

MONTHLY RIDERSHIP AND PERFORMANCE REPORT

August 2020



NICTD

AUGUST, 2020 MONTHLY PERFORMANCE REPORT

Ridership

Ridership for the month of August 2020 decreased 83.2% when compared to August of 2019. This year 52,105 passengers traveled on the South Shore Line (SSL) while August of 2019 recorded a total of 3309,343 passenger trips. The SSL continues to experience reduce ridership as a result of the COVID-19 pandemic. As Chicago began advancing through their reopening phases the SSL returned to operating a normal weekday schedule allowing riders to better socially distance.

Weekday Travel

Average weekday travel was down 83.2% overall for August of 2020 when compared to August of 2019. Peak ridership was down 85.5% and off peak ridership was down 78.0%.

Weekend

Average weekend ridership in August decreased by 80.7% with an average of 1,040 passengers carried per weekend day in 2020 compared to 5,397 carried in 2019. In response to the pandemic stay at home orders and limited crowd sizes have kept local businesses and recreation spots closed or at least limiting attendance.

Analysis over last 12 months:

Ridership Over Last 12 Months: September through August							
	2016/17	2017/18	% Change	2018/19	% Change	2019/20	% Change
Total	3,496,484	3,425,028	-2.04%	3,294,816	-3.80%	1,890,858	-42.61%
Weekday	2,959,936	2,907,682	-1.77%	2,795,168	-3.87%	1,612,612	-42.31%
Peak	2,135,145	2,109,363	-1.21%	2,047,099	-2.95%	1,179,840	-42.37%
Off Peak	824,791	798,319	-3.21%	748,069	-6.29%	432,772	-42.15%
Weekend	536,548	517,346	-3.58%	499,648	-3.42%	278,246	-44.31%
South Bend	251,472	257,379	2.35%	235,740	-8.41%	60,342	-74.40%

Revenue

The number of tickets sold for the year has decreased 65.4% through August of 2020 compared to 2019. Ticket revenue is down 63.1% for 2020 compared to 2019. Sales from digital sources represents 67.1% of ticket sales and 69.8% of revenue in 2020. Monthly passes purchased in July were also good for use in August. In addition all westbound one way rides were free.

Total Ticket Sales: Through August						
Method of Sale	Tickets			Revenue		
	2019	2020	% Change	2019	2020	% Change
Ticket Agent	115,841	39,315	-66.1%	3,325,247	1,190,256	-64.2%
Vending Machine	315,621	91,728	-70.9%	5,441,538	1,784,125	-67.2%
Conductor	190,840	62,665	-67.2%	1,466,897	475,780	-67.6%
Mobile App	272,890	116,253	-57.4%	4,725,937	2,071,225	-56.2%
Total	895,192	309,961	-65.4%	14,959,618	5,521,385	-63.1%

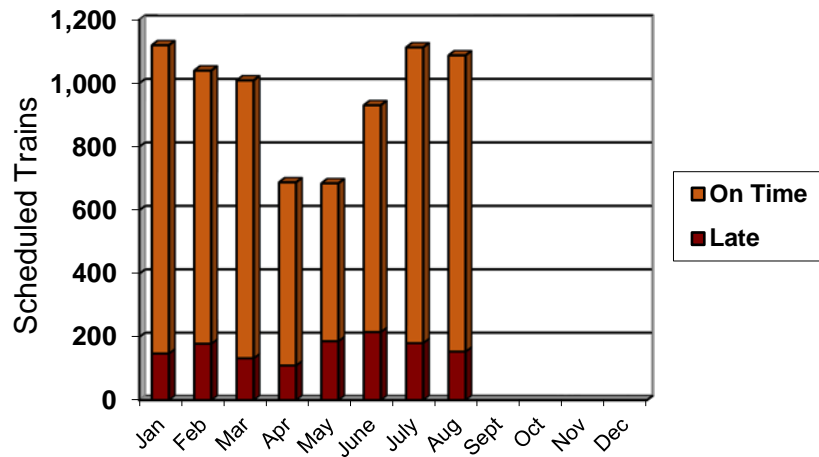
On Time Performance

Rush hour – Overall, 89.9% of A.M. and P.M. rush hour trains were on time in August 2020; compared to 86.8% in August of 2019. 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). 94.4% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 95.8% of westbound morning rush hour service was on time compared to 93.9% in August 2019; while eastbound rush hour trains reported an on time performance of 83.2% compared to 78.7% in August 2019. A total of eight out of 189 westbound rush hour trains were delayed in August. Of those eight, two experienced delays greater than 15 minutes. The eastbound rush hour trains had a total of 28 out of 167 trains delayed in August. Of those 28, 12 experienced delays greater than 15 minutes.¹

RANGE OF RUSH HOUR DELAYS (in minutes)				
August				
Range	a.m.	p.m.	Total	Percent
6-10	4	12	16	4.5%
11-15	2	4	6	1.7%
16-20	1	2	3	0.8%
21-30	1	1	2	0.6%
31-59	0	2	2	0.6%
60+	0	7	7	2.0%
Annulled	0	1	1	
On Time	181	138	319	89.9%
Total Ran	189	167	356	

¹ Weekday rush-hour trains operate 9 westbound and 8 eastbound per day however on March 23rd a temporary reduced schedule was utilized providing 4 peak trains in each direction per day which was maintained by the April 1st revision.

