



Monthly Ridership and Performance Report

May 2024



Northern Indiana Commuter Transportation District

May 2024 Monthly Performance Report

Ridership

Overall - Ridership for the month was up 13.6% when compared to 2023. Passenger trips for the month were 147,524 in 2024 and 129,890 in 2023. Cumulative year to date ridership was up 7.1% over 2023.

Weekday Travel – Average weekday peak travel was up 2.1% when compared to 2023 while average off peak travel was up 32.0% over 2023 ridership. The combined weekday average in 2024 was 5,532 rides compared to 4,957 in 2023. That is an 11.6% increase for 2024 compared to 2023. Cumulative year to date weekday ridership is up 5.4% over 2023.

Weekend Travel – Weekend ridership was up 23.9% when compared to 2023. The daily average in 2024 was 2,868 compared to 2,314 in 2023. Cumulative year to date weekend ridership is up 3.1% compared to 2023.

Ridership Over Last 12 Months: June through May							
	2020/21	2021/22	% Change	2022/23	% Change	2023/24	% Change
Total	596,141	1,253,316	110.24%	1,495,634	19.33%	1,568,304	4.86%
Weekday	484,995	988,350	103.79%	1,217,118	23.15%	1,292,526	6.20%
Peak	297,700	608,700	104.47%	799,750	31.39%	847,962	6.03%
Off Peak	187,295	379,650	102.70%	417,368	9.93%	444,564	6.52%
Weekend	111,146	264,966	138.39%	278,516	5.11%	275,778	-0.98%
South Bend	76,138	165,428	117.27%	172,399	4.21%	147,663	-14.35%

Double Track Northwest Indiana – New Revenue Service

In April the South Shore Line wrapped up construction of the Double Track Northwest Indiana wrapped up. On May 14, 2024, train service increased from running a total of 43 weekday trains to 59 weekday trains. Morning rush hour service added four additional trains and evening rush hour service added two additional trains. The additional service provides additional service coverage throughout the weekdays.

Revenue

The number of tickets sold in May was up 7.7% when comparing 2024 to 2023. Ticket revenue was up 8.1% for 2024 compared to 2023. Sales from digital sources represent 80.9% of ticket sales and 84.9% of ticket revenue.

Total Ticket Sales: May						
Method of Sale	Tickets			Revenue		
	2023	2024	% Change	2023	2024	% Change
Ticket Agent	21,928	13,458	-38.6%	423,544	280,078	-33.9%
Vending Machine	66,568	71,937	8.1%	835,940	891,227	6.6%
Conductor	44,206	45,426	2.8%	313,636	319,712	1.9%
Mobile App	154,020	178,119	15.6%	2,111,316	2,491,648	18.0%
Total	286,722	308,940	7.7%	3,684,436	3,982,665	8.1%

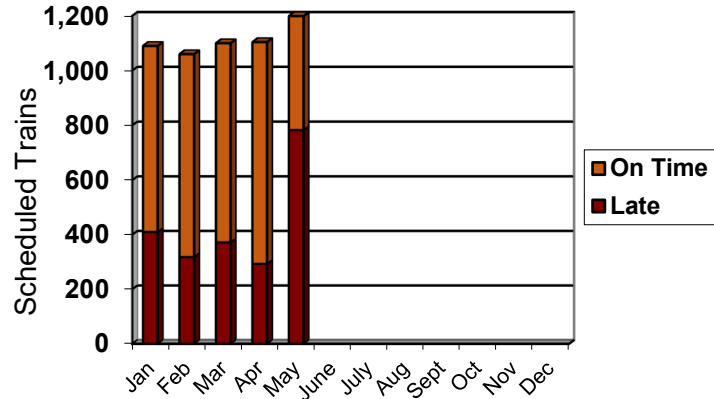
On Time Performance

Rush Hour – Overall, 48.2% of A.M. and P.M. rush hour trains were on time in May 2024 compared to 90.1% 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). 63.5% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 59.2% of westbound morning rush hour service was on time compared to 92.9% in 2023; while eastbound rush hour trains reported an on-time performance of 34.7% compared to 86.9% in 2023. A total of 102 out of 250 westbound rush hour trains were delayed in May. Of those 102, 25 experienced delays greater than 15 minutes. Eastbound rush hour trains had a total of 132 out of 202 trains delayed in May. Of those 132, 66 experienced delays greater than 15 minutes.¹

RANGE OF RUSH HOUR DELAYS (in minutes)				
May				
Range	a.m.	p.m.	Total	Percent
6-10	41	34	75	16.6%
11-15	48	32	80	17.7%
16-20	22	30	52	11.5%
21-30	8	27	35	7.7%
31-59	14	8	22	4.9%
60+	1	1	2	0.4%
Annulled	0	0	0	
On Time	116	70	218	
Total Ran	250	202	452	

¹ Weekday rush-hour trains operate 9 westbound and 8 eastbound per day until May 14th when weekday rush-hour train operated 13 westbound and 10 eastbound per day.

