

# **MONTHLY RIDERSHIP AND PERFORMANCE REPORT**

**June 2017  
Monthly Performance Report**



**NICTD**

## JUNE, 2017 MONTHLY PERFORMANCE REPORT

### Ridership

June ridership rose by 2.5% compared to last year. This year we carried 315,133 passengers. In June 2016 we carried 307,307.

### Weekday Travel

Average weekday travel increased by 0.4% (12,208) compared with June 2016 (12,161). Average **peak** travel fell by 3.1%; and **off-peak** travel rose by 9.5%.

AVERAGE SEAT OCCUPANCY**					
WESTBOUND			EASTBOUND		
Arrival	% of seats occupied		Departure	% of seats occupied	
	Avg. 2016	June 2017		Avg. 2016	June 2017
5:48 a	35.5%	39.8%	3:57 p***	72.4%	77.1%
6:31 a	68.7	72.9	4:02 p	64.3	45.4
6:55 a***	74.6	69.6	4:28 p	90.2	87.5
7:13 a	70.9	52.1	4:57 p	93.4	97.4
7:35 a	83.1	85.5	5:10 p	79.3	79.6
7:51 a	80.3	82.2	5:28 p	76.5	82.6
8:08 a	83.0	91.7	5:32 p	77.8	83.3
8:31 a	88.8	91.1	5:58 p	74.6	77.4
8:52 a	69.3	70.9	7:10 p*	58.6	63.8
10:28 a*	66.5	77.5			

\*Non rush-hour service

\*\*Average for Tuesday thru Thursday ONLY

\*\*\*New Sunrise Express introduced on 3/16/15; 3:57p is afternoon express

### Weekend

Weekend ridership increased 17.1% over June 2016. We averaged 5,819 passengers per day on weekends compared to 4,971 last year.

### Analysis over last 12 months:

RIDERSHIP OVER LAST 12 MONTHS: JULY THRU JUNE							
	2013-14	2014-15	%Change	2015-16	%Change	2016-17	%Change
Total	3,583,558	3,635,953	1.5%	3,559,625	-2.1%	3,483,097	-2.1%
Weekday	3,041,083	3,086,263	1.5	3,043,971	-1.4	2,958,096	-2.8
Peak	2,180,860	2,217,896	1.7	2,212,184	-0.3	2,137,845	-3.4
Off-peak	860,223	868,367	0.9	831,926	-4.2	820,251	-1.4
Weekend	542,475	549,690	1.3	515,654	-6.2	525,001	1.8
South Bend	251,267	248,506	-1.1	245,274	-1.3	248,968	1.5

### Revenue

Farebox revenue remains positive year over year primarily because of the capital fare increase implemented last year. We're also continuing to see a movement away from purchasing one way tickets from agents or on board and towards ticket vending machines and mobile app. Through June one-way ticket revenue remains strong – increasing 4.5% year over year reflecting the growth in weekend ridership.

TOTAL TICKET SALES: January thru June						
Method of Sale	TICKETS			REVENUE		
	2016	2017	% Change	2016	2017	% Change
Ticket Agent	158,398	124,154	-21.6%	3,483,448	3,060,206	-12.2%
Vending Machine	248,135	251,677	1.4	4,103,605	4,208,528	2.6
Conductor	179,263	168,342	-6.1	1,274,407	1,212,964	-4.8
Mobile App	77,037	119,061	54.6	1,331,804	1,969,703	47.9
<b>TOTAL</b>	<b>662,833</b>	<b>663,234</b>	<b>0.1%</b>	<b>10,193,264</b>	<b>10,451,401</b>	<b>2.5%</b>

