

MONTHLY RIDERSHIP AND PERFORMANCE REPORT

**June 2018
Monthly Performance Report**



NICTD

JUNE, 2018 MONTHLY PERFORMANCE REPORT

Ridership

Ridership for the month of June declined 5.1% when compared to June of 2017. This year 299,010 passengers traveled on the South Shore Line (SSL) while June of 2017 recorded a total of 315,133 passenger trips.

Weekday Travel

Average weekday travel declined by 1.8% with an average of 11,989 weekday passengers carried in 2018 compared to 12,208 in 2017. The average peak travel increased 0.9% to an average daily ridership of 8,542 while off-peak declined 7.0% to an average daily ridership of 3,481.

AVERAGE SEAT OCCUPANCY**					
WESTBOUND			EASTBOUND		
Arrival	% of seats occupied		Departure	% of seats occupied	
	2017	2018		2017	2018
5:48 a	39.8%	36.7%	3:57 p***	77.1%	92.1%
6:31 a	68.7	71.9	4:02 p	45.4	79.6
6:55 a***	74.6	78.8	4:28 p	87.5	87.5
7:13 a	70.9	69.2	4:57 p	97.4	103.1
7:35 a	83.1	86.0	5:10 p	79.6	81.4
7:51 a	80.3	78.7	5:28 p	82.6	84.2
8:08 a	83.0	88.2	5:32 p	83.3	55.2
8:31 a	88.8	92.8	5:58 p	77.4	78.0
8:52 a	69.3	75.3	7:10 p*	63.8	76.5
10:28 a*	66.5	62.1			

*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 9.8% when compared to June 2017. June 2018 averaged 5,249 passengers per day on weekends compared to 5,819 in 2017.

Analysis over last 12 months:

RIDERSHIP OVER LAST 12 MONTHS: JULY THRU JUNE							
	2014-2015	2015-2016	% Change	2016-2017	% Change	2017-2018	% Change
Total	3,635,953	3,559,625	-2.10%	3,483,097	-2.15%	3,430,500	-1.51%
Weekday	3,086,263	3,044,471	-1.35%	2,958,096	-2.84%	2,900,646	-1.94%
Peak	2,217,896	2,212,710	-0.23%	2,137,049	-3.42%	2,099,759	-1.74%
Off Peak	868,367	831,761	-4.22%	821,047	-1.29%	800,887	-2.46%
Weekend	549,690	515,154	-6.28%	525,001	1.91%	529,854	0.92%
South Bend	248,435	245,274	-1.27%	248,968	1.51%	260,127	4.48%

Revenue

The number of tickets sold in 2018 are down 2.4% compared to 2017, however revenue is up 2.2%. Revenue from digital sources represents 60.4% of ticket sales and 62.3% of revenue in 2018.

Total Ticket Sales: Through June						
Method of Sale	Tickets			Revenue		
	2017	2018	% Change	2017	2018	% Change
Ticket Agent	120,581	102,219	-15.2%	3,060,206	2,889,064	-5.6%
Vending Machine	251,677	237,466	-5.6%	4,181,530	4,067,459	-2.7%
Conductor	168,342	152,845	-9.2%	1,212,964	1,131,379	-6.7%
Mobile App	119,061	151,529	27.3%	1,969,706	2,568,098	30.4%
Total	659,661	644,059	-2.4%	10,424,406	10,655,999	2.2%

On Time Performance

Rush hour –Overall, 95.0% of A.M. and P.M. rush hour trains were on time in June; compared to 92.3% in June 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). 97.7% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 97.1% of westbound morning rush hour service was on time compared to 97.5% in June 2017; while eastbound rush hour trains reported an average on time performance of 92.5% compared to 86.3% in June 2017. A total of 6 out of 210 westbound rush hour trains were delayed in June. Of those 6 only 1 experienced delays greater than 15 minutes. The eastbound rush hour trains had a total of 14 out of 187 trains delayed in June. Of those 14 only 2 experienced delays greater than 15 minutes.¹

RANGE OF RUSH HOUR DELAYS (in minutes)								
Range	June, 2018				Cumulative thru June, 2018			
	a.m.	p.m.	Total	Percent	a.m.	p.m.	Total	Percent
6-10	2	9	11	2.8%	25	45	70	3.2%
11-15	3	3	6	1.5%	14	22	36	1.6%
16-20	0	1	1	0.3%	3	9	12	0.5%
21-30	1	1	2	0.5%	3	5	8	0.4%
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	2	2	0.5%	0	3	3	0.1%
On Time	204	171	375		1,120	952	2,072	
Total Ran	210	187	397		1,173	1,043	2,216	

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

Overall – The SSL scheduled 1,083 trains in June and experienced 164 delays in excess of 5 minutes

(ranging from 6-60 minutes) with a median delay of 10 minutes.