Overall – The South Shore Line scheduled 1,204 trains in May and experienced 783 delays in excess of 5 minutes (ranging from 6-135) with median delay of 15 minutes. May of 2024 experienced 5 annulled trains. In May 2023, the South Shore Line scheduled 1,126 trains with 215 delays in excess of 5 minutes (ranging from 6-67 minutes) with a median delay of 14 minutes. May of 2023 experienced 48 annulled trains.



Cumulative On Time Comparison		
<i>Thru May</i>	2023	2024
Weekday	83.1%	61.6%
Peak	89.9%	68.5%
Off-peak	78.6%	56.9%
Weekend	64.6%	59.0%
Overall	80.1%	61.1%

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.

With the construction completion of the Double Track Northwest Indiana Project new service has begun on May 14, 2024. Staff have observed delays associated with implementation of the new service routes and communicating to passengers the appropriate platforms to utilize for boarding trains. Staff are monitoring the operations and working towards corrective measures.

May 2024 Ridership Report

Annulled Trains or Delays in Excess of 59 Minutes			
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.
2/4/24	613	90	Extreme weather and ice on the power lines.
2/10/24	610	66	Railcar equipment issues.

May 2024 Ridership Report

Annulled Trains or Delays in Excess of 59 Minutes			
Date	Train #	Minutes	Reason
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.
5/15/24	113	74	Railcar equipment issues.
5/15/24	224	74	Railcar equipment issues.
5/22/24	7	131	PTC issue delay.
5/22/24	20	92	PTC issue delay.
5/22/24	28	69	Late turn of equipment.
5/22/24	109	Annulled	PTC outage
5/22/24	120	Annulled	PTC outage
5/22/24	207	115	PTC issue delay.
5/22/24	209	135	PTC issue delay.
5/22/24	220	Annulled	PTC outage
5/22/24	224	Annulled	PTC outage
5/23/24	28	70	Late turn of equipment.
5/23/24	31	65	PTC issue delay.
5/23/24	118	71	Metra police activity delays.
5/23/24	128	60	Passenger medical emergency.
5/23/24	226	Annulled	PTC issue delay.
5/23/24	207	60	Metra police activity delays.
5/31/24	133	68	Metra track switch failure.

