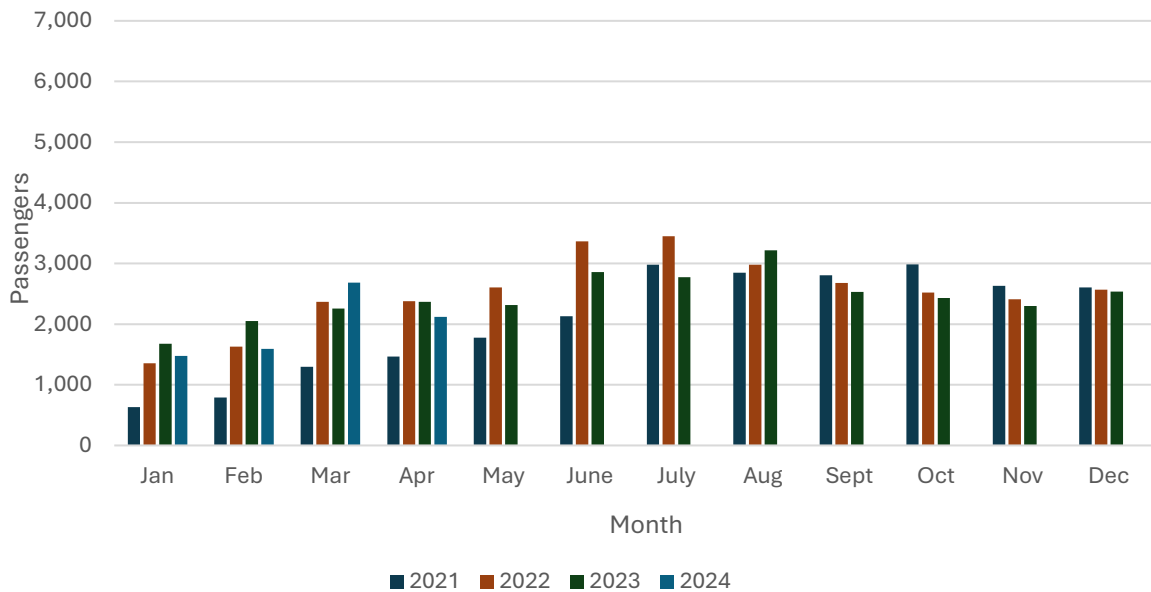
	2022	Work	2023	Work	2024	Work	Change 23/24
	Passengers	Days	Passengers	Days	Passengers	Days	
<b>Average Weekend/Holiday Ridership (per day)</b>							
January	1,355		1,864		1,474		-20.9%
February	1,629		2,052		1,989		-3.1%
March	2,366		2,256		2,682		18.9%
April	2,376		2,306		1,910		-17.2%
May	2,605		2,314				
June	3,364		2,858				
<b>Monthly South Bend Ridership</b>							
January	8,972		9,775		8,213		-16.0%
February	8,940		8,829		8,510		-3.6%
March	13,530		12,919		13,427		3.9%
April	14,608		13,773		12,596		-8.5%
May	15,290		11,791				
June	15,014		12,175				