June of 2018

experienced 21

annulled trains due to

upgraded catenary

installation. In June

2017 the South Shore

Line operated 1,099

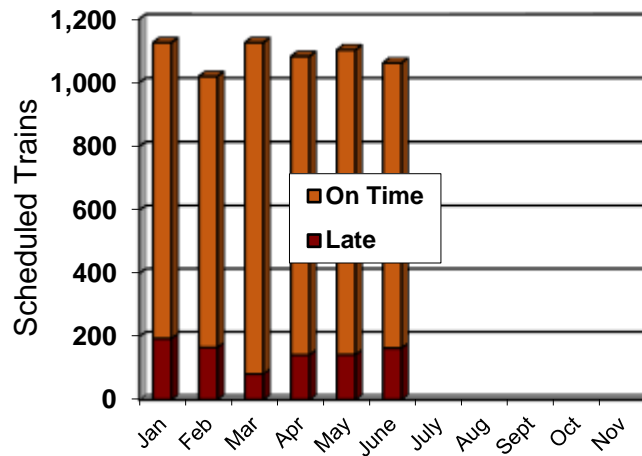
trains with 176 delays in

excess of 5 minutes

(ranging from 6-80

minutes) with a median

delay of 10 minutes. June of 2017 had 15 annulled trains.



Cumulative On Time Comparison		
Thru June	2017	2018
Weekday	89.5%	88.5%
Peak	93.4%	93.4%
Off-peak	87.0%	85.3%
Weekend	84.0%	71.7%
Overall	88.6%	85.8%

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 June the maximum delay was 60 minutes. The 21 annulled trains were due to scheduled upgrades for the track and overhead catenary wire located east of Michigan City.

ANNULLED TRAINS OR DELAYS IN EXCESS OF 59 MINUTES							
Date	Train #	Minutes	Reason	Date	Train #	Minutes	Reason
1/1	510	131	Mechanical	5/1	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.	5/2	401	Anulled	Rail/Cat. Replacement
	401	Annulled	Weather		422	Anulled	Rail/Cat. Replacement
	422	Annulled	Weather		424	Anulled	Rail/Cat. Replacement
	424	Annulled	Weather	5/3	401	Anulled	Rail/Cat. Replacement
1/3	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
1/4	401	Annulled	Weather	5/21	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	5/22	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	5/23	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	5/24	401	Anulled	Catenary Replacement
2/5	403	89	Mechanical		422	Anulled	Catenary Replacement
2/17	502	120	METRA - Switch Issue		424	Anulled	Catenary Replacement
	503	70	METRA - Switch Issue	5/25	401	Anulled	Catenary Replacement
	504	70	METRA - Switch Issue	6/15	11	Anulled	Catenary Wires Issues
	603	70	METRA - Switch Issue		17	Anulled	Equipment problems
3/4	510	115	METRA - Switch Issue		19	Anulled	Catenary Wires Issues
3/30	110	61	Trespasser Incident		22	Anulled	Catenary Wires Issues
4/8	510	113	Trespasser Incident		422	Anulled	Equipment problems
4/8	511	120	Trespasser Incident		424	Anulled	Equipment problems
4/23	401	Annulled	Rail/Cat. Replacement	6/16	701	Anulled	Catenary Wires Issues
	422	Annulled	Rail/Cat. Replacement		703	Anulled	Catenary Wires Issues
	424	Annulled	Rail/Cat. Replacement	6/25	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	6/26	401	Anulled	Catenary Replacement
4/25	401	Annulled	Rail/Cat. Replacement		422	Anulled	Catenary Replacement Out:
	422	Annulled	Rail/Cat. Replacement		424	Anulled	Catenary Replacement Out:
	424	Annulled	Rail/Cat. Replacement	6/27	401	Anulled	Catenary Replacement Out:
4/26	401	Annulled	Rail/Cat. Replacement		422	Anulled	Catenary Replacement Out:
	422	Annulled	Rail/Cat. Replacement		424	Anulled	Catenary Replacement Out:
	424	Annulled	Rail/Cat. Replacement	6/28	401	Anulled	Catenary Replacement Out:
4/27	401	Annulled	Rail/Cat. Replacement		422	Anulled	Catenary Replacement Out:
4/30	401	Annulled	Rail/Cat. Replacement		424	Anulled	Catenary Replacement Out:
	422	Annulled	Rail/Cat. Replacement	6/29	401	Anulled	Catenary Replacement Out:
	424	Annulled	Rail/Cat. Replacement	6/30	601	60	Trespasser Incident

