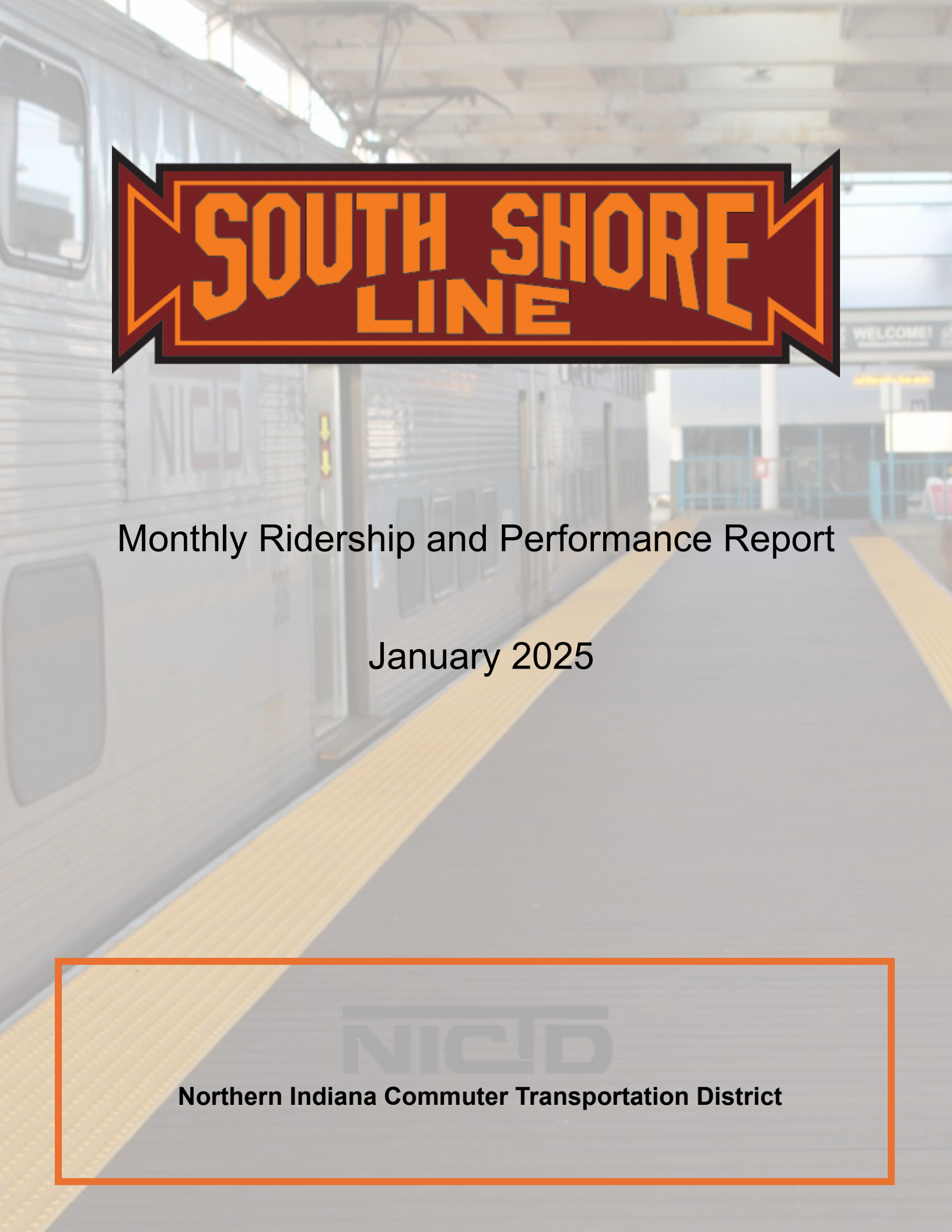


Monthly Ridership and Performance Report

January 2025

Northern Indiana Commuter Transportation District

2025 Monthly Performance Report

Ridership

Overall - Ridership for the month was up 23.2% when compared to 2024. Passenger trips for the month were 126,918 in 2025 and 103,033 in 2024.

Weekday Travel – Average weekday peak travel was up 6.1% when compared to 2024 while average off peak travel was up 54.4% over 2024 ridership. The combined weekday average in 2025 was 4,889 rides compared to 4,123 in 2024. That is an 18.6% increase for 2025 compared to 2024.

Weekend Travel – Weekend ridership was up 45.9% when compared to 2024. The daily average in 2025 was 2,151 compared to 1,474 in 2024.

Ridership Over Last 12 Months: February through January							
	2021/22	2022/23	% Change	2023/24	% Change	2024/25	% Change
Total	1,052,875	1,445,683	37.31%	1,524,000	5.42%	1,794,417	17.74%
Weekday	819,359	1,166,756	42.40%	1,256,883	7.72%	1,437,597	14.38%
Peak	487,086	757,363	55.49%	830,690	9.68%	873,666	5.17%
Off Peak	332,273	409,393	23.21%	426,193	4.10%	563,931	32.32%
Weekend	233,516	278,927	19.45%	267,117	-4.23%	356,820	33.58%
South Bend	146,249	177,434	21.32%	143,640	-19.05%	207,101	44.18%

Revenue

The number of tickets sold in January was up 37.0% when comparing 2025 to 2024. Ticket revenue was up 34.4% for 2025 compared to 2024. Sales from digital sources represent 87.0% of ticket sales and 92.0% of ticket revenue.

