



# Monthly Ridership and Performance Report

March 2024



**Northern Indiana Commuter Transportation District**

## March 2024 Monthly Performance Report

### Ridership

**Overall** - Ridership for the month was up 3.0% when compared to 2023. Passenger trips for the month were 130,771 in 2024 and 126,910 in 2023. Busing continued between Dune Park Station and Gary Metro Station around the Double Track NWI project construction. Cumulative year to date ridership was up 3.3% over 2023.

**Weekday Travel** – Average weekday peak travel was up 1.7% when compared to 2023 while average off peak travel was up 10.7% over 2023 ridership. The combined weekday average in 2024 was 4,950 rides compared to 4,733 in 2023. That is a 4.6% increase for 2024 compared to 2023. Cumulative year to date weekday ridership is up 2.2% over 2023.

**Weekend Travel** – Weekend ridership was up 18.9% when compared to 2023. The daily average in 2024 was 2,682 compared to 2,256 in 2023. Cumulative year to date weekend ridership is up 5.3% compared to 2023.

Ridership Over Last 12 Months: April through March							
	2020/21	2021/22	% Change	2022/23	% Change	2023/24	% Change
Total	499,521	1,146,195	129.46%	1,487,274	29.76%	1,538,030	3.41%
Weekday	413,831	897,426	116.86%	1,205,848	34.37%	1,262,639	4.71%
Peak	256,425	541,609	111.22%	787,783	45.45%	833,149	5.76%
Off Peak	157,406	355,817	126.05%	418,065	17.49%	429,490	2.73%
Weekend	85,690	248,769	190.31%	281,426	13.13%	275,391	-2.14%
South Bend	60,066	156,455	160.47%	176,712	12.95%	143,829	-18.61%

### 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.

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%

### Revenue

The number of tickets sold in March was up 3.4% when comparing 2024 to 2023. Ticket revenue was up 2.6% for 2024 compared to 2023. Sales from digital sources represent 79.4% of ticket sales and 83.1% of ticket revenue.

March 2024 Ridership Report

Total Ticket Sales: March						
Method of Sale	Tickets			Revenue		
	2023	2024	% Change	2023	2024	% Change
Ticket Agent	12,746	9,530	-25.2%	253,069	202,677	-19.9%
Vending Machine	36,312	36,969	1.8%	480,001	466,935	-2.7%
Conductor	25,911	25,126	-3.0%	185,254	175,115	-5.5%
Mobile App	87,295	96,206	10.2%	1,261,391	1,392,428	10.4%
<b>Total</b>	<b>162,264</b>	<b>167,831</b>	<b>3.4%</b>	<b>2,179,715</b>	<b>2,237,155</b>	<b>2.6%</b>

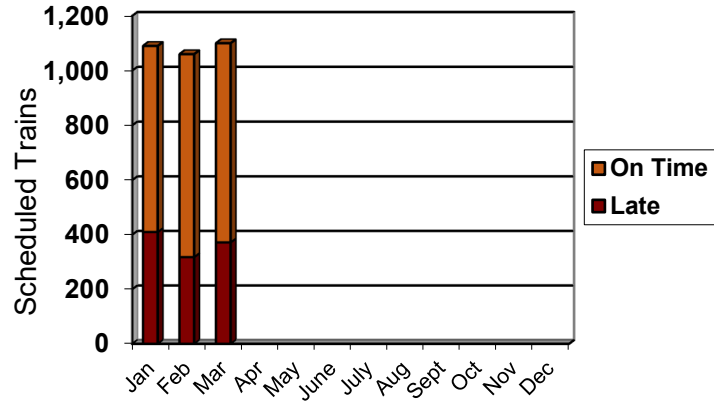
**On Time Performance**

**Rush Hour** – Overall, 77.3% of A.M. and P.M. rush hour trains were on time in March 2024 compared to 96.4% 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). 84.0% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 95.2% of westbound morning rush hour service was on time compared to 92.8% in 2023; while eastbound rush hour trains reported an on-time performance of 57.1% compared to 89.4% in 2023. A total of 9 out of 189 westbound rush hour trains were delayed in March. Of those 9, 8 experienced delays greater than 15 minutes. Eastbound rush hour trains had a total of 72 out of 168 trains delayed in March. Of those 72, 26 experienced delays greater than 15 minutes.<sup>1</sup>