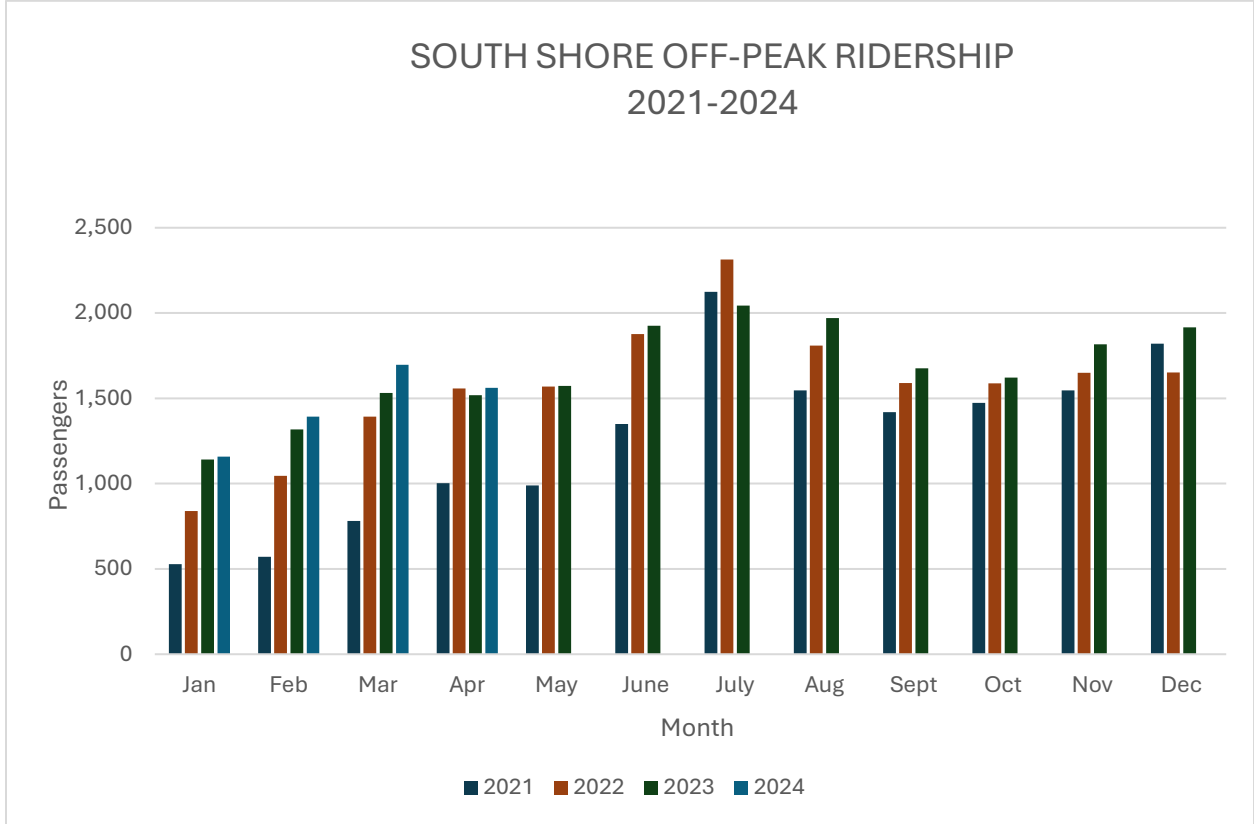
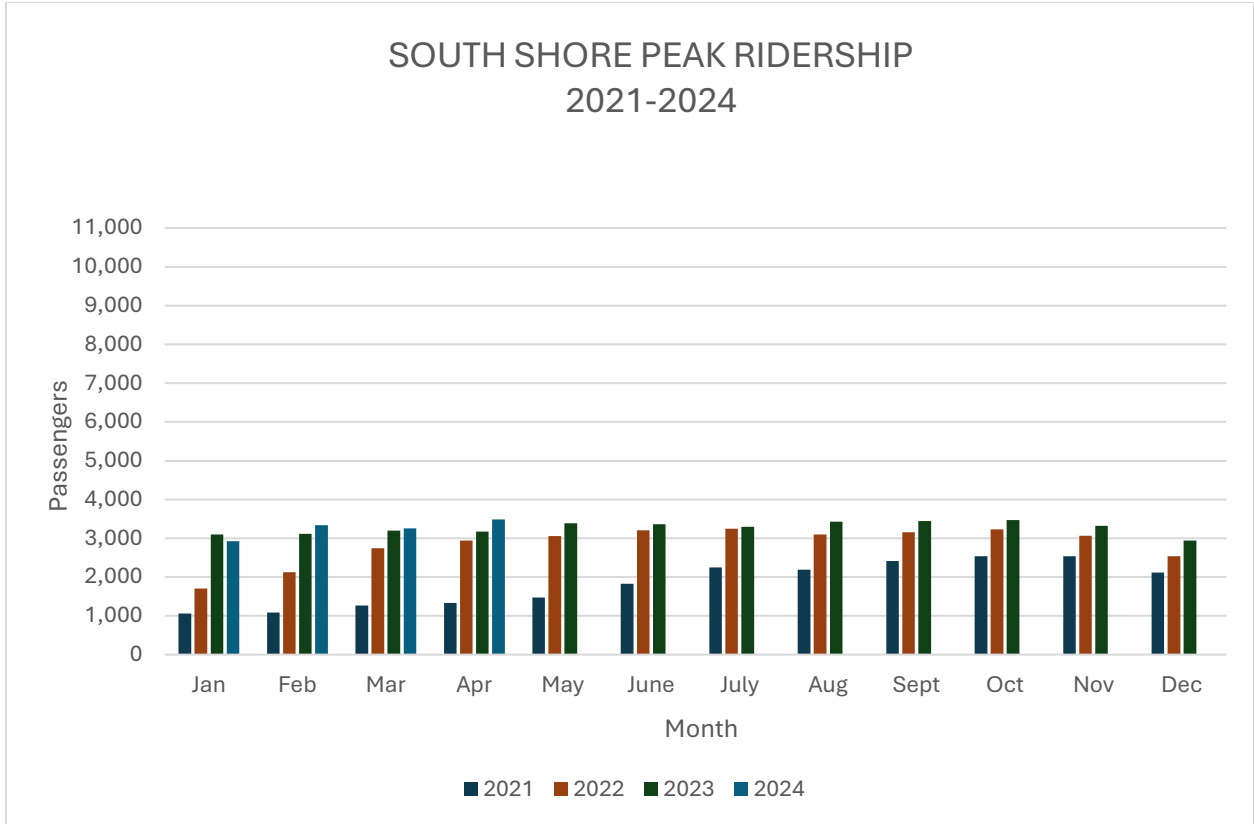