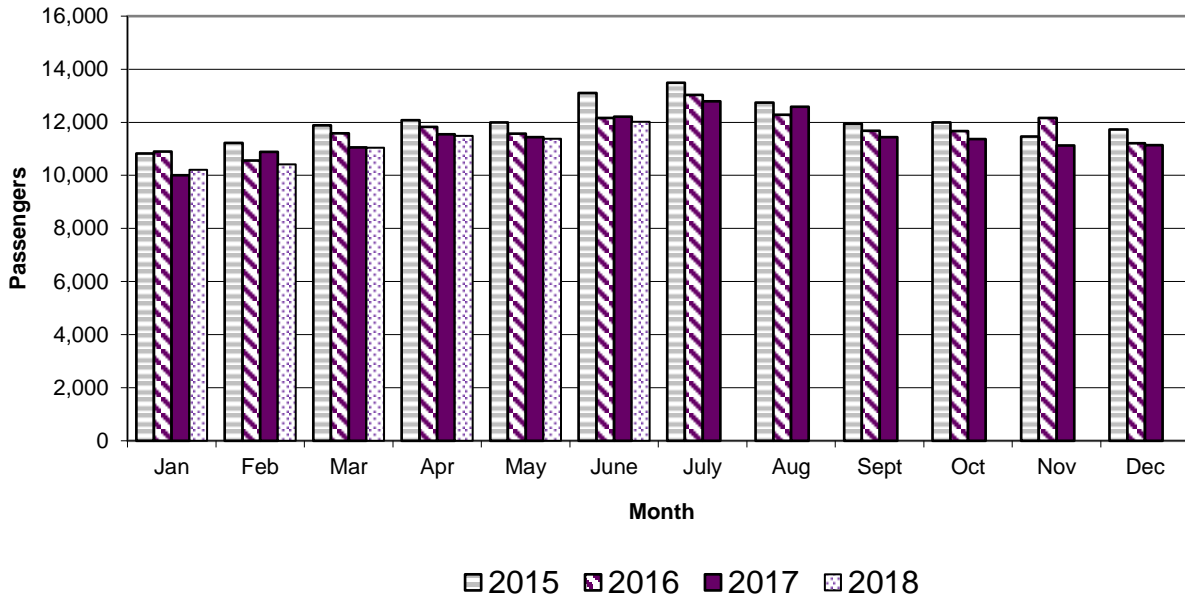
RIDERSHIP REPORT: JUNE, 2018

	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%

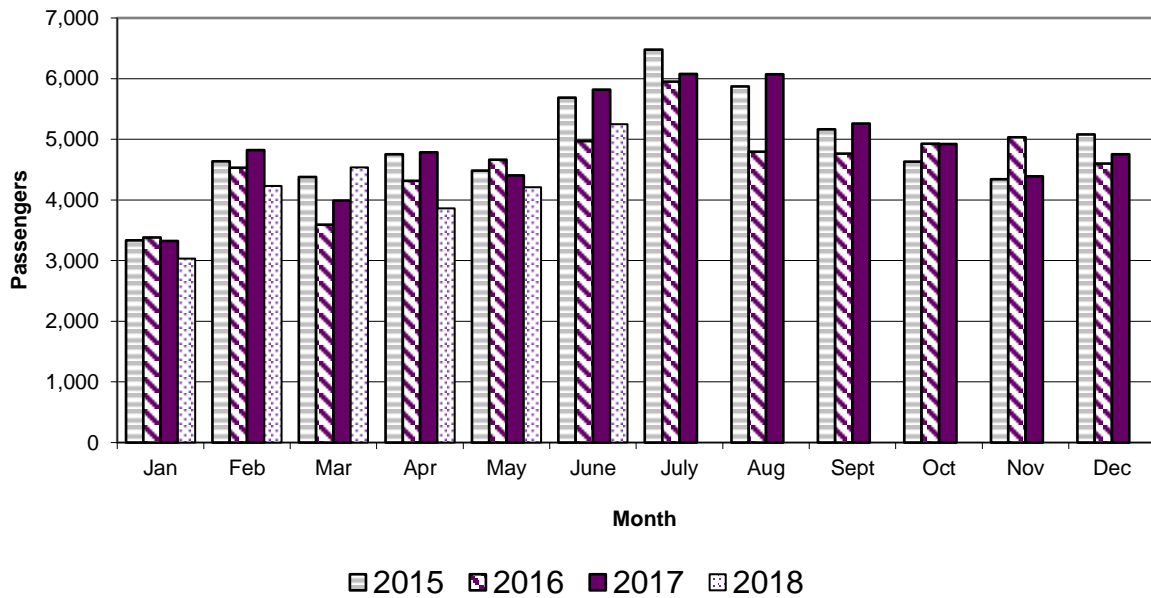
RIDERSHIP REPORT: JUNE, 2018

