

# **MONTHLY RIDERSHIP AND PERFORMANCE REPORT**

**July 2018  
Monthly Performance Report**



**NICTD**

## JULY, 2018 MONTHLY PERFORMANCE REPORT

### Ridership

Ridership for the month of July increased 1% when compared to July of 2017. This year 326,061 passengers traveled on the South Shore Line (SSL) while July of 2017 recorded a total of 322,717 passenger trips.

### Weekday Travel

Average weekday travel increased by 0.5% with an average of 12,855 weekday passengers carried in 2018 compared to 12,794 in 2017. The average peak travel increased 2.3% to an average daily ridership of 8,601 while off-peak declined 3.0% to an average daily ridership of 4,254.

AVERAGE SEAT OCCUPANCY**					
WESTBOUND			EASTBOUND		
Arrival	% of seats occupied		Departure	% of seats occupied	
	2017	2018		2017	2018
5:48 a	34.4%	36.7%	3:57 p***	83.4%	84.9%
6:31 a	80.1	79.7	4:02 p	65.5	71.4
6:55 a***	70.2	77.3	4:28 p	88.3	88.7
7:13 a	52.3	62.5	4:57 p	105.1	101.7
7:35 a	83.6	82.6	5:10 p	77.8	81.6
7:51 a	75.5	77.5	5:28 p	78.9	79.0
8:08 a	85.3	88.3	5:32 p	56.3	54.0
8:31 a	93.5	89.3	5:58 p	72.4	81.2
8:52 a	76.8	74.3	7:10 p*	84.4	79.2
10:28 a*	79.8	73.0			

\*Non rush-hour service

\*\*Average for Tuesday thru Thursday ONLY

\*\*\*Sunrise Express introduced on March 16, 2015; 3:57p is afternoon express

### Weekend

Average weekend ridership decreased 7.7% when compared to July 2017. July 2018 averaged 5,612 passengers per day on weekends compared to 6,077 in 2017.

### Analysis over last 12 months:

RIDERSHIP OVER LAST 12 MONTHS: AUGUST THRU JULY							
	2014-2015	2015-2016	% Change	2016-2017	% Change	2017-2018	% Change
Total	3,638,969	3,523,784	-3.17%	3,479,607	-1.25%	3,433,844	-1.32%
Weekday	3,095,068	2,994,975	-3.23%	2,953,239	-1.39%	2,914,718	-1.30%
Peak	2,221,500	2,179,970	-1.87%	2,137,027	-1.97%	2,112,252	-1.16%
Off Peak	873,568	815,005	-6.70%	816,212	0.15%	802,466	-1.68%
Weekend	543,901	528,809	-2.77%	525,001	-0.72%	519,126	-1.12%
South Bend	248,390	245,421	-1.20%	249,804	1.79%	258,196	3.36%

## Revenue

The number of tickets sold in 2018 are down 3.3% compared to 2017, however revenue is up 2.1%. This is due to the fare increases experienced in July of 2018. Revenue from digital sources represents 61.2% of ticket sales and 62.8% of revenue in 2018.

Total Ticket Sales: Through July						
Method of Sale	Tickets			Revenue		
	2017	2018	% Change	2017	2018	% Change
Ticket Agent	145,943	123,497	-15.4%	3,612,184	3,410,247	-5.6%
Vending Machine	319,990	299,816	-6.3%	5,094,199	4,972,753	-2.4%
Conductor	207,652	184,168	-11.3%	1,506,404	1,371,967	-8.9%
Mobile App	146,854	185,750	26.5%	2,387,048	3,110,800	30.3%
<b>Total</b>	<b>820,439</b>	<b>793,231</b>	<b>-3.3%</b>	<b>12,599,835</b>	<b>12,865,766</b>	<b>2.1%</b>

## On Time Performance

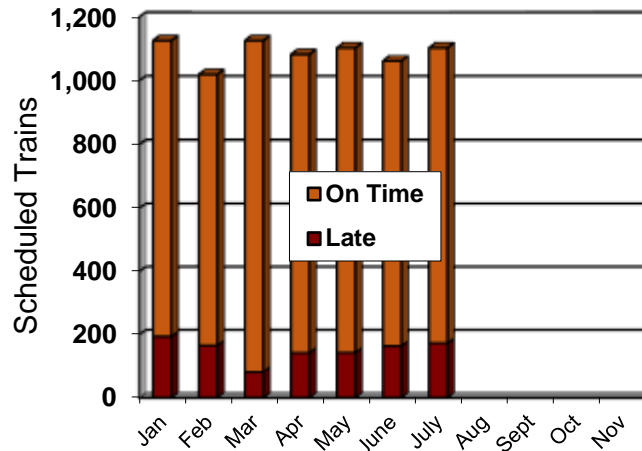
**Rush hour** –Overall, 98.1% of A.M. and P.M. rush hour trains were on time in July; compared to 90.0% in July of 2017. A train is considered to be on time when it arrives at its terminal within 5 minutes and 59 seconds of its scheduled arrival time (industry standard). 96.5% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 98.1% of westbound morning rush hour service was on time compared to 93.9% in July 2017; while eastbound rush hour trains reported an average on time performance of 90.4% compared to 85.6% in July 2017. A total of 4 out of 210 westbound rush hour trains were delayed in July. Of those 4 only 1 experienced delays greater than 15 minutes. The eastbound rush hour trains had a total of 18 out of 187 trains delayed in July. Of those 18 only 3 experienced delays greater than 15 minutes.<sup>1</sup>

RANGE OF RUSH HOUR DELAYS (in minutes)								
Range	July, 2018				Cumulative thru July, 2018			
	a.m.	p.m.	Total	Percent	a.m.	p.m.	Total	Percent
6-10	2	6	8	2.0%	27	51	78	3.0%
11-15	1	9	10	2.5%	15	31	46	1.8%
16-20	1	2	3	0.8%	4	11	15	0.6%
21-30	0	1	1	0.3%	3	6	9	0.3%
31-59	0	0	0	0.0%	6	6	12	0.5%
60+	0	0	0	0.0%	2	1	3	0.1%
Annulled	0	0	0	0.0%	0	3	3	0.1%
<b>On Time</b>	<b>206</b>	<b>169</b>	<b>375</b>		<b>1,326</b>	<b>1,121</b>	<b>2,447</b>	
Total Ran	210	187	397		1,383	1,230	2,613	

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

**Overall** – The SSL scheduled 1,103 trains in July and experienced 160 delays in excess of 5 minutes (ranging from 6-120 minutes) with a median delay of 11 minutes.