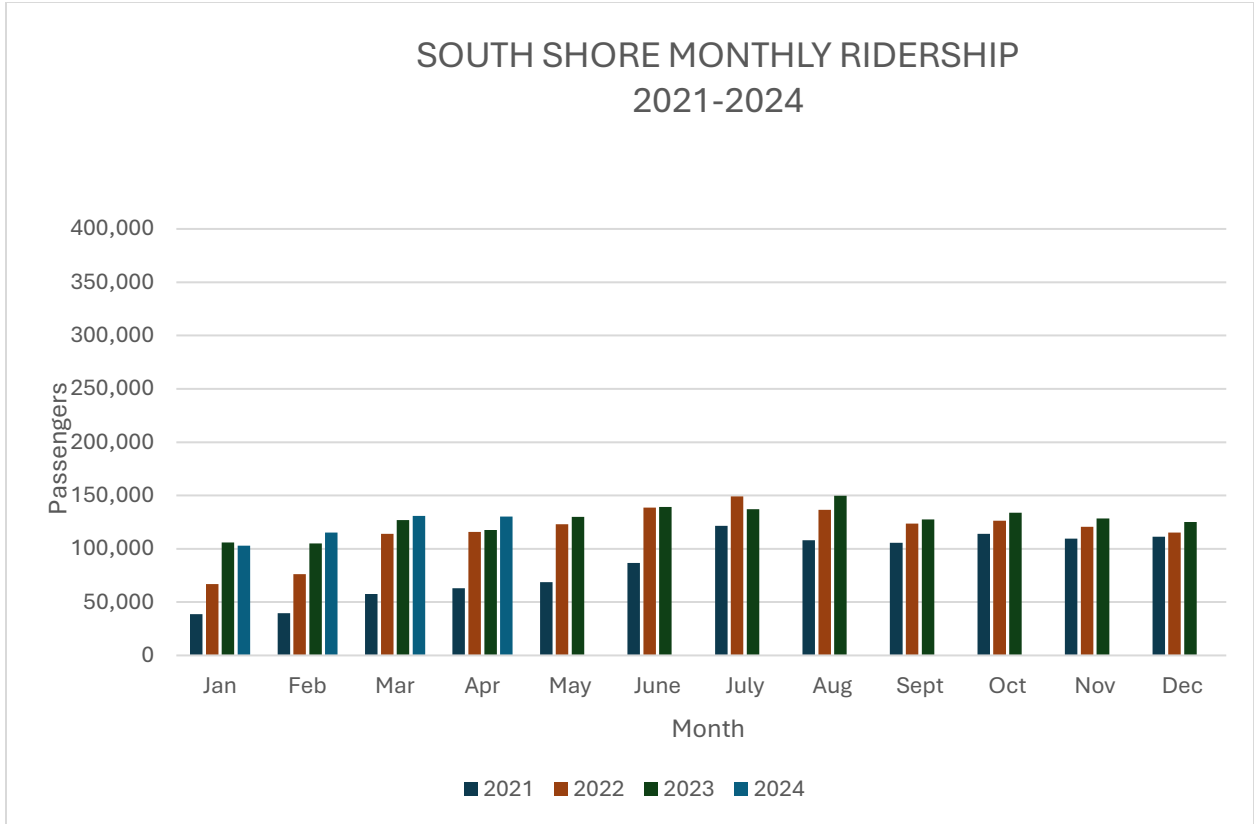
### SOUTH SHORE WEEKDAY RIDERSHIP 2021-2024



