



Monthly Ridership and Performance Report

February 2025



Northern Indiana Commuter Transportation District

2025 Monthly Performance Report

Ridership

Overall - Ridership for the month was up 9.2% when compared to 2024. Passenger trips for the month were 125,785 in 2025 and 115,214 in 2024.

Weekday Travel – Average weekday peak travel was up 0.8% when compared to 2024 while average off peak travel was up 39.5% over 2024 ridership. The combined weekday average in 2025 was 5,300 rides compared to 4,729 in 2024. That is a 12.1% increase for 2025 compared to 2024.

Weekend Travel – Weekend ridership was up 23.7% when compared to 2024. The daily average in 2025 was 2,461 compared to 1,989 in 2024.

Ridership Over Last 12 Months: March through February							
	2021/22	2022/23	% Change	2023/24	% Change	2024/25	% Change
Total	1,089,728	1,474,378	35.30%	1,534,169	4.06%	1,804,988	17.65%
Weekday	849,513	1,192,071	40.32%	1,267,551	6.33%	1,444,395	13.95%
Peak	507,748	777,237	53.08%	838,441	7.87%	870,863	3.87%
Off Peak	341,765	414,834	21.38%	429,110	3.44%	573,532	33.66%
Weekend	240,215	282,307	17.52%	266,618	-5.56%	360,593	35.25%
South Bend	150,257	177,323	18.01%	143,323	-19.17%	211,454	47.54%

Revenue

The number of tickets sold in February was up 28.5% when comparing 2025 to 2024. Ticket revenue was up 27.1% for 2025 compared to 2024. Sales from digital sources represent 86.0% of ticket sales and 92.1% of ticket revenue.

Total Ticket Sales: February						
Method of Sale	Tickets			Revenue		
	2024	2025	% Change	2024	2025	% Change
Ticket Agent	6,106	0	-100.0%	123,634	0	-100.0%
Vending Machine	23,915	31,065	29.9%	288,884	384,840	33.2%
Conductor	16,722	19,364	15.8%	116,337	137,881	18.5%
Mobile App	60,581	87,496	44.4%	839,786	1,216,885	44.9%
Total	107,324	137,925	28.5%	1,368,640	1,739,606	27.1%

On Time Performance

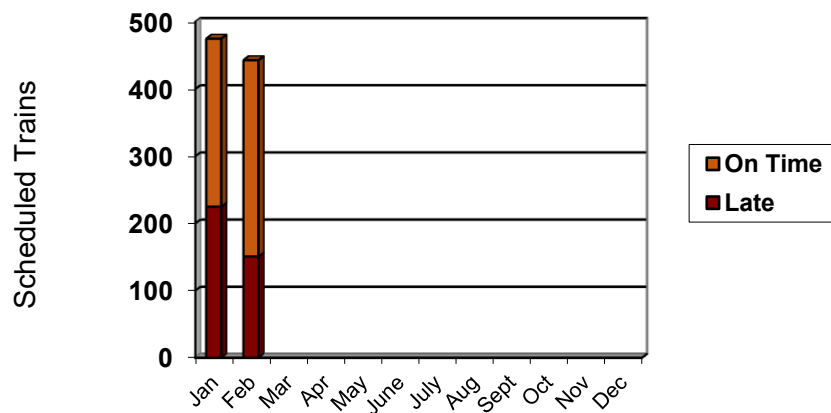
Rush Hour – Overall, 65.9% of A.M. and P.M. rush hour trains were on time in February 2025 compared to 75.1% in 2024. A train is considered to be on time when it arrives at its terminal within 5 minutes and 59 seconds of its scheduled arrival time (industry standard). 85.1% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time.

75.4% of westbound morning rush hour service was on time compared to 96.8% in 2024; while eastbound rush hour trains reported an on-time performance of 52.9% compared to 50.6% in 2024. A total of 63 out of 256 westbound rush hour trains were delayed in February. Of those 63, 11 experienced delays greater than 15 minutes. Eastbound rush hour trains had a total of 88 out of 187 trains delayed in February. Of those 88, 16 experienced delays greater than 15 minutes.¹

February 2025 Rush Hour

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	35	50	85	13.7%	26.7%	19.2%
11-15	17	22	39	6.6%	11.8%	8.8%
16-20	4	9	13	1.6%	4.8%	2.9%
21-30	4	5	9	1.6%	2.7%	2.0%
31-59	3	1	4	1.2%	0.5%	0.9%
60+	0	1	1	0.0%	0.5%	0.2%
Annulled	4	2	6	1.6%	1.1%	1.4%
Total Late	63	88	151	24.6%	47.1%	34.1%
On time	193	99	292	75.4%	52.9%	65.9%
Total ran	256	187	443			