July of 2018 experienced 13 annulled trains due to upgraded catenary installation. In July 2017 the South Shore Line operated 1,090 trains with 197 delays in excess of 5 minutes (ranging from 6-100 minutes) with a median delay of 11 minutes. July of 2017 had no annulled trains.



<b>Cumulative On Time Comparison</b>		
<i>Thru July</i>	<b>2017</b>	<b>2018</b>
<b>Weekday</b>	<b>89.0%</b>	<b>88.0%</b>
Peak	92.9%	93.5%
Off-peak	86.4%	84.5%
<b>Weekend</b>	<b>81.5%</b>	<b>73.0%</b>
<b>Overall</b>	<b>87.6%</b>	<b>87.8%</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 July the maximum delay was 120 minutes due to a downed tree caught in the catenary wire. The 13 annulled trains were due to scheduled upgrades for the track and overhead catenary wire located east of the Carroll Street Station in Michigan City.

ANNULLED TRAINS OR DELAYS IN EXCESS OF 59 MINUTES							
Date	Train #	Minutes	Reason	Date	Train #	Minutes	Reason
1/1	510	131	Mechanical	5/2	401	Anulled	Rail/Cat. Replacement
	701	Annulled	Weather		422	Anulled	Rail/Cat. Replacement
	703	Annulled	Weather		424	Anulled	Rail/Cat. Replacement
1/2	101	81	Late turn of Equip.	5/3	401	Anulled	Rail/Cat. Replacement
	401	Annulled	Weather		422	Anulled	Rail/Cat. Replacement
	422	Annulled	Weather		424	Anulled	Rail/Cat. Replacement
	424	Annulled	Weather	5/4	401	Anulled	Rail/Cat. Replacement
1/3	401	Annulled	Weather	5/21	401	Anulled	Catenary Replacement
	422	Annulled	Weather		422	Anulled	Catenary Replacement
	424	Annulled	Weather		424	Anulled	Catenary Replacement
1/4	401	Annulled	Weather	5/22	401	Anulled	Catenary Replacement
1/12	106	67	Signal Issue		422	Anulled	Catenary Replacement
1/14	511	84	Mechanical		424	Anulled	Catenary Replacement
1/15	9	82	METRA	5/23	401	Anulled	Catenary Replacement
1/19	18	74	Mechanical		422	Anulled	Catenary Replacement
1/22	203	Annulled	Caught in Catenary		424	Anulled	Catenary Replacement
1/29	401	Annulled	Caught in Catenary	5/24	401	Anulled	Catenary Replacement
1/31	115	Annulled	Mechanical		422	Anulled	Catenary Replacement
	17	60	Delayed by 115		424	Anulled	Catenary Replacement
	20	60	Delayed by 115	5/25	401	Anulled	Catenary Replacement
2/5	403	89	Mechanical	6/15	11	Anulled	Catenary Wires Issues
2/17	502	120	METRA - Switch Issue		17	Anulled	Equipment problems
	503	70	METRA - Switch Issue		19	Anulled	Catenary Wires Issues
	504	70	METRA - Switch Issue		22	Anulled	Catenary Wires Issues
	603	70	METRA - Switch Issue		422	Anulled	Equipment problems
3/4	510	115	METRA - Switch Issue		424	Anulled	Equipment problems
3/30	110	61	Trespasser Incident	6/16	701	Anulled	Catenary Wires Issues
4/8	510	113	Trespasser Incident		703	Anulled	Catenary Wires Issues
4/8	511	120	Trespasser Incident	6/25	401	Anulled	Catenary Replacement
4/23	401	Annulled	Rail/Cat. Replacement		422	Anulled	Catenary Replacement
	422	Annulled	Rail/Cat. Replacement		424	Anulled	Catenary Replacement
	424	Annulled	Rail/Cat. Replacement	6/26	401	Anulled	Catenary Replacement
4/24	401	Annulled	Rail/Cat. Replacement		422	Anulled	Catenary Replacement
	422	Annulled	Rail/Cat. Replacement		424	Anulled	Catenary Replacement
	424	Annulled	Rail/Cat. Replacement	6/27	401	Anulled	Catenary Replacement
4/25	401	Annulled	Rail/Cat. Replacement		422	Anulled	Catenary Replacement
	422	Annulled	Rail/Cat. Replacement		424	Anulled	Catenary Replacement
	424	Annulled	Rail/Cat. Replacement	6/28	401	Anulled	Catenary Replacement
4/26	401	Annulled	Rail/Cat. Replacement		422	Anulled	Catenary Replacement
	422	Annulled	Rail/Cat. Replacement		424	Anulled	Catenary Replacement
	424	Annulled	Rail/Cat. Replacement	6/29	401	Anulled	Catenary Replacement
4/27	401	Annulled	Rail/Cat. Replacement	6/30	601	60	Trespasser Incident
4/30	401	Annulled	Rail/Cat. Replacement	7/1	509	120	Tree in Catenary Wires
	422	Annulled	Rail/Cat. Replacement	7/23	401	Anulled	Catenary Replacement
	424	Annulled	Rail/Cat. Replacement		422	Anulled	Catenary Replacement
5/1	401	Anulled	Rail/Cat. Replacement		424	Anulled	Catenary Replacement
	422	Anulled	Rail/Cat. Replacement				
	424	Anulled	Rail/Cat. Replacement				