RANGE OF RUSH HOUR DELAYS (in minutes)				
March				
Range	a.m.	p.m.	Total	Percent
6-10	1	23	24	6.7%
11-15	0	23	23	6.4%
16-20	3	14	17	4.8%
21-30	2	7	9	2.5%
31-59	3	5	8	2.2%
60+	0	0	0	0.0%
Annulled	1	0	1	
<b>On Time</b>	<b>180</b>	<b>96</b>	<b>276</b>	
Total Ran	189	168	357	

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

**Overall** – The South Shore Line scheduled 1,103 trains in March and experienced 372 delays in excess of 5 minutes (ranging from 6-67) with median delay of 14 minutes. March of 2024 experienced 3 annulled trains. In March 2023, the South Shore Line scheduled 1,149 trains with 204 delays in excess of 5 minutes (ranging from 6-80 minutes) with a median delay of 15 minutes. March of 2023 experienced no annulled trains.



Cumulative On Time Comparison		
<i>Thru March</i>	<b>2023</b>	<b>2024</b>
Weekday	<b>87.0%</b>	<b>67.6%</b>
Peak	93.4%	73.0%
Off-peak	82.9%	64.2%
Weekend	<b>72.5%</b>	<b>58.9%</b>
Overall	<b>84.7%</b>	<b>66.2%</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. Staff continue to monitor this service to ensure delays are kept to a minimum.

March 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.

March 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.

**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			
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			
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				
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				
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				
May	1,569		1,573				
June	1,876		1,925				

