

# **MONTHLY RIDERSHIP AND PERFORMANCE REPORT**

**March 2019  
Monthly Performance Report**



**NICTD**

## MARCH, 2019 MONTHLY PERFORMANCE REPORT

### Ridership

Ridership for the month of March is down 4.1% when compared to March of 2018. This Year 272,150 passengers traveled on the South Shore Line (SSL) while March of 2018 recorded a total of 283,789 passenger trips.

### Weekday Travel

Average weekday travel declined by 2.6% with an average of 10,761 weekday passengers carried in 2019 compared to 11,043 in 2018. The average peak travel decreased 1.2% to an average daily ridership of 8,116 while off-peak declined 6.5% to an average daily ridership of 2,645.

Average Seat Occupancy**					
Westbound			Eastbound		
Arrival	% of seats occupied		Departure	% of seats occupied	
	2018	2019		2018	2019
5:48 a	34.5%	32.7%	3:57 p	71.7%	70.2%
6:31 a	77.2	84.6	4:02 p	63.3	68.8
6:55 a	66.3	73.2	4:28 p	84.5	84.8
7:13 a	46.5	60.9	4:57 p	93.6	94.2
7:35 a	80.8	82.0	5:10 p	84.6	82.7
7:51 a	76.8	74.2	5:28 p	67.5	87.3
8:08 a	85.4	84.8	5:32 p	45.0	57.8
8:31 a	89.3	81.9	5:58 p	68.1	67.8
8:52 a	76.5	78.9	7:10 p*	53.3	52.5
10:28 a*	56.3	54.6			

\*Non rush-hour service

\*\*Average for Tuesday thru Thursday ONLY

### Weekend

Average weekend ridership increased 1.7% with an average of 4,617 passengers carried per weekend day in 2019 compared to 4,538 carried in 2018.

### Analysis over last 12 months:

Ridership Over Last 12 Months: April Thru March							
	2015/16	2016/17	% Change	2017/18	% Change	2018/19	% Change
Total	3,602,427	3,481,758	-3.35%	3,448,081	-0.97%	3,343,082	-3.05%
Weekday	3,079,665	2,965,558	-3.71%	2,907,913	-1.94%	2,832,420	-2.60%
Peak	2,229,788	2,152,257	-3.48%	2,095,900	-2.62%	2,066,094	-1.42%
Off Peak	849,877	813,301	-4.30%	812,013	-0.16%	766,326	-5.63%
Weekend	522,762	516,200	-1.26%	540,168	4.64%	510,662	-5.46%
South Bend	248,773	243,597	-2.08%	264,469	8.57%	241,029	-8.86%

## Revenue

The number of tickets sold is down 9.7% for March of 2019 compared to 2018. Ticket revenue is also down 3.1% for 2019 compared to 2018. Revenue from digital sources represents 64.6% of ticket sales and 66.9% of revenue in 2019.

Total Ticket Sales: Through March						
Method of Sale	Tickets			Revenue		
	2018	2019	% Change	2018	2019	% Change
Ticket Agent	48,182	34,401	-28.6%	1,411,111	1,163,040	-17.6%
Vending Machine	102,223	88,008	-13.9%	1,894,420	1,769,263	-6.6%
Conductor	71,944	58,497	-18.7%	533,722	456,435	-14.5%
Mobile App	68,195	81,409	19.4%	1,210,570	1,506,807	24.5%
<b>Total</b>	<b>290,544</b>	<b>262,315</b>	<b>-9.7%</b>	<b>5,049,823</b>	<b>4,895,545</b>	<b>-3.1%</b>

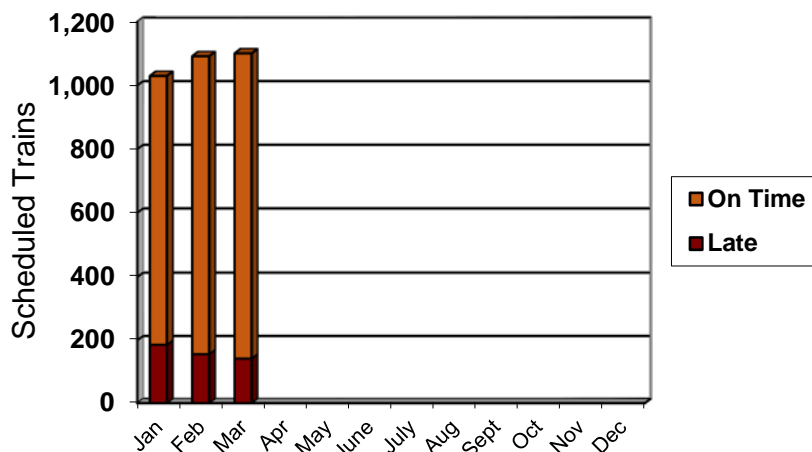
## On Time Performance

**Rush hour** – Overall, 94.1% of A.M. and P.M. rush hour trains were on time in March; compared to 95.2% in March of 2018. 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). 97.8% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 98.9% of westbound morning rush hour service was on time compared to 95.5% in March 2018; while eastbound rush hour trains reported an on time performance of 88.7% compared to 94.9% in March 2018. A total of 2 out of 189 westbound rush hour trains were delayed in March. Of those 2, none experienced delays greater than 10 minutes. The eastbound rush hour trains had a total of 19 out of 168 trains delayed in March. Of those 19, 4 experienced delays greater than 15 minutes.<sup>1</sup>

RANGE OF RUSH HOUR DELAYS (in minutes)				
March, 2019				
Range	a.m.	p.m.	Total	Percent
6-10	2	11	13	3.6%
11-15	0	4	4	1.1%
16-20	0	0	0	0.0%
21-30	0	2	2	0.6%
31-59	0	2	2	0.6%
60+	0	0	0	0.0%
Annulled	0	0	0	
<b>On Time</b>	<b>187</b>	<b>149</b>	<b>336</b>	
Total Ran	189	168	357	

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

**Overall** – The SSL scheduled 1,103 trains in March and experienced 142 delays in excess of 5 minutes (ranging from 6-41 minutes) with a median delay of 12 minutes. March of 2019 experienced 2 annulled trains. In March 2018 the South Shore Line scheduled 1,126 trains with 82 delays in excess of 5 minutes (ranging from 6-115 minutes) with a median delay of 10 minutes. March of 2018 had no annulled trains.