### SOUTH SHORE WEEKEND RIDERSHIP 2021-2024







**Percent on Time: April, 2024**

Peak		
Train	Days Late	% on Time
102	1	95.5%
104	1	95.5%
6	1	95.5%
106	2	90.9%
108	2	90.9%
110	1	95.5%
112	2	90.9%
114	0	100.0%
214	2	90.9%
11	4	81.0%
111	7	68.2%
113	2	90.9%
115	0	100.0%
17	8	63.6%
117	8	63.6%
217	1	95.5%
119	6	72.7%
<b>Total</b>	<b>48</b>	<b>87.1%</b>
Westbound	12	93.9%
Eastbound	36	79.4%

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

Off-Peak		
Train	Days Late	% on Time
14	8	63.6%
216	3	85.7%
116	6	72.7%
218	3	86.4%
18	12	45.5%
118	5	77.3%
220	4	81.8%
20	13	40.9%
222	14	36.4%
420	4	81.8%
22	13	40.9%
424	1	95.5%
401	2	90.9%
203	18	18.2%
403	6	72.7%
205	20	9.1%
207	4	81.8%
7	12	45.5%
107	6	72.7%
9	9	59.1%
109	7	68.2%
209	19	13.6%
19	1	95.5%
121	2	90.9%
123	5	77.3%
101	1	95.5%
<b>Total</b>	<b>198</b>	<b>65.3%</b>
Westbound	86	67.3%
Eastbound	112	63.6%

Weekend/Holiday		
Train	Days Late	% on Time
600	2	75.0%
502	2	75.0%
504	6	25.0%
606	2	75.0%
506	5	37.5%
608	0	100.0%
508	0	100.0%
610	2	75.0%
510	1	87.5%
503	4	50.0%
603	5	37.5%
605	1	87.5%
505	4	50.0%
507	4	50.0%
509	5	37.5%
511	3	62.5%
613	3	62.5%
601	0	100.0%
701	0	100.0%
703	0	100.0%
<b>Total</b>	<b>49</b>	<b>69.4%</b>
Westbound	20	72.2%
Eastbound	29	67.0%

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REASONS (weekday)		
AMT	6	2.5%
CAR	5	2.0%
CAT	4	1.6%
DBS	0	0.0%
DDS	0	0.0%
DMW	39	16.0%
DSR	18	7.4%
DSS	1	0.4%
FRR	0	0.0%
FTI	6	2.5%
HLD	3	1.2%
LMU	10	4.1%
MET	44	18.0%
OET	1	0.4%
OPR	9	3.7%
OTH	7	2.9%
PAS	1	0.4%
POL	2	0.8%
PTC	0	0.0%
PTI	23	9.4%
SUB	0	0.0%
SVS	2	0.8%
TOD	0	0.0%
TRK	63	25.8%
TRS	0	0.0%
UTL	0	0.0%
VAN	0	0.0%
WTR	0	0.0%
TOTAL	244	100.0%

