

MONTHLY RIDERSHIP AND PERFORMANCE REPORT

**August 2018
Monthly Performance Report**



NICTD

AUGUST, 2018 MONTHLY PERFORMANCE REPORT

Ridership

Ridership for the month of August decreased 2.6% when compared to August of 2017. This year 329,094 passengers traveled on the South Shore Line (SSL) while August of 2017 recorded a total of 337,910 passenger trips.

Weekday Travel

Average weekday travel declined by 2.4% with an average of 12,275 weekday passengers carried in 2018 compared to 12,580 in 2017. The average peak travel decreased 1.5% to an average daily ridership of 8,486 while off-peak declined 4.5% to an average daily ridership of 3,788.

AVERAGE SEAT OCCUPANCY**					
WESTBOUND			EASTBOUND		
Arrival	% of seats occupied		Departure	% of seats occupied	
	2017	2018		2017	2018
5:48 a	35.4%	40.4%	3:57 p***	87.7%	70.8%
6:31 a	78.3	74.8	4:02 p	70.1	72.2
6:55 a***	70.7	77.0	4:28 p	89.3	87.0
7:13 a	49.5	60.1	4:57 p	93.6	101.5
7:35 a	83.0	83.1	5:10 p	73.0	80.6
7:51 a	72.8	77.2	5:28 p	75.6	70.6
8:08 a	86.6	86.1	5:32 p	44.6	53.2
8:31 a	94.3	91.0	5:58 p	76.0	78.7
8:52 a	71.1	72.1	7:10 p*	72.5	64.6
10:28 a*	71.5	63.5			

*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 3.7% when compared to August 2017. August 2018 averaged 5,847 passengers per day on weekends compared to 6,070 in 2017.

Analysis over last 12 months:

RIDERSHIP OVER LAST 12 MONTHS: SEPTEMBER THRU AUGUST							
	2014-2015	2015-2016	% Change	2016-2017	% Change	2017-2018	% Change
Total	3,629,780	3,518,538	-3.06%	3,496,484	-0.63%	3,425,028	-2.04%
Weekday	3,090,903	3,010,054	-2.62%	2,959,936	-1.67%	2,907,682	-1.77%
Peak	2,225,124	2,192,808	-1.45%	2,135,145	-2.63%	2,109,363	-1.21%
Off Peak	865,779	817,246	-5.61%	824,791	0.92%	798,319	-3.21%
Weekend	538,877	508,484	-5.64%	526,368	3.52%	517,346	-1.71%
South Bend	245,916	244,402	-0.62%	251,472	2.89%	257,379	2.35%

Revenue

The number of tickets sold in 2018 are down 3.1% compared to 2017, however revenue is up 2.4%. This is due to the fare increases experienced in July of 2018. Revenue from digital sources represents 61.5% of ticket sales and 63.1% of revenue in 2018.

Total Ticket Sales: Through August						
Method of Sale	Tickets			Revenue		
	2017	2018	% Change	2017	2018	% Change
Ticket Agent	171,389	145,022	-15.4%	4,167,023	3,941,063	-5.4%
Vending Machine	383,542	360,756	-5.9%	5,979,549	5,861,579	-2.0%
Conductor	246,616	218,939	-11.2%	1,797,282	1,642,145	-8.6%
Mobile App	175,665	221,971	26.4%	2,818,338	3,678,031	30.5%
Total	977,212	946,688	-3.1%	14,762,192	15,122,817	2.4%

On Time Performance

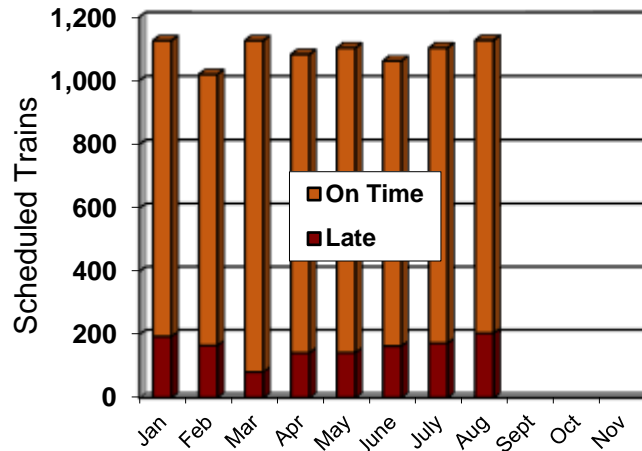
Rush hour –Overall, 91.1% of A.M. and P.M. rush hour trains were on time in August; compared to 90.8% in August of 2017. A train is considered to be on time when it arrives at its terminal within 5 minutes and 59 seconds of its scheduled arrival time (industry standard). 94.1% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 94.8% of westbound morning rush hour service was on time compared to 94.2% in August 2017; while eastbound rush hour trains reported an average on time performance of 86.9% compared to 87.0% in August 2017. A total of 12 out of 230 westbound rush hour trains were delayed in August. Of those 12 only 3 experienced delays greater than 15 minutes. The eastbound rush hour trains had a total of 27 out of 206 trains delayed in August. Of those 27 a total of 13 experienced delays greater than 15 minutes.¹