Total Ticket Sales: January						
	Tickets			Revenue		
Method of Sale	2024	2025	% Change	2024	2025	% Change
Ticket Agent	3,069	0	-100.0%	69,231	0	-100.0%
Vending Machine	12,171	17,071	40.3%	177,449	245,706	38.5%
Conductor	7,755	9,560	23.3%	55,422	70,252	26.8%
Mobile App	29,483	44,823	52.0%	487,149	718,775	47.5%
Total	**52,478**	**71,454**	**36.2%**	**789,251**	**1,034,733**	**31.1%**

On Time Performance

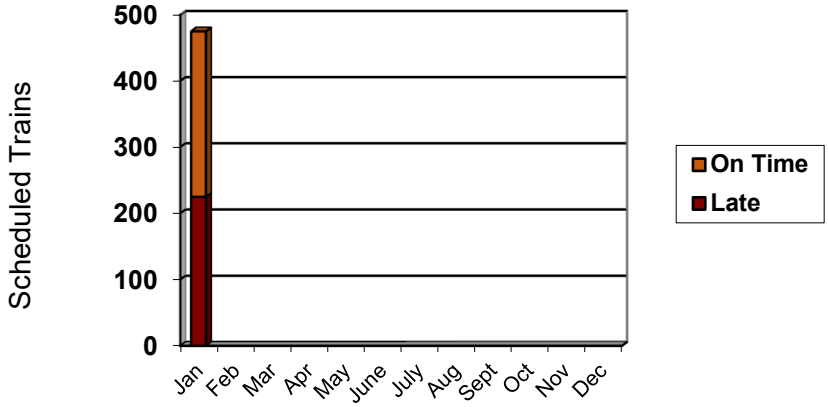
Rush Hour – Overall, 52.6% of A.M. and P.M. rush hour trains were on time in January 2025 compared to 67.1% in 2024. A train is considered to be on time when it arrives at its terminal within 5 minutes and 59 seconds of its scheduled arrival time (industry standard). 78.5% of all

rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 55.3% of westbound morning rush hour service was on time compared to 90.4% in 2024; while eastbound rush hour trains reported an on-time performance of 48.7% compared to 40.0% in 2024. A total of 126 out of 282 westbound rush hour trains were delayed in January. Of those 126, 28 experienced delays greater than 15 minutes. Eastbound rush hour trains had a total of 99 out of 193 trains delayed in January. Of those 99, 19 experienced delays greater than 15 minutes.[1]

January 2025 Rush Hour

	TOTAL			PERCENTAGE		
Range	**am**	**pm**	**total**	**am**	**pm**	**total**
6-10	61	62	123	21.6%	32.1%	25.9%
11-15	37	18	55	13.1%	9.3%	11.6%
16-20	13	4	17	4.6%	2.1%	3.6%
21-30	10	8	18	3.5%	4.1%	3.8%
31-59	4	4	8	1.4%	2.1%	1.7%
60+	1	3	4	0.4%	1.6%	0.8%
Annulled	4	5	9	1.4%	2.6%	1.9%
Total Late	126	99	225	44.7%	51.3%	47.4%
On time	156	94	250	55.3%	48.7%	52.6%
Total ran	282	193	475			

Overall – The South Shore Line scheduled 1,505 trains in January 2025 and experienced 601 delays in excess of 5 minutes (ranging from 6-243) with median delay of 11 minutes. January of 2025 experienced 31 annulled trains. In January 2024, the South Shore Line scheduled 1,103 trains with 410 delays in excess of 5 minutes (ranging from 6-125 minutes) with a median delay of 20 minutes. January of 2024 experienced 13 annulled trains.



[1] Weekday rush-hour trains operate 13 westbound and 9 eastbound per day.

Cumulative On Time Comparison		
Thru January	**2024**	**2025**
Weekday	**64.4%**	**57.1%**
Peak	66.9%	52.6%
Off-peak	62.8%	59.9%
Weekend	**53.3%**	**72.0%**
Overall	**62.4%**	**59.2%**

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.

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.