Cumulative On Time Comparison		
Thru March	2018	2019
<b>Weekday</b>	<b>88.7%</b>	<b>86.8%</b>
Peak	91.6%	90.6%
Off-peak	86.7%	84.5%
<b>Weekend</b>	<b>75.0%</b>	<b>72.9%</b>
<b>Overall</b>	<b>86.5%</b>	<b>84.6%</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 web site in advance of anticipated delays.

In March there were no trains delayed in excess of 59 minutes. Two trains were annulled with advanced notice for bussing due to cold weather conditions.

ANNULLED TRAINS OR DELAYS IN EXCESS OF 59 MINUTES							
Date	Train #	Minutes	Reason	Date	Train #	Minutes	Reason
1/1	507	87	Catenary Wire Damage	2/11	22	75	Pedestrian trespassing
1/6	505	190	Train caught in Catenary		123	64	Ice on Catenary wires
	507	124	Train caught in Catenary	2/12	6	Anulled	Weather
	508	75	Train caught in Catenary		7	Anulled	Weather
	608	120	Train caught in Catenary		14	Anulled	Weather
1/21	401	Anulled	Weather		101	Anulled	Weather
	424	Anulled	Weather		102	Anulled	Weather
1/22	401	Anulled	Weather		104	Anulled	Weather
1/25	401	Anulled	Weather		106	Anulled	Weather
	424	Anulled	Weather		107	Anulled	Weather
	205	Anulled	Weather		108	Anulled	Weather
1/26	701	Anulled	Weather		110	Anulled	Weather
1/27	503	75	Equipment issues		112	Anulled	Weather
1/28	207	71	Metra switch issues		114	Anulled	Weather
1/29	401	Anulled	Weather		203	Anulled	Weather
	403	Anulled	Weather		205	Anulled	Weather
	422	Anulled	Weather		207	Anulled	Weather
	424	Anulled	Weather		214	Anulled	Weather
1/30	All Trains	Anulled	Weather		216	Anulled	Weather
1/31	All Trains	Anulled	Weather		218	Anulled	Weather
2/1	All Trains	Anulled	Weather		403	Anulled	Weather
2/2	All Trains	Anulled	Weather	3/4	401	Anulled	Weather
2/3	601	Anulled	Weather	3/5	401	Anulled	Weather