RANGE OF RUSH HOUR DELAYS (in minutes)								
Range	August, 2018				Cumulative thru August, 2018			
	a.m.	p.m.	Total	Percent	a.m.	p.m.	Total	Percent
6-10	4	9	13	3.0%	31	60	91	3.0%
11-15	5	6	11	2.5%	20	37	57	1.9%
16-20	3	1	4	0.9%	7	12	19	0.6%
21-30	0	3	3	0.7%	3	9	12	0.4%
31-59	0	1	1	0.2%	6	7	13	0.4%
60+	0	7	7	1.6%	2	8	10	0.3%
Annulled	0	1	1	0.2%	0	4	4	0.1%
On Time	218	178	396		1,544	1,301	2,845	
Total Ran	230	206	436		1,613	1,438	3,051	

¹ Weekday rush-hour trains operate 9 westbound and 8 eastbound per day.

Overall – The SSL scheduled 1,149 trains in August and experienced 205 delays in excess of 5 minutes (ranging from 6-175 minutes) with a median delay of 12 minutes.

August of 2018 experienced 22 annulled trains primarily due to upgraded catenary installation and bridge repair. In August 2017 the South Shore Line operated 1,146 trains with 206 delays in excess of 5 minutes (ranging from 6-103 minutes) with a median delay of 10 minutes. August of 2017 had 3 annulled trains.



Cumulative On Time Comparison		
Thru August	2017	2018
Weekday	88.1%	87.1%
Peak	92.6%	93.0%
Off-peak	85.1%	83.3%
Weekend	81.2%	73.2%
Overall	86.9%	89.4%

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 August the maximum delay was 175 minutes due to a collision of train 11 with a car sitting on the tracks. This one incident cause one annulled train and seven delayed trains. The remaining 21 annulled trains were due to scheduled upgrades for bridge work in Gary 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	8/23	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	8/24	401	Anulled	Catenary Replacement
	422	Anulled	Catenary Replacement	8/27	205	Anulled	Broadway Bridge Repairs
	424	Anulled	Catenary Replacement	8/28	17	135	Vehicle on Tracks
7/26	401	Anulled	Catenary Replacement		20	171	Vehicle on Tracks
	422	Anulled	Catenary Replacement		22	144	Vehicle on Tracks
	424	Anulled	Catenary Replacement		111	175	Vehicle on Tracks
7/27	401	Anulled	Catenary Replacement		113	114	Vehicle on Tracks
8/5	603	71	Trepasser Incident		115	150	Vehicle on Tracks
8/20	401	Anulled	Catenary Replacement		117	155	Vehicle on Tracks
	422	Anulled	Catenary Replacement		119	136	Vehicle on Tracks
	424	Anulled	Catenary Replacement		205	Anulled	Broadway Bridge Repairs
8/21	401	Anulled	Catenary Replacement		217	131	Vehicle on Tracks
	422	Anulled	Catenary Replacement		222	Anulled	Vehicle on Tracks
	424	Anulled	Catenary Replacement		424	Anulled	Vehicle on Tracks
8/22	401	Anulled	Catenary Replacement	8/29	205	Anulled	Broadway Bridge Repairs
	422	Anulled	Catenary Replacement	8/30	205	Anulled	Broadway Bridge Repairs
	424	Anulled	Catenary Replacement	8/31	205	Anulled	Broadway Bridge Repairs

RIDERSHIP REPORT: AUGUST, 2018

	2016	Work Days	2017	Work Days	2018	Work Days	Change 18/17
	Passengers		Passengers		Passengers		
MONTHLY RIDERSHIP							
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%
CUMULATIVE COMPARISON							
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%
AVERAGE WEEKDAY RIDERSHIP							
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%
AVERAGE WEEKDAY PEAK PERIOD RIDERSHIP							
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%
AVERAGE WEEKDAY OFF-PEAK RIDERSHIP							
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: AUGUST, 2018

	2016	Work Days	2017	Work Days	2018	Work Days	Change 18/17
	Passengers		Passengers		Passengers		
AVERAGE WEEKEND/HOLIDAY RIDERSHIP (per day)							
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%
MONTHLY SOUTH BEND RIDERSHIP							
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%