Ridership Report

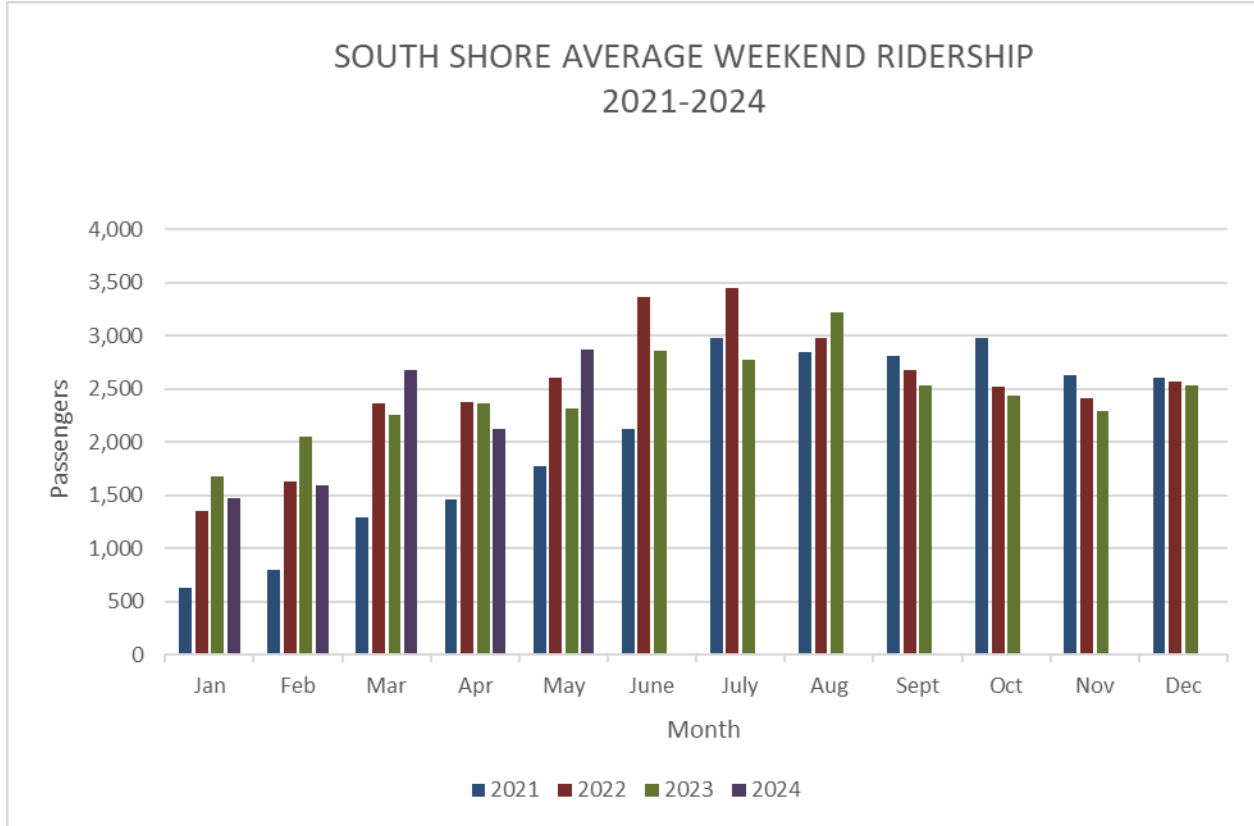
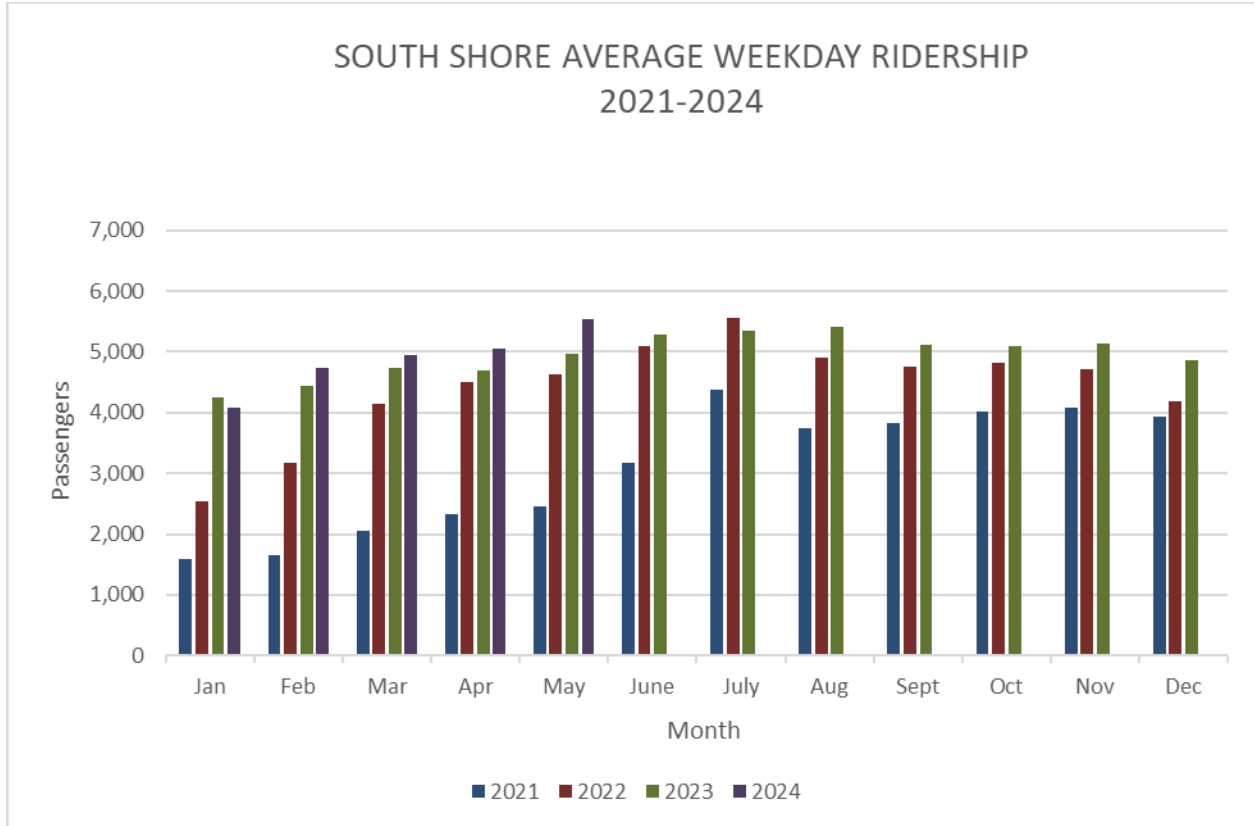
	2022	Work	2023	Work	2024	Work	Change
	Passengers	Days	Passengers	Days	Passengers	Days	23/24
Monthly Ridership							
January	66,870	21	105,869	21	103,033	22	-2.7%
February	76,350	20	105,045	20	115,214	21	9.7%
March	114,014	23	126,910	23	130,771	21	3.0%
April	115,914	21	117,539	20	130,179	22	10.8%
May	123,155	21	129,890	22	147,524	22	13.6%
June	138,763	22	139,216	22			
Cumulative Comparison							
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	626,721	108	7.1%
June	635,066	128	724,469	128			
Average Weekday Ridership							
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		5,532		11.6%
June	5,084		5,289				
Average Weekday Peak Period Ridership							
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		3,455		2.1%
June	3,208		3,364				
Average Weekday Off-Peak Ridership							
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		2,077		32.0%
June	1,876		1,925				