	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%

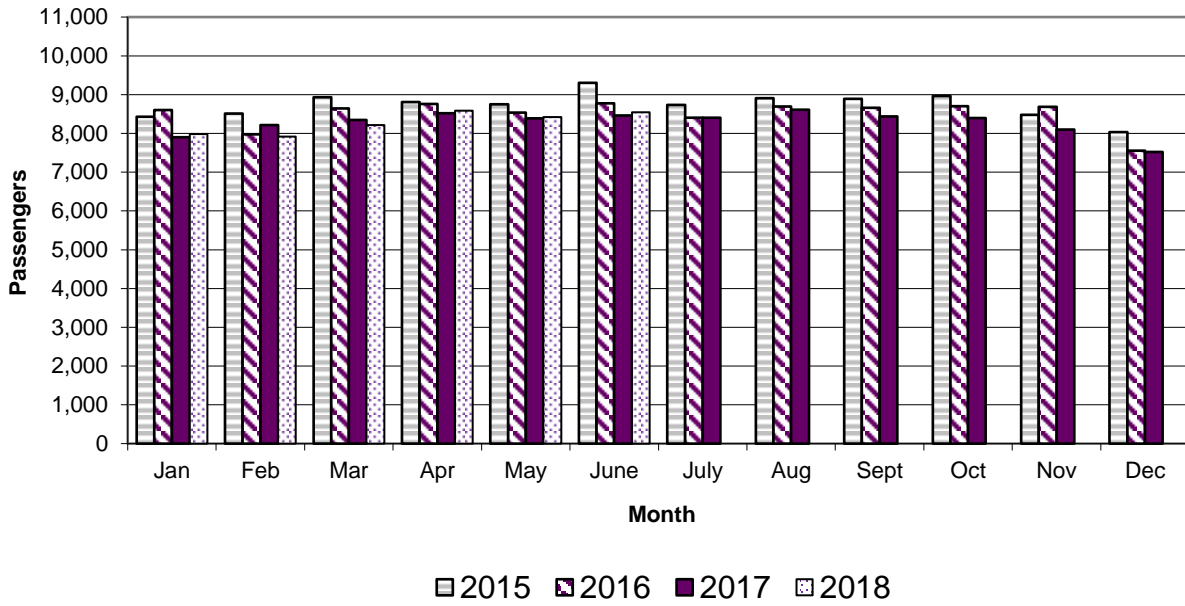
SOUTH SHORE WEEKDAY RIDERSHIP 2015-2018



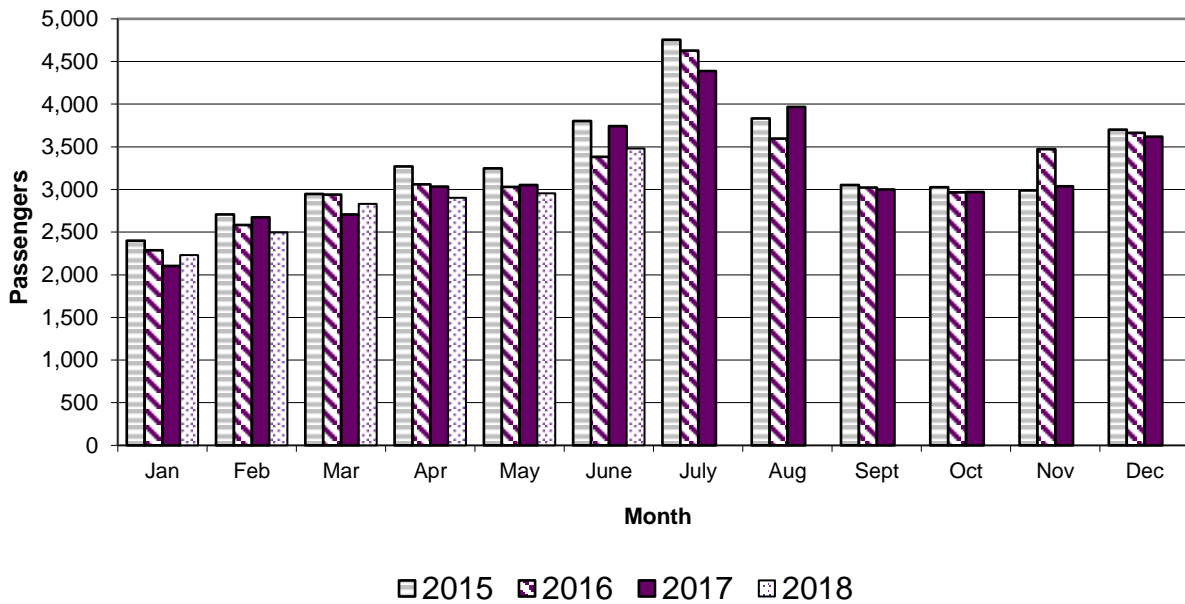
SOUTH SHORE WEEKEND/HOLIDAY RIDERSHIP: 2015-2018