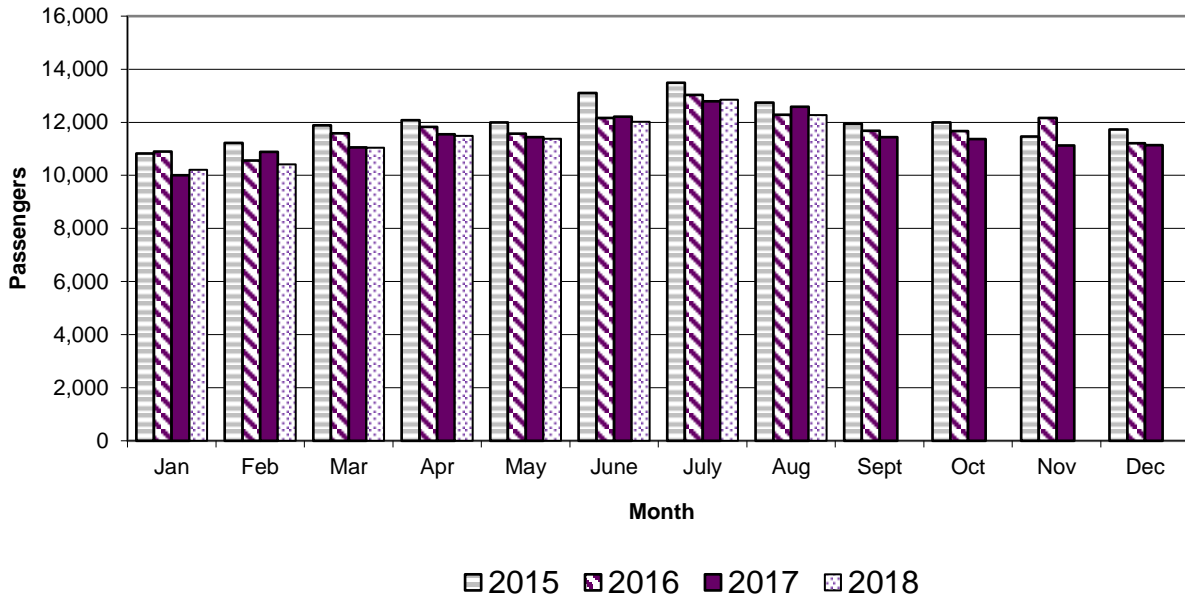
RIDERSHIP REPORT: AUGUST, 2018

	2016	Work	2017	Work	2018	Work	Change
	Passengers	Days	Passengers	Days	Passengers	Days	18/17
MONTHLY RIDERSHIP							
July	326,207	20	322,717	20	326,061	21	1.0%
August	321,033	23	337,910	23	329,094	23	-2.6%
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			
CUMULATIVE COMPARISON							
July	2,018,308	148	1,993,835	148	1,970,995	149	-1.1%
August	2,339,341	171	2,331,745	171	2,300,089	172	-1.4%
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			
AVERAGE WEEKDAY RIDERSHIP							
July	13,037		12,794		12,855		0.5%
August	12,289		12,580		12,275		-2.4%
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			
AVERAGE WEEKDAY PEAK PERIOD RIDERSHIP							
July	8,407		8,406		8,601		2.3%
August	8,694		8,612		8,486		-1.5%
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			
AVERAGE WEEKDAY OFF-PEAK RIDERSHIP							
July	4,629		4,387		4,254		-3.0%
August	3,595		3,968		3,788		-4.5%
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			