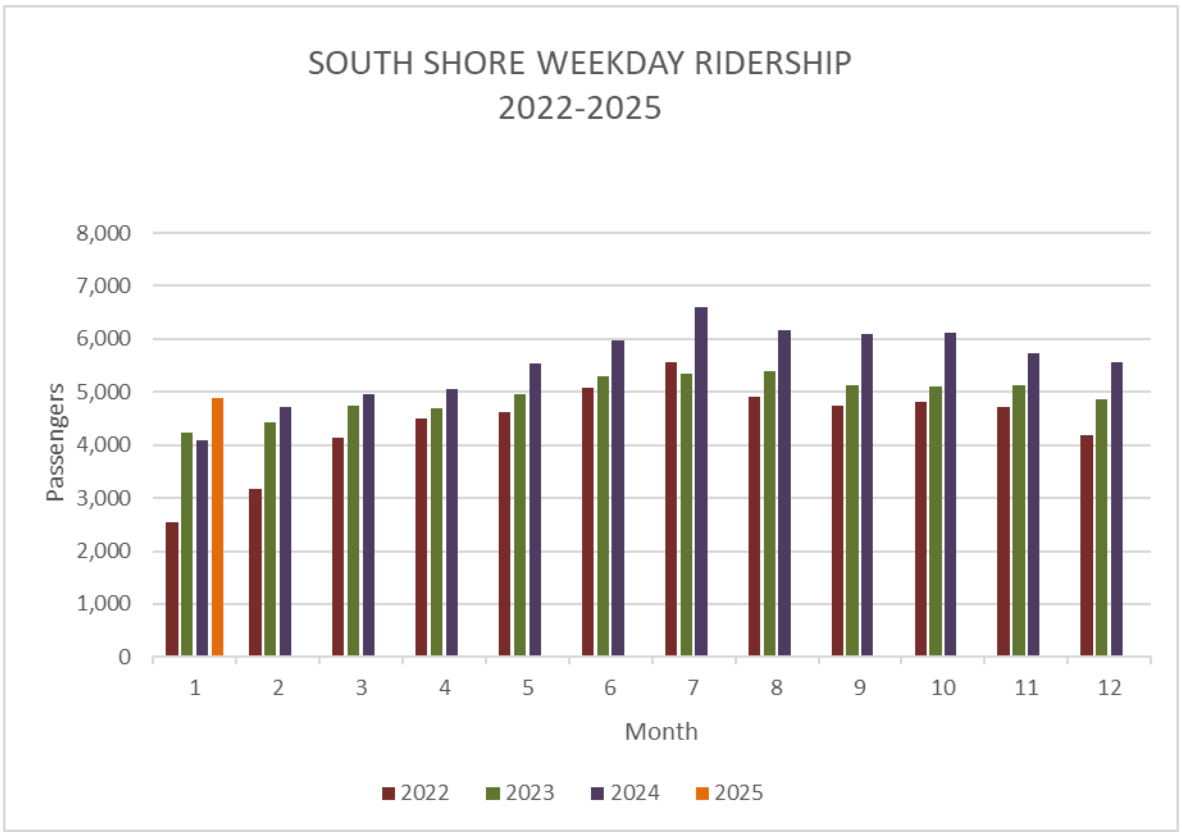
Annulled Trains or Delays in Excess of 59 Minutes			
Date	**Train**	**Min. Late**	**Reason**
1/8/25	35	73	Catenary Problems People had to be Bussed.
1/9/25	203	A	Train Annulled due to temporary track conditions.
1/10/25	17	62	Red Signal Issues on Metra Line
1/10/25	25	70	Red Signal Issues on Metra Line
1/10/25	35	73	Construction and maintenance issue delay
1/10/25	113	61	Red Signal Issues on Metra Line
1/10/25	115	84	Red Signal Issues on Metra Line
1/10/25	117	61	Red Signal Issues on Metra Line
1/10/25	131	A	Train cancelled due to mechanical errors.
1/10/25	225	A	Red Signal Issues on Metra Line
1/10/25	232	A	Red Signal Issues on Metra Line
1/11/25	511	60	Temporary overnight busing for bridge repair.
1/11/25	513	60	Temporary overnight busing for bridge repair.
1/20/25	103	A	Train was annulled and then combined with Train 105.
1/20/25	114	A	Train annulled due to inclement weather.
1/20/25	405	A	Train annulled due to inclement weather.
1/21/25	127	A	Train annulled due to inclement weather.
1/21/25	128	A	Train annulled and then combined with Train 30.
1/21/25	400	A	Train annulled due to inclement weather.
1/22/25	7	192	Overhead wire damage.
1/22/25	11	A	Overhead wire damage.
1/22/25	22	243	Overhead wire damage.
1/22/25	24	A	Overhead wire damage.
1/22/25	109	A	Overhead wire damage.
1/22/25	111	A	Overhead wire damage.
1/22/25	115	A	Overhead wire damage.
1/22/25	117	A	Overhead wire damage.
1/22/25	121	A	Overhead wire damage.
1/22/25	122	A	Overhead wire damage.
1/22/25	126	A	Overhead wire damage.
1/22/25	127	A	Overhead wire damage.
1/22/25	128	A	Overhead wire damage.
1/22/25	209	A	Overhead wire damage.
1/22/25	222	A	Overhead wire damage.
1/22/25	224	A	Overhead wire damage.
1/22/25	226	A	Overhead wire damage.
1/22/25	430	A	Overhead wire damage.
1/23/25	110	A	Train was combined with train 112 - PTC Issues.
1/24/25	104	60	Train was having mechanical issues.
1/24/25	203	A	Train was combined with train 205 - mechanical issues.
1/24/25	216	A	Train was combined with train 116 - mechanical issues.
1/27/25	11	127	Train was having PTC Issues.