ANNULLED TRAINS OR DELAYS IN EXCESS OF 59 MINUTES							
Date	Train #	Minutes	Reason	Date	Train #	Minutes	Reason
7/24	401	Anulled	Catenary Replacement	7/26	401	Anulled	Catenary Replacement
	422	Anulled	Catenary Replacement		422	Anulled	Catenary Replacement
	424	Anulled	Catenary Replacement		424	Anulled	Catenary Replacement
7/25	401	Anulled	Catenary Replacement	7/27	401	Anulled	Catenary Replacement
	422	Anulled	Catenary Replacement				
	424	Anulled	Catenary Replacement				

**RIDERSHIP REPORT: JULY, 2018**

	2016	Work Days	2017	Work Days	2018	Work Days	Change 18/17
	Passengers		Passengers		Passengers		
<b>MONTHLY RIDERSHIP</b>							
January	255,006	20	243,280	21	251,990	22	3.6%
February	257,998	21	256,285	20	242,120	20	-5.5%
March	295,099	23	286,216	23	283,789	22	-0.8%
April	287,094	21	278,878	20	279,888	21	0.4%
May	289,597	21	291,326	22	288,137	22	-1.1%
June	307,307	22	315,133	22	299,010	21	-5.1%
<b>CUMULATIVE COMPARISON</b>							
January	255,006	20	243,280	21	251,990	22	3.6%
February	513,004	41	499,565	41	494,110	42	-1.1%
March	808,103	64	785,781	64	777,899	64	-1.0%
April	1,095,197	85	1,064,659	84	1,057,787	85	-0.6%
May	1,384,794	106	1,355,985	106	1,345,924	107	-0.7%
June	1,692,101	128	1,671,118	128	1,644,934	128	-1.6%
<b>AVERAGE WEEKDAY RIDERSHIP</b>							
January	10,892		10,141		10,213		0.7%
February	10,547		10,885		10,413		-4.3%
March	11,581		11,058		11,403		3.1%
April	11,822		11,553		11,490		-0.5%
May	11,570		11,439		11,375		-0.6%
June	12,161		12,208		11,989		-1.8%
<b>AVERAGE WEEKDAY PEAK PERIOD RIDERSHIP</b>							
January	8,603		7,874		7,982		1.4%
February	7,975		8,211		7,914		-3.6%
March	8,642		8,350		8,214		-1.6%
April	8,760		8,520		8,588		0.8%
May	8,537		8,387		8,422		0.4%
June	8,777		8,466		8,542		0.9%
<b>AVERAGE WEEKDAY OFF-PEAK RIDERSHIP</b>							
January	2,289		2,097		2,231		6.4%
February	2,585		2,674		2,499		-6.5%
March	2,940		2,708		2,829		4.5%
April	3,061		3,033		2,902		-4.3%
May	3,039		3,053		2,953		-3.3%
June	3,384		3,743		3,481		-7.0%

**RIDERSHIP REPORT: JULY, 2018**

	2016	Work Days	2017	Work Days	2018	Work Days	Change 18/17
	Passengers		Passengers		Passengers		
<b>AVERAGE WEEKEND/HOLIDAY RIDERSHIP (per day)</b>							
January	3,379		3,690		3,035		-17.8%
February	4,532		4,822		4,233		-12.2%
March	3,591		3,986		4,538		13.8%
April	4,315		4,783		4,288		-10.3%
May	4,663		4,406		4,210		-4.4%
June	4,971		5,819		5,249		-9.8%
<b>MONTHLY SOUTH BEND RIDERSHIP</b>							
January	14,935		14,626		15,027		2.7%
February	15,708		16,499		16,778		1.7%
March	19,040		18,235		21,230		16.4%
April	20,090		23,040		20,509		-11.0%
May	19,598		20,085		19,452		-3.2%
June	20,209		22,143		20,965		-5.3%