Overall – The South Shore Line scheduled 1,344 trains in February and experienced 446 delays in excess of 5 minutes (ranging from 6-204) with median delay of 11 minutes. February of 2025 experienced 13 annulled trains. In February 2024, the South Shore Line scheduled 1,063 trains with 318 delays in excess of 5 minutes (ranging from 6-104 minutes) with a median delay of 13 minutes. February of 2024 experienced 6 annulled trains.



¹ Weekday rush-hour trains operate 13 westbound and 10 eastbound per day.

Cumulative On Time Comparison		
Thru February	2024	2025
Weekday	68.3%	62.5%
Peak	70.9%	60.5%
Off-peak	66.5%	63.8%
Weekend	55.5%	63.6%
Overall	66.1%	62.7%

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.

Currently a joint construction project between NICTD and Metra is ongoing in an effort to make significant improvements to the service these agencies are able to provide in downtown Chicago. This construction will cause delays from time to time, but the two agencies are working closely together to minimize these delays as much as possible.

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.
2/1/2025	610	115	Mechanical problems with Two Train Cars
2/2/2025	507	Annulled	Train was combined with train #509.
2/2/2025	508	62	METRA Delay
2/2/2025	509	143	Late turn of equipment.

Annulled Trains or Delays in Excess of 59 Minutes			
Date	Train #	Minutes	Reason
2/2/2025	608	204	METRA Delay as switches were being fixed.
2/5/2025	17	68	Restricted speeds during track inspection.
2/5/2025	432	Annulled	Winter weather delay due to inclement weather.
2/6/2025	201	Annulled	Train combined with train #203.
2/6/2025	216	Annulled	Train combined with train #218.
2/6/2025	400	Annulled	Train cancelled due to inclement weather.
2/6/2025	401	Annulled	Train cancelled due to inclement weather.
2/7/2025	201	Annulled	Train combined with train #203 - PTC Issues.
2/9/2025	505	66	Mechanical problem with train.
2/12/2025	127	Annulled	Train combined with train #129 - PTC Issues.
2/12/2025	205	Annulled	Train combined with train #103.
2/14/2025	103	Annulled	Train combined with train #105
2/14/2025	108	Annulled	Train combined with train #110
2/18/2025	119	Annulled	Train combined with train #121
2/25/2025	214	Annulled	Train combined with train #16
2/26/2025	22	110	Mechanical problem with train.