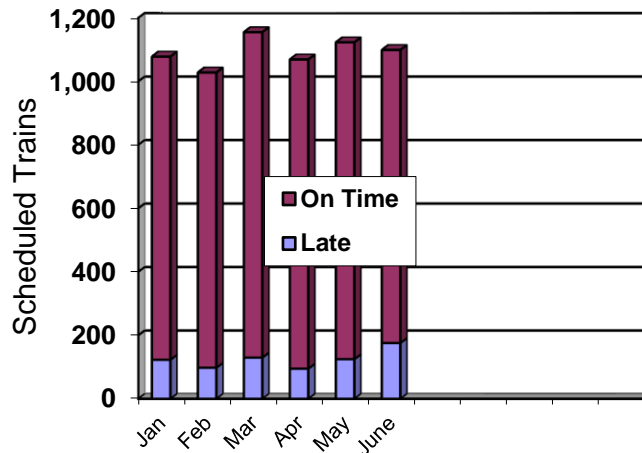
**On Time Performance**

**Rush hour** –Overall, 92.3% of A.M. and P.M. rush hour trains were on time in June; compared to 83.4% in June 2016. We consider a train to be on time when it arrives at its terminal within 5 minutes and 59 seconds of its scheduled arrival time (industry standard). 97.5% of all trains arrived at their terminal station within 10 minutes. 97.5% of westbound morning rush hour service was on time compared to 91.9% in June 2016; while eastbound rush hour trains reported an average on time performance of 86.3% compared to 73.1% in the previous year. Five out of 198 westbound trains were delayed in June ranging from 6-9 minutes. Twenty-three out of 168 eastbound trains encountered delays ranging from 6-28 minutes.<sup>1</sup>

RANGE OF RUSH-HOUR DELAYS (in minutes)								
Range	JUNE, 2017				CUMULATIVE THRU 2017			
	a.m.	p.m.	Total	Percent	a.m.	p.m.	Total	Percent
6-10	5	14	19	5.2%	24	39	63	2.9%
11-15	0	5	5	1.4	19	20	39	1.8
16-20	0	2	2	0.5	5	14	19	0.9
21-30	0	2	2	0.5	3	5	8	0.4
31-59	0	0	0	0.0	1	2	3	0.1
60+	0	0	0	0.0	0	10	10	0.5
<b>On Time</b>	<b>193</b>	<b>145</b>	<b>338</b>	<b>92.3%</b>	<b>1,091</b>	<b>919</b>	<b>2,010</b>	<b>93.4%</b>
Total Ran	198	168	366		1,143	1,009	2,152	
Annulled	0	5	5		9	15	24	

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

**Overall** - We operated 1,099 trains in June and experienced 176 delays in excess of 5 minutes (ranging from 6-80 minutes) with a median delay of 10 minutes. In June 2016 we operated 1,061 trains with 324 delays in excess of 5 minutes (ranging from 6-171 minutes) with a median delay of 13 minutes.



Cumulative On Time Comparison		
Thru June	2016	2017
<b>Weekday</b>	<b>78.2%</b>	<b>89.5%</b>
Peak	84.7	93.4
Off-peak	73.9	87.0
<b>Weekend</b>	<b>75.4</b>	<b>84.0</b>
<b>Overall</b>	<b>77.8</b>	<b>88.6</b>

**Delays caused by railroad maintenance.** Besides the unexpected delays, passengers may also experience delays caused by railroad construction and maintenance projects. Every effort is made to schedule this work during off-peak and weekends to keep the impact of delays to a minimum. We also post service bulletins in the stations and on our web site in advance of anticipated delays.

In June we had 15 annulled trains and no delays in excess of 59 minutes. Train 205 was annulled twice as part of the undercutting project west of Gary Metro Center. On June 6 Train 18 derailed as it entered Millennium Station which blocked the entrance forcing the cancellation of 13 mid-day and scheduled evening rush hour service. In June 2016 we had a total of 49 trains either annulled or cancelled because of the crossover project or problems on Metra.