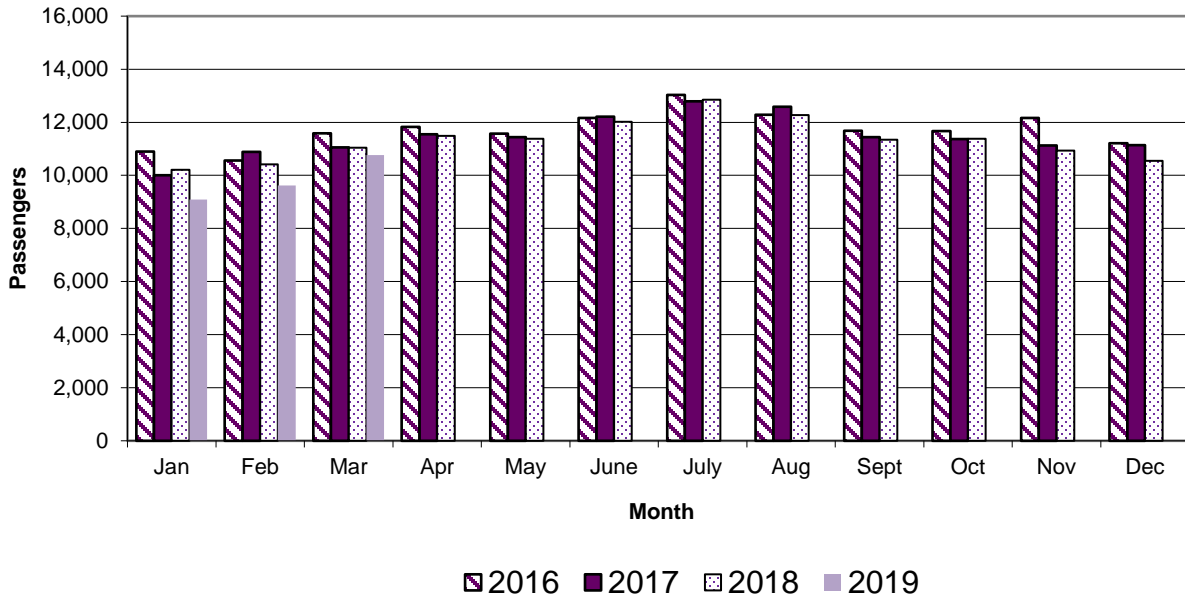
**Ridership Report: March 2019**

	2017	Work Days	2018	Work Days	2019	Work Days	Change 18/19
	Passengers		Passengers		Passengers		
<b>Monthly Ridership</b>							
January	243,280	21	251,990	22	226,385	22	-10.2%
February	256,285	20	242,120	20	222,250	20	-8.2%
March	286,216	23	283,789	22	272,150	21	-4.1%
April	278,878	20	279,888	21			
May	291,326	22	288,137	22			
June	315,133	22	299,731	21			
<b>Cumulative Comparison</b>							
January	243,280	21	251,990	22	226,385	22	-10.2%
February	499,565	41	494,110	42	448,635	42	-9.2%
March	785,781	64	777,899	64	720,785	63	-7.3%
April	1,064,659	84	1,057,787	85			
May	1,355,985	106	1,345,924	107			
June	1,671,118	128	1,645,655	128			
<b>Average Weekday Ridership</b>							
January	10,141		10,213		9,086		-11.0%
February	10,885		10,413		9,615		-7.7%
March	11,058		11,043		10,761		-2.6%
April	11,553		11,490				
May	11,439		11,375				
June	12,208		11,989				
<b>Average Weekday Peak Period Ridership</b>							
January	7,874		7,982		7,052		-11.7%
February	8,211		7,914		7,441		-6.0%
March	8,350		8,214		8,116		-1.2%
April	8,520		8,588				
May	8,387		8,422				
June	8,466		8,542				
<b>Average Weekday Off-Peak Ridership</b>							
January	2,097		2,231		2,034		-8.8%
February	2,674		2,499		2,174		-13.0%
March	2,708		2,829		2,645		-6.5%
April	3,033		2,902				
May	3,053		2,953				
June	3,743		3,481				

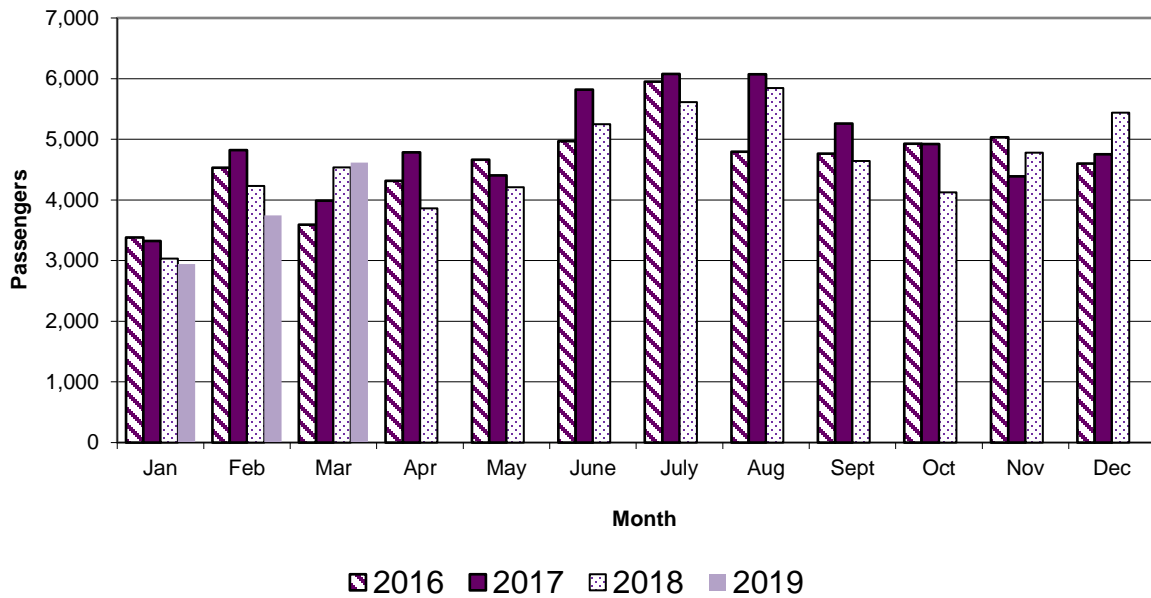
Ridership Report: March 2019

	2017 Passengers	Work Days	2018 Passengers	Work Days	2019 Passengers	Work Days	Change 19/18
<b>Average Weekend/Holiday Ridership (per day)</b>							
January	3,690		3,035		2,943		-3.0%
February	4,822		4,233		3,744		-11.6%
March	3,986		4,538		4,617		1.7%
April	4,783		4,288				
May	4,406		4,210				
June	5,819		5,249				
<b>Monthly South Bend Ridership</b>							
January	14,626		15,027		14,125		-6.0%
February	16,499		16,778		12,881		-23.2%
March	18,235		21,230		20,397		-3.9%
April	23,040		20,509				
May	20,085		19,452				
June	22,143		20,965				