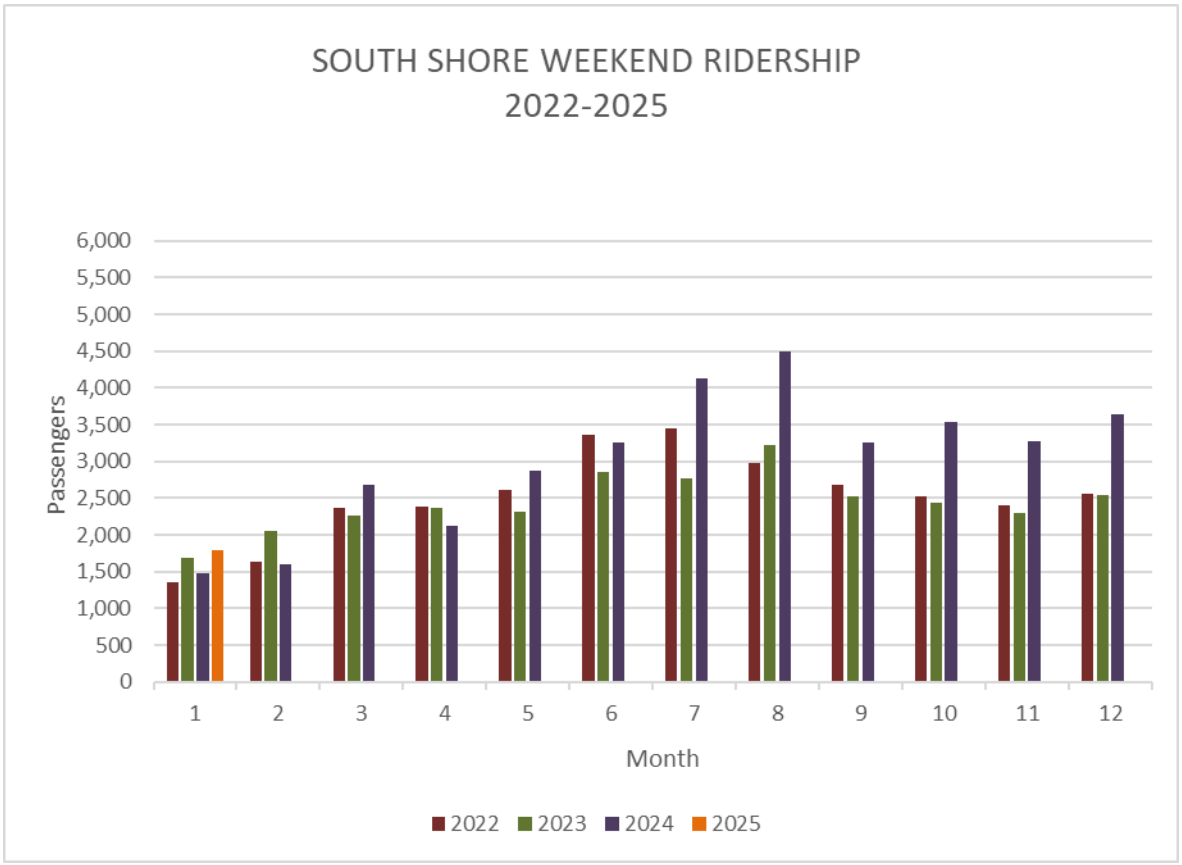
Ridership Report

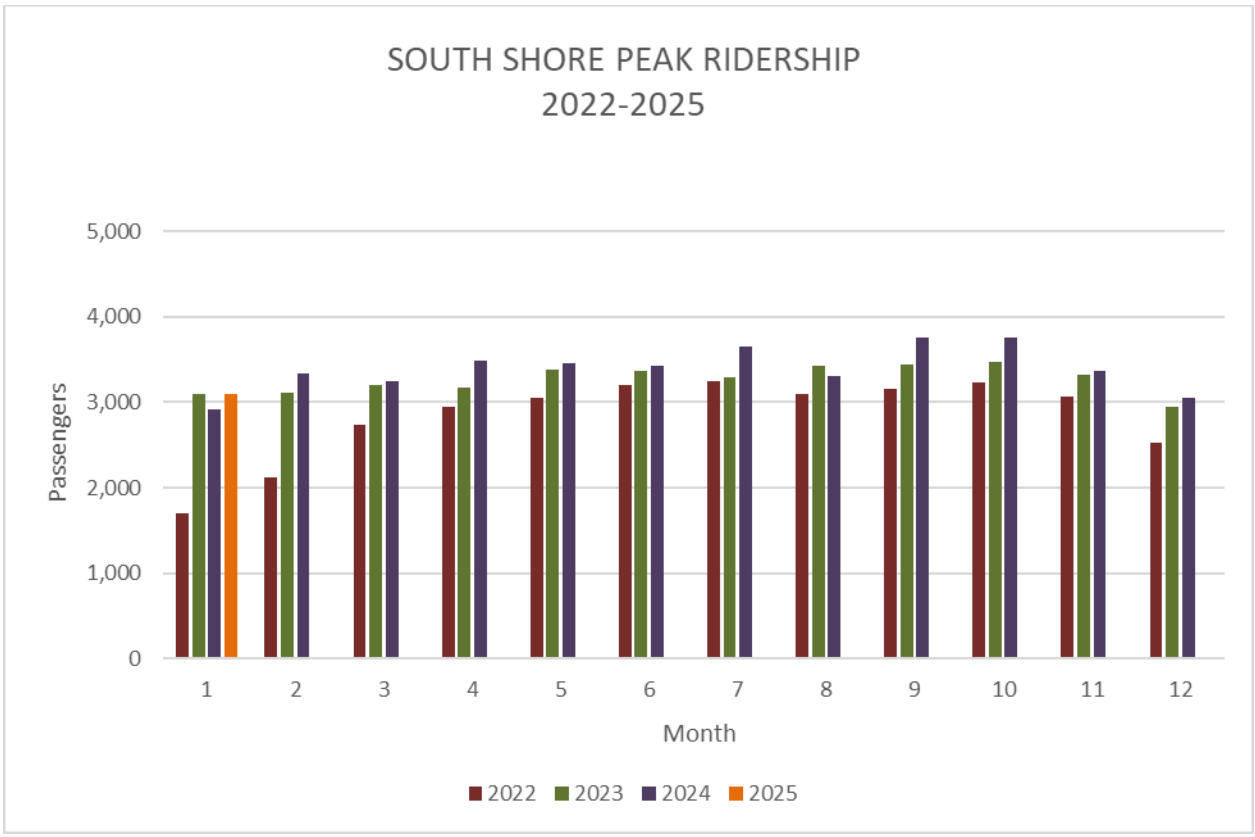
	2022 Passengers	Work Days	2023 Passengers	Work Days	2024 Passengers	Work Days	2025 Passengers	Work Days	Change 24/25
Monthly Ridership									
January	66,870	21	105,869	21	103,033	22	126,918	22	23.2%
February	76,350	20	105,045	20	115,214	21			
March	114,014	23	126,910	23	130,771	21			
April	115,914	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			
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				
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				
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				
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				