ANNULLED TRAINS OR DELAYS IN EXCESS OF 59 MINUTES							
Date	Train #	Minutes	Reason	Date	Train #	Minutes	Reason
1-6	6	Annulled	Mechanical		217	Annulled	Weather
1-10	11	75	NIPSCO outage		218	Annulled	Weather
	15	122	NIPSCO outage		220	Annulled	Weather
	19	80	NIPSCO outage		222	Annulled	Weather
	20	97	NIPSCO outage	1-16	119	76	Metra
	111	90	NIPSCO outage		220	114	Metra
	113	95	NIPSCO outage	3-8	107	170	NIPSCO outage
	115	100	NIPSCO outage		116	89	NIPSCO outage
	117	125	NIPSCO outage		216	Annulled	NIPSCO outage
	119	Annulled	NIPSCO outage		218	Annulled	NIPSCO outage
	217	109	NIPSCO outage	4-17	19	62	Trespass on Metra
	220	Annulled	NIPSCO outage	4-24	101	169	Metra switch fail
	222	90	NIPSCO outage	4-27	424	Annulled	Mechanical
	121	89	NIPSCO outage	5-15	205	Annulled	Track maintenance
1-12	6	Annulled	Weather	5-16	205	Annulled	Track maintenance
	7	Annulled	Weather	5-16	9	77	Auto Crash
	9	Annulled	Weather	5-17	205	Annulled	Track maintenance
	11	Annulled	Weather	5-18	205	Annulled	Track maintenance
	14	Annulled	Weather	5-19	205	Annulled	Track maintenance
	15	82	Weather	5-22	205	Annulled	Track maintenance
	18	Annulled	Weather	5-23	205	Annulled	Track maintenance
	20	Annulled	Weather	5-24	205	Annulled	Track maintenance
	104	Annulled	Weather	5-25	205	Annulled	Track maintenance
	106	Annulled	Weather	5-26	205	Annulled	Track maintenance
	107	Annulled	Weather	5-30	205	Annulled	Track maintenance
	108	Annulled	Weather	5-31	205	Annulled	Track maintenance
	109	Annulled	Weather	6-1	205	Annulled	Track maintenance
	110	Annulled	Weather	6-2	205	Annulled	Track maintenance
	111	Annulled	Weather	6-6	11	Annulled	Tr 18 derail Millenn
1-12	112	Annulled	Weather		15	Annulled	Tr 18 derail Millenn
	113	Annulled	Weather		109	Annulled	Tr 18 derail Millenn
	114	Annulled	Weather		111	Annulled	Tr 18 derail Millenn
	115	Annulled	Weather		113	Annulled	Tr 18 derail Millenn
	116	Annulled	Weather		115	Annulled	Tr 18 derail Millenn
	117	Annulled	Weather		117	Annulled	Tr 18 derail Millenn
	118	Annulled	Weather		119	Annulled	Tr 18 derail Millenn
	203	Annulled	Weather		209	Annulled	Tr 18 derail Millenn
	205	Annulled	Weather		217	Annulled	Tr 18 derail Millenn
	207	Annulled	Weather		220	Annulled	Tr 18 derail Millenn
	209	Annulled	Weather		222	Annulled	Tr 18 derail Millenn
	214	Annulled	Weather		422	Annulled	Tr 18 derail Millenn
	216	Annulled	Weather				

**RIDERSHIP REPORT: JUNE, 2017**

07/16/2017

	2015	Work	2016	Work	2017	Work	Change
	Passengers	Days	Passengers	Days	Passengers	Days	17/16
<b>MONTHLY RIDERSHIP</b>							
January	260,741	21	255,006	20	243,280	21	-4.6%
February	261,449	20	257,998	21	256,285	20	-0.7%
March	300,752	22	295,099	23	286,216	23	-3.0%
April	303,792	22	287,094	21	278,878	20	-2.9%
May	289,203	20	289,597	21	291,326	22	0.6%
June	333,805	22	307,307	22	315,133	22	2.5%
<b>CUMULATIVE COMPARISON</b>							
January	260,741	21	255,006	20	243,280	21	-4.6%
February	522,190	41	513,004	41	499,565	41	-2.6%
March	822,942	63	808,103	64	785,781	64	-2.8%
April	1,126,734	85	1,095,197	85	1,064,659	84	-2.8%
May	1,415,937	105	1,384,794	106	1,355,985	106	-2.1%
June	1,749,742	127	1,692,101	128	1,671,118	128	-1.2%
<b>AVERAGE WEEKDAY RIDERSHIP</b>							
January	10,830		10,892		10,003		-8.2%
February	11,218		10,547		10,885		3.2%
March	11,880		11,581		11,058		-4.5%
April	12,081		11,822		11,553		-2.3%
May	11,994		11,570		11,439		-1.1%
June	13,104		12,161		12,208		0.4%
<b>AVERAGE WEEKDAY PEAK PERIOD RIDERSHIP</b>							
January	8,430		8,603		7,898		-8.2%
February	8,512		7,975		8,211		3.0%
March	8,934		8,642		8,350		-3.4%
April	8,810		8,760		8,520		-2.7%
May	8,747		8,537		8,387		-1.8%
June	9,303		8,777		8,502		-3.1%
<b>AVERAGE WEEKDAY OFF-PEAK RIDERSHIP</b>							
January	2,399		2,289		2,105		-8.0%
February	2,706		2,585		2,674		3.4%
March	2,946		2,940		2,708		-7.9%
April	3,271		3,061		3,033		-0.9%
May	3,247		3,039		3,053		0.5%
June	3,801		3,384		3,706		9.5%