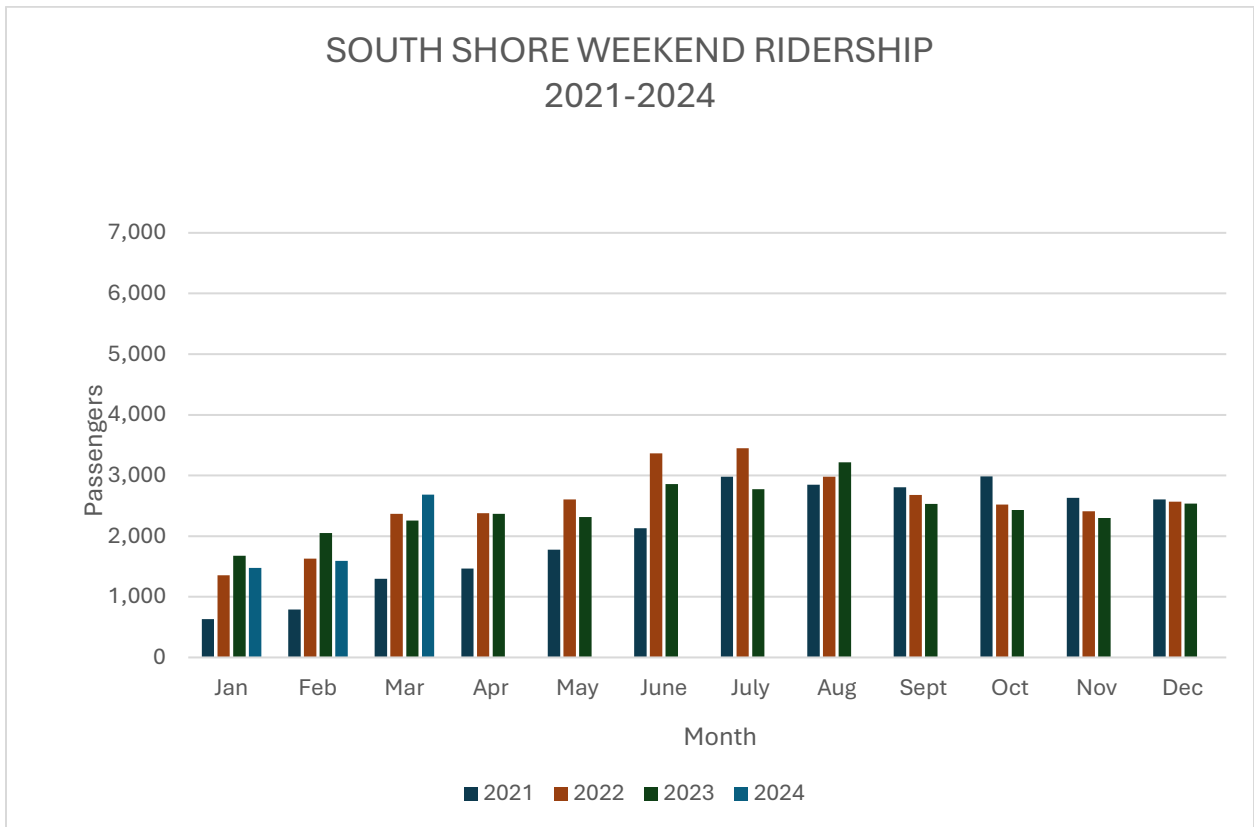
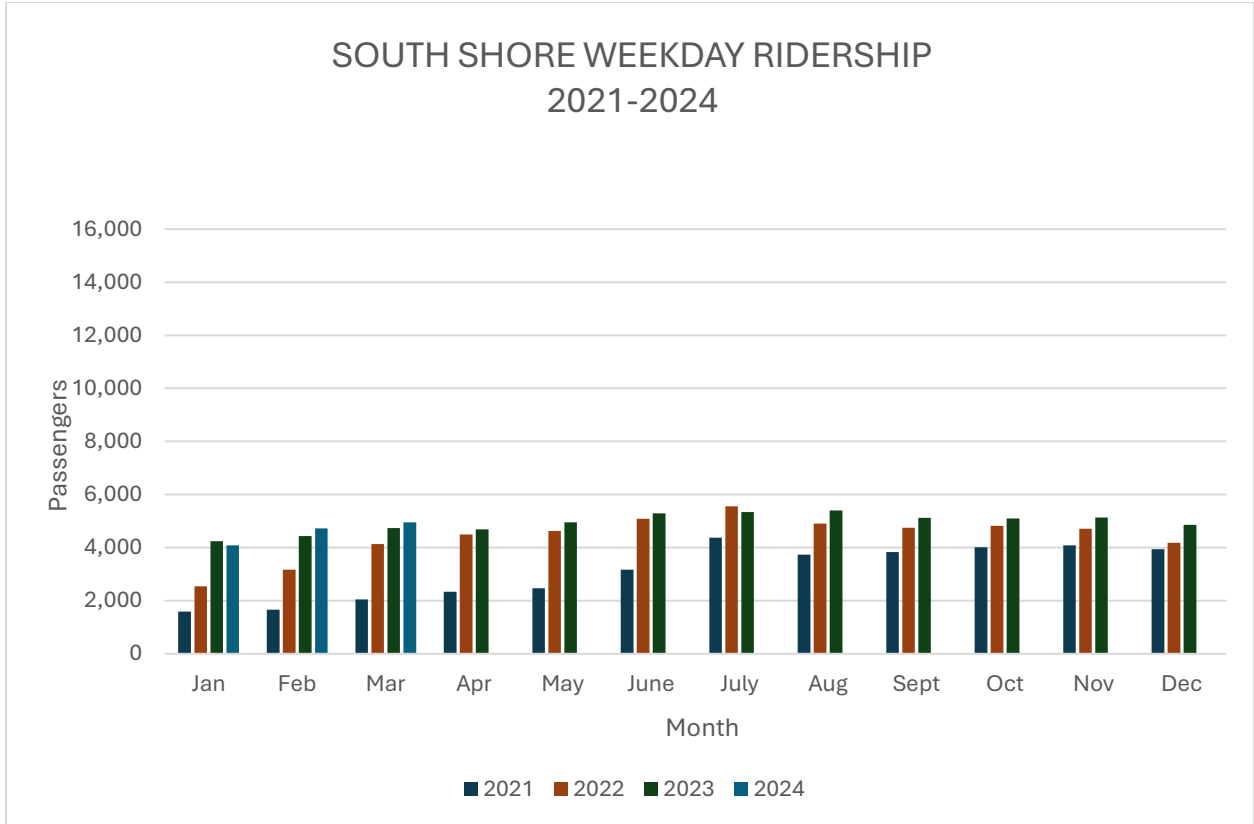
March 2024 Ridership Report