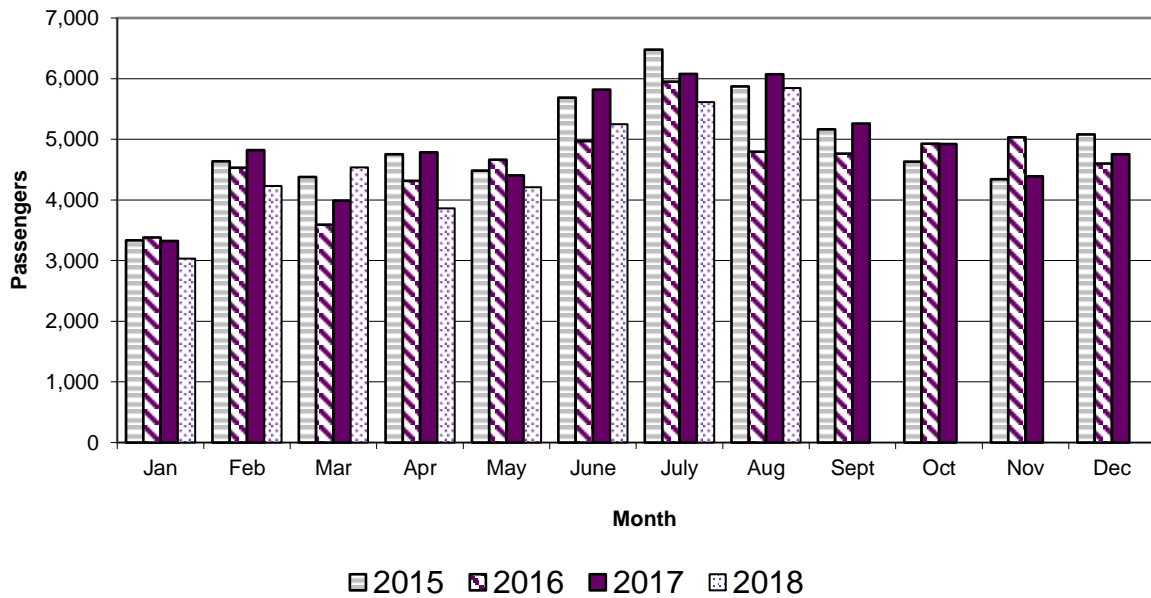
RIDERSHIP REPORT: AUGUST, 2018

	2016	Wkend	2017	Wkend	2018	Wkend	Change
	Passengers	Days	Passengers	Days	Passengers	Days	18/17
AVERAGE WEEKEND/HOLIDAY RIDERSHIP (per day)							
July	5,952		6,077		5,612		-7.7%
August	4,797		6,070		5,847		-3.7%
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			
MONTHLY SOUTH BEND RIDERSHIP							
July	26,787		27,623		25,692		-7.0%
August	21,219		22,887		22,070		-3.6%
September	20,001		23,618				
October	21,618		25,870				
November	21,861		21,387				
December	22,854		24,781				

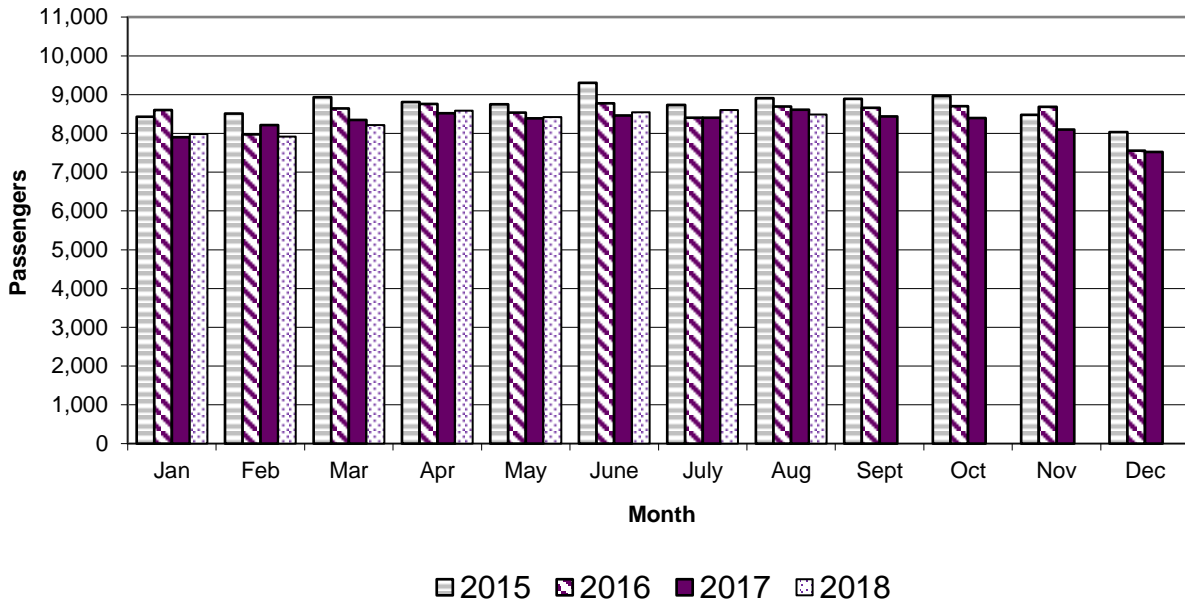
SOUTH SHORE WEEKDAY RIDERSHIP 2015-2018



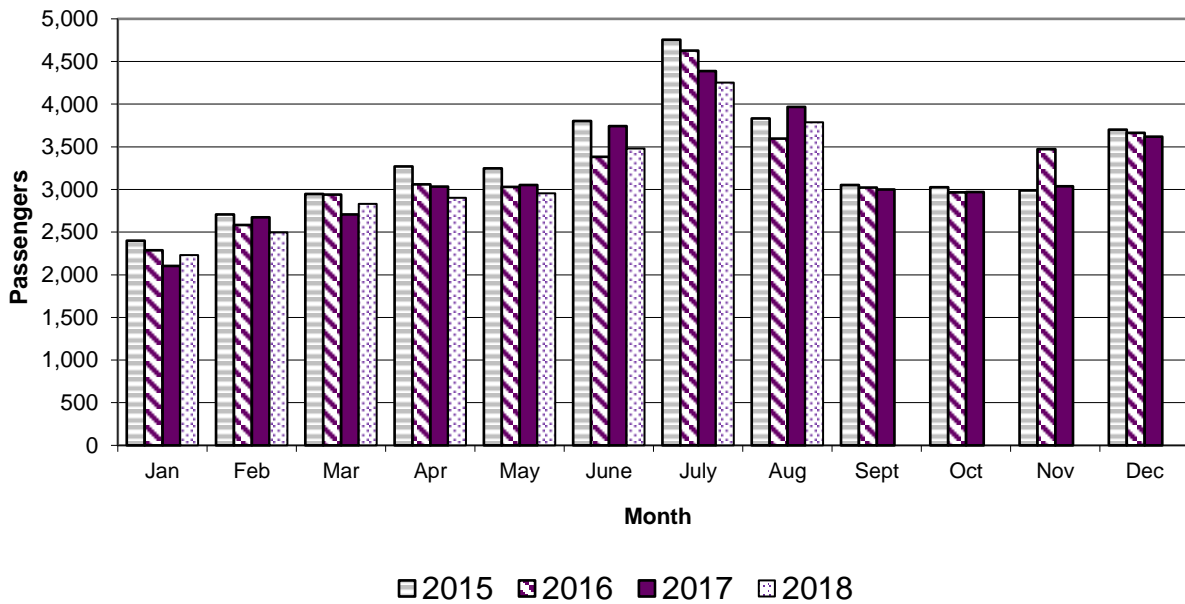
SOUTH SHORE WEEKEND/HOLIDAY RIDERSHIP: 2015-2018