Overall – The SSL scheduled 1103 trains in August and experienced 154 delays in excess of 5 minutes (ranging from 6-197 minutes) with a median delay of 10 minutes. August of 2020 experienced 15 annulled trains. In August 2019 the South Shore Line scheduled 1,126 trains with 254 delays in excess of 5 minutes (ranging from 6-272 minutes) with a median delay of 11 minutes. August of 2019 experienced 19 annulled trains.



Cumulative On Time Comparison		
<i>Thru August</i>	2019	2020
Weekday	83.1%	84.2%
Peak	90.9%	87.8%
Off-peak	77.9%	82.0%
Weekend	74.0%	77.3%
Overall	81.6%	83.0%

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.

ANNULLED TRAINS OR DELAYS IN EXCESS OF 59 MINUTES							
Date	Train #	Minutes	Reason	Date	Train #	Minutes	Reason
1/2	102	Anulled	Car caught in wire.	6/8	101	Anulled	Chicago protests
	203	Anulled	Anulled due to 102 issues		401	Anulled	Construction & Maintenance
1/6	104	Anulled	Equipment issues		422	Anulled	Construction & Maintenance
	205	Anulled	Anulled due to 104 issues		424	Anulled	Construction & Maintenance
1/19	701	Anulled	Weather	6/9	401	Anulled	Construction & Maintenance
	703	Anulled	Weather		422	Anulled	Construction & Maintenance
1/23	214	98	Fire alarm at arrival station		424	Anulled	Construction & Maintenance
2/22	600	72	Derailment	6/10	401	Anulled	Construction & Maintenance
3/3	7	82	Equipment issues		422	Anulled	Construction & Maintenance
	107	69	Equipment issues		424	Anulled	Construction & Maintenance
	216	Anulled	Car caught in wire.	6/11	401	Anulled	Construction & Maintenance
3/7	606	104	Metra power outage		422	Anulled	Construction & Maintenance
	613	135	Metra power outage		424	Anulled	Construction & Maintenance
	504	154	Metra power outage	6/12	401	Anulled	Construction & Maintenance
	603	Anulled	Metra power outage	6/21	506	74	Equipment issues
3/10	110	62	Equipment issues	6/29	11	65	Construction & Maintenance
3/21	502	60	Equipment issues		17	103	Construction & Maintenance
4/16	507	60	Train collision w/ car		96	19	Construction & Maintenance
5/29	610	68	Late turn of equipment.		20	122	Construction & Maintenance
6/1	ALL	Anulled	Chicago protests		109	95	Construction & Maintenance
6/2	ALL	Anulled	Chicago protests		111	102	Construction & Maintenance
6/3	510	Anulled	Chicago protests		113	115	Construction & Maintenance
	601	Anulled	Chicago protests		115	98	Construction & Maintenance
	613	Anulled	Chicago protests		117	99	Construction & Maintenance
6/4	510	Anulled	Chicago protests		118	Anulled	Construction & Maintenance
	601	Anulled	Chicago protests		119	85	Construction & Maintenance
	613	Anulled	Chicago protests		217	84	Construction & Maintenance
6/5	510	Anulled	Chicago protests	6/30	11	70	Power Outage
	601	Anulled	Chicago protests		17	107	Power Outage
	613	Anulled	Chicago protests		22	80	Power Outage
6/6	510	Anulled	Chicago protests		116	81	Power Outage
	601	Anulled	Chicago protests		217	Anulled	Power Outage
	613	Anulled	Chicago protests		218	60	Power Outage
6/7	510	Anulled	Chicago protests		222	Anulled	Power Outage
	601	Anulled	Chicago protests		422	85	Power Outage
	613	Anulled	Chicago protests				

ANNULLED TRAINS OR DELAYS IN EXCESS OF 59 MINUTES							
Date	Train #	Minutes	Reason	Date	Train #	Minutes	Reason
7/1	110	62	Power outage.	7/24	17	67	Delays on Metras line
	112	60	Power outage.		20	80	Delays on Metras line
	114	65	Power outage.		401	Anulled	Cat wire replacement
	203	60	Power outage.	7/27	101	123	Delays on Metras line
	207	70	Power outage.	8/3	19	62	Delays on Metra's line
7/13	401	Anulled	Cat wire replacement	8/8	508	159	Trespasser on the rail
	422	Anulled	Cat wire replacement		509	125	Trespasser on the rail
	424	Anulled	Cat wire replacement		511	60	Trespasser on the rail
7/14	401	Anulled	Cat wire replacement		610	70	Trespasser on the rail
	422	Anulled	Cat wire replacement	8/10	11	197	Power outage from storm
	424	Anulled	Cat wire replacement		17	160	Power outage from storm
7/15	401	Anulled	Cat wire replacement		111	183	Power outage from storm
	422	Anulled	Cat wire replacement		113	142	Power outage from storm
	424	Anulled	Cat wire replacement		115	112	Power outage from storm
7/16	401	Anulled	Cat wire replacement		117	175	Power outage from storm
	422	Anulled	Cat wire replacement		119	113	Power outage from storm
	424	Anulled	Cat wire replacement		217	Anulled	Power outage from storm
7/17	401	Anulled	Cat wire replacement		222	Anulled	Power outage from storm
	422	Anulled	Cat wire replacement		401	Anulled	Catenary wire replacement
	424	Anulled	Cat wire replacement		422	Anulled	Catenary wire replacement
7/18	701	Anulled	Cat wire replacement		424	Anulled	Catenary wire replacement
	703	Anulled	Cat wire replacement	8/11	401	Anulled	Catenary wire replacement
7/19	701	Anulled	Cat wire replacement		422	Anulled	Catenary wire replacement
	703	Anulled	Cat wire replacement		424	Anulled	Catenary wire replacement
7/20	401	Anulled	Cat wire replacement	8/12	401	Anulled	Catenary wire replacement
	422	Anulled	Cat wire replacement		422	Anulled	Catenary wire replacement
	424	Anulled	Cat wire replacement		424	Anulled	Catenary wire replacement
7/21	401	Anulled	Cat wire replacement	8/13	401	Anulled	Catenary wire replacement
	422	Anulled	Cat wire replacement		422	Anulled	Catenary wire replacement
	424	Anulled	Cat wire replacement		424	Anulled	Catenary wire replacement
7/22	401	Anulled	Cat wire replacement	8/14	401	Anulled	Catenary wire replacement
	422	Anulled	Cat wire replacement	8/27	109	60	Equipment mechanical issue
	424	Anulled	Cat wire replacement				
7/23	401	Anulled	Cat wire replacement				
	422	Anulled	Cat wire replacement				
	424	Anulled	Cat wire replacement				