**Ridership Report**

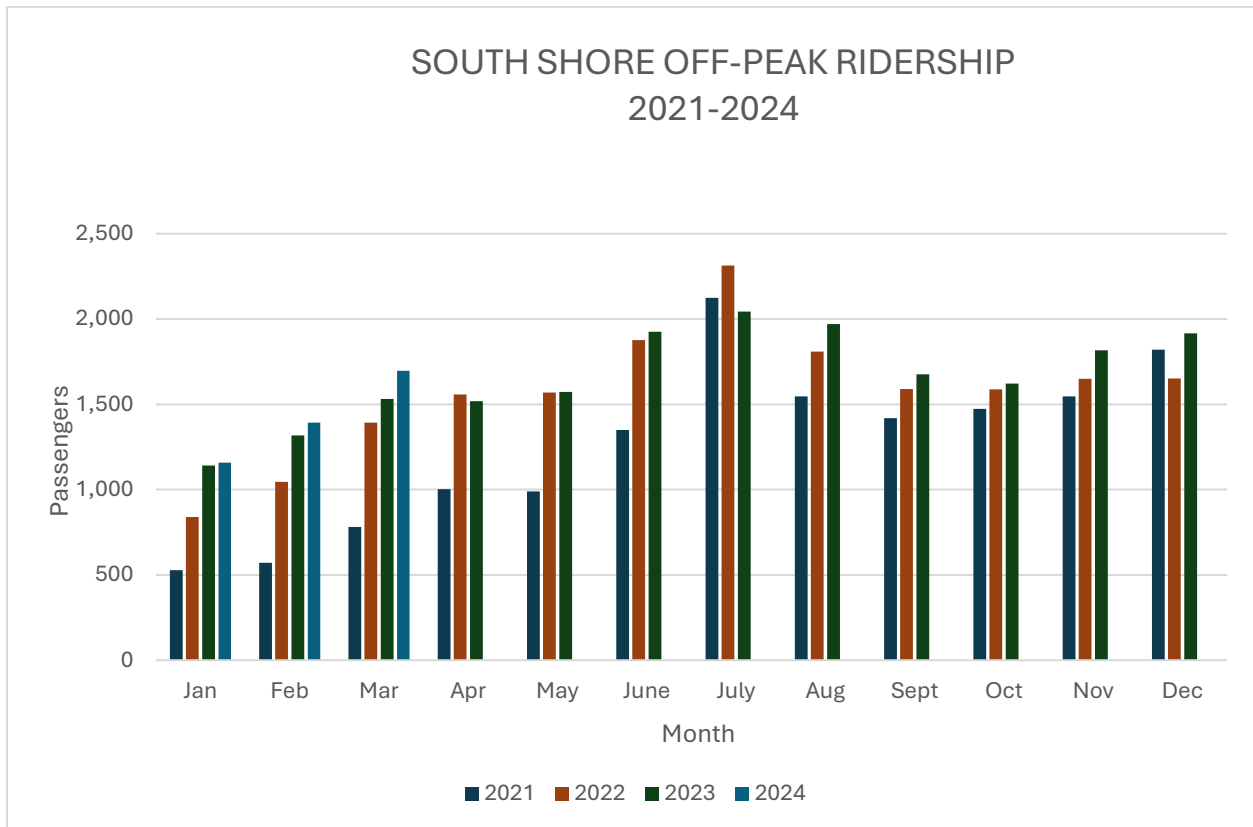
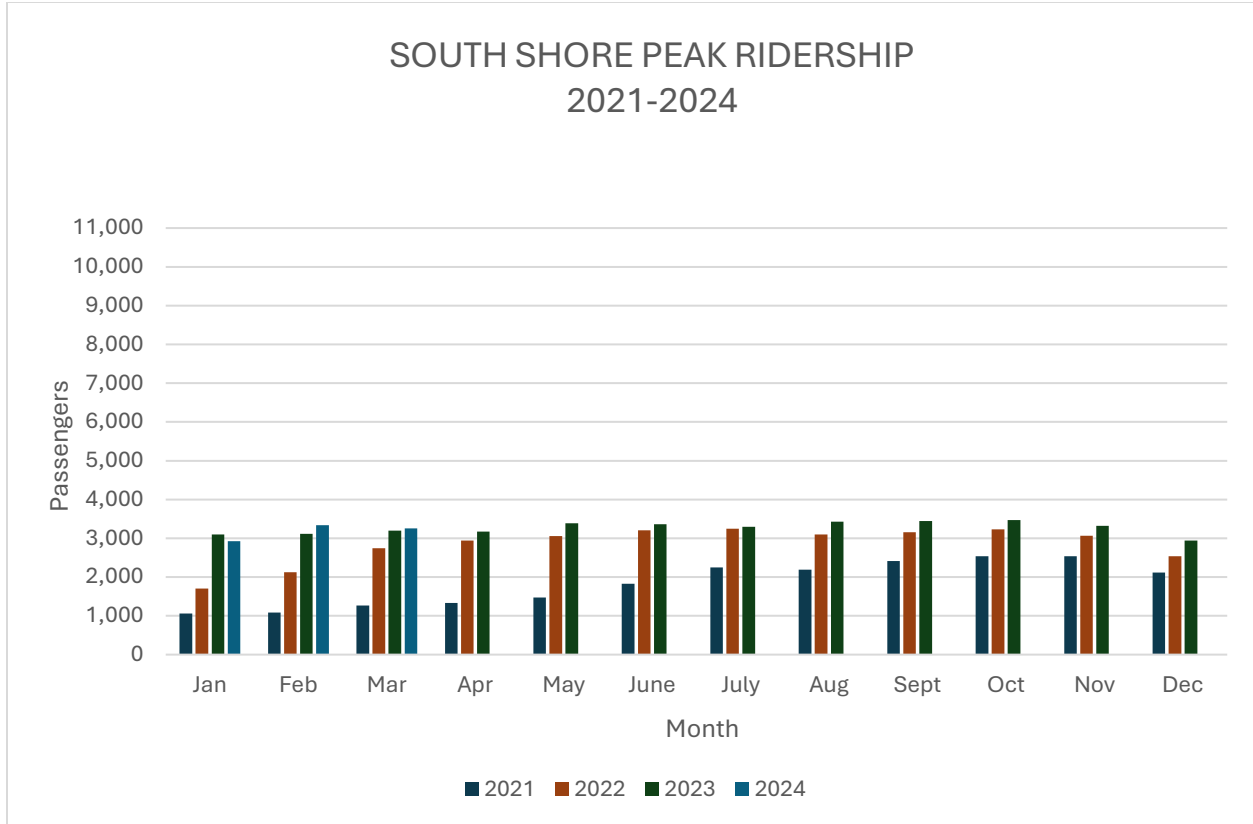
	2022	Work	2023	Work	2024	Work	Change 23/24
	Passengers	Days	Passengers	Days	Passengers	Days	
<b>Average Weekend/Holiday Ridership (per day)</b>							
January	1,355		1,864		1,474		-20.9%
February	1,629		2,052		1,989		-3.1%
March	2,366		2,256		2,682		18.9%
April	2,376		2,306				
May	2,605		2,314				
June	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				
May	15,290		11,791				
June	15,014		12,175				