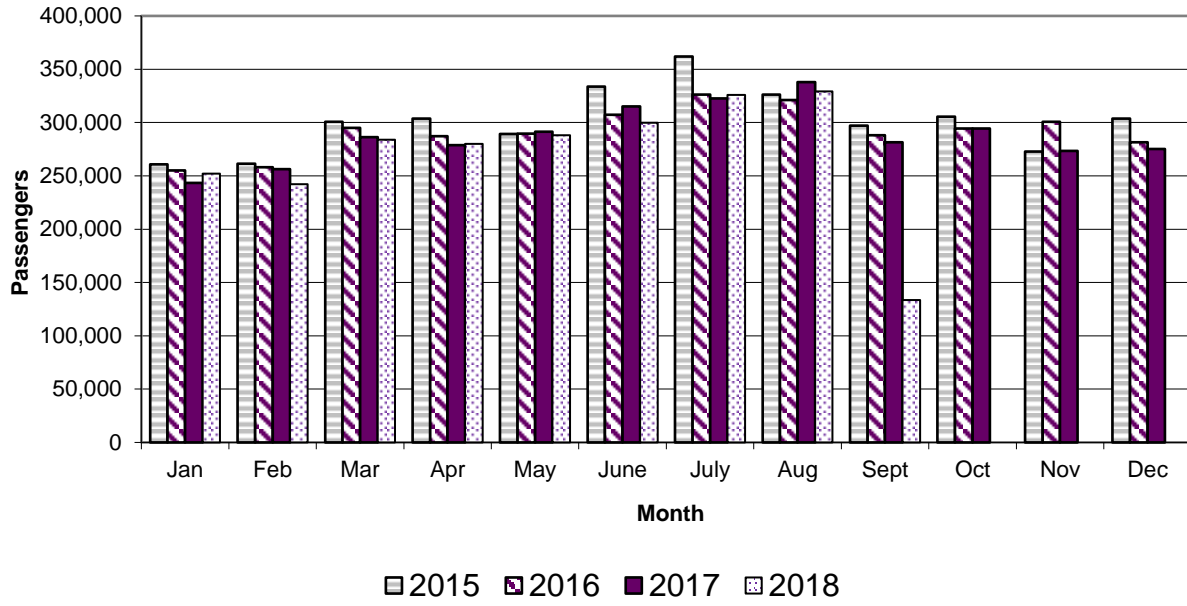
SOUTH SHORE PEAK RIDERSHIP 2015-2018



SOUTH SHORE OFF-PEAK RIDERSHIP 2015-2018



SOUTH SHORE MONTHLY RIDERSHIP 2015-2018



PERCENT ON TIME: AUGUST, 2018

PEAK		
Train	Days Late	% on Time
102	0	100.0%
104	0	100.0%
6	2	91.3%
106	2	91.3%
108	2	91.3%
110	0	100.0%
112	2	91.3%
114	2	91.3%
214	2	91.3%
11	4	81.8%
111	1	95.7%
113	4	82.6%
115	3	87.0%
17	3	87.0%
117	8	65.2%
217	2	91.3%
119	2	91.3%
Total	39	90.0%
Westbound	12	94.2%
Eastbound	27	85.2%

OFF-PEAK		
Train	Days Late	% on Time
14	5	78.3%
216	1	95.7%
116	12	47.8%
218	2	91.3%
18	16	30.4%
118	2	91.3%
220	2	91.3%
20	9	60.9%
222	1	95.5%
420	0	100.0%
22	5	78.3%
424	0	100.0%
401	0	100.0%
203	0	100.0%
403	1	95.7%
205	0	100.0%
207	0	100.0%
7	9	60.9%
107	14	39.1%
9	11	52.2%
109	17	26.1%
209	0	100.0%
19	4	81.8%
121	4	82.6%
123	8	65.2%
101	3	87.0%
Total	126	78.2%
Westbound	55	79.3%
Eastbound	71	77.2%

WEEKEND/HOLIDAY		
Train	Days Late	% on Time
600	1	87.5%
502	3	62.5%
504	3	62.5%
606	2	75.0%
506	3	62.5%
608	0	100.0%
508	2	75.0%
610	0	100.0%
510	1	87.5%
710	Deadhead move	
503	4	50.0%
603	3	62.5%
605	2	75.0%
505	1	87.5%
507	5	37.5%
509	4	50.0%
511	3	62.5%
613	1	87.5%
601	1	87.5%
701	0	100.0%
703	1	87.5%
Total	40	75.0%
Westbound	15	79.2%
Eastbound	25	71.6%

95% peak and 85% off peak.