Ridership Report

	2018	Work	2019	Work	2020	Work	Change 19/20
	Passengers	Days	Passengers	Days	Passengers	Days	
Monthly Ridership							
January	251,990	22	226,385	22	254,857	22	12.6%
February	242,120	20	222,250	20	246,095	20	10.7%
March	283,789	22	272,150	21	130,362	22	-52.1%
April	279,888	21	277,549	22	15,714	22	-94.3%
May	288,137	22	282,752	22	19,614	20	-93.1%
June	299,731	21	293,325	20	32,249	22	-89.0%
Cumulative Comparison							
January	251,990	22	226,385	22	254,857	22	12.6%
February	494,110	42	448,635	42	500,952	42	11.7%
March	777,899	64	720,785	63	631,314	64	-12.4%
April	1,057,787	85	998,334	85	647,028	86	-35.2%
May	1,345,924	107	1,281,086	107	666,642	106	-48.0%
June	1,645,655	128	1,574,411	127	698,891	128	-55.6%
Average Weekday Ridership							
January	10,213		9,086		10,336		13.8%
February	10,413		10,121		10,437		3.1%
March	11,043		10,761		5,267		-51.1%
April	11,490		11,182		627		-94.4%
May	11,375		11,167		787		-93.0%
June	12,023		12,101		1,900		-84.3%
Average Weekday Peak Period Ridership							
January	7,982		7,052		8,028		13.8%
February	7,914		7,833		8,057		2.9%
March	8,214		8,116		4,051		-50.1%
April	8,588		8,344		375		-95.5%
May	8,422		8,285		468		-94.4%
June	8,542		8,627		1,084		-87.4%
Average Weekday Off-Peak Ridership							
January	2,231		2,034		2,309		13.5%
February	2,499		2,288		2,381		4.0%
March	2,829		2,645		1,215		4.0%
April	2,902		2,839		252		4.0%
May	2,953		2,881		320		4.0%
June	3,481		3,473		816		4.0%

Ridership Report

	2018	Work Days	2019	Work Days	2020	Work Days	Change 19/20
	Passengers		Passengers		Passengers		
Average Weekend/Holiday Ridership (per day)							
January	3,035		2,943		3,051		3.7%
February	4,233		3,744		4,150		10.8%
March	4,538		4,617		1,611		-65.1%
April	4,288		3,943		239		-93.9%
May	4,210		4,121		352		-91.5%
June	5,249		5,132		997		-80.6%
Monthly South Bend Ridership							
January	15,027		14,125		15,044		6.5%
February	16,778		12,881		15,748		22.3%
March	21,230		20,397		8,640		-57.6%
April	20,509		20,180		1,903		-90.6%
May	19,452		19,127		2,929		-84.7%
June	20,965		20,088		3,854		-80.8%