May 2024 Ridership Report

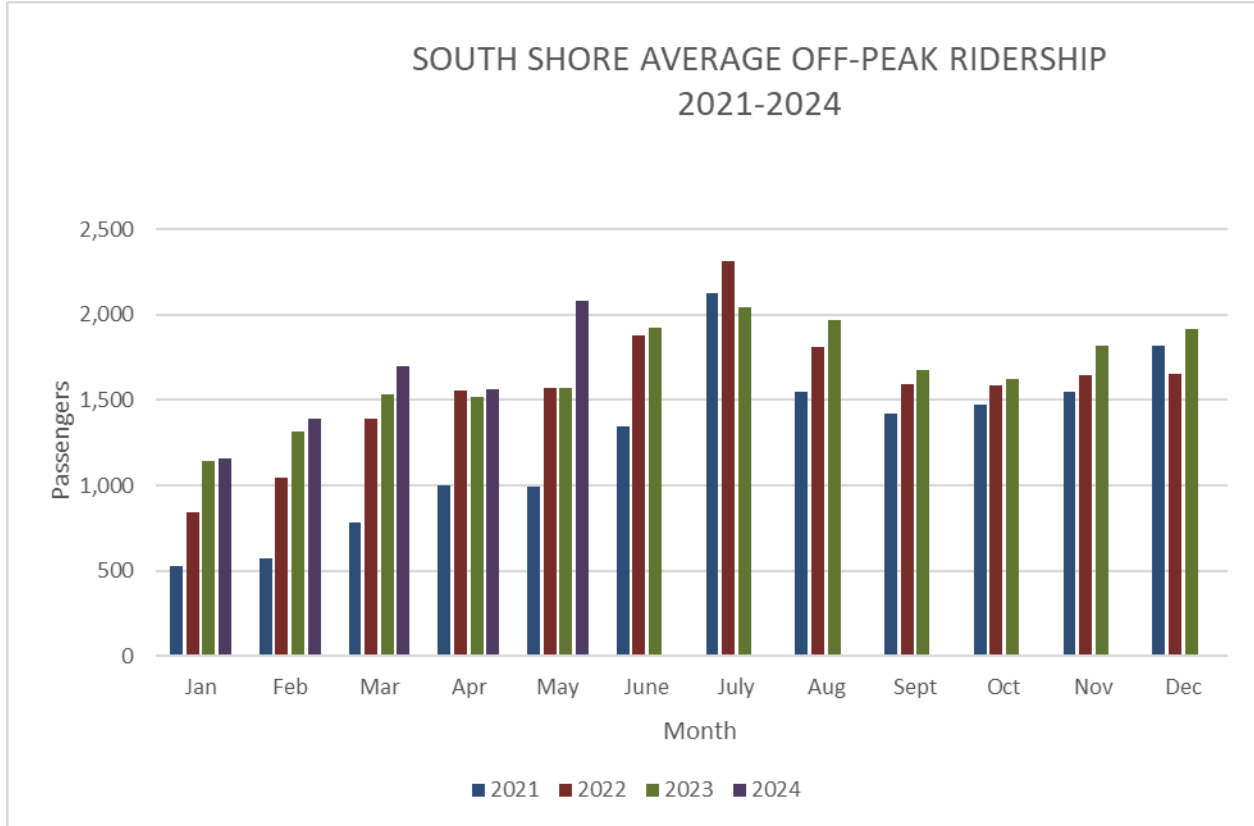
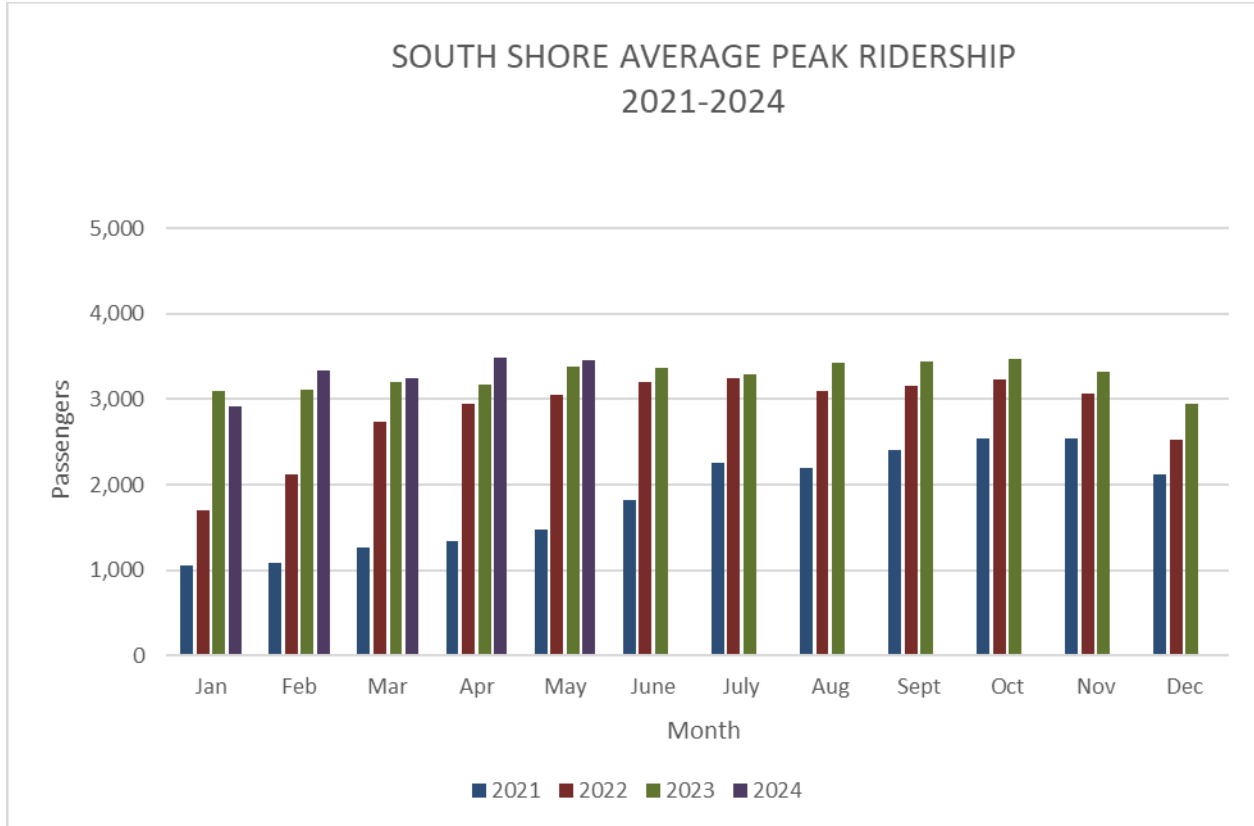
Ridership Report