## SOUTH SHORE WEEKDAY RIDERSHIP 2016-2019

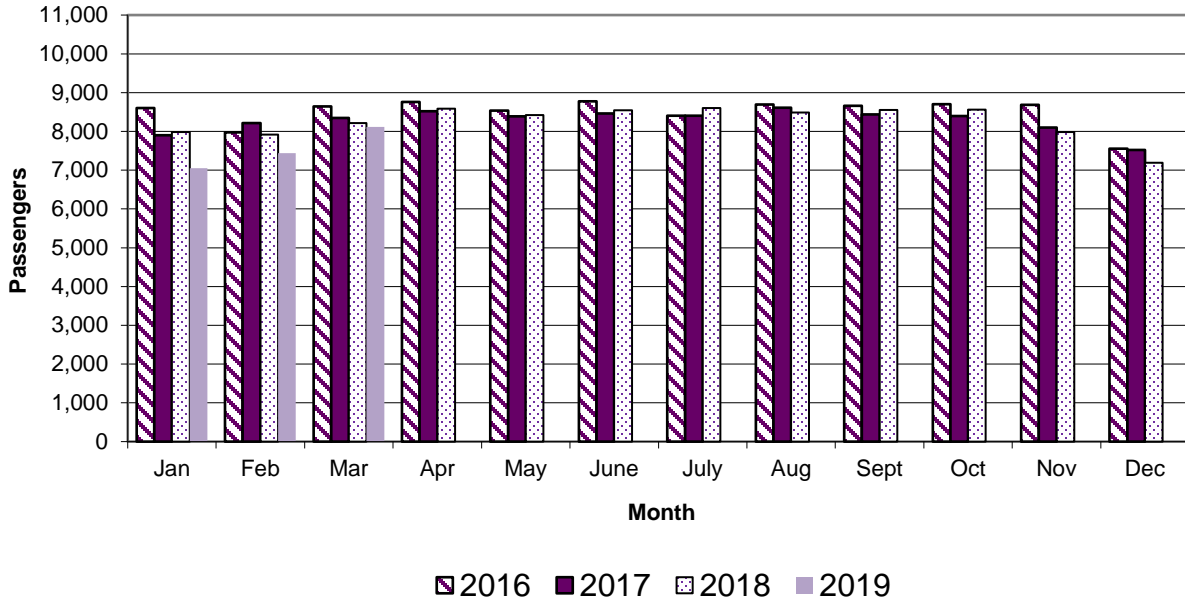


## SOUTH SHORE WEEKEND/HOLIDAY RIDERSHIP: 2016-2019

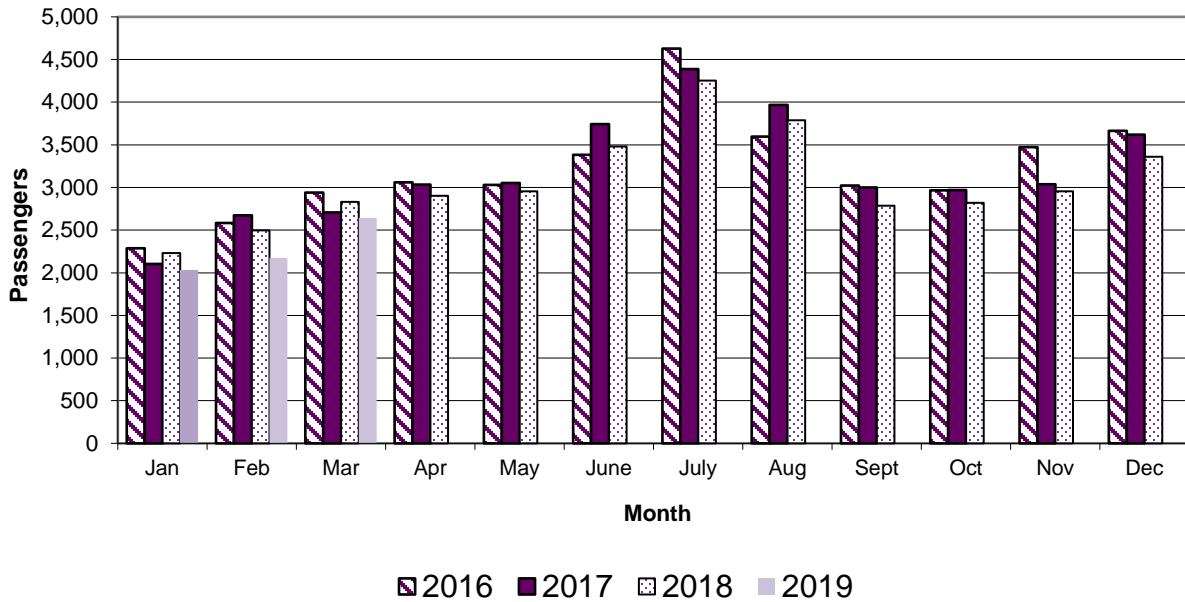




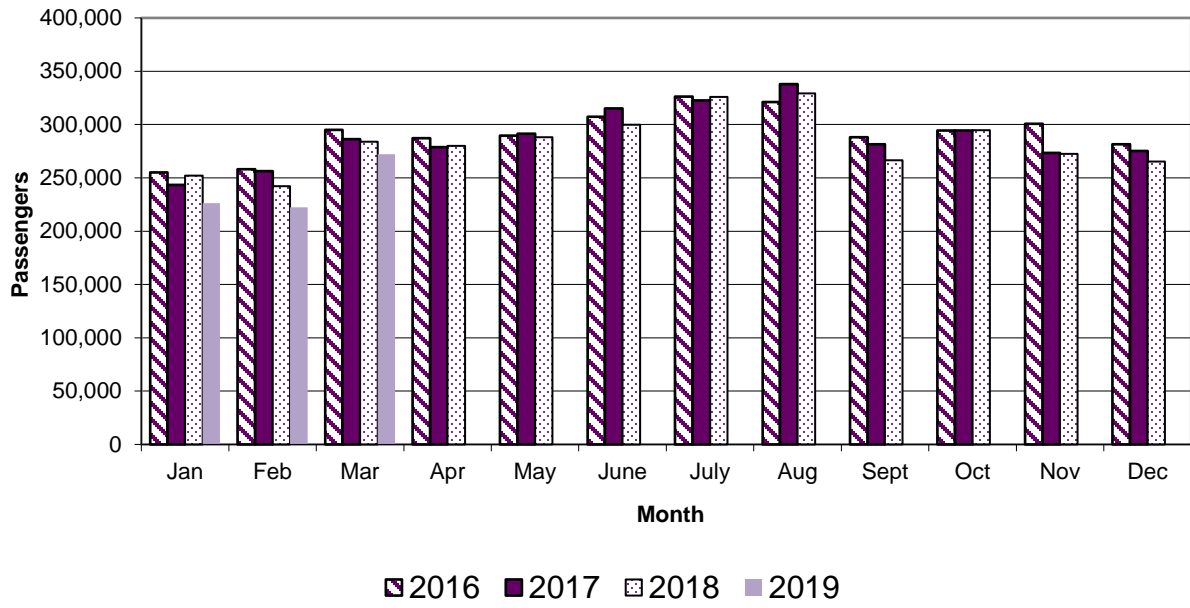
## SOUTH SHORE PEAK RIDERSHIP 2016-2019



## SOUTH SHORE OFF-PEAK RIDERSHIP 2016-2019



## SOUTH SHORE MONTHLY RIDERSHIP 2016-2019



## Percent on Time: March, 2019

Peak		
Train	Days Late	% on Time
102	1	95.2%
104	0	100.0%
6	0	100.0%
106	0	100.0%
108	0	100.0%
110	0	100.0%
112	0	100.0%
114	0	100.0%
214	1	95.2%
<b>11</b>	<b>2</b>	<b>90.5%</b>
111	1	95.2%
113	1	95.2%
<b>115</b>	<b>2</b>	<b>90.5%</b>
<b>17</b>	<b>2</b>	<b>90.5%</b>
<b>117</b>	<b>7</b>	<b>66.7%</b>
217	0	100.0%
<b>119</b>	<b>4</b>	<b>81.0%</b>
Total	21	94.1%
Westbound	2	98.9%
Eastbound	19	88.7%

Off-Peak		
Train	Days Late	% on Time
14	3	85.7%
216	0	100.0%
<b>116</b>	<b>12</b>	<b>42.9%</b>
218	1	95.2%
<b>18</b>	<b>8</b>	<b>61.9%</b>
118	0	100.0%
220	2	90.5%
<b>20</b>	<b>4</b>	<b>81.0%</b>
222	0	100.0%
420	0	100.0%
<b>22</b>	<b>4</b>	<b>81.0%</b>
424	0	100.0%
401	2	89.5%
203	0	100.0%
403	1	95.2%
205	0	100.0%
207	0	100.0%
<b>7</b>	<b>5</b>	<b>76.2%</b>
<b>107</b>	<b>16</b>	<b>23.8%</b>
<b>9</b>	<b>10</b>	<b>52.4%</b>