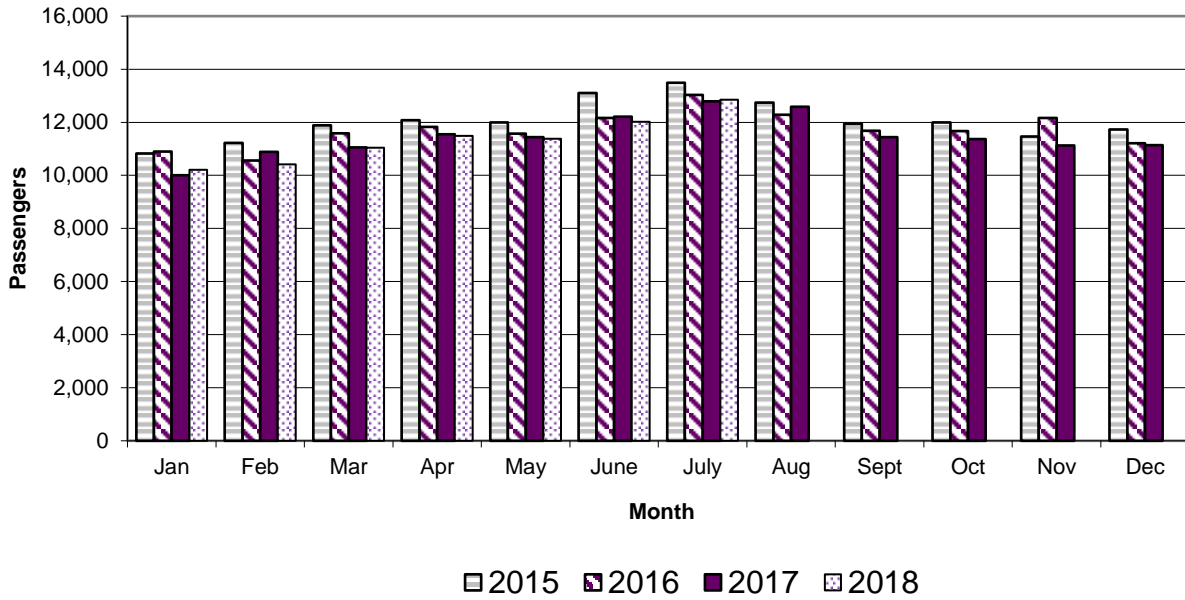
**RIDERSHIP REPORT: JULY, 2018**

	2016	Work	2017	Work	2018	Work	Change 18/17
	Passengers	Days	Passengers	Days	Passengers	Days	
<b>MONTHLY RIDERSHIP</b>							
July	326,207	20	322,717	20	326,061	21	1.0%
August	321,033	23	337,910	23			
September	288,198	21	281,393	20			
October	294,337	21	294,294	22			
November	300,628	21	273,273	21			
December	281,576	21	275,137	20			
<b>CUMULATIVE COMPARISON</b>							
July	2,018,308	148	1,993,835	148	1,970,995	149	-1.1%
August	2,339,341	171	2,331,745	171			
September	2,627,539	192	2,613,138	191			
October	2,921,876	213	2,907,432	213			
November	3,222,504	234	3,180,705	234			
December	3,504,080	255	3,455,842	254			
<b>AVERAGE WEEKDAY RIDERSHIP</b>							
July	13,037		12,794		12,855		0.5%
August	12,289		12,580				
September	11,682		11,440				
October	11,671		11,369				
November	12,159		11,131				
December	11,217		11,142				
Thru December	11,719	255	11,478	254			
<b>AVERAGE WEEKDAY PEAK PERIOD RIDERSHIP</b>							
July	8,407		8,406		8,601		2.3%
August	8,694		8,612				
September	8,661		8,438				
October	8,704		8,398				
November	8,685		8,095				
December	7,552		7,522				
Thru December	8,500	255	8,273	254			
<b>AVERAGE WEEKDAY OFF-PEAK RIDERSHIP</b>							
July	4,629		4,387		4,254		-3.0%
August	3,595		3,968				
September	3,021		3,002				
October	2,967		2,970				
November	3,473		3,036				
December	3,665		3,620				
Thru December	3,221	255	3,191	254			

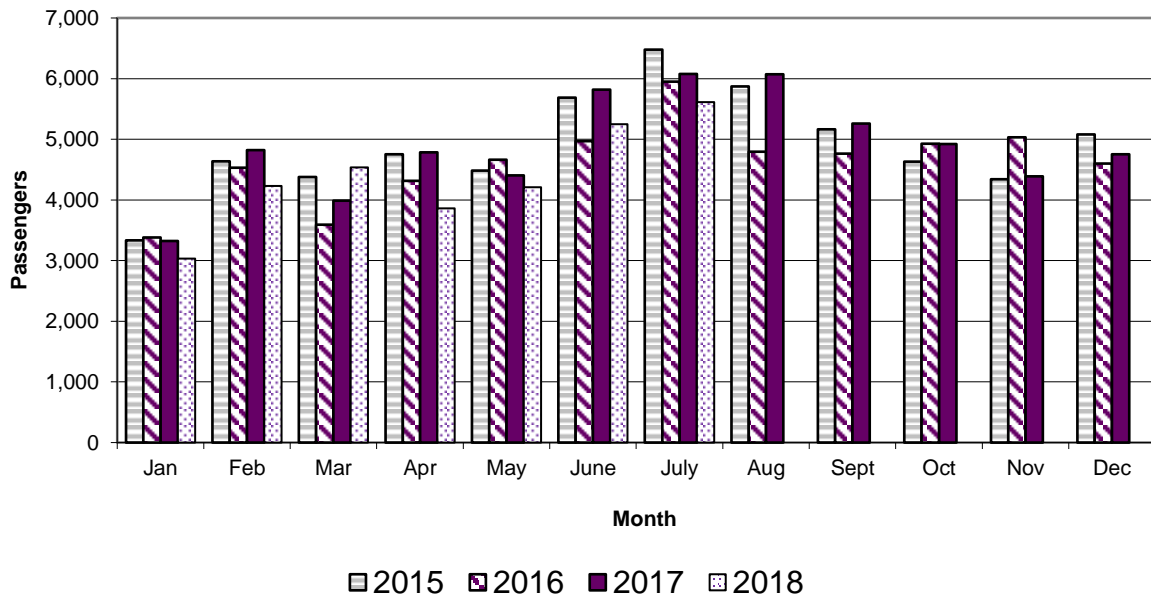
RIDERSHIP REPORT: JULY, 2018

	2016	Wkend	2017	Wkend	2018	Wkend	Change
	Passengers	Days	Passengers	Days	Passengers	Days	18/17
<b>AVERAGE WEEKEND/HOLIDAY RIDERSHIP (per day)</b>							
July	5,952		6,077		5,612		-7.7%
August	4,797		6,070				
September	4,763		5,260				
October	4,929		4,922				
November	5,033		4,391				
December	4,602		4,753				
Thru December	4,627	109	4,915	110			
<b>MONTHLY SOUTH BEND RIDERSHIP</b>							
July	14,935		14,626		15,027		2.7%
August	15,708		16,499				
September	19,040		18,235				
October	20,090		23,040				
November	19,598		20,085				
December	20,209		22,143				