	2022	Work	2023	Work	2024	Work	Change
	Passengers	Days	Passengers	Days	Passengers	Days	23/24
Average Weekend/Holiday Ridership (per day)							
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		2,868		23.9%
June	3,364		2,858				
Monthly South Bend Ridership							
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		16,802		42.5%
June	15,014		12,175				

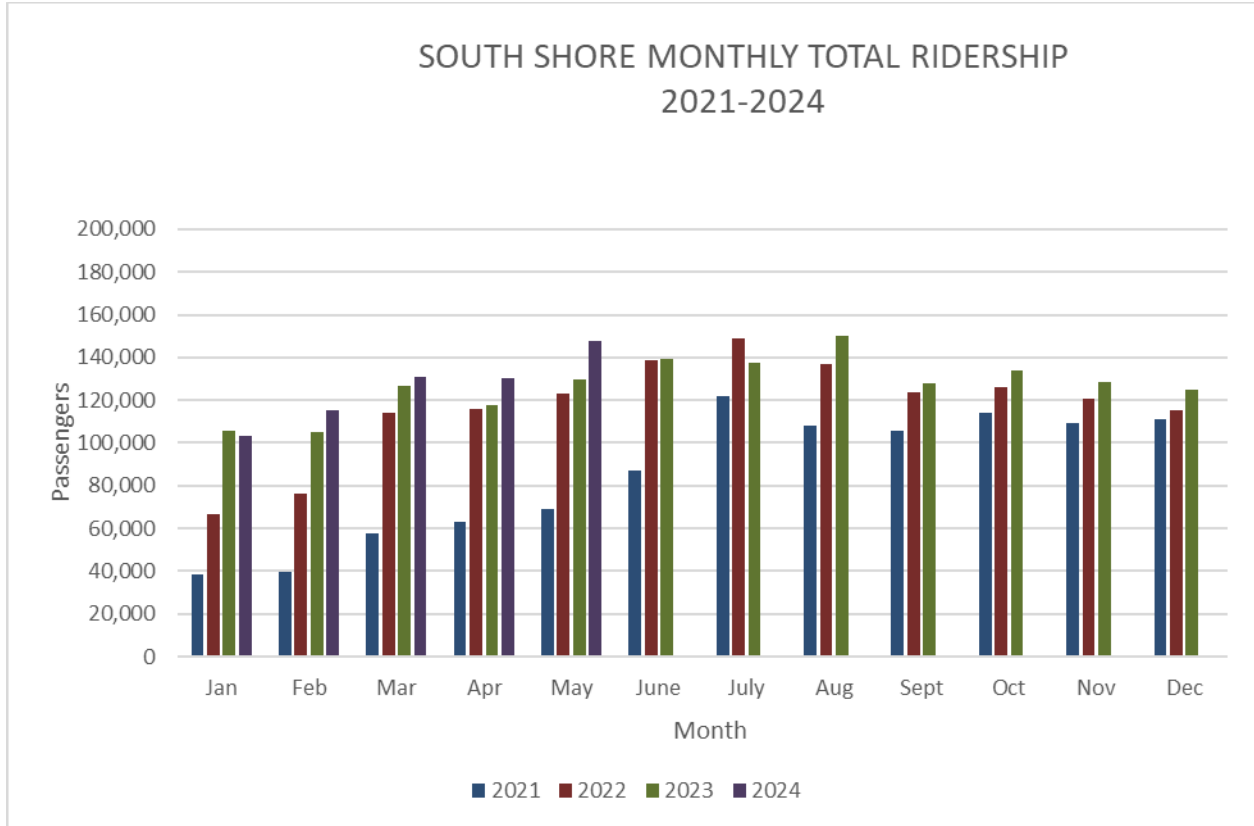
May 2024 Ridership Report



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Percent on Time: May, 2024

Peak		
Train	Days Late	% on Time
102	9	59.1%
104	5	77.3%
6	3	66.7%
106	10	54.5%
8	1	92.3%
108	14	90.9%
110	12	95.5%
112	12	90.9%
212	12	7.7%
14	11	15.4%
114	14	36.4%
214	10	54.5%
216	8	38.5%
118	13	0.0%
11	0	100.0%
111	1	88.9%
113	0	100.0%
115	13	40.9%
17	14	36.4%
117	10	54.5%
217	0	100.0%
119	19	13.6%
121	13	0.0%
123	13	0.0%
25	13	0.0%
225	13	0.0%
127	12	7.7%
29	11	15.4%
Total	266	41.2%
Westbound	134	46.4%
Eastbound	132	34.7%

Off-Peak		
Train	Days Late	% on Time
14	3	66.7%
216	2	77.8%
116	5	44.4%
218	5	44.4%
18	7	22.2%
118	2	77.8%
220	14	33.3%
20	16	27.3%
222	14	36.4%
420	2	77.8%
22	18	18.2%
424	1	88.9%
401	12	7.7%
203	7	46.2%
403	12	7.7%
205	13	0.0%
207	6	53.8%
7	12	7.7%
107	12	7.7%
9	1	92.3%
109	9	30.8%
209	12	7.7%
19	0	100.0%
121	5	44.4%
123	4	55.6%
101	8	63.6%
Total	202	40.1%
Westbound	89	41.0%
Eastbound	113	37.4%

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%
Total	49	69.4%
Westbound	20	72.2%
Eastbound	29	67.0%

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

Reasons for Delays

REASONS (weekday)		
AMT	7	1.0%
CAR	10	1.5%
CAT	1	0.1%
DBS	3	0.4%
DDS	0	0.0%
DMW	37	5.4%
DSR	35	5.1%
DSS	9	1.3%
FRR	1	0.1%
FTI	6	0.9%
HLD	1	0.1%
LMU	43	6.2%
MET	225	32.7%
OET	0	0.0%
OPR	23	3.3%
OTH	54	7.8%
PAS	143	20.8%