<b>109</b>	<b>7</b>	<b>66.7%</b>
209	3	85.7%
19	2	90.5%
121	2	90.5%
123	1	95.2%
101	1	95.2%
Total	84	84.6%
Westbound	34	86.5%
Eastbound	50	82.9%

Weekend/Holiday		
Train	Days Late	% on Time
600	2	80.0%
502	2	80.0%
504	5	50.0%
606	2	80.0%
506	2	80.0%
608	4	60.0%
508	1	90.0%
610	0	100.0%
510	0	100.0%
710	Deadhead move	
503	3	70.0%
603	0	100.0%
605	2	80.0%
505	1	90.0%
507	7	30.0%
509	6	40.0%
511	2	80.0%
613	0	100.0%
601	0	100.0%
701	0	100.0%
703	0	100.0%
Total	39	80.5%
Westbound	18	80.0%
Eastbound	21	80.9%

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

Reason for Delay: March

Reasons (weekday)		
AMT	1	1.0%
CAR	6	5.8%
CAT	0	0.0%
DBS	0	0.0%
DMW	9	8.7%
DSR	3	2.9%
DSS	1	1.0%
FRR	0	0.0%
FTI	2	1.9%
HLD	0	0.0%
LMU	2	1.9%
MET	15	14.6%
OET	1	1.0%
OPR	30	29.1%
OTH	0	0.0%
PAS	6	5.8%
POL	1	1.0%
PTI	12	11.7%
SUB	0	0.0%
SVS	2	1.9%
TOD	4	3.9%
TRK	7	6.8%
TRS	0	0.0%
UTL	1	1.0%
VAN	0	0.0%
WTR	0	0.0%
TOTAL	103	100.0%

Reasons (weekend)		
AMT	1	2.6%
CAR	3	7.7%
CAT	0	0.0%
DBS	0	0.0%
DMW	0	0.0%
DSR	1	2.6%
DSS	2	5.1%
FRR	0	0.0%
FTI	1	2.6%
HLD	2	5.1%
LMU	0	0.0%
MET	12	30.8%
OET	0	0.0%
OPR	0	0.0%
OTH	1	2.6%
PAS	10	25.6%
POL	1	2.6%
PTI	2	5.1%
SUB	0	0.0%
SVS	3	7.7%
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	39	100.0%