REASONS (weekend)		
AMT	1	2.0%
CAR	3	6.1%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	6	12.2%
DSR	12	24.5%
DSS	3	6.1%
FRR	2	4.1%
FTI	0	0.0%
HLD	0	0.0%
LMU	0	0.0%
MET	8	16.3%
OET	0	0.0%
OPR	1	2.0%
OTH	2	4.1%
PAS	3	6.1%
POL	0	0.0%
PTC	0	0.0%
PTI	6	12.2%
SUB	0	0.0%
SVS	0	0.0%
TOD	0	0.0%
TRK	2	4.1%
TRS	0	0.0%
UTL	0	0.0%
VAN	0	0.0%
WTR	0	0.0%
TOTAL	49	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 April, 2024**

<b>Peak</b>		
Train	Days Late	% on Time
102	3	96.4%
104	2	97.6%
<b>6</b>	<b>6</b>	<b>92.9%</b>
106	3	96.5%
108	3	96.5%
110	1	98.8%
<b>112</b>	<b>5</b>	<b>94.1%</b>
114	4	95.3%
<b>214</b>	<b>7</b>	<b>91.8%</b>
<b>11</b>	<b>18</b>	<b>78.6%</b>
<b>111</b>	<b>62</b>	<b>26.2%</b>
<b>113</b>	<b>28</b>	<b>67.1%</b>
<b>115</b>	<b>21</b>	<b>75.3%</b>
<b>17</b>	<b>54</b>	<b>35.7%</b>
<b>117</b>	<b>57</b>	<b>32.9%</b>
<b>217</b>	<b>9</b>	<b>89.2%</b>
<b>119</b>	<b>29</b>	<b>65.5%</b>
<b>Total</b>	<b>312</b>	<b>78.3%</b>
Westbound	34	95.5%
<b>Eastbound</b>	<b>278</b>	<b>58.8%</b>

<b>Off-Peak</b>		
Train	Days Late	% on Time
<b>14</b>	<b>34</b>	<b>60.0%</b>
<b>216</b>	<b>25</b>	<b>69.9%</b>
116	12	85.9%
<b>216</b>	<b>26</b>	<b>69.0%</b>
<b>18</b>	<b>75</b>	<b>11.8%</b>
<b>118</b>	<b>27</b>	<b>68.2%</b>
<b>218</b>	<b>14</b>	<b>83.3%</b>
<b>20</b>	<b>61</b>	<b>28.2%</b>
<b>220</b>	<b>26</b>	<b>68.7%</b>
420	10	88.1%
<b>22</b>	<b>73</b>	<b>14.1%</b>
422	1	98.8%
401	4	95.2%
<b>203</b>	<b>33</b>	<b>60.7%</b>
403	8	90.6%
<b>205</b>	<b>25</b>	<b>70.6%</b>
<b>207</b>	<b>28</b>	<b>67.1%</b>
<b>7</b>	<b>53</b>	<b>37.6%</b>
<b>107</b>	<b>18</b>	<b>78.8%</b>
<b>9</b>	<b>66</b>	<b>22.4%</b>
<b>109</b>	<b>34</b>	<b>60.0%</b>
<b>209</b>	<b>34</b>	<b>59.5%</b>
<b>19</b>	<b>13</b>	<b>84.7%</b>
<b>121</b>	<b>13</b>	<b>84.7%</b>
<b>123</b>	<b>19</b>	<b>77.6%</b>
<b>101</b>	<b>15</b>	<b>82.4%</b>
<b>Total</b>	<b>747</b>	<b>66.0%</b>
<b>Westbound</b>	<b>384</b>	<b>62.1%</b>
<b>Eastbound</b>	<b>363</b>	<b>69.4%</b>