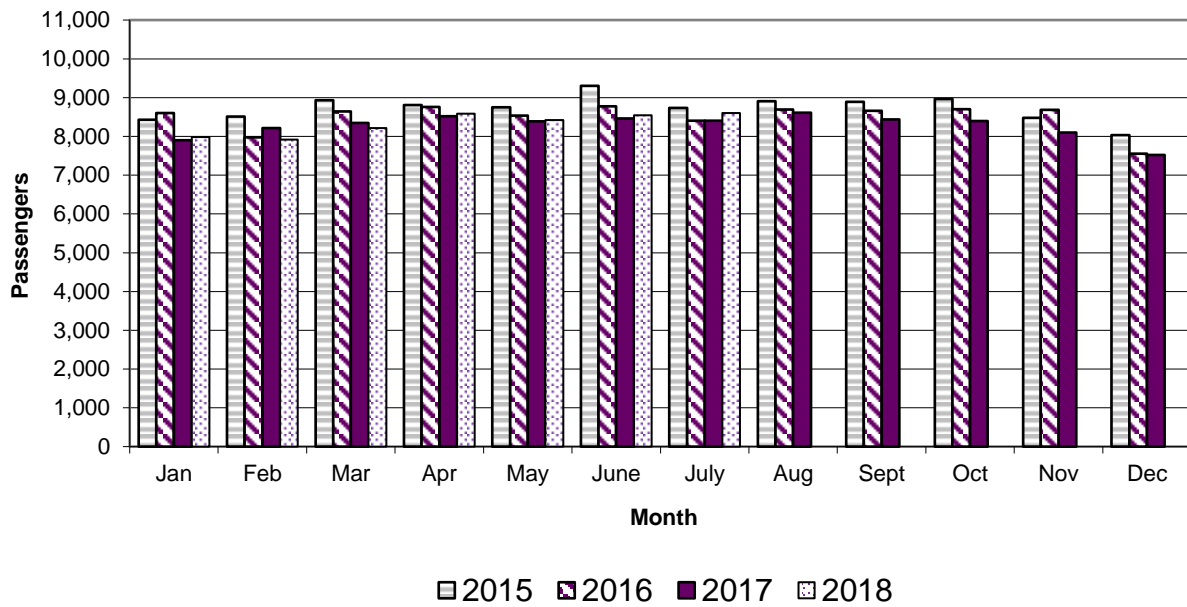
## SOUTH SHORE WEEKDAY RIDERSHIP 2015-2018



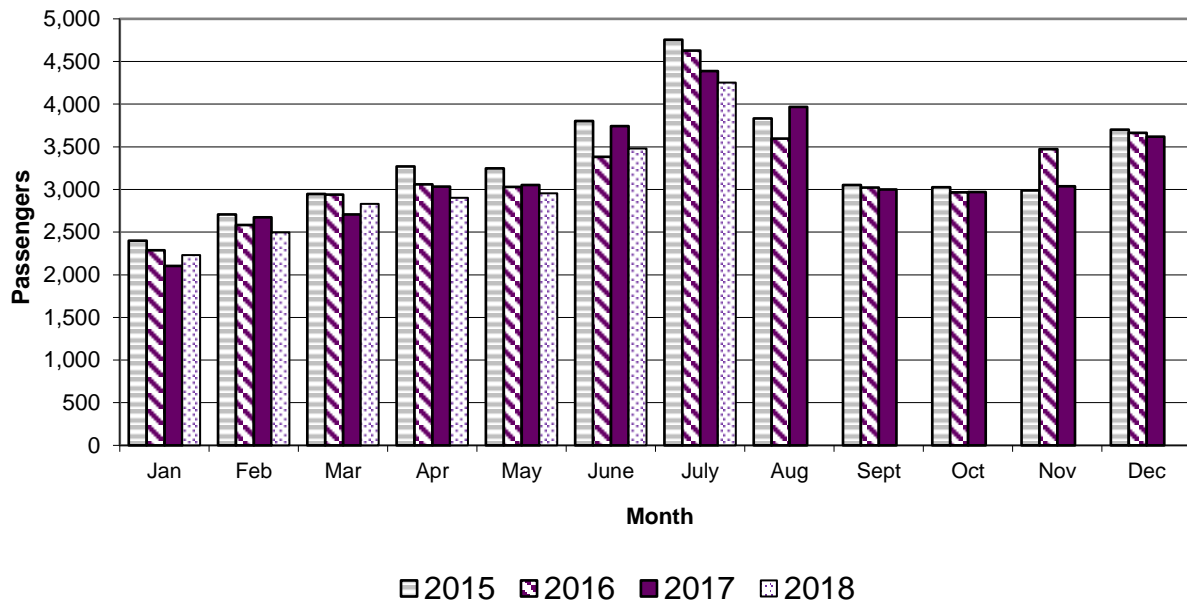
## SOUTH SHORE WEEKEND/HOLIDAY RIDERSHIP: 2015-2018