REASON FOR DELAY: AUGUST

REASONS (weekday)		
AMT	10	6.1%
CAR	7	4.2%
CAT	0	0.0%
DBS	3	1.8%
DMW	42	25.5%
DSR	0	0.0%
DSS	5	3.0%
FRR	3	1.8%
FTI	3	1.8%
HLD	6	3.6%
LMU	0	0.0%
MET	34	20.6%
NIPSCO	0	0.0%
OET	0	0.0%
OPR	0	0.0%
OTH	8	4.8%
PAS	7	4.2%
POL	0	0.0%
PTI	18	10.9%
SUB	0	0.0%
SVS	0	0.0%
TOD	2	1.2%
TRK	2	1.2%
TRS	9	5.5%
UTL	0	0.0%
VAN	0	0.0%
WTR	6	3.6%
TOTAL	165	100.0%

REASONS (weekend)		
AMT	1	2.5%
CAR	4	10.0%
CAT	0	0.0%
DBS	0	0.0%
DMW	0	0.0%
DSR	0	0.0%
DSS	2	5.0%
FRR	2	5.0%
FTI	1	2.5%
HLD	1	2.5%
LMU	0	0.0%
MET	13	32.5%
NIPSCO	0	0.0%
OET	0	0.0%
OPR	0	0.0%
OTH	0	0.0%
PAS	7	17.5%
POL	0	0.0%
PTI	3	7.5%
SUB	2	5.0%
SVS	0	0.0%
TOD	0	0.0%
TRK	0	0.0%
TRS	4	10.0%
UTL	0	0.0%
VAN	0	0.0%
WTR	0	0.0%
TOTAL	40	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

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 AUGUST, 2018

PEAK		
Train	Days Late	% on Time
102	2	98.8%
104	4	97.7%
6	11	93.6%
106	8	95.3%
108	5	97.1%
110	6	96.5%
112	9	94.8%
114	16	90.7%
214	8	95.3%
11	32	81.2%
111	3	98.3%
113	9	94.8%
115	12	93.0%
17	14	91.8%
117	41	76.2%
217	10	94.2%
119	12	93.0%
Total	202	93.1%
Westbound	69	95.5%
Eastbound	133	90.3%

OFF-PEAK		
Train	Days Late	% on Time
14	29	83.1%
216	5	97.1%
116	42	75.6%
216	11	93.6%
18	79	54.1%
118	10	94.2%
218	14	91.9%
20	49	71.5%
220	14	91.8%
420	6	95.8%
22	33	80.7%
422	4	97.2%
401	1	99.3%
203	5	97.1%
403	14	91.9%
205	4	97.6%
207	6	96.5%
7	51	70.3%
107	70	59.3%
9	53	69.2%
109	49	71.5%
209	4	97.7%
19	35	79.4%
121	16	90.7%
123	34	80.2%
101	13	92.4%
Total	651	85.1%
Westbound	296	85.2%
Eastbound	355	85.0%

WEEKEND/HOLIDAY		
Train	Days Late	% on Time
600	11	84.5%
502	22	69.0%
504	38	46.5%
606	23	67.6%
506	22	69.0%
608	8	88.7%
508	26	63.4%
610	4	94.4%
510	18	74.6%
710	Deadhead move	
503	29	59.2%
603	7	90.1%
605	17	76.1%
505	20	71.8%
507	32	54.9%
509	36	49.3%
511	34	52.1%
613	8	88.7%
601	15	78.9%
701	0	100.0%
703	6	91.4%
Total	376	73.5%
Westbound	172	73.1%
Eastbound	204	73.8%

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

CUMULATIVE REASON FOR DELAYS THRU AUGUST, 2018

REASONS (weekday)		
AMT	37	4.3%
CAR	70	8.2%
CAT	0	0.0%
DBS	14	1.6%
DMW	86	10.1%
DSR	44	5.2%
DSS	29	3.4%
FRR	31	3.6%
FTI	29	3.4%
HLD	22	2.6%
LMU	12	1.4%
MET	216	25.3%
NIPSCO	0	0.0%
OET	4	0.5%
OPR	3	0.4%
OTH	38	4.5%
PAS	31	3.6%
POL	7	0.8%
PTI	87	10.2%
SUB	0	0.0%
SVS	16	1.9%
TOD	6	0.7%
TRK	14	1.6%
TRS	21	2.5%
UTL	1	0.1%
VAN	0	0.0%
WTR	35	4.1%
TOTAL	853	100.0%