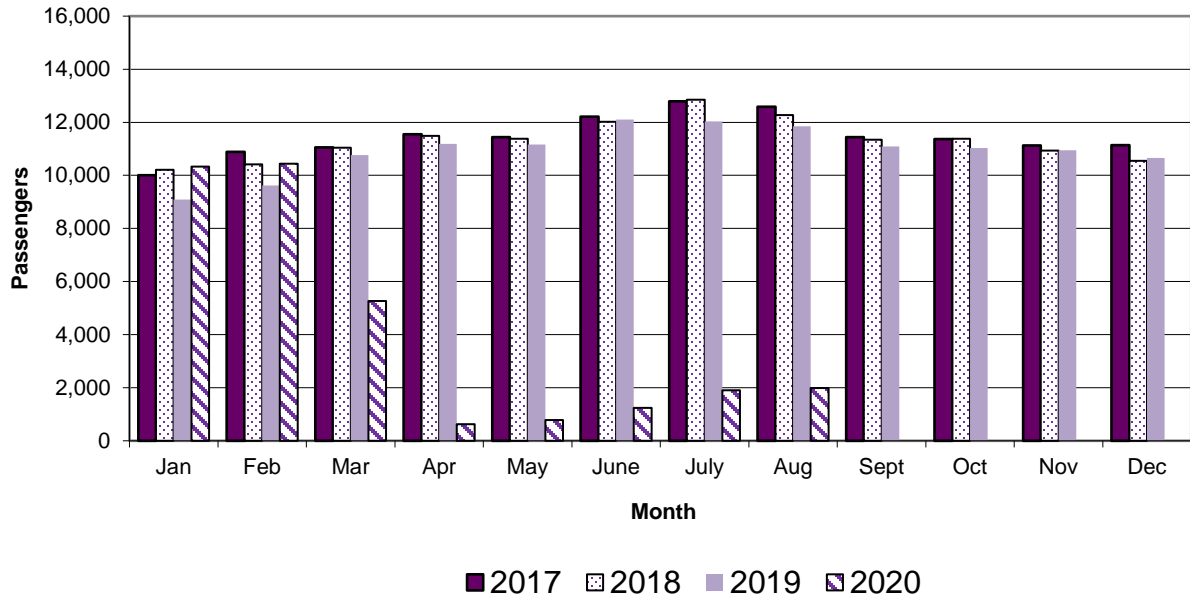
Ridership Report

	2018	Work	2019	Work	2020	Work	Change 19/20
	Passengers	Days	Passengers	Days	Passengers	Days	
Monthly Ridership							
July	326,061	21	311,676	22	51,689	23	-83.4%
August	329,094	23	309,343	22	52,105	21	-83.2%
September	266,558	19	263,338	20			
October	294,835	23	288,904	23			
November	272,648	21	262,528	20			
December	265,346	20	273,403	21			
CUMULATIVE COMPARISON							
July	1,971,716	149	1,886,087	149	750,580	151	-60.2%
August	2,300,810	172	2,195,430	171	802,685	172	-63.4%
September	2,567,368	191	2,458,768	191			
October	2,862,203	214	2,747,672	214			
November	3,134,851	235	3,010,200	234			
December	3,400,197	255	3,283,603	255			
AVERAGE WEEKDAY RIDERSHIP							
July	12,855		12,026		1,900		-84.2%
August	12,275		11,853		1,986		-83.2%
September	11,342		11,093				
October	11,384		11,030				
November	10,935		10,948				
December	10,549		10,654				
Thru December	11,325	255	11,002	255			
AVERAGE WEEKDAY PEAK PERIOD RIDERSHIP							
July	8,601		8,261		1,084		-86.9%
August	8,486		8,259		1,196		-85.5%
September	8,556		8,399				
October	8,563		8,384				
November	7,981		7,908				
December	7,188		7,141				
Thru December	8,253	255	8,051	255			
AVERAGE WEEKDAY OFF-PEAK RIDERSHIP							
July	4,254		3,765		816		-78.3%
August	3,788		3,595		790		-78.0%
September	2,786		2,694				
October	2,821		2,647				
November	2,954		3,041				
December	3,361		3,513				
Thru December	3,072	255	2,951	255		0	

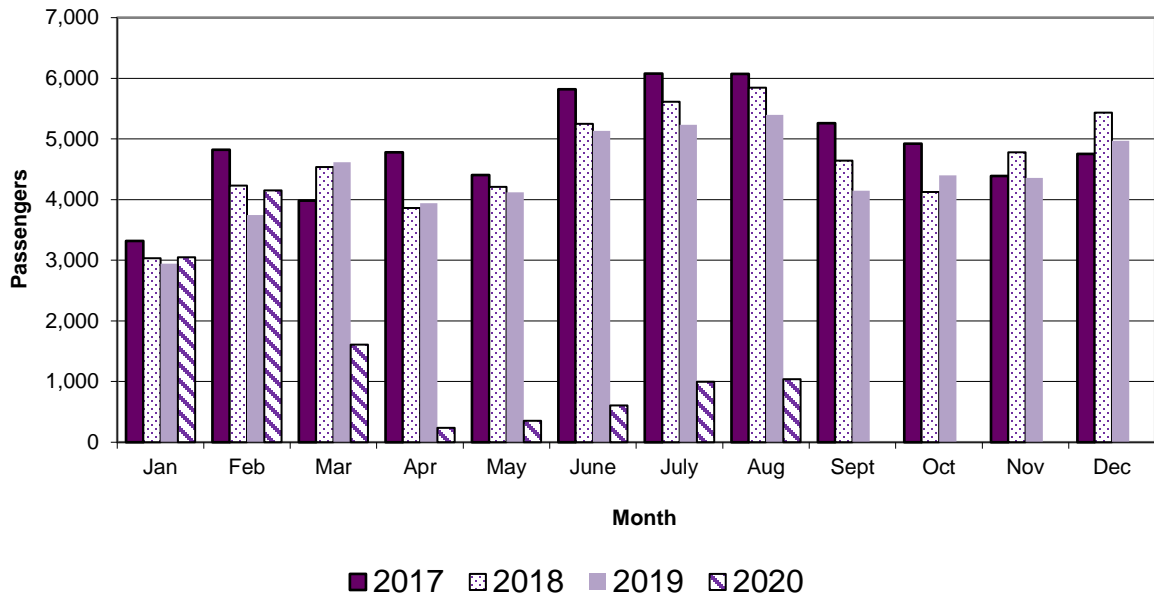
Ridership Report

	2018	Work	2019	Work	2020	Work	Change
	Passengers	Days	Passengers	Days	Passengers	Days	19/20
Average Weekend/Holiday Ridership (per day)							
July	5,612		5,233		997		-80.9%
August	5,847		5,397		1,040		-80.7%
September	4,641		4,147				
October	4,126		4,401				
November	4,779		4,357				
December	4,942		4,968				
Thru December	4,625	111	4,417	110			
MONTHLY SOUTH BEND RIDERSHIP							
July	25,692		23,571		5,847		-75.2%
August	22,070		20,433		6,293		-69.2%
September	20,944		19,530				
October	18,422		20,997				
November	22,997		22,150				
December	22,575		22,795				