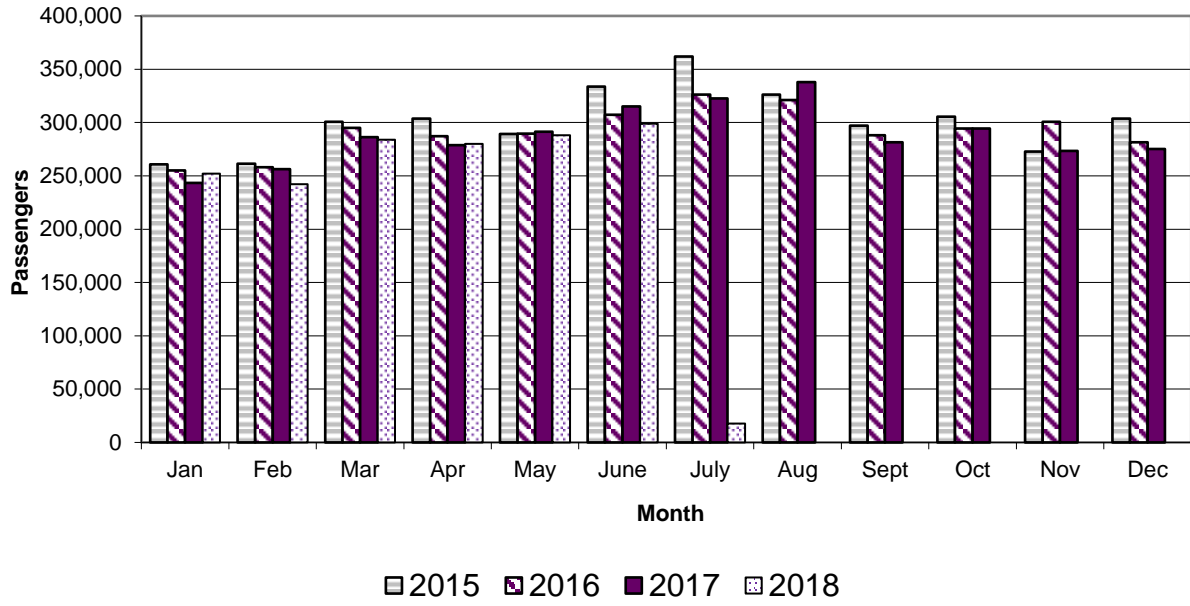
SOUTH SHORE PEAK RIDERSHIP 2015-2018



SOUTH SHORE OFF-PEAK RIDERSHIP 2015-2018



SOUTH SHORE MONTHLY RIDERSHIP 2015-2018



PERCENT ON TIME: JUNE, 2018

PEAK		
Train	Days Late	% on Time
102	0	100.0%
104	0	100.0%
6	0	100.0%
106	0	100.0%
108	1	95.2%
110	1	95.2%
112	1	95.2%
114	1	95.2%
214	2	90.5%
11	3	85.0%
111	0	100.0%
113	1	95.2%
115	1	95.2%
17	0	100.0%
117	9	57.1%
217	0	100.0%
119	0	100.0%
Total	20	94.4%
Westbound	6	96.8%
Eastbound	14	91.6%

OFF-PEAK		
Train	Days Late	% on Time
14	5	76.2%
216	0	100.0%
116	10	52.4%
218	0	100.0%
18	11	47.6%
118	2	90.5%
220	2	90.5%
20	3	85.7%
222	4	81.0%
420	2	87.5%
22	3	85.0%
424	1	93.8%
401	0	100.0%
203	0	100.0%
403	1	95.2%
205	0	100.0%
207	0	100.0%
7	4	81.0%
107	15	28.6%
9	6	71.4%
109	6	71.4%
209	1	95.2%
19	2	90.0%
121	1	95.2%
123	2	90.5%
101	1	95.2%
Total	82	84.5%
Westbound	43	82.2%
Eastbound	39	86.5%

WEEKEND/HOLIDAY		
Train	Days Late	% on Time
600	3	66.7%
502	5	44.4%
504	5	44.4%
606	4	55.6%
506	6	33.3%
608	0	100.0%
508	2	77.8%
610	0	100.0%
510	1	88.9%
710	Deadhead move	
503	4	55.6%
603	1	88.9%
605	7	22.2%
505	4	55.6%
507	5	44.4%
509	3	66.7%
511	5	44.4%
613	1	88.9%
601	4	55.6%
701	0	100.0%
703	2	75.0%
Total	62	65.2%
Westbound	26	67.9%
Eastbound	36	62.9%

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

REASON FOR DELAY: JUNE

REASONS (weekday)		
AMT	4	4%
CAR	8	8%
CAT	0	0%
DBS	5	5%
DMW	9	9%
DSR	2	2%
DSS	1	1%
FRR	4	4%
FTI	1	1%
HLD	3	3%
LMU	0	0%
MET	32	31%
NIPSCO	0	0%
OET	0	0%
OTH	9	9%
PAS	3	3%
POL	0	0%
PTI	11	11%
SUB	0	0%
SVS	2	2%
TOD	0	0%
TRK	0	0%
TRS	1	1%
UTL	1	1%
VAN	0	0%
WTR	6	6%
TOTAL	102	100%

REASONS (weekend)		
AMT	0	0%
CAR	1	2%
CAT	4	6%
DBS	0	0%
DMW	0	0%
DSR	7	11%
DSS	0	0%
FRR	5	8%
FTI	2	3%
HLD	2	3%
LMU	0	0%
MET	19	31%
NIPSCO	0	0%
OET	0	0%
OTH	1	2%
PAS	7	11%
POL	1	2%
PTI	6	10%
SUB	1	2%
SVS	2	3%
TOD	0	0%
TRK	0	0%
TRS	2	3%
UTL	0	0%
VAN	0	0%
WTR	2	3%
TOTAL	62	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
- NIPSCO - Delays caused by power utility disruption
- OET - Operational Efficiency Testing
- 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 JUNE, 2018