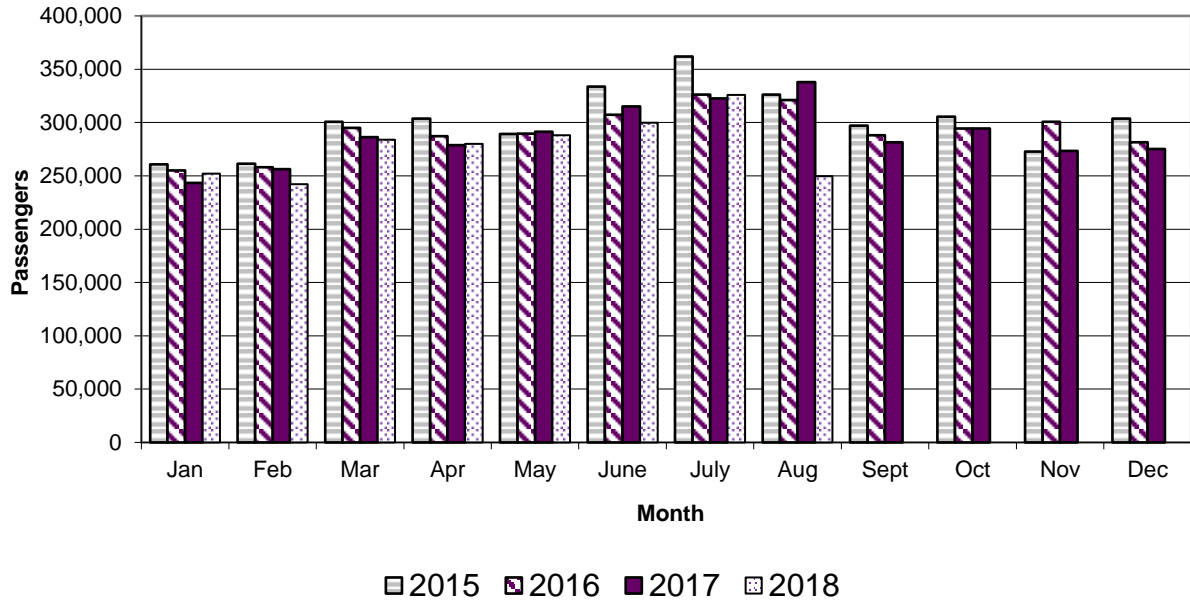
## SOUTH SHORE PEAK RIDERSHIP 2015-2018



## SOUTH SHORE OFF-PEAK RIDERSHIP 2015-2018



## SOUTH SHORE MONTHLY RIDERSHIP 2015-2018



PERCENT ON TIME: JULY, 2018

PEAK		
Train	Days Late	% on Time
102	0	100.0%
104	1	95.2%
6	3	85.7%
106	0	100.0%
108	0	100.0%
110	0	100.0%
112	0	100.0%
114	0	100.0%
<b>214</b>	<b>0</b>	<b>100.0%</b>
<b>11</b>	<b>4</b>	<b>81.0%</b>
111	0	100.0%
113	0	100.0%
115	1	95.2%
17	1	95.2%
<b>117</b>	<b>9</b>	<b>57.1%</b>
217	1	95.2%
119	2	90.5%
Total	22	93.8%
Westbound	4	97.9%
Eastbound	18	89.3%

OFF-PEAK		
Train	Days Late	% on Time
<b>14</b>	<b>7</b>	<b>66.7%</b>
216	0	100.0%
<b>116</b>	<b>10</b>	<b>52.4%</b>
218	2	90.5%
<b>18</b>	<b>9</b>	<b>57.1%</b>
118	2	90.5%
220	1	95.2%
20	8	61.9%
<b>222</b>	<b>4</b>	<b>81.0%</b>
420	0	100.0%
22	3	85.7%
424	0	100.0%
401	0	100.0%
203	0	100.0%
403	0	100.0%
205	0	100.0%
207	0	100.0%
<b>7</b>	<b>5</b>	<b>76.2%</b>
<b>107</b>	<b>14</b>	<b>33.3%</b>
<b>9</b>	<b>9</b>	<b>57.1%</b>
<b>109</b>	<b>5</b>	<b>76.2%</b>
209	2	90.5%
19	7	66.7%
121	1	95.2%
123	7	66.7%
101	2	90.5%
Total	98	81.6%
Westbound	46	81.1%
Eastbound	52	82.0%

WEEKEND/HOLIDAY		
Train	Days Late	% on Time
600	0	100.0%
502	2	80.0%
504	3	70.0%
606	1	90.0%
506	2	80.0%
608	2	80.0%
508	2	80.0%
610	1	90.0%
510	1	90.0%
710	Deadhead move	
503	3	70.0%
603	0	100.0%
605	2	80.0%
505	1	90.0%
507	4	60.0%
509	6	40.0%
511	5	50.0%
613	0	100.0%
601	4	60.0%
701	0	100.0%
703	1	90.0%
Total	40	80.0%
Westbound	14	84.4%
Eastbound	26	76.4%

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

REASON FOR DELAY: JULY

REASONS (weekday)		
AMT	11	9%
CAR	8	7%
CAT	0	0%
DBS	2	2%
DMW	9	8%
DSR	2	2%
DSS	4	3%
FRR	5	4%
FTI	2	2%
HLD	4	3%
LMU	1	1%
MET	40	33%
NIPSCO	0	0%
OET	0	0%
OPR	3	3%
OTH	6	5%
PAS	6	5%
POL	1	1%
PTI	13	11%
SUB	0	0%
SVS	1	1%
TOD	0	0%
TRK	0	0%
TRS	2	2%
UTL	0	0%
VAN	0	0%
WTR	0	0%
TOTAL	120	100%

REASONS (weekend)		
AMT	0	0%
CAR	1	3%
CAT	0	0%
DBS	0	0%
DMW	0	0%
DSR	1	3%
DSS	5	13%
FRR	3	8%
FTI	1	3%
HLD	2	5%
LMU	0	0%
MET	14	35%
NIPSCO	0	0%
OET	0	0%
OPR	0	0%
OTH	1	3%
PAS	6	15%
POL	0	0%
PTI	2	5%
SUB	0	0%
SVS	2	5%
TOD	0	0%
TRK	0	0%
TRS	0	0%
UTL	0	0%
VAN	0	0%
WTR	2	5%
TOTAL	40	100%

- 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
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- OET - Operational Efficiency Testing
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- 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

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

CUMULATIVE PERCENT ON TIME THRU JULY, 2018

PEAK		
Train	Days Late	% on Time
102	2	98.7%
104	4	97.3%
6	9	94.0%
106	6	96.0%
108	3	98.0%
110	6	96.0%
112	7	95.3%
114	14	90.6%
214	6	96.0%
<b>11</b>	<b>28</b>	<b>81.1%</b>
111	2	98.7%
113	5	96.6%
115	9	93.9%
17	11	92.6%
117	33	77.9%
217	8	94.6%
119	10	93.3%
Total	163	93.6%
Westbound	57	95.7%
Eastbound	106	91.1%

OFF-PEAK		
Train	Days Late	% on Time
14	24	83.9%
216	4	97.3%
<b>116</b>	<b>30</b>	<b>79.9%</b>
216	9	94.0%
<b>18</b>	<b>63</b>	<b>57.7%</b>
118	8	94.6%
218	12	91.9%
<b>20</b>	<b>40</b>	<b>73.2%</b>
220	13	91.3%
420	6	95.2%
<b>22</b>	<b>28</b>	<b>81.1%</b>
422	4	96.8%
401	1	99.2%
203	5	96.6%
403	13	91.3%
205	4	97.3%
207	6	96.0%
<b>7</b>	<b>42</b>	<b>71.8%</b>
<b>107</b>	<b>56</b>	<b>62.4%</b>
<b>9</b>	<b>42</b>	<b>71.8%</b>
<b>109</b>	<b>32</b>	<b>78.5%</b>
209	4	97.3%
<b>19</b>	<b>31</b>	<b>79.1%</b>
121	12	91.9%
123	26	82.6%
101	10	93.3%
Total	525	86.2%
Westbound	241	86.1%
Eastbound	284	86.2%