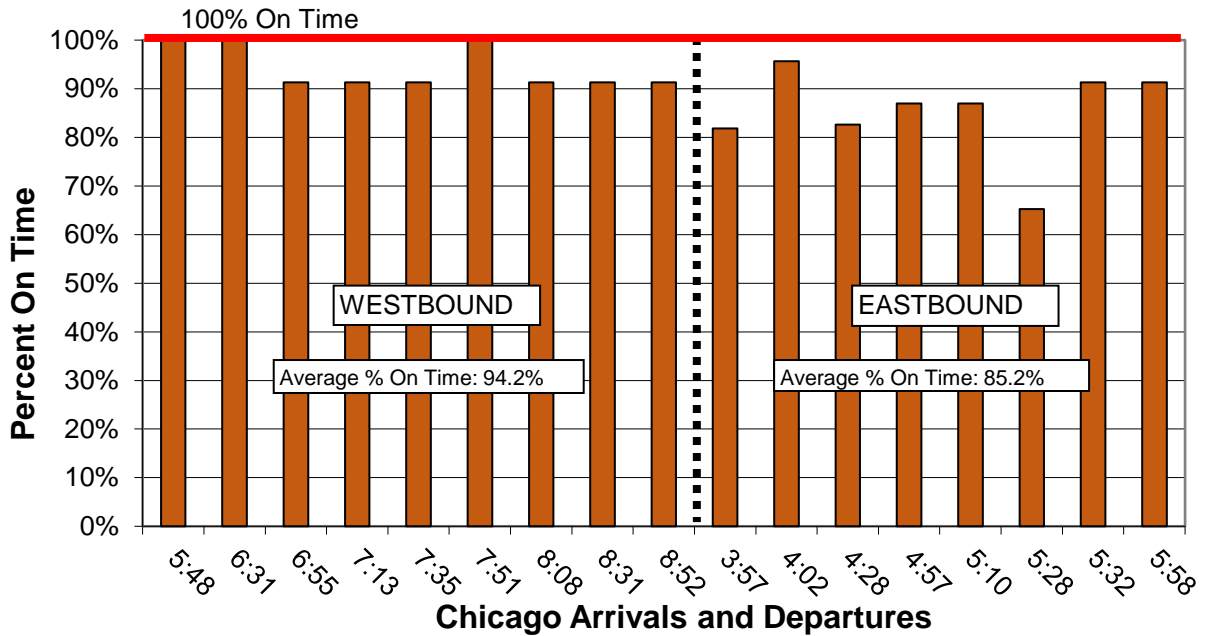
REASONS (weekend)		
AMT	2	0.5%
CAR	27	7.2%
CAT	4	1.1%
DBS	0	0.0%
DMW	0	0.0%
DSR	47	12.5%
DSS	15	4.0%
FRR	20	5.3%
FTI	14	3.7%
HLD	10	2.7%
LMU	8	2.1%
MET	95	25.3%
NIPSCO	0	0.0%
OET	0	0.0%
OPR	0	0.0%
OTH	7	1.9%
PAS	38	10.1%
POL	2	0.5%
PTI	30	8.0%
SUB	3	0.8%
SVS	16	4.3%
TOD	2	0.5%
TRK	3	0.8%
TRS	11	2.9%
UTL	0	0.0%
VAN	0	0.0%
WTR	22	5.9%
TOTAL	376	100.0%

TOTAL		
AMT	39	3.2%
CAR	97	7.9%
CAT	4	0.3%
DBS	14	1.1%
DMW	86	7.0%
DSR	91	7.4%
DSS	44	3.6%
FRR	51	4.1%
FTI	43	3.5%
HLD	32	2.6%
LMU	20	1.6%
MET	311	25.3%
NIPSCO	0	0.0%
OET	4	0.3%
OPR	3	0.2%
OTH	45	3.7%
PAS	69	5.6%
POL	9	0.7%
PTI	117	9.5%
SUB	3	0.2%
SVS	32	2.6%
TOD	8	0.7%
TRK	17	1.4%
TRS	32	2.6%
UTL	1	0.1%
VAN	0	0.0%
WTR	57	4.6%
TOTAL	1,229	100.0%