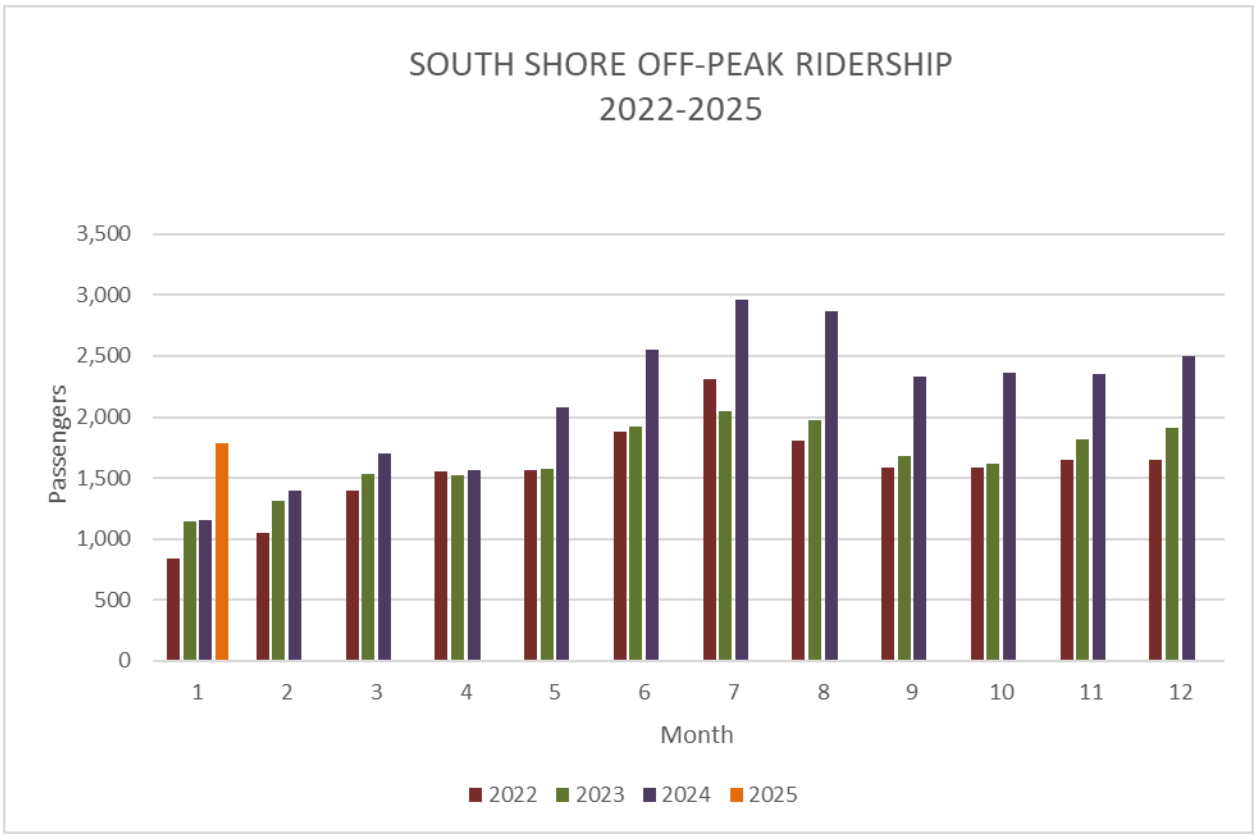
Ridership Report

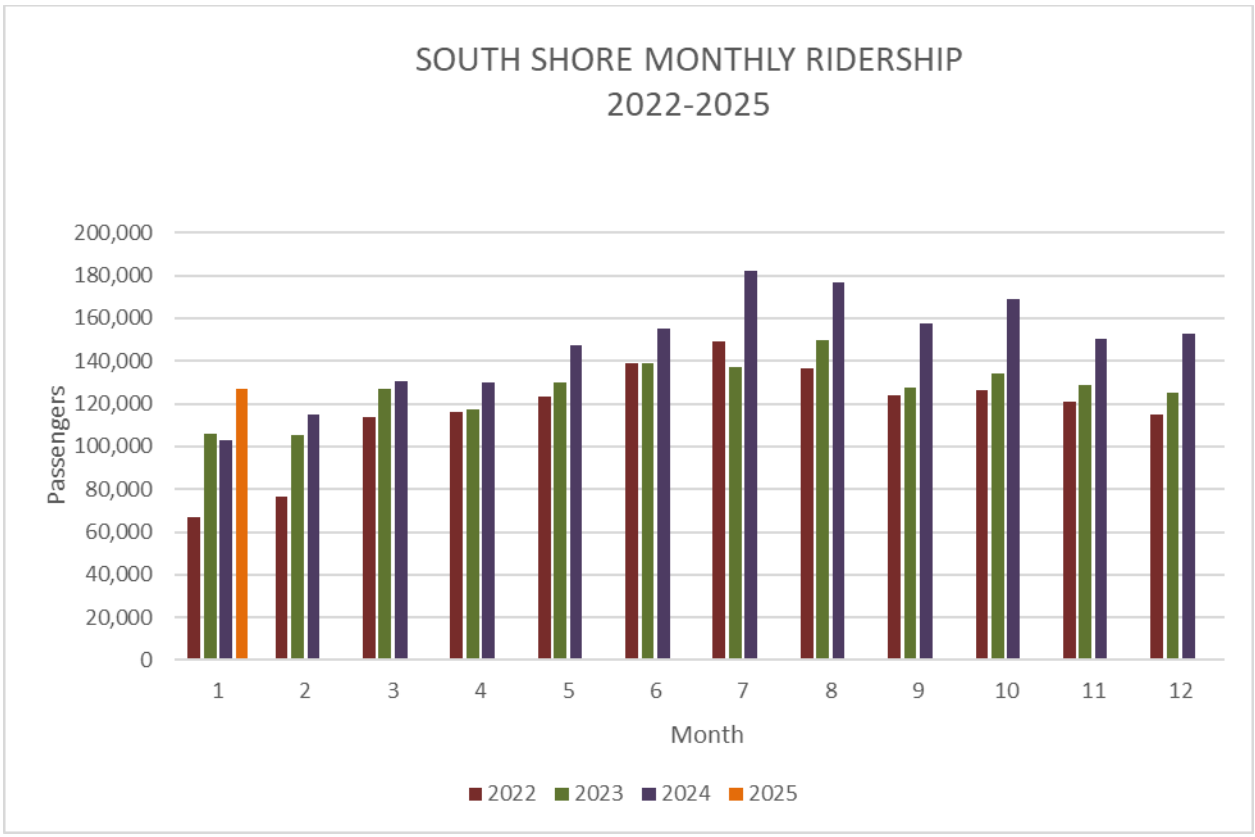
	2022 Passengers	Days	2023 Passengers	Days	2024 Passengers	Days	2025 Passengers	Days	Change 24/25
Average Weekend/Holiday Ridership (per day)									
January	1,355		1,864		1,474		2,151		45.9%
February	1,629		2,052		1,989				
March	2,366		2,256		2,682				
April	2,376		2,306		1,910				
May	2,605		2,314		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				
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
Passengers
8,000
7,000
6,000
5,000
4,000
3,000
2,000
1,000
0
1
2
3
4
5
6
7
8
9
10
11
12
Month
2022
2023
2024
2025