RIDERSHIP REPORT: JUNE, 2017

07/16/2017

	2015	Work	2016	Work	2017	Work	Change
	Passengers	Days	Passengers	Days	Passengers	Days	17/16
<b>AVERAGE WEEKEND/HOLIDAY RIDERSHIP (per day)</b>							
January	3,332		3,379		3,321		-1.7%
February	4,637		4,532		4,822		6.4%
March	4,376		3,591		3,986		11.0%
April	4,751		4,315		4,783		10.8%
May	4,485		4,663		4,406		-5.5%
June	5,689		4,971		5,819		17.1%

**RIDERSHIP REPORT: JUNE, 2017**

07/16/2017

	2015	Work Days	2016	Work Days	2017	Work Days	Change 17/16
	Passengers		Passengers		Passengers		
<b>MONTHLY RIDERSHIP</b>							
July	362,048	23	326,207	20			
August	326,279	21	321,033	23			
September	297,252	21	288,198	21			
October	305,425	22	294,337	21			
November	272,665	20	300,628	21			
December	303,855	22	281,576	21			
<b>CUMULATIVE COMPARISON</b>							
July	2,111,790	150	2,018,308	148			
August	2,438,069	171	2,339,341	171			
September	2,735,321	192	2,627,539	192			
October	3,040,746	214	2,921,876	213			
November	3,313,411	234	3,222,504	234			
December	3,617,266	256	3,504,080	255			
<b>AVERAGE WEEKDAY RIDERSHIP</b>							
July	13,488		13,037				
August	12,742		12,289				
September	11,918		11,682				
October	11,989		11,671				
November	11,464		12,159				
December	11,733		11,217				
Thru June	11,867	127	11,443	128	11,199	128	-2.1%
<b>AVERAGE WEEKDAY PEAK PERIOD RIDERSHIP</b>							
July	8,734		8,407				
August	8,910		8,694				
September	8,865		8,661				
October	8,963		8,704				
November	8,477		8,685				
December	8,031		7,552				
Thru June	8,797	127	8,552	128	8,313	128	-2.8%
<b>AVERAGE WEEKDAY OFF-PEAK RIDERSHIP</b>							
July	4,754		4,629				
August	3,831		3,595				
September	3,053		3,021				
October	3,026		2,967				
November	2,987		3,473				
December	3,703		3,665				
Thru June	3,070	127	2,892	128	2,885	128	-0.2%