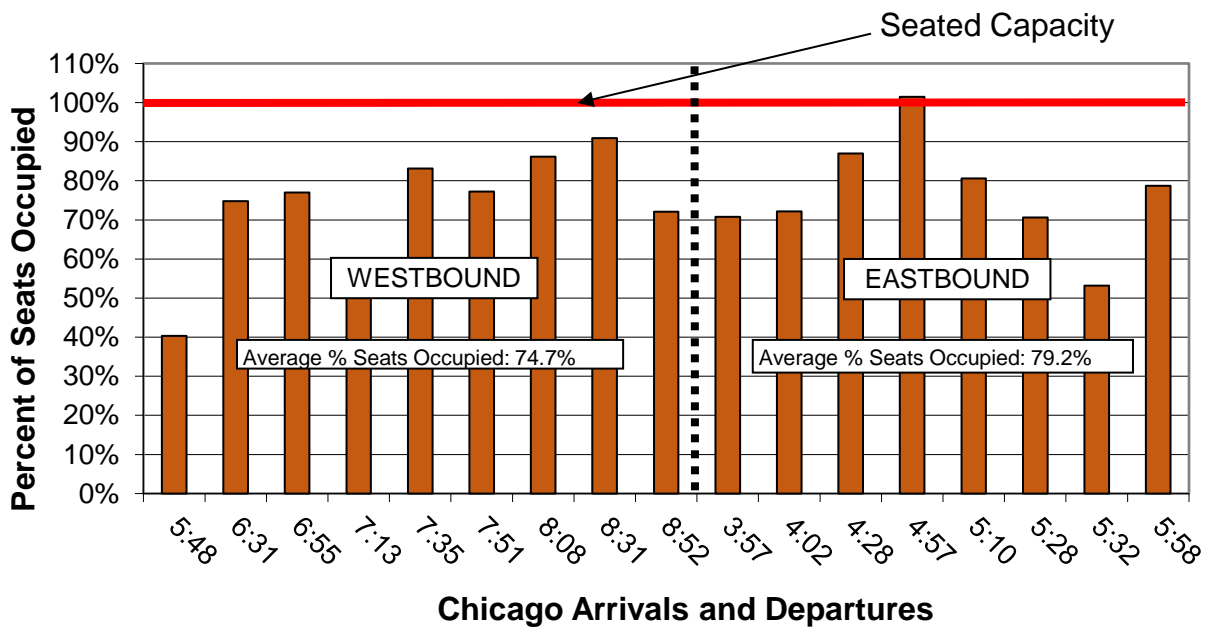
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- WTR - Delays related to inclement weather

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RUSH HOUR ON TIME PERFORMANCE: AUGUST 2018



PERCENT OF RUSH HOUR SEATS OCCUPIED: AUGUST 2018



Cumulative

Arrive	Train #	Days Late	Days Ran	% On Time
5:48a	102	2	172	98.8%
6:31	104	4	172	97.7%
6:55	6	11	172	93.6%
7:13	106	8	172	95.3%
7:35	108	5	172	97.1%
7:51	110	6	172	96.5%
8:08	112	9	172	94.8%
8:31	114	16	172	90.7%
8:52	214	8	172	95.3%
10:28	14	12	172	93.0%
Depart				
3:57	11	32	170	81.2%
4:02p	111	3	172	98.3%
4:28	113	9	172	94.8%
4:57	115	12	172	93.0%
5:10	117	41	172	76.2%
5:28	17	14	171	91.8%
5:32	217	10	172	94.2%
5:58	119	12	172	93.0%
7:15	19	22	172	87.2%

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	69	1613	95.7%
EB Rush	133	1438	90.8%
Total Rush	202	3,051	93.4%

CUMULATIVE RUSH HOUR THRU AUGUST

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	31	60	91	1.9%	4.2%	2.98%
11-15	20	37	57	1.2%	2.6%	1.87%
16-20	7	12	19	0.4%	0.8%	0.62%
21-30	3	9	12	0.2%	0.6%	0.39%
31-59	6	7	13	0.4%	0.5%	0.43%
60+	2	8	10	0.1%	0.6%	0.33%
Annulled	0	4	4			
Total Late	69	137	206	4.3%	9.5%	6.75%
On time	1,544	1,301	2,845	95.7%	90.5%	93.25%
Total ran	1,613	1,438	3,051			

AUGUST RUSH HOUR

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	4	9	13	1.7%	4.4%	3.0%
11-15	5	6	11	2.2%	2.9%	2.5%
16-20	3	1	4	1.3%	0.5%	0.9%
21-30	0	3	3	0.0%	1.5%	0.7%
31-59	0	1	1	0.0%	0.5%	0.2%
60+	0	7	7	0.0%	3.4%	1.6%
Annulled	0	1	1			
Total Late	12	27	39	5.2%	13.1%	8.9%
On time	218	179	397	94.8%	86.9%	91.1%
Total ran	230	206	436			

GRAND TOTAL ALL TRAINS THRU AUGUST 2018

Range	Peak				Total	%
	WB	EB	Off	Wkend		
6-10	31	60	328	174	593	6.7%
11-15	20	37	155	101	313	3.6%
16-20	7	12	66	38	123	1.4%
21-30	3	9	53	37	102	1.2%
31-59	6	7	41	14	68	0.8%
60+	2	8	7	12	29	0.3%
Annulled	0	4	99	4	107	
Total	69	133	650	376	1,228	13.9%
On Time	1,479	1,239	3,723	1,040	7,588	86.1%
Total ran	1,548	1,376	4,472	1,420	8,816	
%On Time	95.5%	90.0%	83.3%	73.2%	86.1%	