PEAK		
Train	Days Late	% on Time
102	2	98.4%
104	3	97.7%
6	6	95.3%
106	6	95.3%
108	3	97.7%
110	6	95.3%
112	7	94.5%
114	14	89.1%
214	6	95.3%
11	24	81.1%
111	2	98.4%
113	5	96.1%
115	8	93.7%
17	10	92.1%
117	24	81.3%
217	7	94.5%
119	8	93.8%
Total	141	93.5%
Westbound	53	95.4%
Eastbound	88	91.4%

OFF-PEAK		
Train	Days Late	% on Time
14	17	86.7%
216	4	96.9%
116	20	84.4%
216	7	94.5%
18	54	57.8%
118	6	95.3%
218	11	91.4%
20	32	75.0%
220	9	93.0%
420	6	94.4%
22	25	80.3%
422	4	96.3%
401	1	99.0%
203	5	96.1%
403	13	89.8%
205	4	96.9%
207	6	95.3%
7	37	71.1%
107	42	67.2%
9	33	74.2%
109	27	78.9%
209	2	98.4%
19	24	81.1%
121	11	91.4%
123	19	85.2%
101	8	93.8%
Total	427	86.9%
Westbound	195	87.0%
Eastbound	232	86.9%

WEEKEND/HOLIDAY		
Train	Days Late	% on Time
600	10	81.1%
502	17	67.9%
504	32	39.6%
606	20	62.3%
506	17	67.9%
608	6	88.7%
508	22	58.5%
610	3	94.3%
510	16	69.8%
710	Deadhead move	
503	22	58.5%
603	4	92.5%
605	13	75.5%
505	18	66.0%
507	23	56.6%
509	26	50.9%
511	26	50.9%
613	7	86.8%
601	10	81.1%
701	1	98.1%
703	5	90.4%
Total	298	71.8%
Westbound	143	70.0%
Eastbound	155	73.3%

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

CUMULATIVE REASON FOR DELAYS THRU JUNE, 2018

REASONS (weekday)		
AMT	16	2.8%
CAR	55	9.7%
CAT	0	0.0%
DBS	9	1.6%
DMW	35	6.2%
DSR	42	7.4%
DSS	20	3.5%
FRR	22	3.9%
FTI	24	4.2%
HLD	12	2.1%
LMU	11	1.9%
MET	142	25.0%
NIPSCO	0	0.0%
OET	4	0.7%
OTH	24	4.2%
PAS	19	3.3%
POL	6	1.1%
PTI	56	9.9%
SUB	0	0.0%
SVS	15	2.6%
TOD	4	0.7%
TRK	12	2.1%
TRS	10	1.8%
UTL	1	0.2%
VAN	0	0.0%
WTR	29	5.1%
TOTAL	568	100.0%

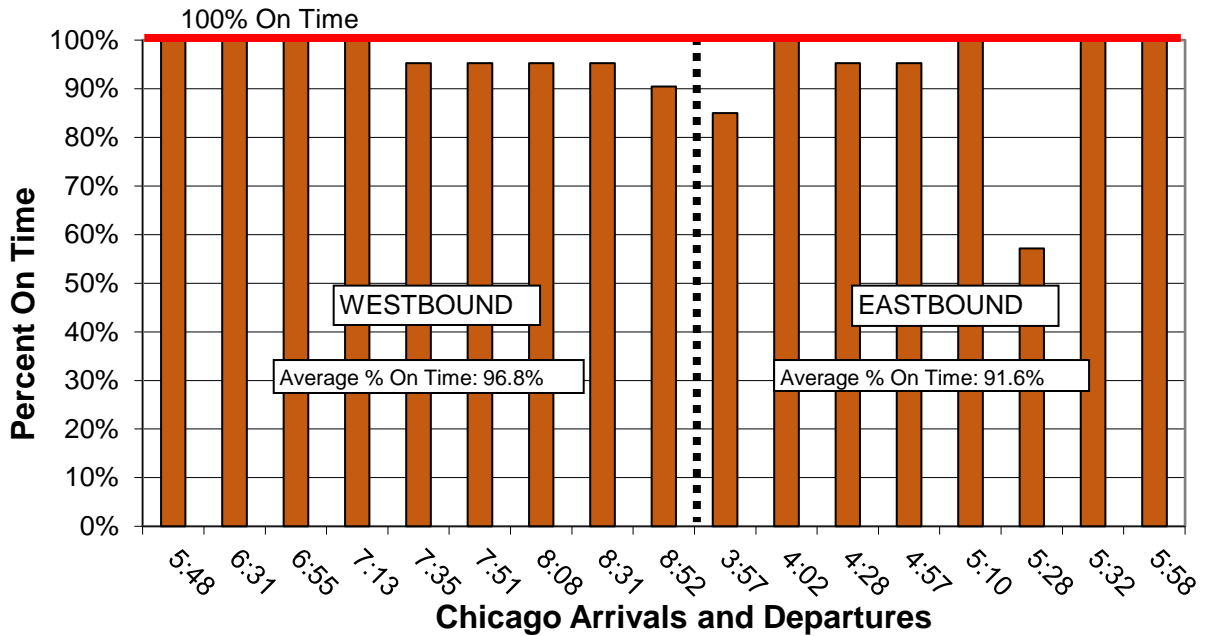
REASONS (weekend)		
AMT	1	0.3%
CAR	22	7.4%
CAT	4	1.4%
DBS	0	0.0%
DMW	0	0.0%
DSR	46	15.5%
DSS	8	2.7%
FRR	15	5.1%
FTI	12	4.1%
HLD	7	2.4%
LMU	8	2.7%
MET	68	23.0%
NIPSCO	0	0.0%
OET	0	0.0%
OTH	6	2.0%
PAS	25	8.4%
POL	2	0.7%
PTI	25	8.4%
SUB	1	0.3%
SVS	14	4.7%
TOD	2	0.7%
TRK	3	1.0%
TRS	7	2.4%
UTL	0	0.0%
VAN	0	0.0%
WTR	20	6.8%
TOTAL	296	100.0%