SOUTH SHORE WEEKEND RIDERSHIP
2022-2025
Passengers
6,000
5,500
5,000
4,500
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500
0
1
2
3
4
5
6
7
8
9
10
11
12
Month
2022
2023
2024
2025


SOUTH SHORE PEAK RIDERSHIP
2022-2025
5,000
4,000
3,000
2,000
1,000
0
Passengers
1
2
3
4
5
6
7
8
9
10
11
12
Month
2022
2023
2024
2025


SOUTH SHORE OFF-PEAK RIDERSHIP
2022-2025
3,500
3,000
2,500
2,000
1,500
1,000
500
0
Passengers
1
2
3
4
5
6
7
8
9
10
11
12
Month
2022
2023
2024
2025


SOUTH SHORE MONTHLY RIDERSHIP
2022-2025
Passengers
200,000
180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
1
2
3
4
5
6
7
8
9
10
11
12
Month
2022
2023
2024
2025

Percent on Time:January, 2025

Peak

Train	Days Late	% on Time
400	1	95.24%
102	*7*	*68.18%*
104	*11*	*50.00%*
106	*7*	*68.18%*
8	*6*	*72.73%*
108	*21*	*4.55%*
110	*14*	*33.33%*
112	*7*	*68.18%*
114	*11*	*47.62%*
16	*2*	*90.91%*
116	*21*	*4.55%*
216	*13*	*38.10%*
218	*5*	*77.27%*
17	0	100.00%
117	*7*	*68.18%*
119	*9*	*57.14%*
121	*8*	*63.64%*
123	*11*	*47.62%*
25	*14*	*36.36%*
225	*13*	*40.91%*
127	*16*	*23.81%*
129	*8*	*60.00%*
Total	*212*	*55.37%*
Westbound	*126*	*58.55%*
Eastbound	*86*	*49.7%*

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

Off-Peak

Train	Days Late	% on Time
120	*11*	*50.0%*
22	*19*	*13.6%*
122	*8*	*61.9%*
222	*4*	*81.0%*
24	*4*	*81.0%*
224	3	85.7%
126	*8*	*61.9%*
226	*4*	*81.0%*
128	*11*	*45.0%*
228	*8*	*63.6%*
30	*19*	*13.6%*
130	*14*	*36.4%*
430	*5*	*76.2%*
232	*3*	*85.7%*
32	*12*	*45.5%*
432	0	100.0%
401	0	100.0%
403	0	100.0%
201	*6*	*72.7%*
203	*12*	*40.0%*
205	*4*	*81.8%*
405	*4*	*81.0%*
103	*8*	*61.9%*
105	*18*	*18.2%*
7	*15*	*31.8%*
207	*5*	*77.3%*
109	*11*	*47.6%*
209	*5*	*76.2%*
11	*20*	*4.8%*
111	*9*	*57.1%*
113	*11*	*47.6%*
115	*9*	*57.1%*
131	*10*	*52.4%*
33	*15*	*31.8%*
133	*6*	*72.7%*
35	*10*	*54.5%*
101	*7*	*68.2%*
Total	*246*	*59.1%*
Westbound	*67*	*69.1%*
Eastbound	*179*	*53.5%*

Weekend/Holiday

Train	Days Late	% on Time
952	0	100.0%
600	1	88.9%
502	4	55.6%
504	2	77.8%
606	4	55.6%
506	3	66.7%
608	3	66.7%
508	1	88.9%
610	0	100.0%
954	0	100.0%
510	4	55.6%
956	0	100.0%
701	1	88.9%
703	1	88.9%
503	2	77.8%
603	5	44.4%
505	7	22.2%
605	0	100.0%
507	1	88.9%
509	8	11.1%
511	3	66.7%
513	4	55.6%
601	4	55.6%
Total	58	72.0%
Westbound	22	79.6%
Eastbound	36	63.6%

REASONS (weekday)		
AMT	3	0.6%
CAR	44	8.1%
CAT	5	0.9%
DBS	0	0.0%
DDS	0	0.0%
DMW	11	2.0%
DSR	12	2.2%
DSS	30	5.5%
FRR	0	0.0%
FTI	6	1.1%
HLD	2	0.4%
LMU	10	1.8%
MET	158	29.1%
OET	0	0.0%
OPR	23	4.2%
OTH	27	5.0%
PAS	121	22.3%
POL	2	0.4%
PTC	0	0.0%
PTI	41	7.6%
SUB	1	0.2%
SVS	1	0.2%
TOD	0	0.0%
TRK	29	5.3%
TRS	3	0.6%
UTL	0	0.0%
VAN	0	0.0%
WTR	14	2.6%
TOTAL	543	100.0%