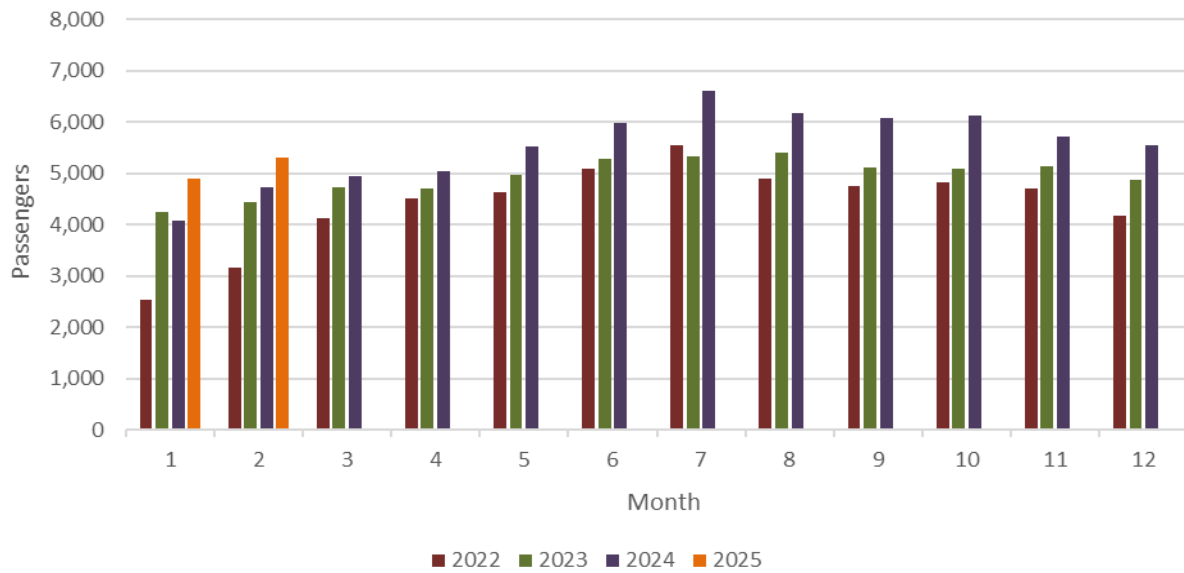
Ridership Report

	2022 Passengers	Work Days	2023 Passengers	Work Days	2024 Passengers	Work Days	2025 Passengers	Work Days	Change 24/25
Monthly Ridership									
January	66,870	21	105,869	21	103,033	22	126,918	22	23.2%
February	76,350	20	105,045	20	115,214	21	125,785	20	9.2%
March	114,014	23	126,910	23	130,771	21			
April	115,914	21	117,539	20	130,179	22			
May	123,155	21	129,890	22	147,524	22			
June	138,763	22	139,216	22	155,377	20			
Cumulative Comparison									
January	66,870	21	105,869	21	103,033	22	126,918	22	23.2%
February	143,220	41	210,914	41	218,247	43	252,703	42	15.8%
March	257,234	64	337,824	64	349,018	64			
April	373,148	85	455,363	84	479,197	86			
May	496,303	106	585,253	106	626,721	108			
June	635,066	128	724,469	128	782,098	128			
Average Weekday Ridership									
January	2,539		4,243		4,123		4,889		18.6%
February	3,166		4,432		4,729		5,300		12.1%
March	4,134		4,733		4,950				
April	4,501		4,723		5,049				
May	4,624		4,957		5,532				
June	5,084		5,289		5,980				
Average Weekday Peak Period Ridership									
January	1,700		3,101		2,923		3,102		6.1%
February	2,121		3,115		3,335		3,362		0.8%
March	2,742		3,201		3,254				
April	2,943		3,175		3,488				
May	3,056		3,384		3,455				
June	3,208		3,364		3,433				
Average Weekday Off-Peak Ridership									
January	839		1,142		1,158		1,788		54.4%
February	1,045		1,317		1,393		1,943		39.5%
March	1,392		1,532		1,696				
April	1,561		1,549		1,561				
May	1,569		1,573		2,077				
June	1,876		1,925		2,547				