POL	4	0.6%
PTC	4	0.6%
PTI	55	8.0%
SUB	1	0.1%
SVS	2	0.3%
TOD	0	0.0%
TRK	22	3.2%
TRS	1	0.1%
UTL	0	0.0%
VAN	0	0.0%
WTR	2	0.3%
TOTAL	689	100.0%

REASONS (weekend)		
AMT	2	2.2%
CAR	1	1.1%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	1	1.1%
DSR	6	6.7%
DSS	2	2.2%
FRR	0	0.0%
FTI	1	1.1%
HLD	1	1.1%
LMU	2	2.2%
MET	23	25.6%
OET	0	0.0%
OPR	2	2.2%
OTH	13	14.4%
PAS	27	30.0%
POL	0	0.0%
PTC	0	0.0%
PTI	5	5.6%
SUB	0	0.0%
SVS	1	1.1%
TOD	0	0.0%
TRK	2	2.2%
TRS	1	1.1%
UTL	0	0.0%
VAN	0	0.0%
WTR	0	0.0%
TOTAL	90	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.

May 2024 Ridership Report

Cumulative Percent on Time Thru May, 2024

Peak		
Train	Days Late	% on Time
102	12	88.7%
104	7	93.5%
6	11	88.3%
106	14	86.9%
8	1	92.3%
108	19	82.2%
110	15	85.8%
112	20	81.3%
212	12	7.7%
14	11	15.4%
114	18	83.2%
214	19	82.2%
216	8	38.5%
118	13	0.0%
11	31	66.7%
111	64	31.2%
113	28	70.2%
115	32	70.1%
17	69	34.9%
117	66	38.3%
217	9	90.2%
119	50	52.8%
121	13	0.0%
123	13	0.0%
25	13	0.0%
225	13	0.0%
127	12	7.7%
29	11	15.4%
Total	604	68.0%
Westbound	180	82.2%
Eastbound	424	51.6%

Off-Peak		
Train	Days Late	% on Time
14	37	60.6%
216	27	70.7%
116	17	81.9%
218	31	66.7%
18	82	12.8%
118	29	69.1%
220	16	82.8%
20	66	29.8%
222	29	68.5%
422	12	87.1%
22	78	17.0%
424	2	97.9%
120	12	7.7%
124	7	46.2%
224	12	7.7%
126	13	0.0%
226	6	53.8%
28	12	7.7%
128	12	7.7%
428	1	92.3%
228	9	30.8%
30	12	7.7%
430	0	100.0%
432	4	95.2%
401	4	95.2%
203	39	58.1%
403	10	89.4%
205	30	68.1%
207	29	69.1%
7	58	38.3%
107	19	79.8%
9	71	24.5%
109	35	62.8%
209	41	55.9%
19	15	84.0%
121	18	80.9%
123	23	75.5%
201	13	0.0%
405	0	100.0%
103	8	38.5%
105	5	61.5%
111	13	0.0%
13	12	7.7%
113	13	0.0%
31	13	0.0%
131	13	0.0%
133	13	0.0%
135	11	15.4%
101	17	81.9%
Total	1,050	62.6%
Westbound	526	61.0%
Eastbound	519	61.9%