<b>Weekend/Holiday</b>		
Train	Days Late	% on Time
600	5	86.1%
502	10	72.2%
504	18	50.0%
606	12	66.7%
506	18	48.6%
608	3	91.7%
508	13	63.9%
610	15	58.3%
510	9	75.0%
503	22	38.9%
603	19	47.2%
605	19	45.7%
505	16	55.6%
507	30	14.3%
509	19	47.2%
511	8	77.8%
613	15	58.3%
601	2	94.4%
701	0	100.0%
703	0	100.0%
<b>Total</b>	<b>253</b>	<b>64.7%</b>
<b>Westbound</b>	<b>103</b>	<b>68.1%</b>
<b>Eastbound</b>	<b>150</b>	<b>61.9%</b>

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

### Cumulative Reasons for Delays Thru April, 2024

REASONS (weekday)		
AMT	15	1.3%
CAR	29	2.6%
CAT	4	0.4%
DBS	0	0.0%
DDS	1	0.1%
DMW	286	25.7%
DSR	141	12.6%
DSS	44	3.9%
FRR	1	0.1%
FTI	8	0.7%
HLD	13	1.2%
LMU	55	4.9%
MET	152	13.6%
OET	3	0.3%
OPR	32	2.9%
OTH	43	3.9%
PAS	7	0.6%
POL	4	0.4%
PTC	0	0.0%
PTI	149	13.4%
SUB	0	0.0%
SVS	7	0.6%
TOD	0	0.0%
TRK	104	9.3%
TRS	8	0.7%
WTR	9	0.8%
TOTAL	1,115	100.0%

REASONS (weekend)		
AMT	2	0.7%
CAR	14	5.0%
CAT	5	1.8%
DBS	0	0.0%
DDS	0	0.0%
DMW	94	33.8%
DSR	37	13.3%
DSS	14	5.0%
FRR	4	1.4%
FTI	3	1.1%
HLD	3	1.1%
LMU	9	3.2%
MET	26	9.4%
OET	0	0.0%
OPR	7	2.5%
OTH	8	2.9%
PAS	11	4.0%
POL	0	0.0%
PTC	0	0.0%
PTI	24	8.6%
SUB	0	0.0%
SVS	4	1.4%
TOD	0	0.0%
TRK	4	1.4%
TRS	0	0.0%
WTR	9	3.2%
TOTAL	278	100.0%

TOTAL		
AMT	17	1.2%
CAR	43	3.1%
CAT	9	0.6%
DBS	0	0.0%
DDS	1	0.1%
DMW	380	27.3%
DSR	178	12.8%
DSS	58	4.2%
FRR	5	0.4%
FTI	11	0.8%
HLD	16	1.1%
LMU	64	4.6%
MET	178	12.8%
OET	3	0.2%
OPR	39	2.8%
OTH	51	3.7%
PAS	18	1.3%
POL	4	0.3%
PTC	0	0.0%
PTI	173	12.4%
SUB	0	0.0%
SVS	11	0.8%
TOD	0	0.0%
TRK	108	7.8%
TRS	8	0.6%
WTR	18	1.3%
TOTAL	1,393	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.