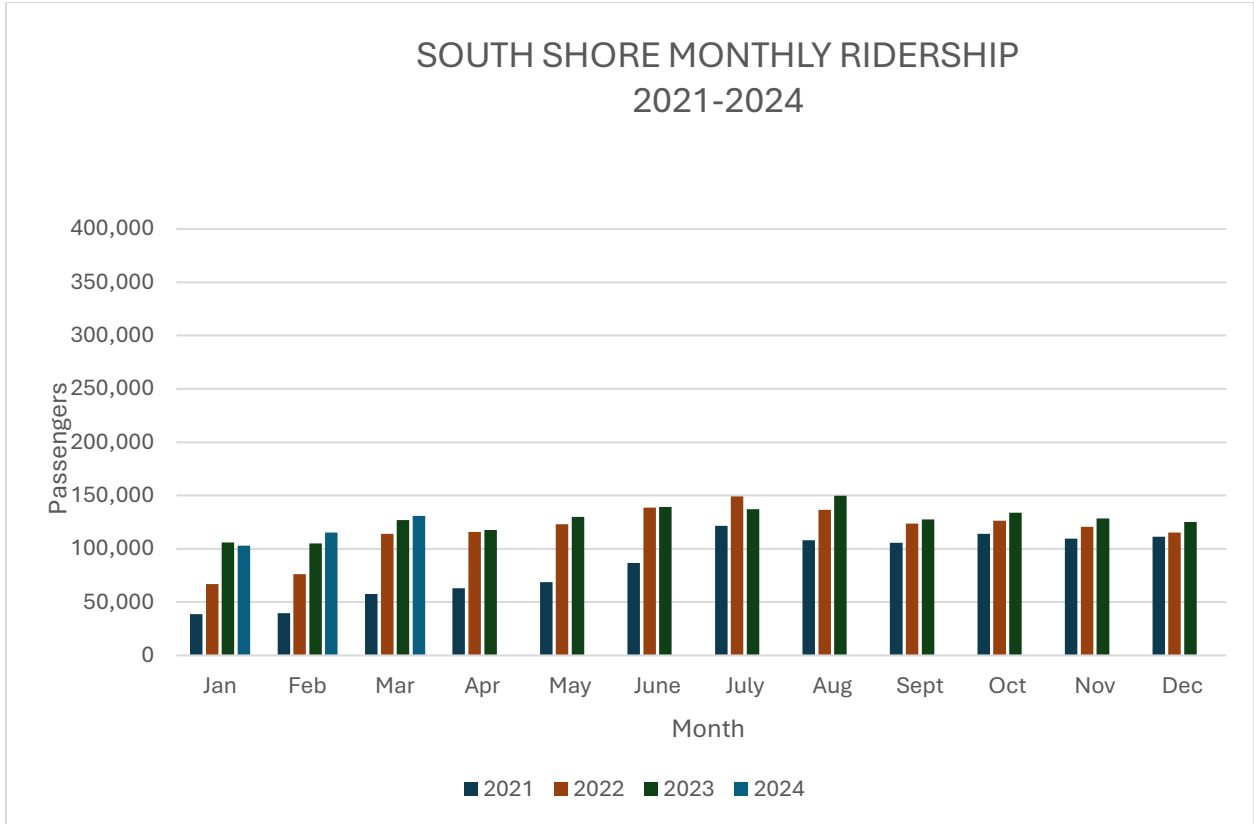
March 2024 Ridership Report



March 2024 Ridership Report



# March 2024 Ridership Report



**Percent on Time: March, 2024**

<b>Peak</b>		
Train	Days Late	% on Time
102	2	90.0%
104	1	95.2%
6	1	95.2%
106	1	95.2%
108	1	95.2%
110	0	100.0%
112	1	95.2%
114	2	90.5%
214	1	95.2%
11	8	61.9%
111	19	9.5%
113	6	71.4%
115	3	85.7%
17	14	33.3%
117	13	38.1%
217	4	81.0%
119	5	76.2%
<b>Total</b>	<b>82</b>	<b>77.0%</b>
Westbound	10	94.7%
Eastbound	72	57.1%

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

<b>Off-Peak</b>		
Train	Days Late	% on Time
14	10	52.4%
216	4	81.0%
116	2	90.5%
218	5	76.2%
18	21	0.0%
118	10	52.4%
220	6	71.4%
20	16	23.8%
222	10	52.4%
420	2	90.5%
22	20	4.8%
424	0	100.0%
401	2	90.0%
203	15	25.0%
403	2	90.5%
205	5	76.2%
207	8	61.9%
7	17	19.0%
107	6	71.4%
9	21	0.0%
109	11	47.6%
209	9	57.1%
19	4	81.0%
121	3	85.7%
123	6	71.4%
101	8	61.9%
<b>Total</b>	<b>223</b>	<b>59.0%</b>
Westbound	106	57.9%
Eastbound	117	59.9%

<b>Weekend/Holiday</b>		
Train	Days Late	% on Time
600	1	90.0%
502	2	80.0%
504	6	40.0%
606	4	60.0%
506	5	50.0%
608	1	90.0%
508	5	50.0%
610	3	70.0%
510	4	60.0%
503	4	60.0%
603	4	60.0%
605	4	60.0%
505	4	60.0%
507	10	0.0%
509	4	60.0%
511	3	70.0%
613	4	60.0%
601	2	80.0%
701	0	100.0%
703	0	100.0%
<b>Total</b>	<b>70</b>	<b>65.0%</b>
Westbound	31	65.6%
Eastbound	39	64.5%

March 2024 Ridership Report

REASONS (weekday)		
AMT	3	1.0%
CAR	5	1.7%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	81	26.8%
DSR	37	12.3%
DSS	7	2.3%
FRR	0	0.0%
FTI	2	0.7%
HLD	6	2.0%
LMU	14	4.6%
MET	45	14.9%
OET	1	0.3%
OPR	12	4.0%
OTH	17	5.6%
PAS	2	0.7%
POL	0	0.0%
PTC	0	0.0%
PTI	38	12.6%
SUB	0	0.0%
SVS	1	0.3%
TOD	0	0.0%
TRK	31	10.3%
TRS	0	0.0%
UTL	0	0.0%
VAN	0	0.0%
WTR	0	0.0%
TOTAL	302	100.0%

REASONS (weekend)		
AMT	0	0.0%
CAR	2	2.9%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	36	51.4%
DSR	4	5.7%
DSS	2	2.9%
FRR	1	1.4%
FTI	0	0.0%
HLD	1	1.4%
LMU	0	0.0%
MET	9	12.9%
OET	0	0.0%
OPR	1	1.4%
OTH	1	1.4%
PAS	7	10.0%
POL	0	0.0%
PTC	0	0.0%
PTI	5	7.1%
SUB	0	0.0%
SVS	1	1.4%
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	70	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.