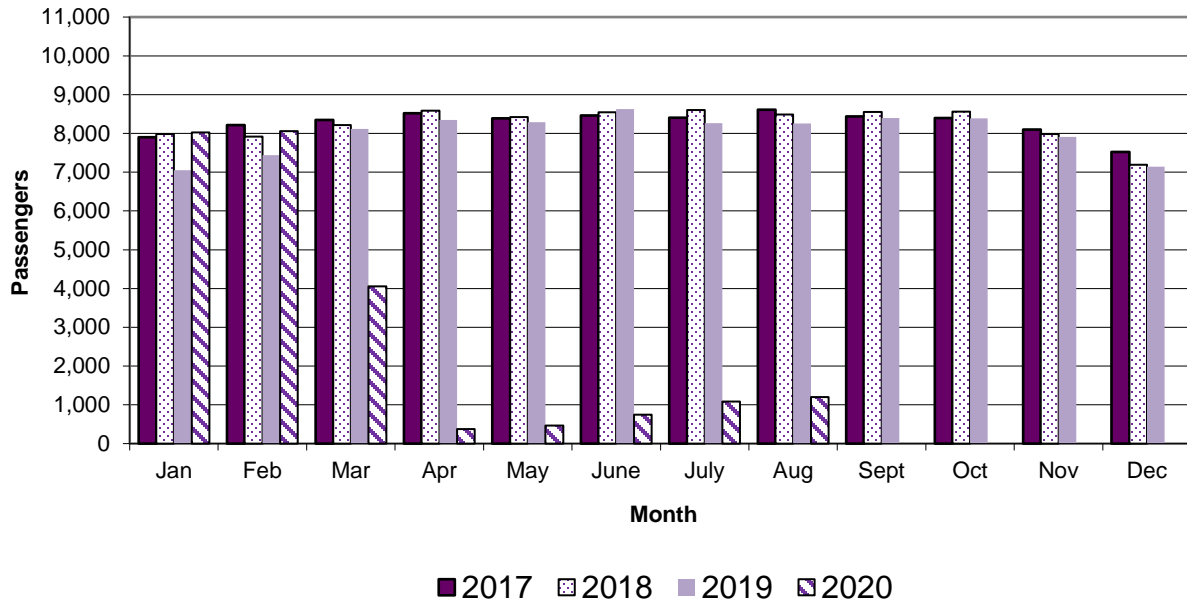
SOUTH SHORE WEEKDAY RIDERSHIP 2017-2020



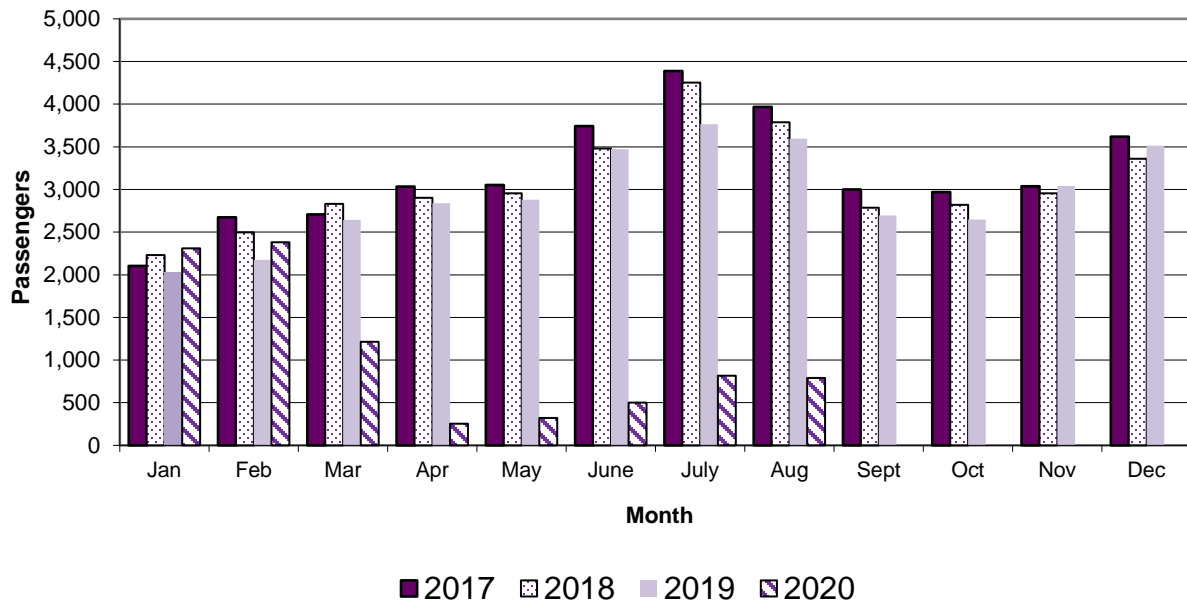
SOUTH SHORE WEEKEND/HOLIDAY RIDERSHIP: 2017-2020