Weekend/Holiday		
Train	Days Late	% on Time
600	5	87.5%
502	12	70.0%
504	21	47.5%
606	14	65.0%
506	21	46.2%
608	3	92.5%
508	13	67.5%
610	15	62.5%
510	9	77.5%
503	25	37.5%
603	21	47.5%
605	20	48.7%
505	18	55.0%
507	33	15.4%
509	22	45.0%
511	9	77.5%
613	15	62.5%
601	2	95.0%
701	0	100.0%
703	0	100.0%
Total	278	65.1%
Westbound	113	68.5%
Eastbound	165	62.3%

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

Cumulative Reasons for Delays Thru May, 2024

REASONS (weekday)		
AMT	22	1.2%
CAR	46	2.5%
CAT	5	0.3%
DBS	3	0.2%
DDS	1	0.1%
DMW	323	17.9%
DSR	176	9.8%
DSS	52	2.9%
FRR	2	0.1%
FTI	14	0.8%
HLD	14	0.8%
LMU	96	5.3%
MET	375	20.8%
OET	3	0.2%
OPR	55	3.0%
OTH	96	5.3%
PAS	150	8.3%
POL	8	0.4%
PTC	4	0.2%
PTI	203	11.2%
SUB	1	0.1%
SVS	9	0.5%
TOD	0	0.0%
TRK	127	7.0%
TRS	9	0.5%
WTR	11	0.6%
TOTAL	1,805	100.0%

REASONS (weekend)		
AMT	4	1.1%
CAR	15	4.1%
CAT	5	1.4%
DBS	0	0.0%
DDS	0	0.0%
DMW	95	25.8%
DSR	43	11.7%
DSS	16	4.3%
FRR	4	1.1%
FTI	4	1.1%
HLD	4	1.1%
LMU	11	3.0%
MET	49	13.3%
OET	0	0.0%
OPR	9	2.4%
OTH	21	5.7%
PAS	38	10.3%
POL	0	0.0%
PTC	0	0.0%
PTI	29	7.9%
SUB	0	0.0%
SVS	5	1.4%
TOD	0	0.0%
TRK	6	1.6%
TRS	1	0.3%
WTR	9	2.4%
TOTAL	368	100.0%

TOTAL		
AMT	26	1.2%
CAR	61	2.8%
CAT	10	0.5%
DBS	3	0.1%
DDS	1	0.0%
DMW	418	19.2%
DSR	219	10.1%
DSS	68	3.1%
FRR	6	0.3%
FTI	18	0.8%
HLD	18	0.8%
LMU	107	4.9%
MET	424	19.5%
OET	3	0.1%
OPR	64	2.9%
OTH	117	5.4%
PAS	188	8.7%
POL	8	0.4%
PTC	4	0.2%
PTI	232	10.7%
SUB	1	0.0%
SVS	14	0.6%
TOD	0	0.0%
TRK	133	6.1%
TRS	10	0.5%
WTR	20	0.9%
TOTAL	2,173	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.

May 2024 Ridership Report

RUSH HOUR* TRAIN DELAYS - May 2024 (minutes late)