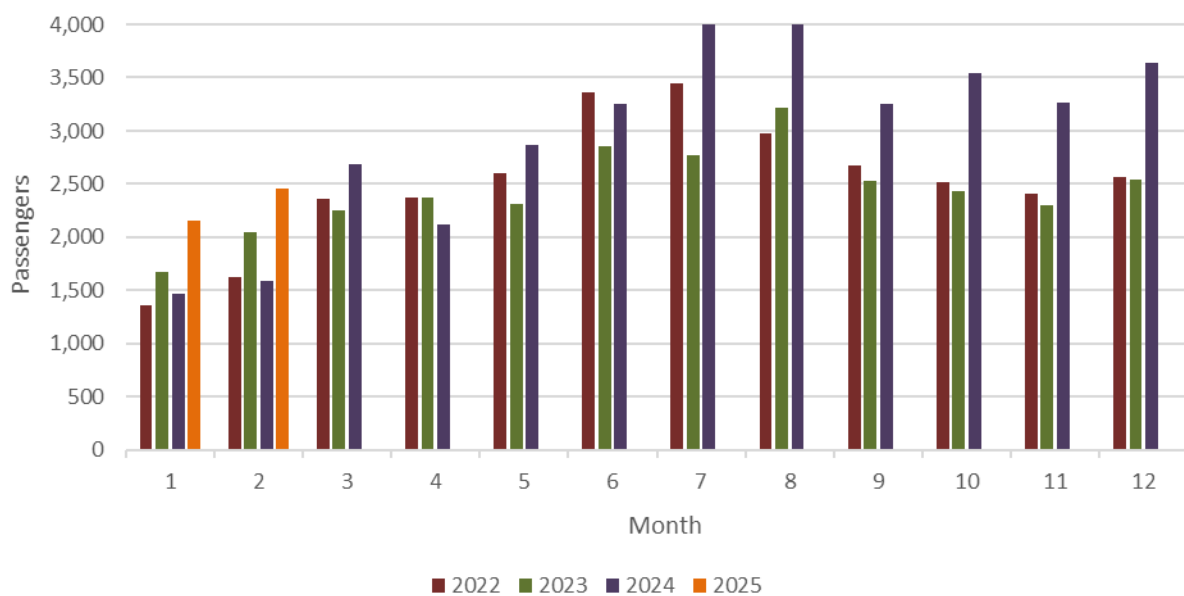
Ridership Report

	2022 Passengers	Days	2023 Passengers	Days	2024 Passengers	Days	2025 Passengers	Days	Change 24/25
Average Weekend/Holiday Ridership (per day)									
January	1,355		1,864		1,474		2,151		45.9%
February	1,629		2,052		1,989		2,461		23.7%
March	2,366		2,256		2,682				
April	2,376		2,306		1,910				
May	2,605		2,314		2,868				
June	3,364		2,858		3,578				
Monthly South Bend Ridership									
January	8,972		9,775		8,213		13,816		68.2%
February	8,940		8,829		8,510		12,865		51.2%
March	13,530		12,919		13,427				
April	14,608		13,773		12,596				
May	15,290		11,791		16,802				
June	15,014		12,175		17,947				