- AMT - Amtrak Delay
- CAR - Car or equipment failure of malfunction
- CAT - Catenary problems or power outage
- DBS - Delays due to busing
- DMW - M of W work - holding for defect repair or M of W forces to clear
- DSR - Speed restriction - all speed restrictions not listed in timetable.
- DSS - Reduced speed due to restrictive signal.
- FRR - Freight train interference from crossing road
- FTI - Freight train interference on NICTD owned track
- HLD - Station delays related to passengers requiring special assistance
- LMU - Late make up - includes delays from late turn of equipment.
- MET - Metra delays - including switch problems and held for late METRA trains
- NIPSCO - Delays caused by power utility disruption
- OET - Operational Efficiency Testing
- OPR - Operational Delay
- OTH - Other delays
- PAS - Passenger boarding
- POL - Police related delays - except road crossing or trespasser accidents
- PTI - Passenger train interference
- SUB - Substation
- SVS - Servicing - includes adding or subtracting equipment to or from consist
- TOD - Train order delay - not associated with train meets
- TRK - Track/wayside malfunction
- TRS - Trespasser incidents including road crossing accidents
- UTL - utility power outage
- VAN - Vandalism
- WTR - Delays related to inclement weather

NICTD follows the industry standard of defining a train as on time if it arrives at its terminal within 5 minutes and 59 seconds.

## Cumulative Percent on Time Thru March, 2019

Peak		
Train	Days Late	% on Time
102	2	96.6%
104	0	100.0%
<b>6</b>	<b>5</b>	<b>91.5%</b>
106	1	98.3%
108	4	93.2%
110	3	94.9%
112	3	94.9%
114	5	91.5%
214	5	91.5%
<b>11</b>	<b>10</b>	<b>83.3%</b>
111	2	96.7%
113	2	96.7%
115	5	91.7%
17	4	93.3%
117	25	58.3%
217	5	91.7%
119	14	76.7%
Total	95	90.6%
Westbound	28	94.7%
Eastbound	67	86.0%

Off-Peak		
Train	Days Late	% on Time
14	5	91.5%
216	1	98.3%
<b>116</b>	<b>20</b>	<b>66.7%</b>
216	1	98.3%
<b>18</b>	<b>27</b>	<b>55.0%</b>
118	3	95.0%
218	9	85.0%
<b>20</b>	<b>14</b>	<b>76.7%</b>
220	4	93.3%
420	0	100.0%
<b>22</b>	<b>21</b>	<b>65.0%</b>
422	0	100.0%
401	4	92.6%
203	3	94.9%
403	3	94.8%
205	1	98.3%
207	6	89.8%
<b>7</b>	<b>11</b>	<b>81.4%</b>
<b>107</b>	<b>45</b>	<b>23.7%</b>
<b>9</b>	<b>17</b>	<b>71.7%</b>
<b>109</b>	<b>19</b>	<b>68.3%</b>
209	8	86.7%
<b>19</b>	<b>11</b>	<b>81.7%</b>
121	9	85.0%
123	4	93.3%
101	5	91.7%
Total	251	83.7%
Westbound	105	85.3%
Eastbound	146	82.3%

Weekend/Holiday		
Train	Days Late	% on Time
600	4	84.6%
502	5	80.8%
504	12	53.8%
606	7	73.1%
506	6	76.9%
608	13	50.0%
508	8	69.2%
610	5	80.8%
510	10	61.5%
710	Deadhead move	
503	8	69.2%
603	1	96.2%
605	6	76.9%
505	5	80.8%
507	18	30.8%
509	17	34.6%
511	8	69.2%
613	1	96.2%
601	4	84.0%
701	0	100.0%
703	2	92.3%
Total	140	73.0%
Westbound	70	70.1%
Eastbound	70	75.4%