TOTAL		
AMT	17	2.0%
CAR	77	8.9%
CAT	4	0.5%
DBS	9	1.0%
DMW	35	4.1%
DSR	88	10.2%
DSS	28	3.2%
FRR	37	4.3%
FTI	36	4.2%
HLD	19	2.2%
LMU	19	2.2%
MET	210	24.3%
NIPSCO	0	0.0%
OET	4	0.5%
OTH	30	3.5%
PAS	44	5.1%
POL	8	0.9%
PTI	81	9.4%
SUB	1	0.1%
SVS	29	3.4%
TOD	6	0.7%
TRK	15	1.7%
TRS	17	2.0%
UTL	1	0.1%
VAN	0	0.0%
WTR	49	5.7%
TOTAL	864	100.0%

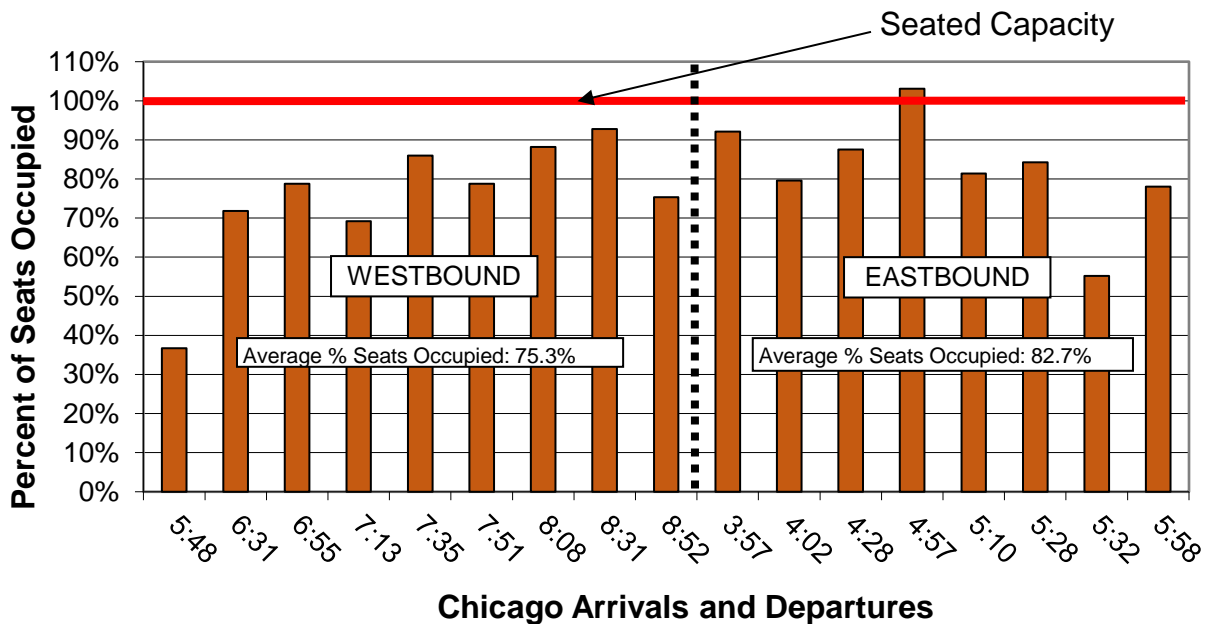
- AMT - Amtrak Delay
- CAR - Car or equipment failure of malfunction
- CAT - Catenary problems or power outage
- DBS - Delays due to busing
- DMW - M of W work - holding for defect repair or M of W forces to clear
- DSR - Speed restriction - all speed restrictions not listed in timetable.
- DSS - Reduced 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
- 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.