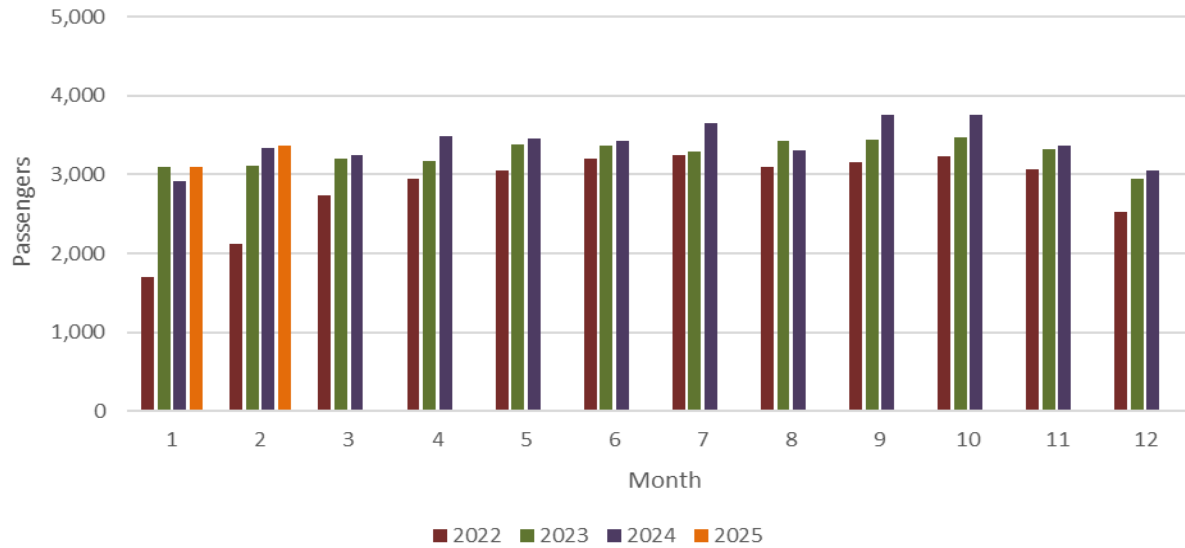
SOUTH SHORE WEEKDAY RIDERSHIP 2022-2025



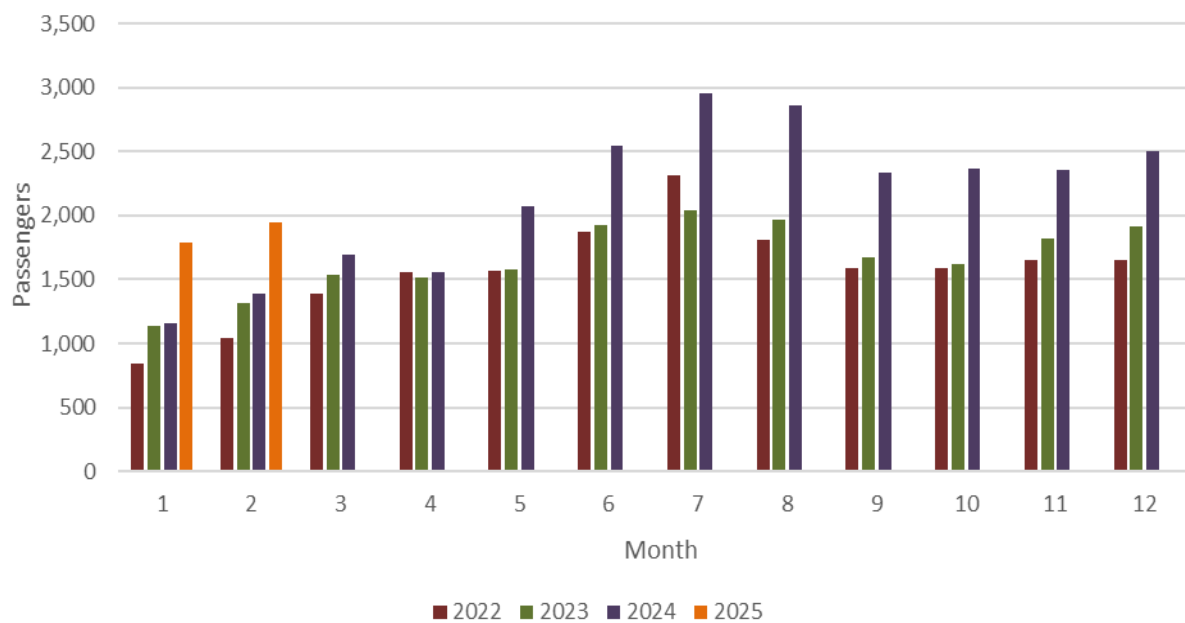
SOUTH SHORE WEEKEND RIDERSHIP 2022-2025



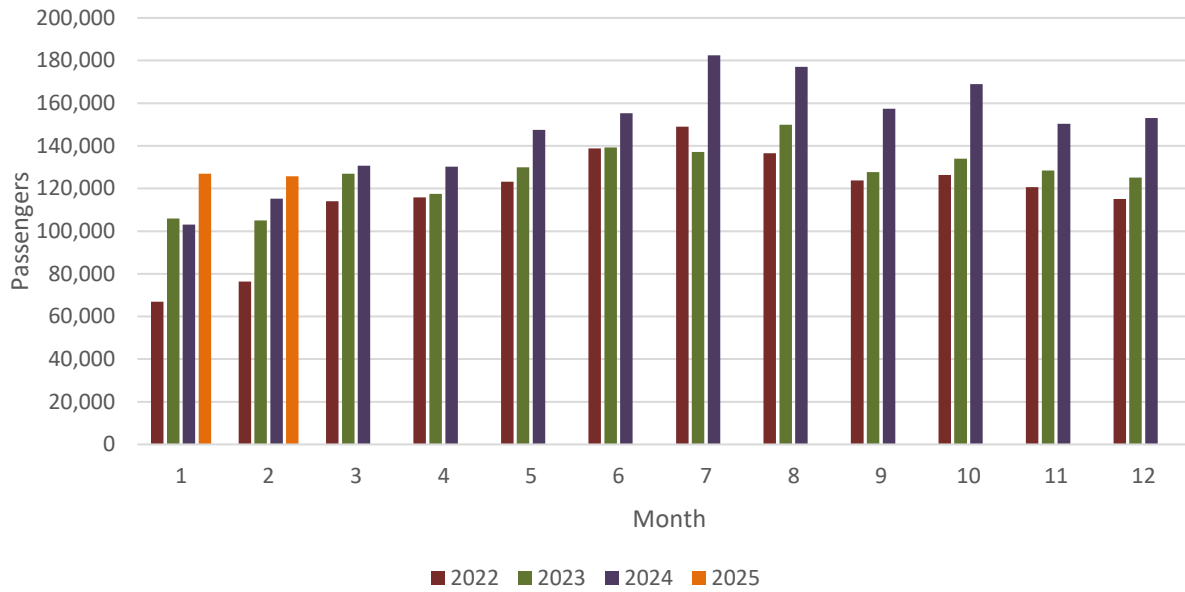
SOUTH SHORE PEAK RIDERSHIP 2022-2025



SOUTH SHORE OFF-PEAK RIDERSHIP 2022-2025



SOUTH SHORE MONTHLY RIDERSHIP 2022-2025



Percent on Time:February, 2025

Peak		
Train	Days Late	% on Time
400	1	94.7%
102	5	75.0%
104	2	90.0%
106	3	85.0%
8 (removed 2/18)	1	90.9%
108	10	47.4%
10	4	55.6%
110	5	75.0%
112	4	80.0%
114	3	85.0%
214	0	100.0%
16	1	95.0%
116 (removed 2-18)	6	33.3%
216 (removed 2-18)	11	0.0%
118	2	80.0%
218	5	75.0%
115	0	100.0%
17	9	55.0%
117	7	65.0%
119	6	70.0%
121	12	40.0%
123	6	70.0%
25	14	30.0%
225	10	50.0%
127	11	45.0%
129	13	35.0%
Total	151	66.1%
Westbound	63	75.4%
Eastbound	88	53.4%