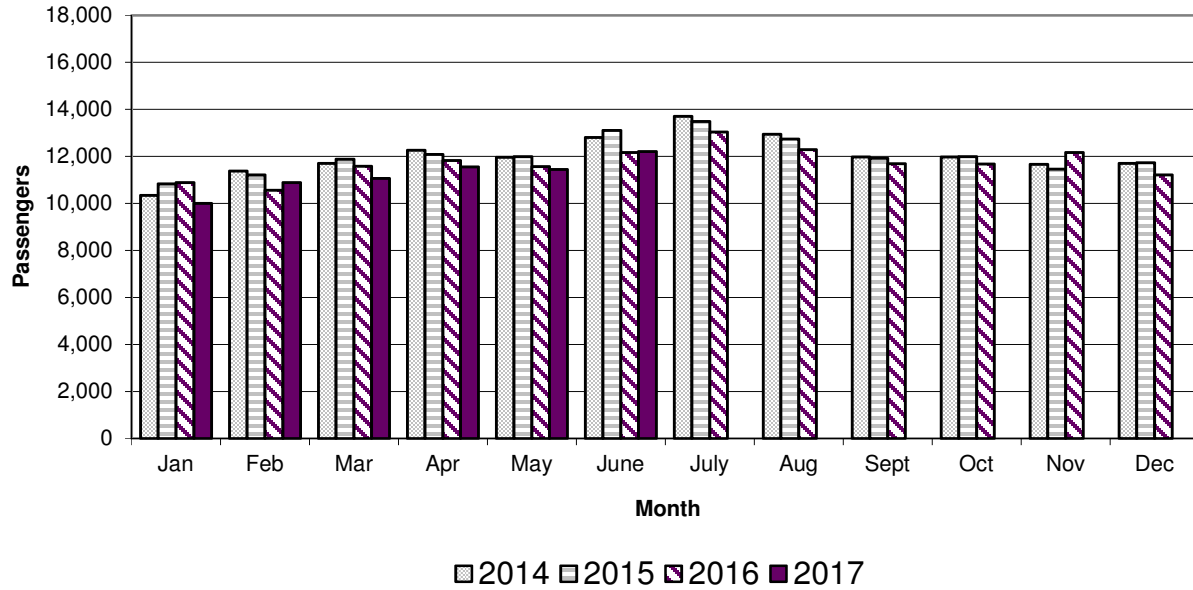


**RIDERSHIP REPORT: JUNE, 2017**

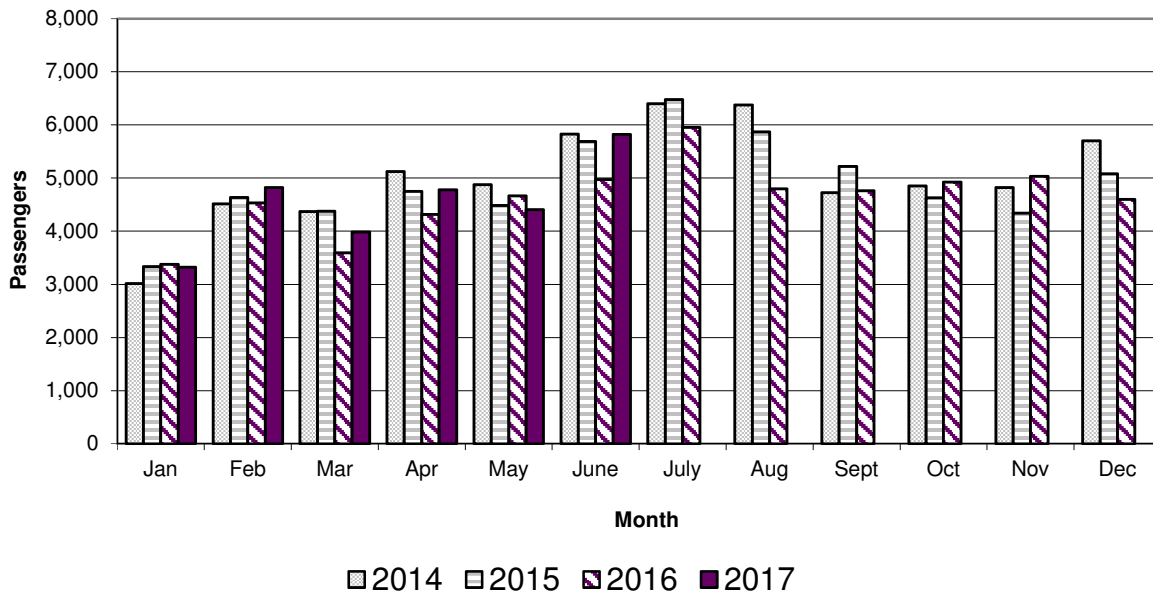
07/16/2017

	2015	Wkend	2016	Wkend	2017	Wkend	Change
	Passengers	Days	Passengers	Days	Passengers	Days	17/16
<b>AVERAGE WEEKEND/HOLIDAY RIDERSHIP (per day)</b>							
July	6,478		5,952				
August	5,870		4,797				
September	5,218		4,763				
October	4,630		4,929				
November	4,339		5,033				
December	5,080		4,602				
Thru June	4,493	54	4,211	54	4,485	53	6.5%