WEEKEND/HOLIDAY		
Train	Days Late	% on Time
600	10	84.1%
502	19	69.8%
504	35	44.4%
606	21	66.7%
506	19	69.8%
608	8	87.3%
508	24	61.9%
610	4	93.7%
510	17	73.0%
710	Deadhead move	
503	25	60.3%
603	4	93.7%
605	15	76.2%
505	19	69.8%
507	27	57.1%
509	32	49.2%
511	31	50.8%
613	7	88.9%
601	14	77.8%
701	1	98.4%
703	6	90.3%
Total	338	73.1%
Westbound	157	72.3%
Eastbound	181	73.8%

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



**CUMULATIVE REASON FOR DELAYS THRU JULY, 2018**

REASONS (weekday)		
AMT	27	3.9%
CAR	63	9.2%
CAT	0	0.0%
DBS	11	1.6%
DMW	44	6.4%
DSR	44	6.4%
DSS	24	3.5%
FRR	28	4.1%
FTI	26	3.8%
HLD	16	2.3%
LMU	12	1.7%
MET	182	26.5%
NIPSCO	0	0.0%
OET	4	0.6%
OPR	3	0.4%
OTH	30	4.4%
PAS	24	3.5%
POL	7	1.0%
PTI	69	10.0%
SUB	0	0.0%
SVS	16	2.3%
TOD	4	0.6%
TRK	12	1.7%
TRS	12	1.7%
UTL	1	0.1%
VAN	0	0.0%
WTR	29	4.2%
TOTAL	688	100.0%

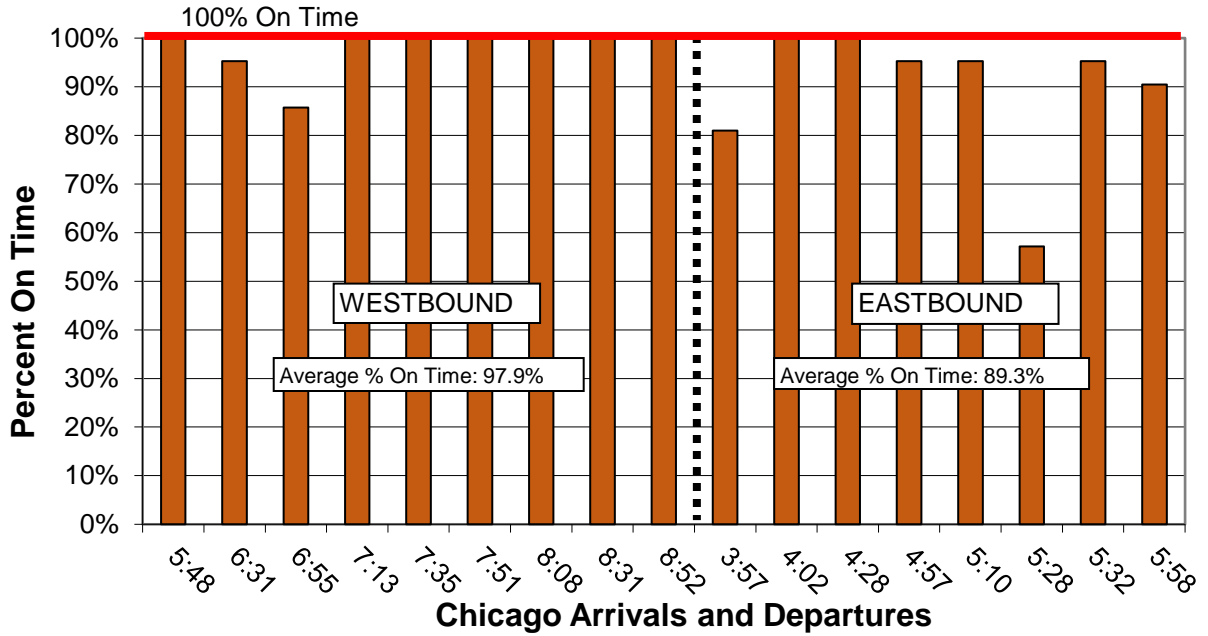
REASONS (weekend)		
AMT	1	0.3%
CAR	23	6.8%
CAT	4	1.2%
DBS	0	0.0%
DMW	0	0.0%
DSR	47	14.0%
DSS	13	3.9%
FRR	18	5.4%
FTI	13	3.9%
HLD	9	2.7%
LMU	8	2.4%
MET	82	24.4%
NIPSCO	0	0.0%
OET	0	0.0%
OPR	0	0.0%
OTH	7	2.1%
PAS	31	9.2%
POL	2	0.6%
PTI	27	8.0%
SUB	1	0.3%
SVS	16	4.8%
TOD	2	0.6%
TRK	3	0.9%
TRS	7	2.1%
UTL	0	0.0%
VAN	0	0.0%
WTR	22	6.5%
TOTAL	336	100.0%

TOTAL		
AMT	28	2.7%
CAR	86	8.4%
CAT	4	0.4%
DBS	11	1.1%
DMW	44	4.3%
DSR	91	8.9%
DSS	37	3.6%
FRR	46	4.5%
FTI	39	3.8%
HLD	25	2.4%
LMU	20	2.0%
MET	264	25.8%
NIPSCO	0	0.0%
OET	4	0.4%
OPR	3	0.3%
OTH	37	3.6%
PAS	55	5.4%
POL	9	0.9%
PTI	96	9.4%
SUB	1	0.1%
SVS	32	3.1%
TOD	6	0.6%
TRK	15	1.5%
TRK	19	1.9%
TRS	1	0.1%
VAN	0	0.0%
WTR	51	5.0%
TOTAL	1,024	100.0%