Train	Arrive	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Tue	Wed	Thu	Fri	Days	Days	%	
		1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	28	29	30	31	Late	Ran	On Time	
102	5:40a										12	12			8	7	6			9	13	7	8	9	22	59.1%	
104	6:12:00a		7											8		10	6			11				5	22	77.3%	
6	6:55:00a	6	9				9							Train replaced in rush hour under new schedule.										3	9	66.7%	
106	6:38:00a										15	15		17		12	10	12	14	12		12	14	10	22	54.5%	
8	6:58a	Rush hour train starting on 5/14/2024													19									1	13	92.3%	
108	7:35				7						20	12	11	10	9	16	19	17	8	14	8	8	8	14	22	36.4%	
110	7:51										40	21		13	9	12	13	13	8	8	7	9	7	12	22	45.5%	
112	8:08											33	10	12	10	14	10	32	23	9	7	15	10	12	22	45.5%	
212	7:51a	Rush hour train starting on 5/14/2024										50	29	12	19	13	18	12		15	13	13	12	11	12	13	7.7%
14	8:17a	Rush hour train starting on 5/14/2024										29	17	6	15	6	14			14	14	14	16	16	11	13	15.4%
114	8:21a						6				43	17	16	15	13	17	11	16	12	13	14	20	18	14	22	36.4%	
214	8:38a		6								20		15	15			15	16		37	8	15	14	10	22	54.5%	
216	8:58a	Rush hour train starting on 5/14/2024										29	11	10	21	6			43	13	26				8	13	38.5%
118	9:41a	Rush hour train starting on 5/14/2024										39	17	9	18	40	37	15	71	37	25	39	50	41	13	13	0.0%
Train	Depart																										
11	3:57	Train replaced in rush hour under new schedule.																							0	9	100.0%
111	4:02			30							Train replaced in rush hour under new schedule.										1	9	88.9%				
113	4:28	Train replaced in rush hour under new schedule.																							0	9	100.0%
115	3:28p										26	21	17	19	38	28	26	17	24	19	17	18	14	13	22	40.9%	
17	4:05p								7		17	24	17	17	47	16	20	20	15	23	15	19	10	14	22	36.4%	
117	4:28p										14	17	13		15		29	18		34	21	22	12	10	22	54.5%	
217	5:32	Train replaced in rush hour under new schedule.																							0	9	100.0%
119	4:42p	11	10	9	10	10	9				24	17	18	26	25	19	11	10	13	28	18	8	10	19	22	13.6%	
121	4:57p	Rush hour train starting on 5/14/2024										19	49	11	20	22	14	15	13	13	23	13	13	6	13	13	0.0%
123	5:05p	Rush hour train starting on 5/14/2024										16	18	12	18	28	15	10	12	12	21	12	10	6	13	13	0.0%
25	5:25p	Rush hour train starting on 5/14/2024										20	39	20	17	23	39	13	14	8	22	11	14	10	13	13	0.0%
225	5:47p	Rush hour train starting on 5/14/2024										9	7	14	11	7	16	15	10	7	12	14	8	9	13	13	0.0%
127	6:01p	Rush hour train starting on 5/14/2024										8	10	21	17	9	11	12		11	6	7	9	13	12	13	7.7%
29	6:25p	Rush hour train starting on 5/14/2024										14	30	12	7	11	8			9	13	8	8	9	11	13	15.4%
High temp		79	84	71	73	78	79	66	67	82	74	74	76	79	88	88	79	81	81	73	66	75	77				
Low temp		51	46	52	46	55	49	66	67	62	57	50	49	57	57	60	56	53	55	53	49	45	48				

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%	134	250	46.4%			
EB Rush	99	168	41.1%	83	168	50.6%	72	168	57.1%	35	176	80.1%	132	202	34.7%			
Total Rush	117	356	67.1%	89	356	75.0%	81	357	77.3%	47	374	87.4%	266	452	41.2%			

May 2024 Ridership Report

Cumulative

Arrive	Train #	Days Late	Days Ran	% On Time
5:48a	102	11	107	89.7%
6:31	104	7	107	93.5%
6:55	6	11	94	88.3%
7:13	106	14	107	86.9%
7:35	108	19	107	82.2%
7:51	110	15	105	85.7%
8:08	112	20	107	81.3%
8:31	114	18	107	83.2%
8:52	214	19	107	82.2%
10:28	216	8	13	38.5%
Depart				
3:57	11	32	107	70.1%
4:02p	17	69	107	35.5%
4:28	117	66	107	38.3%
4:57	119	49	107	54.2%
5:10	121	13	13	0.0%
5:28	123	13	13	0.0%
5:32	25	13	13	0.0%
5:58	225	13	13	0.0%
7:15	127	12	13	7.7%

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	179	1013	82.3%
EB Rush	421	882	52.3%
Total Rush	600	1,895	68.3%

Cumulative Rush Hour Thru May

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	58	125	183	5.7%	14.1%	9.6%
11-15	56	110	166	5.5%	12.4%	8.7%
16-20	26	73	99	2.5%	8.3%	5.2%
21-30	12	68	80	1.2%	7.7%	4.2%
31-59	23	38	61	2.3%	4.3%	3.2%
60+	4	7	11	0.4%	0.8%	0.6%
Annulled	2	6	8			
Total Late	179	421	600	17.5%	47.6%	31.5%
On time	843	463	1306	82.5%	52.4%	68.5%
Total ran	1022	884	1906			

May 2024 Rush Hour

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	41	34	75	16.4%	16.8%	16.6%
11-15	48	32	80	19.2%	15.8%	17.7%
16-20	22	30	52	8.8%	14.9%	11.5%
21-30	8	27	35	3.2%	13.4%	7.7%
31-59	14	8	22	5.6%	4.0%	4.9%
60+	1	1	2	0.4%	0.5%	0.4%
Annulled	0	0	0			
Total Late	134	132	266	53.6%	65.3%	58.8%
On time	116	70	186	46.4%	34.7%	41.2%
Total ran	250	202	452			

Grand Total All Trains Thru May, 2024

Range	Peak				Total	%
	WB	EB	Off	Wkend		
6-10	58	125	338	121	642	11.5%
11-15	56	110	296	87	549	9.8%
16-20	26	73	179	60	338	6.0%
21-30	12	68	182	51	313	5.6%
31-59	23	38	173	38	272	4.9%
60+	4	7	37	11	59	1.1%
Annulled	2	6	15	3	26	
Total	179	421	1205	368	2173	38.8%
On Time	843	463	1588	529	3423	61.2%
Total ran	1022	884	2793	897	5596	
%On Time	82.5%	52.4%	56.9%	59.0%	61.2%	