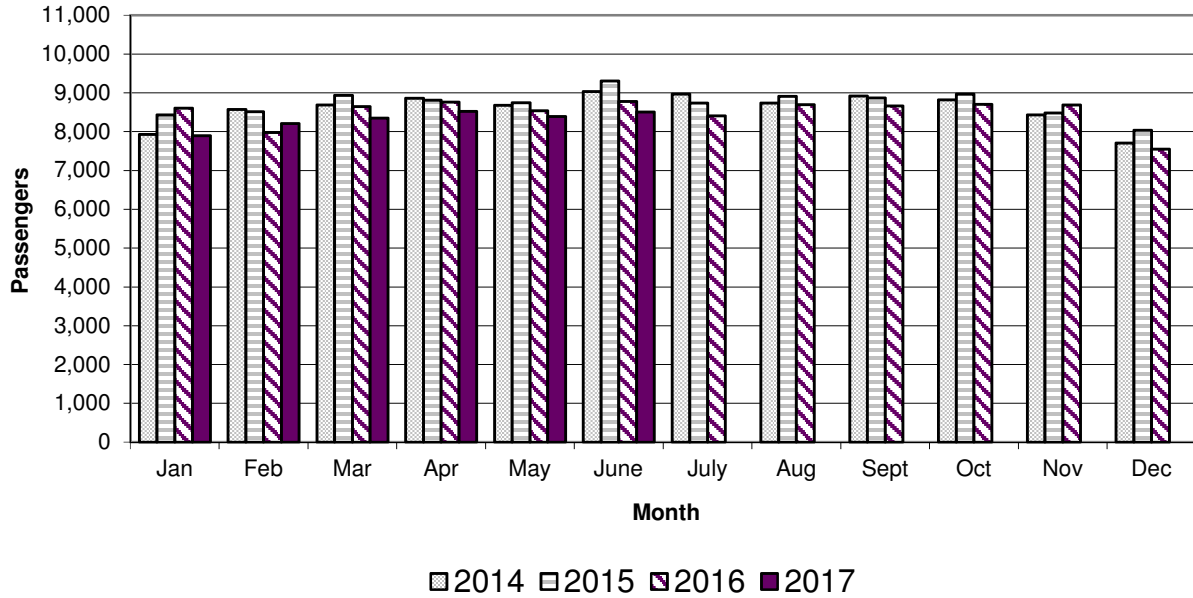
## SOUTH SHORE WEEKDAY RIDERSHIP 2014-2017



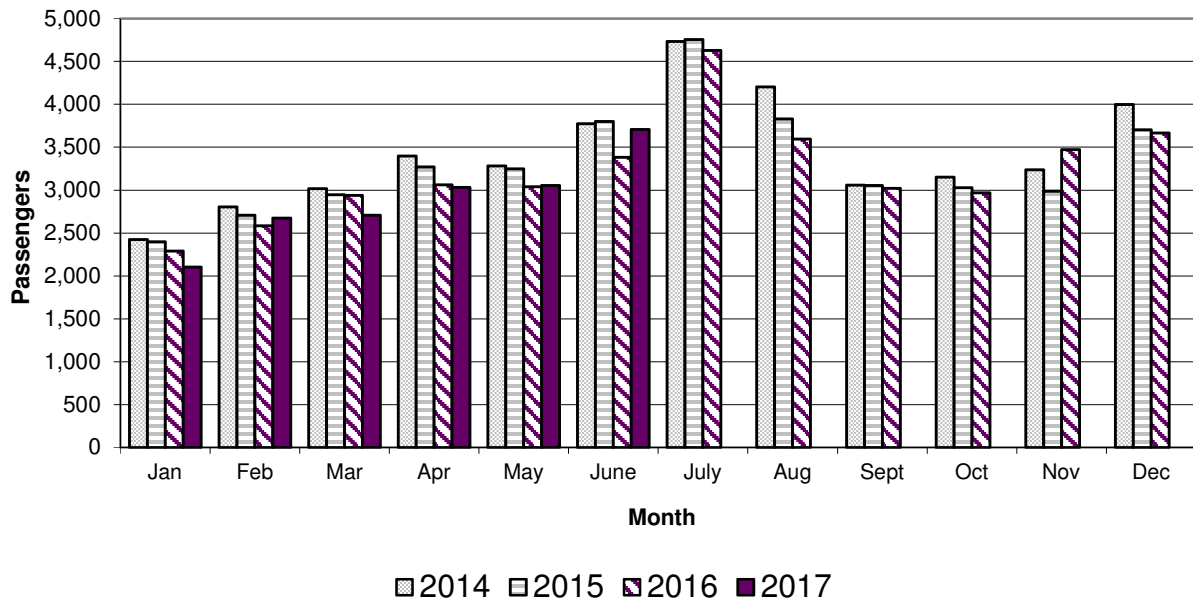
## SOUTH SHORE WEEKEND/HOLIDAY RIDERSHIP: 2014-2017