REASONS (weekend)		
AMT	0	0.0%
CAR	0	0.0%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	5	8.6%
DSR	2	3.4%
DSS	0	0.0%
FRR	0	0.0%
FTI	0	0.0%
HLD	0	0.0%
LMU	0	0.0%
MET	17	29.3%
OET	0	0.0%
OPR	0	0.0%
OTH	7	12.1%
PAS	21	36.2%
POL	1	1.7%
PTC	0	0.0%
PTI	1	1.7%
SUB	0	0.0%
SVS	1	1.7%
TOD	0	0.0%
TRK	1	1.7%
TRS	2	3.4%
UTL	0	0.0%
VAN	0	0.0%
WTR	0	0.0%
TOTAL	58	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 January, 2025

Peak		
Train	Days Late	% on Time
400	1	95.2%
102	**7**	**68.2%**
104	**11**	**50.0%**
106	**7**	**68.2%**
8	**6**	**72.7%**
108	**21**	**4.5%**
110	**14**	**33.3%**
112	**7**	**68.2%**
114	**11**	**47.6%**
16	**2**	**90.9%**
116	**21**	**4.5%**
216	**13**	**38.1%**
218	**5**	**77.3%**
17	0	100.0%
117	**7**	**68.2%**
119	**9**	**57.1%**
121	**8**	**63.6%**
123	**11**	**47.6%**
25	**14**	**36.4%**
225	**13**	**40.9%**
127	**16**	**23.8%**
129	**8**	**60.0%**
Total	**212**	**55.4%**
Westbound	**126**	**58.6%**
Eastbound	**86**	**49.7%**

Off-Peak		
Train	Days Late	% on Time
120	**11**	**50.0%**
22	**19**	**13.6%**
122	**8**	**61.9%**
222	**4**	**81.0%**
24	**4**	**81.0%**
224	***3***	***85.7%***
126	**8**	**61.9%**
226	**4**	**81.0%**
128	**11**	**45.0%**
228	**8**	**63.6%**
30	**19**	**13.6%**
130	**14**	**36.4%**
430	**5**	**76.2%**
232	***3***	***85.7%***
32	**12**	**45.5%**
432	***0***	***100.0%***
401	***0***	***100.0%***
403	***0***	***100.0%***
201	**6**	**72.7%**
203	**12**	**40.0%**
205	**4**	**81.8%**
405	**4**	**81.0%**
103	**8**	**61.9%**
105	**18**	**18.2%**
7	**15**	**31.8%**
207	**5**	**77.3%**
109	**11**	**47.6%**
209	**5**	**76.2%**
11	**20**	**4.8%**
111	**9**	**57.1%**
113	**11**	**47.6%**
115	**9**	**57.1%**
131	**10**	**52.4%**
33	**15**	**31.8%**
133	**6**	**72.7%**
35	**10**	**54.5%**
101	**7**	**68.2%**
Total	**246**	**59.1%**
Westbound	**67**	**69.1%**
Eastbound	**179**	**53.5%**

Weekend/Holiday		
Train	Days Late	% on Time
952	0	100.0%
600	1	88.9%
502	4	55.6%
504	2	77.8%
606	4	55.6%
506	3	66.7%
608	3	66.7%
508	1	88.9%
610	0	100.0%
954	0	100.0%
510	4	55.6%
956	0	100.0%
701	1	88.9%
703	1	88.9%
503	2	77.8%
603	5	44.4%
505	7	22.2%
605	0	100.0%
507	1	88.9%
509	8	11.1%
511	3	66.7%
513	4	55.6%
601	4	55.6%
Total	58	72.0%
Westbound	22	79.6%
Eastbound	36	63.6%

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

REASONS (weekday)		
AMT	3	0.6%
CAR	44	8.1%
CAT	5	0.9%
DBS	0	0.0%
DDS	0	0.0%
DMW	11	2.0%
DSR	12	2.2%
DSS	30	5.5%
FRR	0	0.0%
FTI	6	1.1%
HLD	2	0.4%
LMU	10	1.8%
MET	158	29.1%
OET	0	0.0%
OPR	23	4.2%
OTH	27	5.0%
PAS	121	22.3%
POL	2	0.4%
PTC	0	0.0%
PTI	41	7.6%
SUB	1	0.2%
SVS	1	0.2%
TOD	0	0.0%
TRK	29	5.3%
TRS	3	0.6%
UTL	0	0.0%
VAN	0	0.0%
WTR	14	2.6%
TOTAL	543	100.0%

REASONS (weekend)		
AMT	0	0.0%
CAR	0	0.0%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	5	8.6%
DSR	2	3.4%
DSS	0	0.0%
FRR	0	0.0%
FTI	0	0.0%
HLD	0	0.0%
LMU	0	0.0%
MET	17	29.3%
OET	0	0.0%
OPR	0	0.0%
OTH	7	12.1%
PAS	21	36.2%
POL	1	1.7%
PTC	0	0.0%
PTI	1	1.7%
SUB	0	0.0%
SVS	1	1.7%
TOD	0	0.0%
TRK	1	1.7%
TRS	2	3.4%
UTL	0	0.0%
VAN	0	0.0%
WTR	0	0.0%
TOTAL	58	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.