Off-Peak		
Train	Days Late	% on Time
120	5	75.0%
22	7	65.0%
122	6	70.0%
222	0	100.0%
24	7	65.0%
224	2	90.0%
126	7	65.0%
226	3	85.0%
128	8	60.0%
228	9	55.0%
30	14	30.0%
130	12	40.0%
430	1	95.0%
232	6	70.0%
32	9	55.0%
432	0	100.0%
401	0	100.0%
403	0	100.0%
201	3	83.3%
203	6	70.0%
205	3	84.2%
405	0	100.0%
103 (removed)	2	89.5%
105	10	50.0%
7	9	55.0%
207	2	90.0%
109	6	70.0%
209	4	80.0%
11	15	25.0%
111	6	70.0%
113	6	70.0%
115 (moved to rush hour 2/18)	9	55.0%
131	8	60.0%
33	9	55.0%
133	2	90.0%
35	6	70.0%
101	6	70.0%
Total	163	70.6%
Westbound	51	63.3%
Eastbound	112	73.0%

Weekend/Holiday		
Train	Days Late	% on Time
952 (removed 2/18)	0	100.0%
600	4	50.0%
502	6	25.0%
504	6	25.0%
606 (removed 2/18)	4	50.0%
506	5	37.5%
608	4	50.0%
508	5	37.5%
610	3	62.5%
954 (removed 2/18)	0	100.0%
510	3	62.5%
956 (removed 2/18)	0	100.0%
612	0	100.0%
512	1	75.0%
701	0	100.0%
703	0	100.0%
705	0	100.0%
503	5	37.5%
603 (removed 2/18)	2	75.0%
505	7	12.5%
605 (removed 2/18)	4	50.0%
507	7	0.0%
609	0	100.0%
509	8	0.0%
511	7	12.5%
513	1	87.5%
515	0	100.0%
517	1	75.0%
601	1	87.5%
Total	84	59.4%
Westbound	41	60.6%
Eastbound	43	58.3%

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

REASONS (weekday)		
AMT	3	0.8%
CAR	23	6.4%
CAT	5	1.4%
DBS	2	0.6%
DDS	0	0.0%
DMW	5	1.4%
DSR	10	2.8%
DSS	17	4.7%
FRR	0	0.0%
FTI	2	0.6%
HLD	4	1.1%
LMU	6	1.7%
MET	120	33.1%
OET	2	0.6%
OPR	12	3.3%
OTH	21	5.8%
PAS	79	21.8%
POL	3	0.8%
PTC	1	0.3%
PTI	33	9.1%
SUB	0	0.0%
SVS	0	0.0%
TOD	0	0.0%
TRK	2	0.6%
TRS	1	0.3%
UTL	0	0.0%
VAN	0	0.0%
WTR	11	3.0%
TOTAL	362	100.0%

REASONS (weekend)		
AMT	0	0.0%
CAR	7	8.3%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	0	0.0%
DSR	1	1.2%
DSS	2	2.4%
FRR	0	0.0%
FTI	0	0.0%
HLD	0	0.0%
LMU	0	0.0%
MET	20	23.8%
OET	1	1.2%
OPR	4	4.8%
OTH	4	4.8%
PAS	41	48.8%
POL	0	0.0%
PTC	0	0.0%
PTI	1	1.2%
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	3	3.6%
TOTAL	84	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 February, 2025

Peak		
Train	Days Late	% on Time
400	2	95.0%
102	12	71.4%
104	13	69.0%
106	10	76.2%
8 (removed 2/18)	7	78.8%
108	31	24.4%
10	4	55.6%
110	19	53.7%
112	11	73.8%
114	14	65.9%
214	0	100.0%
16	3	92.9%
118	6	33.3%
116(removed 2/18)	32	3.0%
216(removed 2/18)	15	51.6%
218	10	76.2%
115	0	100.0%
17	9	78.6%
117	14	66.7%
119	15	63.4%
121	20	52.4%
123	17	58.5%
25	28	33.3%
225	23	45.2%
127	27	34.1%
129	21	47.5%
Total	363	60.5%
Westbound	198	64.6%
Eastbound	165	54.2%