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

Cumulative Reasons for Delays Thru March, 2019

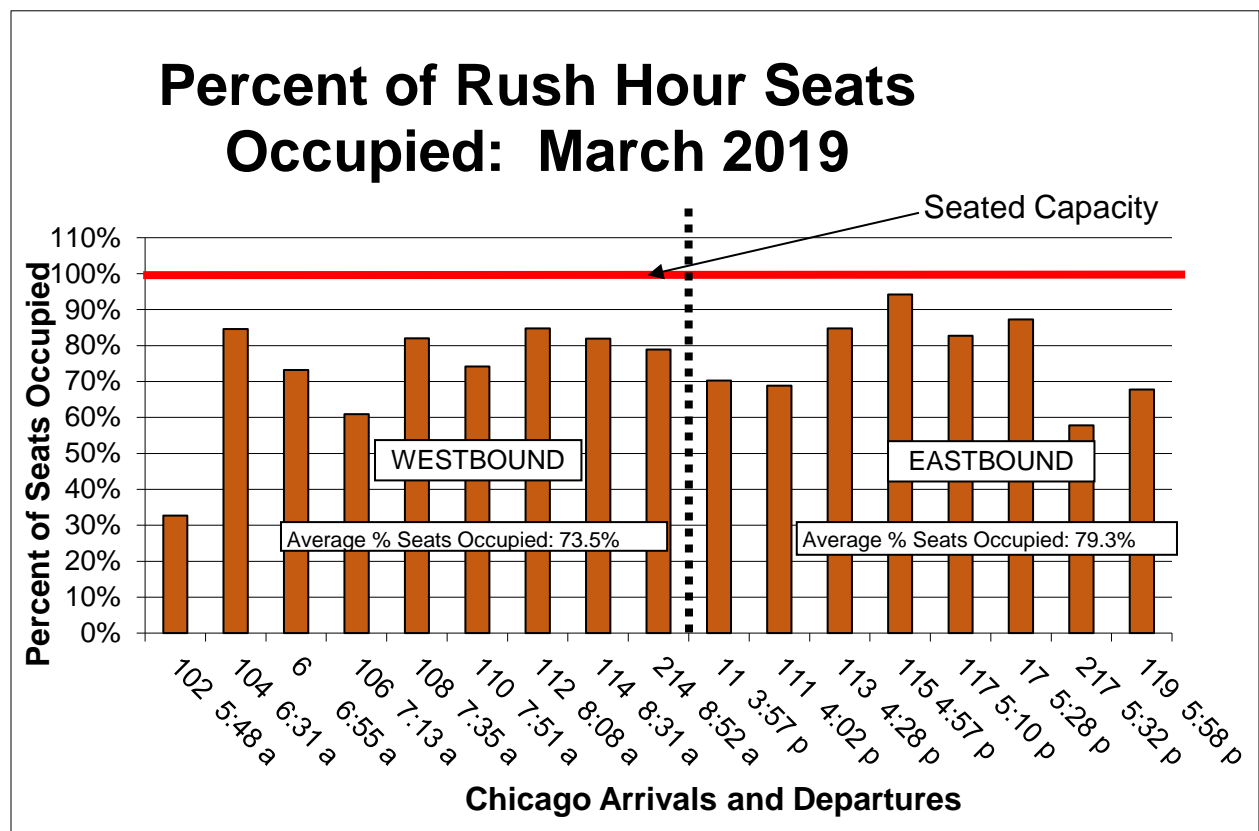
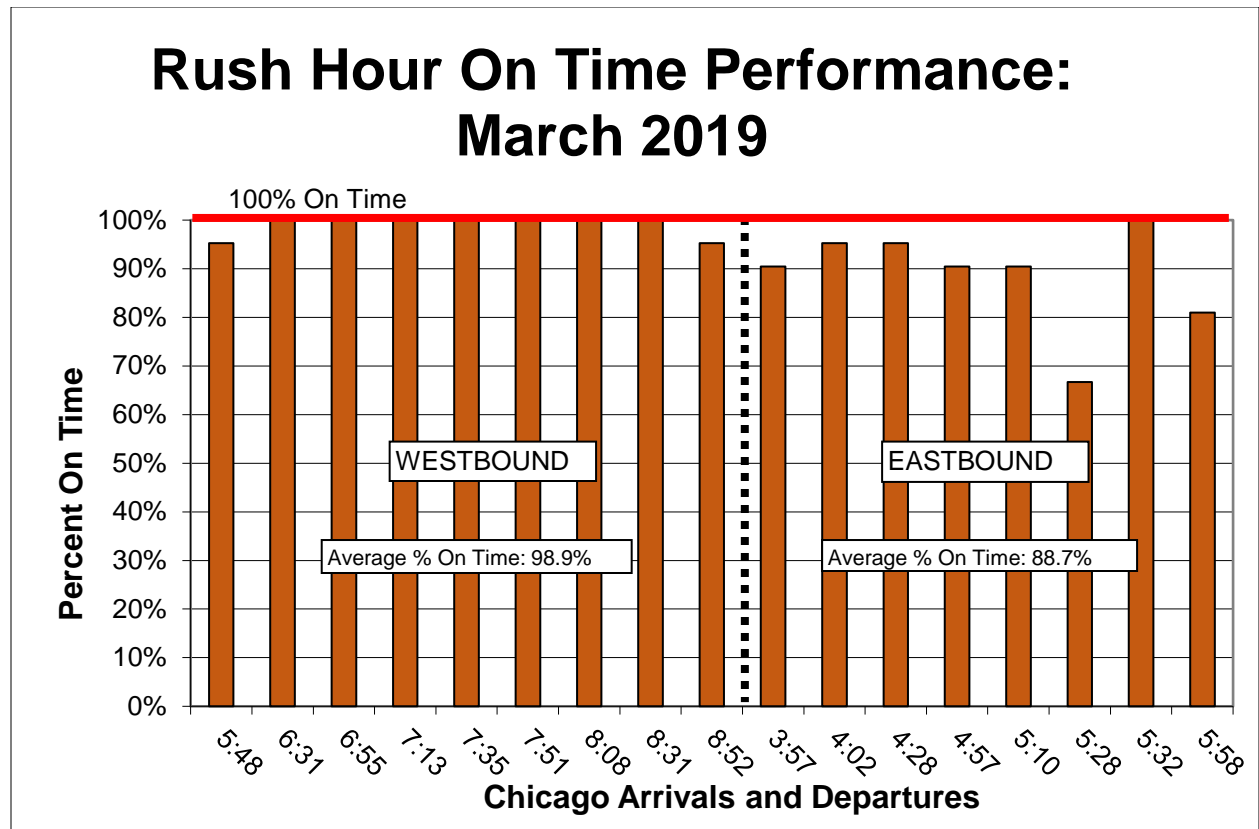
Reasons (weekday)		
AMT	3	0.9%
CAR	20	5.8%
CAT	0	0.0%
DBS	1	0.3%
DMW	14	4.1%
DSR	10	2.9%
DSS	8	2.3%
FRR	7	2.0%
FTI	8	2.3%
HLD	5	1.5%
LMU	3	0.9%
MET	88	25.6%
OET	1	0.3%
OPR	60	17.4%
OTH	11	3.2%
PAS	14	4.1%
POL	1	0.3%
PTI	30	8.7%
SUB	0	0.0%
SVS	10	2.9%
TOD	9	2.6%
TRK	14	4.1%
TRS	5	1.5%
UTL	1	0.3%
VAN	0	0.0%
WTR	21	6.1%
TOTAL	344	100.0%