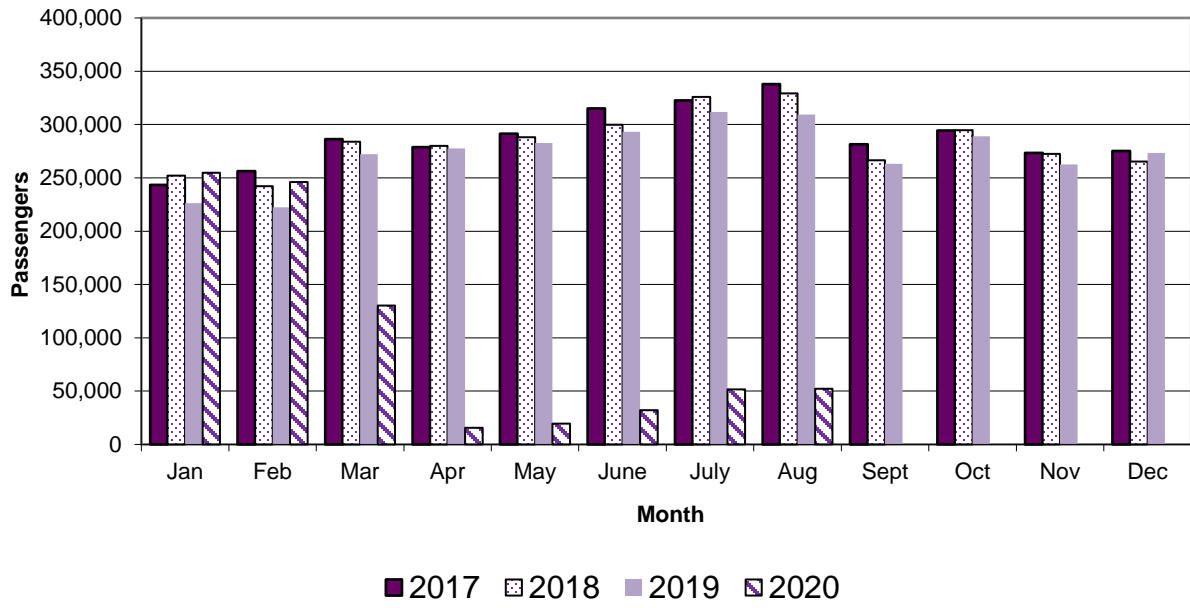
SOUTH SHORE PEAK RIDERSHIP 2017-2020



SOUTH SHORE OFF-PEAK RIDERSHIP 2017-2020



SOUTH SHORE MONTHLY RIDERSHIP 2017-2020



Percent on Time: August 2020

Peak		
Train	Days Late	% on Time
102	2	90.5%
104	0	100.0%
6	0	100.0%
106	0	100.0%
108	1	95.2%
110	1	95.2%
112	2	90.5%
114	1	95.2%
214	1	95.2%
11	10	52.4%
111	2	90.5%
113	2	90.5%
115	2	90.5%
17	3	85.7%
117	6	71.4%
217	2	90.0%
119	2	90.5%
Total	37	89.6%
Westbound	8	95.8%
Eastbound	13	92.2%

Off-Peak		
Train	Days Late	% on Time
14	0	100.0%
216	2	90.5%
116	5	76.2%
218	0	100.0%
18	12	42.9%
118	5	76.2%
220	1	95.2%
20	3	85.7%
222	2	90.0%
420	5	70.6%
22	3	85.7%
424	4	76.5%
401	5	68.8%
203	2	90.5%
403	2	90.5%
205	0	100.0%
207	1	95.2%
7	9	57.1%
107	8	61.9%
9	10	52.4%
109	6	71.4%
209	1	95.2%
19	4	81.0%
121	0	100.0%
123	3	85.7%
101	3	85.7%
Total	96	82.0%
Westbound	42	82.7%
Eastbound	54	81.3%

Weekend/Holiday		
Train	Days Late	% on Time
600	3	80.0%
502	2	80.0%
504	2	80.0%
606	0	100.0%
506	3	70.0%
608	1	90.0%
508	3	70.0%
610	2	80.0%
510	2	80.0%
710	Deadhead Move	
503	0	100.0%
603	1	90.0%
605	4	60.0%
505	1	90.0%
507	2	80.0%
509	5	50.0%
511	2	80.0%
613	0	100.0%
601	2	80.0%
701	0	100.0%
703	2	80.0%
Total	36	82.0%
Westbound	17	81.1%
Eastbound	19	82.7%

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

Reason for Delay: August

Reasons (weekday)		
AMT	1	0.8%
CAR	8	6.8%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	16	13.6%
DSR	4	3.4%
DSS	0	0.0%
FRR	4	3.4%
FTI	7	5.9%
HLD	1	0.8%
LMU	1	0.8%
MET	27	22.9%
OET	1	0.8%
OPR	20	16.9%
OTH	0	0.0%
PAS	0	0.0%
POL	1	0.8%
PTC	5	4.2%
PTI	5	4.2%
SUB	0	0.0%
SVS	1	0.8%
TOD	1	0.8%
TRK	5	4.2%
TRS	0	0.0%
UTL	1	0.8%
VAN	0	0.0%
WTR	9	7.6%
TOTAL	118	100.0%