Off-Peak		
Train	Days Late	% on Time
120	16	61.9%
22	26	38.1%
122	14	65.9%
222	4	90.2%
24	11	73.2%
224	5	87.8%
126	15	63.4%
226	7	82.9%
128	19	52.5%
228	17	59.5%
30	33	21.4%
130	26	38.1%
430	6	85.4%
232	9	78.0%
32	21	50.0%
432	0	100.0%
401	0	100.0%
403	0	100.0%
201	9	77.5%
203	18	55.0%
205	7	82.9%
405	4	90.2%
103	10	75.0%
105	28	33.3%
7	24	42.9%
207	7	83.3%
109	17	58.5%
209	9	78.0%
11	35	14.6%
111	15	63.4%
113	17	58.5%
115	18	56.1%
131	18	56.1%
33	24	42.9%
133	8	81.0%
35	16	61.9%
101	13	69.0%
Total	409	64.6%
Westbound	121	70.7%
Eastbound	288	61.2%

Weekend/Holiday		
Train	Days Late	% on Time
952 (removed 2/18)	0	100.0%
600	5	70.6%
502	10	41.2%
504	8	52.9%
606 (removed 2/18)	8	52.9%
506	8	52.9%
608	7	58.8%
508	6	64.7%
610	3	82.4%
954 (removed 2/18)	0	100.0%
510	7	58.8%
956 (removed 2/18)	0	100.0%
612	0	100.0%
512	1	75.0%
701	1	94.1%
703	1	94.1%
705	0	100.0%
503	7	58.8%
603 (removed 2/18)	7	58.8%
505	14	17.6%
605 (removed 2/18)	4	76.5%
507	8	50.0%
609	0	100.0%
509	16	5.9%
511	10	41.2%
513	5	70.6%
515	0	100.0%
517	1	75.0%
601	5	70.6%
Total	142	65.7%
Westbound	63	70.3%
Eastbound	79	60.9%

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

Reasons (weekday)		
AMT	6	0.7%
CAR	67	7.4%
CAT	10	1.1%
DBS	2	0.2%
DDS	0	0.0%
DMW	16	1.8%
DSR	22	2.4%
DSS	47	5.2%
FRR	0	0.0%
FTI	8	0.9%
HLD	6	0.7%
LMU	16	1.8%
MET	278	30.7%
OET	2	0.2%
OPR	35	3.9%
OTH	48	5.3%
PAS	200	22.1%
POL	5	0.6%
PTC	1	0.1%
PTI	74	8.2%
SUB	1	0.1%
SVS	1	0.1%
TOD	0	0.0%
TRK	31	3.4%
TRS	4	0.4%
UTL	0	0.0%
VAN	0	0.0%
WTR	25	2.8%
TOTAL	905	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
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 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

REASONS (weekend)		
AMT	0	0.0%
CAR	7	4.9%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	5	3.5%
DSR	3	2.1%
DSS	2	1.4%
FRR	0	0.0%
FTI	0	0.0%
HLD	0	0.0%
LMU	0	0.0%
MET	37	26.1%
OET	1	0.7%
OPR	4	2.8%
OTH	11	7.7%
PAS	62	43.7%
POL	1	0.7%
PTC	0	0.0%
PTI	2	1.4%
SUB	0	0.0%
SVS	1	0.7%
TOD	0	0.0%
TRK	1	0.7%
TRS	2	1.4%
UTL	0	0.0%
VAN	0	0.0%
WTR	3	2.1%
TOTAL	142	100.0%