Reasons (weekend)		
AMT	2	1.4%
CAR	19	13.6%
CAT	6	4.3%
DBS	0	0.0%
DMW	0	0.0%
DSR	4	2.9%
DSS	3	2.1%
FRR	0	0.0%
FTI	5	3.6%
HLD	4	2.9%
LMU	4	2.9%
MET	27	19.3%
OET	0	0.0%
OPR	2	1.4%
OTH	3	2.1%
PAS	19	13.6%
POL	1	0.7%
PTI	10	7.1%
SUB	0	0.0%
SVS	15	10.7%
TOD	1	0.7%
TRK	7	5.0%
TRS	1	0.7%
UTL	0	0.0%
VAN	0	0.0%
WTR	7	5.0%
TOTAL	140	100.0%

Total		
AMT	5	1.0%
CAR	39	8.1%
CAT	6	1.2%
DBS	1	0.2%
DMW	14	2.9%
DSR	14	2.9%
DSS	11	2.3%
FRR	7	1.4%
FTI	13	2.7%
HLD	9	1.9%
LMU	7	1.4%
MET	115	23.8%
OET	1	0.2%
OPR	62	12.8%
OTH	14	2.9%
PAS	33	6.8%
POL	2	0.4%
PTI	40	8.3%
SUB	0	0.0%
SVS	25	5.2%
TOD	10	2.1%
TRK	21	4.3%
TRS	6	1.2%
UTL	1	0.2%
VAN	0	0.0%
WTR	28	5.8%
TOTAL	484	100.0%

- AMT - Amtrak Delay
- CAR - Car or equipment failure or malfunction
- CAT - Catenary problems or power outage
- DBS - Delays due to busing
- DMW - M of W work - holding for defect repair or M of W forces to clear
- DSR - Speed restriction - all speed restrictions not listed in timetable.
- DSS - Reduced speed due to restrictive signal.
- FRR - Freight train interference from crossing road
- FTI - Freight train interference on NICTD owned track
- HLD - Station delays related to passengers requiring special assistance
- LMU - Late make up - includes delays from late turn of equipment.
- MET - Metra delays - including switch problems and held for late METRA trains
- NIPSCO - Delays caused by power utility disruption
- OET - Operational Efficiency Testing
- OPR - Operational Delay
- OTH - Other delays
- PAS - Passenger boarding
- POL - Police related delays - except road crossing or trespasser accidents
- PTI - Passenger train interference
- SUB - Substation
- SVS - Servicing - includes adding or subtracting equipment to or from consist
- TOD - Train order delay - not associated with train meets
- TRK - Track/wayside malfunction
- TRS - Trespasser incidents including road crossing accidents
- UTL - utility power outage
- VAN - Vandalism
- WTR - Delays related to inclement weather

NICTD follows the industry standard of defining a train as on time if it arrives at its terminal within 5 minutes and 59 seconds.







**Cumulative**

Arrive	Train #	Days Late	Days Ran	% On Time
5:48a	102	2	59	96.6%
6:31	104	0	59	100.0%
6:55	6	5	59	91.5%
7:13	106	1	59	98.3%
7:35	108	4	59	93.2%
7:51	110	3	59	94.9%
8:08	112	3	59	94.9%
8:31	114	5	59	91.5%
8:52	214	5	59	91.5%
10:28	14	4	59	93.2%
<b>Depart</b>				
3:57	11	10	60	83.3%
4:02p	111	2	60	96.7%
4:28	113	2	60	96.7%
4:57	115	5	60	91.7%
5:10	117	25	60	58.3%
5:28	17	2	60	96.7%
5:32	217	5	60	91.7%
5:58	119	14	60	76.7%
7:15	19	11	60	81.7%

**Year-to-date cumulative**

	#Late	#Ran	%On time
WB Rush	28	531	94.7%
EB Rush	65	480	86.5%
Total Rush	93	1,011	90.8%

**Cumulative Rush Hour Thru March**

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	9	36	45	1.7%	7.5%	4.45%
11-15	7	16	23	1.3%	3.3%	2.27%
16-20	4	5	9	0.8%	1.0%	0.89%
21-30	6	7	13	1.1%	1.5%	1.29%
31-59	2	3	5	0.4%	0.6%	0.49%
60+	0	0	0	0.0%	0.0%	0.00%
Annulled	36	24	60			
Total Late	28	67	95	5.3%	14.0%	9.40%
On time	503	413	916	94.7%	86.0%	90.60%
Total ran	531	480	1,011			

**March Rush Hour**

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	2	11	13	1.1%	6.5%	3.6%
11-15	0	4	4	0.0%	2.4%	1.1%
16-20	0	0	0	0.0%	0.0%	0.0%
21-30	0	2	2	0.0%	1.2%	0.6%
31-59	0	2	2	0.0%	1.2%	0.6%
60+	0	0	0	0.0%	0.0%	0.0%
Annulled	0	0	0			
Total Late	2	19	21	1.1%	11.3%	5.9%
On time	187	149	336	98.9%	88.7%	94.1%
Total ran	189	168	357			

**Grand Total All Trains Thru March 2019**

Range	Peak				Total	%
	WB	EB	Off	Wkend		
6-10	9	36	102	50	197	6.3%
11-15	7	16	69	35	127	4.0%
16-20	4	5	34	21	64	2.0%
21-30	6	7	22	15	50	1.6%
31-59	2	3	19	13	37	1.2%
60+	0	0	3	6	9	0.3%
Annulled	36	24	99	24	183	
Total	28	67	249	140	484	15.4%
On Time	503	413	1,362	376	2,654	84.6%
Total ran	531	480	1,611	516	3,138	
%On Time	94.7%	86.0%	84.5%	72.9%	84.6%	