RUSH HOUR ON TIME PERFORMANCE: JUNE 2018



PERCENT OF RUSH HOUR SEATS OCCUPIED: JUNE 2018



RUSH HOUR* TRAIN DELAYS - JUNE 2018 (minutes late)

Train	Arrive	Fri 1	Mon 4	Tues 5	Wed 6	Thurs 7	Fri 8	Mon 11	Tues 12	Wed 13	Thurs 14	Fri 15	Mon 18	Tues 19	Wed 20	Thurs 21	Fri 22	Mon 25	Tues 26	Wed 27	Thurs 28	Fri 29	Days Late	Days Ran	% On Time	
102	5:48a																						0	21	100.0%	
104	6:31																							0	21	100.0%
6	6:55																							0	21	100.0%
106	7:13																							0	21	100.0%
108	7:35															12								1	21	100.0%
110	7:51															15								1	21	100.0%
112	8:08															10								1	21	100.0%
114	8:31																					13		1	21	90.9%
214	8:52									6									25					2	21	95.5%
14	10:28																							0	21	95.5%
Train	Depart																								21	
11	3:57	15					15			25		A												3	21	72.7%
111	4:02																							0	21	100.0%
113	4:28													8										1	21	95.5%
115	4:57																						7	1	21	100.0%
117	5:10			10			9		9		8		9	7	6	15							20	9	21	95.5%
17	5:28											A												0	21	90.9%
217	5:32																							0	21	100.0%
119	5:58																							0	21	100.0%
19	7:10																							0	21	81.8%
High temp		82	74	69	75	85	75	70	76	76	80	85	94	83	73	70	68	80	78	72	85	90				
Low temp		55	55	50	49	61	60	62	65	55	52	58	71	68	65	63	60	62	62	61	58	66				

* Includes off-peak Trains 14 and 19 for comparative purposes

Temperatures from South Bend

On time

A = Annulled

MONTHLY SUMMARY OF RUSH HOUR ON TIME PERFORMANCE

	Jan			Feb			Mar			Apr			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	17	198	91.4%	15	180	91.7%	9	198	95.5%	3	189	98.4%	3	198	98.5%	6	210	97.1%
EB Rush	24	176	86.4%	16	160	90.0%	9	176	94.9%	15	168	91.1%	10	176	94.3%	14	187	92.5%
Total Rush	41	374	89.0%	31	340	90.9%	18	374	95.2%	18	357	95.0%	13	374	96.5%	20	397	95.0%

Cumulative

Arrive	Train #	Days Late	Days Ran	% On Time
5:48a	102	2	128	98.4%
6:31	104	3	128	97.7%
6:55	6	6	128	95.3%
7:13	106	6	128	95.3%
7:35	108	3	128	97.7%
7:51	110	6	128	95.3%
8:08	112	7	128	94.5%
8:31	114	14	128	89.1%
8:52	214	6	128	95.3%
10:28	14	12	128	90.6%
Depart				
3:57	11	24	127	81.1%
4:02p	111	2	128	98.4%
4:28	113	5	128	96.1%
4:57	115	8	128	93.8%
5:10	117	24	128	81.3%
5:28	17	10	127	92.1%
5:32	217	7	128	94.5%
5:58	119	8	128	93.8%
7:15	19	22	128	82.8%

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	53	1173	95.5%
EB Rush	88	1043	91.6%
Total Rush	141	2,216	93.6%

CUMULATIVE RUSH HOUR THRU JUNE

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	25	45	70	2.1%	4.3%	3.16%
11-15	14	22	36	1.2%	2.1%	1.62%
16-20	3	9	12	0.3%	0.9%	0.54%
21-30	3	5	8	0.3%	0.5%	0.36%
31-59	6	6	12	0.5%	0.6%	0.54%
60+	2	1	3	0.2%	0.1%	0.14%
Annulled	0	3	3			
Total Late	53	91	144	4.5%	8.7%	6.50%
On time	1,120	952	2,072	95.5%	91.3%	93.50%
Total ran	1,173	1,043	2,216			

JUNE RUSH HOUR

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	2	9	11	1.0%	4.8%	2.8%
11-15	3	3	6	1.4%	1.6%	1.5%
16-20	0	1	1	0.0%	0.5%	0.3%
21-30	1	1	2	0.5%	0.5%	0.5%
31-59	0	0	0	0.0%	0.0%	0.0%
60+	0	0	0	0.0%	0.0%	0.0%
Annulled	0	2	2			
Total Late	6	14	20	2.9%	7.5%	5.0%
On time	204	173	377	97.1%	92.5%	95.0%
Total ran	210	187	397			

GRAND TOTAL ALL TRAINS THRU JUNE 2018

Range	Peak		Off	Wkend	Total	%
	WB	EB				
6-10	25	45	220	138	428	6.5%
11-15	14	22	89	75	200	3.0%
16-20	3	9	44	28	84	1.3%
21-30	3	5	40	31	79	1.2%
31-59	6	6	28	14	54	0.8%
60+	2	1	5	10	18	0.3%
Annulled	0	3	65	4	72	
Total	53	88	426	296	863	13.1%
On Time	1,099	933	2,837	760	5,701	86.9%
Total ran	1,152	1,024	3,328	1,060	6,564	
%On Time	95.4%	91.1%	85.2%	71.7%	86.9%	