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 - Febuary 2025 (minutes late)																									
		Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Days	Days	%	
Train	Arrive	3	4	5	6	7	10	11	12	13	14	17	18	19	20	21	24	25	26	27	28	Late	Ran	On Time	
400	2:08 AM				A			13														1	19	94.7%	
102	5:32 AM	9			43	44						7				7						5	20	75.0%	
104	6:08 AM				33	13																2	20	90.0%	
106	6:24 AM				30		11		18													3	20	85.0%	
8	removed 2/18					7																1	11	90.9%	
108	6:35 AM	8	9	7	12	7	6	9	8		A	8				22						10	19	47.4%	
10	6:52 AM												7		7	8			13			4	9	55.6%	
110	7:14 AM				15		12				26						10	11				5	20	75.0%	
112	7:36 AM																	11	7	13	8	4	20	80.0%	
114	7:54 AM		8			14													9			3	20	85.0%	
214	8:10 AM																	A				0	8	100.0%	
16	8:18 AM																	20				1	20	95.0%	
116	removed 2/18	10	9	10	14	10	10	12	11	10	10	10										11	11	0.0%	
216	removed 2/18	10			A			13														2	10	80.0%	
118	8:38 AM												9	21	15	9	7	17				6	9	33.3%	
218	8:59 AM			10	10	19						7							11			5	20	75.0%	
Train	Depart																								
115	3:40 PM																					0	9	100.0%	
17	4:04 PM	10	9	68			12	12	12	14	12				10							9	20	55.0%	
117	4:22 PM		20			9	6	10	17	16	9											7	20	65.0%	
119	4:37 PM		11	7	6				18				A		17				10			6	19	68.4%	
121	5:00 PM	6	15	9	6	7		7	8	8			14	6	12		7					12	20	40.0%	
123	5:15 PM		12		9				6						6			15	9			6	20	70.0%	
25	5:30 PM	19	27	19	8		27	15	8	8	10	10	6		9	43			10			14	20	30.0%	
225	5:49 PM	10	13	8	6			7	7	7	7	7									12	10	20	50.0%	
127	6:01 PM		24	8				10	A	10	8	18	10		8	8	7		8			11	19	42.1%	
129	6:25 PM		18	11			23	14	21	15	12	13					12	11	11	9	9	13	20	35.0%	
High temp																									

Cumulative

Arrive	Train #	Days Late	Days Ran	% On Time
2:08a	400	2	40	95.0%
5:32a	102	12	42	71.4%
6:08a	104	14	42	66.7%
6:24a	106	10	42	76.2%
removed	8	7	33	78.8%
6:35a	108	31	41	24.4%
6:52a	10	4	9	55.6%
7:14a	110	19	41	53.7%
7:36a	112	11	42	73.8%
7:54a	114	14	41	65.9%
8:10a	214	0	8	100.0%
8:18a	16	5	42	88.1%
removed	116	31	33	6.1%
removed	216	16	31	48.4%
8:38a	118	6	9	33.3%
8:59a	218	10	42	76.2%
Depart	Train			
3:40p	115	0	9	100.0%
4:04p	17	16	42	61.9%
4:22p	117	18	41	56.1%
4:37p	119	14	41	65.9%
5:00p	121	23	41	43.9%
5:15p	123	19	42	54.8%
5:30p	25	27	42	35.7%
5:49p	225	26	41	36.6%
6:01p	127	19	39	51.3%
6:25p	129	26	42	38.1%

Cumulative Rush Hour Thru February

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	90	113	203	16.7%	29.0%	21.9%
11-15	49	45	94	9.1%	11.6%	10.1%
16-20	15	13	28	2.8%	3.3%	3.0%
21-30	14	10	24	2.6%	2.6%	2.6%
31-59	7	4	11	1.3%	1.0%	1.2%
60+	1	6	7	0.2%	1.5%	0.8%
Annulled	7	9	16			
Total Late	176	191	367	32.7%	49.1%	39.5%
On time	363	198	561	67.3%	50.9%	60.5%
Total ran	539	389	928			

February 2025 Rush Hour

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	35	50	85	13.7%	26.7%	19.2%
11-15	17	22	39	6.6%	11.8%	8.8%
16-20	4	9	13	1.6%	4.8%	2.9%
21-30	4	5	9	1.6%	2.7%	2.0%
31-59	3	1	4	1.2%	0.5%	0.9%
60+	0	1	1	0.0%	0.5%	0.2%
Annulled	4	2	6	1.6%	1.1%	1.4%
Total Late	63	88	151	24.6%	47.1%	34.1%
On time	193	99	292	75.4%	52.9%	65.9%
Total ran	256	187	443			

Grand Total All Trains Thru February, 2025

Range	Peak		Off	Wkend	Total	%
	WB	EB				
6-10	90	113	246	54	503	17.9%
11-15	49	45	117	45	256	9.1%
16-20	15	13	63	15	106	3.8%
21-30	14	10	52	12	88	3.1%
31-59	7	4	52	9	72	2.6%
60+	1	6	8	7	22	0.8%
Annulled	7	9	27	1	44	
Total	176	191	538	142	1047	37.3%
On Time	363	198	949	248	1758	62.7%
Total ran	539	389	1487	390	2805	100.0%
%On Time	67.3%	50.9%	63.8%	63.6%	62.7%	

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	192	538	64.3%
EB Rush	188	380	50.5%
Total Rush	380	918	58.6%