April 2024 Ridership Report

**RUSH HOUR\* TRAIN DELAYS - April 2024 (minutes late)**

		Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Days	Days	%		
Train	Arrive	1	2	3	4	5	8	9	10	11	12	15	16	17	18	19	22	23	24	25	26	29	30	Late	Ran	On Time		
102	5:48a	47																						1	22	95.5%		
104	6:31	27																						1	22	95.5%		
6	6:55																					8		1	22	95.5%		
106	7:13	8																						10	2	22	90.9%	
108	7:35																	10						10	2	22	90.9%	
110	7:51									15															1	20	95.0%	
112	8:08				12					10															2	22	90.9%	
114	8:31																							0	22	100.0%		
214	8:52	10																	43						2	22	90.9%	
14	10:28		11	12	21	54	10				35									110	7				8	22	63.6%	
Train	Depart																											
11	3:57			9	8	6														A					3	22	86.4%	
111	4:02	11	11	16	16	16					6								9						7	22	68.2%	
113	4:28			8	8																				2	22	90.9%	
115	4:57																								0	22	100.0%	
117	5:10	19	18	14	81	16	13											7		8					8	22	63.6%	
17	5:28	15	9	9	49	19	9												13						8	22	63.6%	
217	5:32							41																	1	22	95.5%	
119	5:58	13	8				33												8			7	7		6	22	72.7%	
19	7:10				19																				1	22	95.5%	
High temp		53	59	40	43	49	74	71	68	54	61	75	79	73	64	56	66	57	49	58	64	70	74					
Low temp		44	37	35	36	31	44	46	38	46	42	49	51	54	44	43	37	47	32	28	39	59	45					

\* 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	18	188	90.4%	6	188	96.8%	9	189	95.2%	12	198	93.9%						
EB Rush	99	168	41.1%	83	168	50.6%	72	168	57.1%	35	198	82.3%						
Total Rush	117	356	67.1%	89	356	75.0%	81	357	77.3%	47	396	88.1%						



April 2024 Ridership Report

Cumulative

Arrive	Train #	Days Late	Days Ran	% On Time
5:48a	102	2	85	97.6%
6:31	104	2	85	97.6%
6:55	6	8	85	90.6%
7:13	106	4	85	95.3%
7:35	108	5	85	94.1%
7:51	110	3	83	96.4%
8:08	112	8	85	90.6%
8:31	114	202	85	-137.6%
8:52	214	9	85	89.4%
10:28	14	37	85	56.5%
<b>Depart</b>				
3:57	11	30	85	64.7%
4:02p	111	63	85	25.9%
4:28	113	28	85	67.1%
4:57	115	19	85	77.6%
5:10	117	56	85	34.1%
5:28	17	55	85	35.3%
5:32	217	8	85	90.6%
5:58	119	30	85	64.7%
7:15	19	18	85	78.8%

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	243	763	68.2%
EB Rush	289	702	58.8%
Total Rush	532	1,465	63.7%

Cumulative Rush Hour Thru April

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	17	91	108	2.2%	13.3%	7.4%
11-15	8	78	86	1.0%	11.4%	5.9%
16-20	4	43	47	0.5%	6.3%	3.2%
21-30	4	41	45	0.5%	6.0%	3.1%
31-59	9	30	39	1.2%	4.4%	2.7%
60+	3	6	9	0.4%	0.9%	0.6%
Annulled	2	6	8			
Total Late	45	289	334	5.8%	42.4%	23.0%
On time	727	393	1120	94.2%	57.6%	77.0%
Total ran	772	682	1454			

April 2024 Rush Hour

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	7	17	24	3.2%	8.6%	5.8%
11-15	2	7	9	0.9%	3.5%	2.2%
16-20	0	7	7	0.0%	3.5%	1.7%
21-30	1	0	1	0.5%	0.0%	0.2%
31-59	2	3	5	0.9%	1.5%	1.2%
60+	0	1	1	0.0%	0.5%	0.2%
Annulled	0	1	1			
Total Late	12	35	47	5.5%	17.7%	11.3%
On time	206	163	369	94.5%	82.3%	88.7%
Total ran	218	198	416			

Grand Total All Trains Thru April, 2024

Range	Peak				Total	%
	WB	EB	Off	Wkend		
6-10	17	91	230	87	425	9.7%
11-15	8	78	174	70	330	7.5%
16-20	4	43	109	42	198	4.5%
21-30	4	41	126	37	208	4.7%
31-59	9	30	117	31	187	4.3%
60+	3	6	25	11	45	1.0%
Annulled	2	6	10	3	21	
Total	45	289	781	278	1393	31.7%
On Time	727	393	1445	439	3004	68.3%
Total ran	772	682	2226	717	4397	
%On Time	94.2%	57.6%	64.9%	61.2%	68.3%	