March 2024 Ridership Report

**Cumulative Percent on Time Thru March, 2024**

<b>Peak</b>		
Train	Days Late	% on Time
102	2	96.8%
104	1	98.4%
<b>6</b>	<b>5</b>	<b>92.1%</b>
106	1	98.4%
108	1	98.4%
110	0	100.0%
112	3	95.2%
114	4	93.7%
214	5	92.1%
<b>11</b>	<b>14</b>	<b>77.8%</b>
<b>111</b>	<b>55</b>	<b>11.3%</b>
<b>113</b>	<b>26</b>	<b>58.7%</b>
115	21	66.7%
17	46	25.8%
117	49	22.2%
217	8	86.9%
119	23	62.9%
<b>Total</b>	<b>264</b>	<b>75.2%</b>
Westbound	22	96.1%
<b>Eastbound</b>	<b>242</b>	<b>51.5%</b>

<b>Off-Peak</b>		
Train	Days Late	% on Time
<b>14</b>	<b>26</b>	<b>58.7%</b>
<b>216</b>	<b>22</b>	<b>64.5%</b>
116	6	90.5%
<b>216</b>	<b>23</b>	<b>62.9%</b>
<b>18</b>	<b>63</b>	<b>0.0%</b>
<b>118</b>	<b>22</b>	<b>65.1%</b>
<b>218</b>	<b>10</b>	<b>83.9%</b>
<b>20</b>	<b>48</b>	<b>23.8%</b>
<b>220</b>	<b>12</b>	<b>80.3%</b>
420	6	90.3%
<b>22</b>	<b>60</b>	<b>4.8%</b>
422	0	100.0%
401	2	96.8%
<b>203</b>	<b>15</b>	<b>75.8%</b>
403	2	96.8%
205	5	92.1%
<b>207</b>	<b>24</b>	<b>61.9%</b>
<b>7</b>	<b>41</b>	<b>34.9%</b>
<b>107</b>	<b>12</b>	<b>81.0%</b>
<b>9</b>	<b>57</b>	<b>9.5%</b>
<b>109</b>	<b>27</b>	<b>57.1%</b>
<b>209</b>	<b>15</b>	<b>75.8%</b>
<b>19</b>	<b>12</b>	<b>81.0%</b>
<b>121</b>	<b>11</b>	<b>82.5%</b>
<b>123</b>	<b>14</b>	<b>77.8%</b>
<b>101</b>	<b>14</b>	<b>77.8%</b>
<b>Total</b>	<b>549</b>	<b>66.3%</b>
<b>Westbound</b>	<b>298</b>	<b>60.3%</b>
<b>Eastbound</b>	<b>251</b>	<b>71.4%</b>

<b>Weekend/Holiday</b>		
Train	Days Late	% on Time
600	3	89.3%
502	8	71.4%
504	12	57.1%
606	10	64.3%
506	13	51.9%
608	3	89.3%
508	13	53.6%
610	13	53.6%
510	8	71.4%
503	18	35.7%
603	14	50.0%
605	18	33.3%
505	12	57.1%
507	26	3.7%
509	14	50.0%
511	5	82.1%
613	12	57.1%
601	2	92.9%
701	0	100.0%
703	0	100.0%
<b>Total</b>	<b>204</b>	<b>63.4%</b>
Westbound	83	66.9%
Eastbound	121	60.5%

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

### Cumulative Reasons for Delays Thru March, 2024

REASONS (weekday)		
AMT	9	1.0%
CAR	24	2.8%
CAT	0	0.0%
DBS	0	0.0%
DDS	1	0.1%
DMW	247	28.4%
DSR	123	14.1%
DSS	43	4.9%
FRR	1	0.1%
FTI	2	0.2%
HLD	10	1.1%
LMU	45	5.2%
MET	108	12.4%
OET	2	0.2%
OPR	23	2.6%
OTH	36	4.1%
PAS	6	0.7%
POL	2	0.2%
PTC	0	0.0%
PTI	126	14.5%
SUB	0	0.0%
SVS	5	0.6%
TOD	0	0.0%
TRK	41	4.7%
TRS	8	0.9%
WTR	9	1.0%
TOTAL	871	100.0%