RUSH HOUR* TRAIN DELAYS - January 2025 (minutes late)

		Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Days	Days	%
Train	**Arrive**	**2**	**3**	**6**	**7**	**8**	**9**	**10**	**13**	**14**	**15**	**16**	**17**	**20**	**21**	**22**	**23**	**24**	**27**	**28**	**29**	**30**	**31**	**Late**	**Ran**	**On Time**
400	2:30a														A			7						1	21	95.2%
102	5:40a			18				18	10	11	9						11		10					7	22	68.2%
104	6:12:00a	6	6		7	21	11		8		10		6	6	7			60						11	22	50.0%
106	6:38:00a			8		7	8						8		10			10					9	7	22	68.2%
8	6:58a				11		6			11				14				20					10	6	22	72.7%
108	7:35	7	7	6	10	13	17	6		13	11	35	8	21	11	10	7	12	20	11	7	7	9	21	22	4.5%
110	7:51		10		15	8	14		10	7	12	30		41	7		A	17	22		12	11		14	21	33.3%
112	8:08		19		7						22	9	16	32			21	A						7	21	66.7%
114	8:21a		17		11				11		23	10	14	A	13	10	26	34			10			11	21	47.6%
16	8:18a										7			18										2	22	90.9%
116	8:23a	12	11	9	11	11	8	8	15	24	15	8		17	11	11	10	10	15	10	7	10	9	21	22	4.5%
216	8:38a	14					14		15	20	9	8	6	18	14	9	12	A	8		8			13	22	40.9%
218	8:58a						12			14				27				22					6	5	22	77.3%
Train	**Depart**																									
17	4:05p		15	18	11	6		62		7						21								7	22	68.2%
117	4:28p					13		61		18					7	A	6			10	6	7	7	9	21	57.1%
119	4:42p	8	7		11		6	58								26					8	10		8	22	63.6%
121	4:57p	30		7	6			44		6	9	6		9		A				6		29	10	11	21	47.6%
123	5:05p	23			8	8	7	36	7	16	7				18	11			10	7	7	8		14	22	36.4%
25	5:25p	15	9	10	15		7	70	12	12				21	24	10						15	10	13	22	40.9%
225	5:47p	6	6			8	7	A	7		8	10		8	11	6	6	8		7	6	6	8	16	21	23.8%
127	6:01p			6			6	26		11	14	12	7		A	A		6						8	20	60.0%
129	6:25p	7		10	9		12	31	9	8	10			8	10		9		11		15			13	22	40.9%
High temp		33	31	26	30	26	26	26	25	20	20	34	43	12	10	22	30	21	38	42	45	46	45			
Low temp		24	19	20	20	16	9	15	4	4	-1	19	19	-3	-4	-6	10	4	14	23	26	22	32			

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	126	282	55.3%															
EB Rush	99	193	48.7%															
Total Rush	225	475	52.6%															

Cumulative

Arrive	Train #	Days Late	Days Ran	% On Time
2:30a	**400**	1	21	95.2%
5:32a	**102**	7	22	68.2%
6:12a	**104**	11	22	50.0%
6:27a	**106**	7	22	68.2%
6:53a	**8**	6	22	72.7%
7:05	**108**	21	22	4.5%
7:13a	**110**	14	21	33.3%
7:36a	**112**	7	21	66.7%
7:51a	**114**	11	21	47.6%
8:18a	**16**	2	22	90.9%
8:23a	**116**	21	22	4.5%
8:38a	**216**	13	22	40.9%
8:58a	**218**	5	22	77.3%
Depart	**Train**			
4:02p	**17**	7	22	68.2%
4:28p	**117**	9	21	57.1%
4:57p	**119**	8	22	63.6%
5:10p	**121**	11	21	47.6%
5:28p	**123**	14	22	36.4%
5:32p	**25**	13	22	40.9%
5:58p	**225**	16	21	23.8%
7:15p	**127**	8	20	60.0%
6:25p	**129**	13	22	40.9%

Cumulative Rush Hour Thru January

	TOTAL			PERCENTAGE		
Range	**am**	**pm**	**total**	**am**	**pm**	**total**
6-10	61	62	123	21.6%	32.1%	25.9%
11-15	37	18	55	13.1%	9.3%	11.6%
16-20	13	4	17	4.6%	2.1%	3.6%
21-30	10	8	18	3.5%	4.1%	3.8%
31-59	4	4	8	1.4%	2.1%	1.7%
60+	1	3	4	0.4%	1.6%	0.8%
Annulled	4	5	9			
Total Late	126	99	225	44.7%	51.3%	47.4%
On time	156	94	250	55.3%	48.7%	52.6%
Total ran	282	193	475			

January 2025 Rush Hour

	TOTAL			PERCENTAGE		
Range	**am**	**pm**	**total**	**am**	**pm**	**total**
6-10	61	62	123	21.6%	32.1%	25.9%
11-15	37	18	55	13.1%	9.3%	11.6%
16-20	13	4	17	4.6%	2.1%	3.6%
21-30	10	8	18	3.5%	4.1%	3.8%
31-59	4	4	8	1.4%	2.1%	1.7%
60+	1	3	4	0.4%	1.6%	0.8%
Annulled	4	5	9	1.4%	2.6%	1.9%
Total Late	126	99	225	44.7%	51.3%	47.4%
On time	156	94	250	55.3%	48.7%	52.6%
Total ran	282	193	475			

Grand Total All Trains Thru January, 2025

	Peak					
Range	**WB**	**EB**	**Off**	**Wkend**	**Total**	**%**
6-10	61	62	137	22	282	19.1%
11-15	37	18	68	18	141	9.6%
16-20	13	4	42	7	66	4.5%
21-30	10	8	27	5	50	3.4%
31-59	4	4	35	4	47	3.2%
60+	1	3	9	2	15	1.0%
Annulled	4	5	22	0	31	
Total	126	99	318	58	601	40.8%
On Time	156	94	474	149	873	59.2%
Total ran	282	193	792	207	1474	100.0%
%On Time	55.3%	48.7%	59.8%	72.0%	59.2%	

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	126	282	55.3%
EB Rush	99	193	48.7%
Total Rush	225	475	52.6%