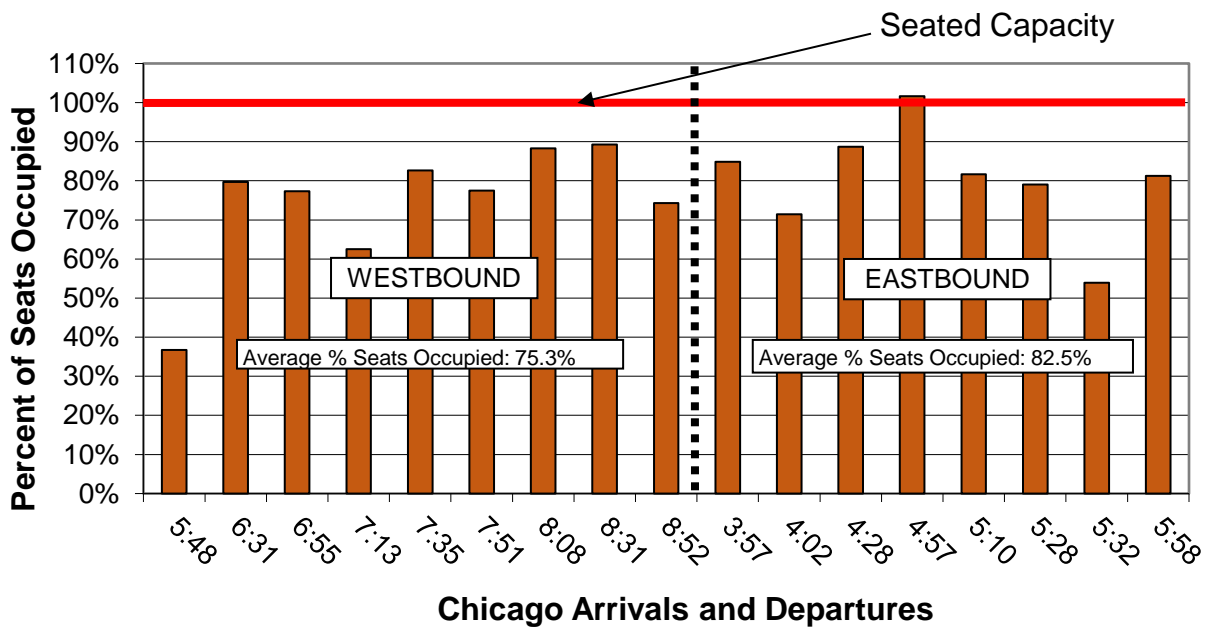
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## RUSH HOUR ON TIME PERFORMANCE: JULY 2018



## PERCENT OF RUSH HOUR SEATS OCCUPIED: JULY 2018





**Cumulative**

Arrive	Train #	Days Late	Days Ran	% On Time
5:48a	102	2	149	98.7%
6:31	104	4	149	97.3%
6:55	6	9	149	94.0%
7:13	106	6	149	96.0%
7:35	108	3	149	98.0%
7:51	110	6	149	96.0%
8:08	112	7	149	95.3%
8:31	114	14	149	90.6%
8:52	214	6	149	96.0%
10:28	14	12	149	91.9%
<b>Depart</b>				
3:57	11	28	147	81.0%
4:02p	111	2	149	98.7%
4:28	113	5	149	96.6%
4:57	115	9	149	94.0%
5:10	117	33	149	77.9%
5:28	17	11	147	92.5%
5:32	217	8	149	94.6%
5:58	119	10	149	93.3%
7:15	19	22	149	85.2%

**Year-to-date cumulative**

	#Late	#Ran	%On time
WB Rush	57	1383	95.9%
EB Rush	106	1230	91.4%
Total Rush	163	2,613	93.8%

**CUMULATIVE RUSH HOUR THRU JULY**

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	27	51	78	2.0%	4.1%	2.99%
11-15	15	31	46	1.1%	2.5%	1.76%
16-20	4	11	15	0.3%	0.9%	0.57%
21-30	3	6	9	0.2%	0.5%	0.34%
31-59	6	6	12	0.4%	0.5%	0.46%
60+	2	1	3	0.1%	0.1%	0.11%
Annulled	0	3	3			
Total Late	57	109	166	4.1%	8.9%	6.35%
On time	1,326	1,121	2,447	95.9%	91.1%	93.65%
Total ran	1,383	1,230	2,613			

**JULY RUSH HOUR**

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	2	6	8	1.0%	3.2%	2.0%
11-15	1	9	10	0.5%	4.8%	2.5%
16-20	1	2	3	0.5%	1.1%	0.8%
21-30	0	1	1	0.0%	0.5%	0.3%
31-59	0	0	0	0.0%	0.0%	0.0%
60+	0	0	0	0.0%	0.0%	0.0%
Annulled	0	0	0			
Total Late	4	18	22	1.9%	9.6%	5.5%
On time	206	169	375	98.1%	90.4%	94.5%
Total ran	210	187	397			

**GRAND TOTAL ALL TRAINS THRU JULY 2018**

Range	Peak		Off	Wkend	Total	%
	WB	EB				
6-10	27	51	274	156	508	6.6%
11-15	15	31	118	89	253	3.3%
16-20	4	11	51	31	97	1.3%
21-30	3	6	44	35	88	1.1%
31-59	6	6	32	14	58	0.8%
60+	2	1	5	11	19	0.2%
Annulled	0	3	78	4	85	
Total	57	106	524	336	1,023	13.3%
On Time	1,284	1,083	3,272	920	6,644	86.7%
Total ran	1,341	1,192	3,874	1,260	7,667	
%On Time	95.7%	90.9%	84.5%	73.0%	86.7%	