Reasons (weekend)		
AMT	0	0.0%
CAR	1	2.8%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	0	0.0%
DSR	0	0.0%
DSS	4	11.1%
FRR	0	0.0%
FTI	2	5.6%
HLD	0	0.0%
LMU	2	5.6%
MET	7	19.4%
OET	0	0.0%
OPR	5	13.9%
OTH	0	0.0%
PAS	1	2.8%
POL	0	0.0%
PTC	0	0.0%
PTI	6	16.7%
SUB	0	0.0%
SVS	2	5.6%
TOD	0	0.0%
TRK	0	0.0%
TRS	5	13.9%
UTL	0	0.0%
VAN	1	2.8%
WTR	0	0.0%
TOTAL	36	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
 TRS-Trespasser on incident.
 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 August, 2020

Peak		
Train	Days Late	% on Time
102	5	95.7%
104	4	96.6%
6	8	93.2%
106	12	89.8%
108	6	94.9%
110	8	93.2%
112	6	94.9%
114	9	92.4%
214	5	95.8%
502	15	69.4%
600	5	89.8%
802	7	85.7%
804	12	75.5%
11	44	62.7%
111	4	96.6%
113	12	89.8%
115	8	93.2%
17	27	77.1%
117	23	80.5%
217	11	90.5%
119	11	90.7%
507	6	87.8%
509	10	79.6%
801	18	63.3%
803	17	65.3%
Total	293	87.8%
Westbound	102	91.9%
Eastbound	191	83.2%

Off-Peak		
Train	Days Late	% on Time
14	8	93.2%
216	18	84.6%
116	37	68.6%
216	8	93.2%
18	48	59.3%
118	25	78.6%
218	8	93.2%
20	35	70.3%
220	10	91.4%
420	7	93.1%
22	24	79.7%
422	5	95.0%
504	14	71.4%
506	20	59.2%
508	10	79.6%
510	9	81.6%
606	15	69.4%
608	7	85.7%
610	20	59.2%
401	8	91.8%
203	4	96.6%
403	12	89.8%
205	0	100.0%
207	19	83.9%
7	44	62.7%
107	60	49.2%
9	44	62.7%
109	30	74.6%
209	10	91.5%
19	24	79.7%
121	6	94.9%
123	15	87.3%
101	11	90.6%
503	11	59.3%
505	16	67.3%
511	4	91.8%
601	6	87.8%
603	16	67.3%
605	20	59.2%
613	3	93.9%
701	1	97.7%
703	5	88.6%
Total	697	81.5%
Westbound	328	80.9%
Eastbound	369	81.9%

Weekend/Holiday		
Train	Days Late	% on Time
600	14	78.1%
502	17	73.4%
504	23	64.1%
606	17	73.4%
506	24	62.5%
608	8	87.3%
508	17	73.0%
610	8	87.3%
510	14	77.8%
710	Deadhead move	
503	17	73.4%
603	4	93.7%
605	33	48.4%
505	13	79.7%
507	15	76.2%
509	24	61.9%
511	18	71.4%
613	6	90.5%
601	5	92.1%
701	6	90.2%
703	10	83.6%
Total	293	76.8%
Westbound	142	75.2%
Eastbound	151	78.2%

Cumulative Reasons for Delays Thru August, 2020

REASONS (weekday)		
AMT	12	1.2%
CAR	41	4.1%
CAT	1	0.1%
DBS	0	0.0%
DDS	1	0.1%
DMW	99	9.9%
DSR	29	2.9%
DSS	9	0.9%
FRR	12	1.2%
FTI	41	4.1%
HLD	18	1.8%
LMU	22	2.2%
MET	238	23.9%
OET	6	0.6%
OPR	119	11.9%
OTH	30	3.0%
PAS	22	2.2%
POL	5	0.5%
PTC	8	0.8%
PTI	125	12.6%
SUB	2	0.2%
SVS	8	0.8%
TOD	6	0.6%
TRK	17	1.7%
TRS	3	0.3%
UTL	30	3.0%
VAN	3	0.3%
WTR	89	8.9%
TOTAL	996	100.0%

REASONS (weekend)		
AMT	5	1.6%
CAR	20	6.4%
CAT	0	0.0%
DBS	1	0.3%
DDS	0	0.0%
DMW	9	2.9%
DSR	7	2.3%
DSS	6	1.9%
FRR	5	1.6%
FTI	15	4.8%
HLD	4	1.3%
LMU	7	2.3%
MET	81	26.0%
OET	0	0.0%
OPR	30	9.6%
OTH	8	2.6%
PAS	23	7.4%
POL	2	0.6%
PTC	0	0.0%
PTI	44	14.1%
SUB	0	0.0%
SVS	15	4.8%
TOD	0	0.0%
TRK	4	1.3%
TRS	6	1.9%
UTL	2	0.6%
VAN	1	0.3%
WTR	16	5.1%
TOTAL	311	100.0%