REASONS (weekend)		
AMT	1	0.4%
CAR	11	4.8%
CAT	5	2.2%
DBS	0	0.0%
DDS	0	0.0%
DMW	88	38.4%
DSR	25	10.9%
DSS	11	4.8%
FRR	2	0.9%
FTI	3	1.3%
HLD	3	1.3%
LMU	9	3.9%
MET	18	7.9%
OET	0	0.0%
OPR	6	2.6%
OTH	6	2.6%
PAS	8	3.5%
POL	0	0.0%
PTC	0	0.0%
PTI	18	7.9%
SUB	0	0.0%
SVS	4	1.7%
TOD	0	0.0%
TRK	2	0.9%
TRS	0	0.0%
WTR	9	3.9%
TOTAL	229	100.0%

TOTAL		
AMT	10	0.9%
CAR	35	3.2%
CAT	5	0.5%
DBS	0	0.0%
DDS	1	0.1%
DMW	335	30.5%
DSR	148	13.5%
DSS	54	4.9%
FRR	3	0.3%
FTI	5	0.5%
HLD	13	1.2%
LMU	54	4.9%
MET	126	11.5%
OET	2	0.2%
OPR	29	2.6%
OTH	42	3.8%
PAS	14	1.3%
POL	2	0.2%
PTC	0	0.0%
PTI	144	13.1%
SUB	0	0.0%
SVS	9	0.8%
TOD	0	0.0%
TRK	43	3.9%
TRS	8	0.7%
WTR	18	1.6%
TOTAL	1,100	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.





# March 2024 Ridership Report

## Cumulative

Arrive	Train #	Days Late	Days Ran	% On Time
5:48a	102	1	63	98.4%
6:31	104	1	63	98.4%
6:55	6	7	63	88.9%
7:13	106	2	63	96.8%
7:35	108	3	63	95.2%
7:51	110	2	61	96.7%
8:08	112	6	63	90.5%
8:31	114	4	63	93.7%
8:52	214	7	63	88.9%
10:28	14	29	63	54.0%
<b>Depart</b>				
3:57	11	27	63	57.1%
4:02p	111	56	63	11.1%
4:28	113	26	63	58.7%
4:57	115	19	63	69.8%
5:10	117	48	63	23.8%
5:28	17	47	63	25.4%
5:32	217	7	63	88.9%
5:58	119	24	63	61.9%
7:15	19	17	63	73.0%

## Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	33	565	94.2%
EB Rush	254	504	49.6%
Total Rush	287	1,069	73.2%

## Cumulative Rush Hour Thru March

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	10	74	84	1.8%	14.8%	7.9%
11-15	6	71	77	1.1%	14.2%	7.2%
16-20	4	36	40	0.7%	7.2%	3.8%
21-30	3	41	44	0.5%	8.2%	4.1%
31-59	7	27	34	1.2%	5.4%	3.2%
60+	3	5	8	0.5%	1.0%	0.8%
Annulled	2	5	7			
Total Late	33	254	287	5.8%	50.9%	27.0%
On time	532	245	777	94.2%	49.1%	73.0%
Total ran	565	499	1064			

## March 2024 Rush Hour

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	1	23	24	0.5%	13.7%	6.7%
11-15	0	23	23	0.0%	13.7%	6.4%
16-20	3	14	17	1.6%	8.3%	4.8%
21-30	2	7	9	1.1%	4.2%	2.5%
31-59	3	5	8	1.6%	3.0%	2.2%
60+	0	0	0	0.0%	0.0%	0.0%
Annulled	1	0	1			
Total Late	9	72	81	4.8%	42.9%	22.7%
On time	180	96	276	95.2%	57.1%	77.3%
Total ran	189	168	357			

## Grand Total All Trains Thru March, 2024

Range	Peak				Total	%
	WB	EB	Off	Wkend		
6-10	10	74	143	63	290	8.9%
11-15	6	71	141	60	278	8.6%
16-20	4	36	89	33	162	5.0%
21-30	3	41	99	31	174	5.4%
31-59	7	27	90	31	155	4.8%
60+	3	5	22	11	41	1.3%
Annulled	2	5	9	3	19	
Total	33	254	584	229	1100	33.8%
On Time	532	245	1045	328	2150	66.2%
Total ran	565	499	1629	557	3250	
%On Time	94.2%	49.1%	64.1%	58.9%	66.2%	