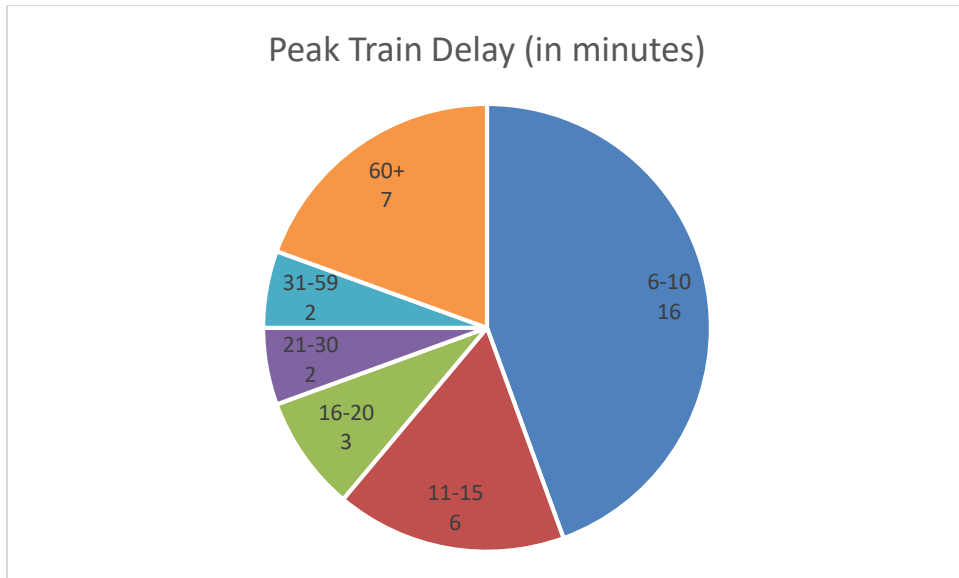
TOTAL		
AMT	17	1.3%
CAR	61	4.7%
CAT	1	0.1%
DBS	1	0.1%
DDS	1	0.1%
DMW	108	8.3%
DSR	36	2.8%
DSS	15	1.1%
FRR	17	1.3%
FTI	56	4.3%
HLD	22	1.7%
LMU	29	2.2%
MET	319	24.4%
OET	6	0.5%
OPR	149	11.4%
OTH	38	2.9%
PAS	45	3.4%
POL	7	0.5%
PTC	8	0.6%
PTI	169	12.9%
SUB	2	0.2%
SVS	23	1.8%
TOD	6	0.5%
TRK	21	1.6%
TRS	9	0.7%
UTL	32	2.4%
VAN	4	0.3%
WTR	105	8.0%
TOTAL	1,307	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
 TRS-Trespasser on incident.
 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.

Weekday peak trains were on time 89.9% of the time. The remaining 10.1% are made up of 36 trains reporting delays beyond 5 minutes and 59 seconds. Those delays are represented in the below chart depicting the various length of the delay reported.



Cumulative Standard Schedule

Arrive	Train #	Days Late	Days Ran	% On Time
5:48a	102	2	64	96.9%
6:31	104	3	64	95.3%
6:55	6	4	65	93.8%
7:13	106	10	65	84.6%
7:35	108	4	65	93.8%
7:51	110	5	65	92.3%
8:08	112	2	65	96.9%
8:31	114	7	65	89.2%
8:52	214	3	65	95.4%
10:28	14	5	65	92.3%
Depart				
3:57	11	19	65	70.8%
4:02p	111	0	65	100.0%
4:28	113	4	65	93.8%
4:57	115	4	65	93.8%
5:10	117	15	65	76.9%
5:28	17	13	65	80.0%
5:32	217	6	65	90.8%
5:58	119	6	65	90.8%
7:15	19	13	65	80.0%

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	91	1079	91.6%
EB Rush	164	983	83.3%
Total Rush	255	2,062	87.6%

Cumulative Rush Hour Through August

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	41	80	121	3.2%	7.0%	5.0%
11-15	22	35	57	1.7%	3.0%	2.4%
16-20	16	17	33	1.3%	1.5%	1.4%
21-30	12	22	34	0.9%	1.9%	1.4%
31-59	7	20	27	0.6%	1.7%	1.1%
60+	5	19	24	0.4%	1.7%	1.0%
Annulled	10	10	20			
Total Late	103	193	296	8.1%	16.8%	12.2%
On time	1165	957	2122	91.9%	83.2%	87.8%
Total ran	1268	1150	2418			

August Rush Hour Trains

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	4	12	16	2.1%	7.2%	4.5%
11-15	2	4	6	1.1%	2.4%	1.7%
16-20	1	2	3	0.5%	1.2%	0.8%
21-30	1	1	2	0.5%	0.6%	0.6%
31-59	0	2	2	0.0%	1.2%	0.6%
60+	0	7	7	0.0%	4.2%	2.0%
Annulled	0	1	1			
Total Late	8	28	36	4.2%	16.8%	10.1%
On time	181	139	320	95.8%	83.2%	89.9%
Total ran	189	167	356			

Grand Total All Trains Through August

Range	Peak				Total	%
	WB	EB	Off	Wkend		
6-10	41	80	328	152	601	7.8%
11-15	22	35	158	66	281	3.7%
16-20	16	17	77	39	149	1.9%
21-30	12	22	61	29	124	1.6%
31-59	7	20	50	26	103	1.3%
60+	5	19	16	10	50	0.7%
Annulled	10	10	112	26	158	
Total	103	193	690	322	1308	17.0%
On Time	1165	957	3147	1096	6365	83.0%
Total ran	1268	1150	3837	1418	7673	
%On Time	91.9%	83.2%	82.0%	77.3%	83.0%	