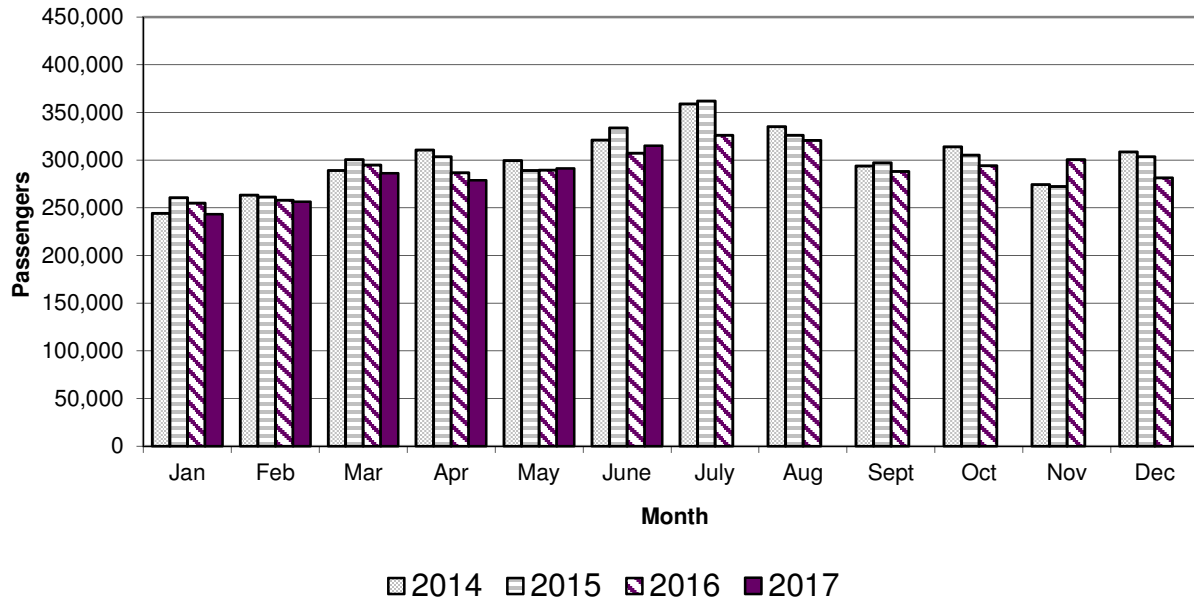
## SOUTH SHORE PEAK RIDERSHIP 2014-2017



## SOUTH SHORE OFF-PEAK RIDERSHIP 2014-2017



# SOUTH SHORE MONTHLY RIDERSHIP 2014-2017



PERCENT ON TIME: JUNE, 2017

PEAK

Train	Days Late	% on Time
102	0	100.0%
104	0	100.0%
<b>6</b>	<b>5</b>	<b>77.3%</b>
106	0	100.0%
108	0	100.0%
110	0	100.0%
112	0	100.0%
114	0	100.0%
214	0	100.0%
<b>11</b>	<b>8</b>	<b>61.9%</b>
111	1	95.2%
113	2	90.5%
115	1	95.2%
15	0	100.0%
<b>117</b>	<b>7</b>	<b>66.7%</b>
<b>217</b>	<b>3</b>	<b>85.7%</b>
119	1	95.2%
Total	28	92.3%
Westbound	5	97.5%
Eastbound	23	86.3%

OFF-PEAK

Train	Days Late	% on Time
<b>14</b>	<b>8</b>	<b>63.6%</b>
216	1	95.5%
<b>116</b>	<b>13</b>	<b>40.9%</b>
218	2	90.9%
<b>18</b>	<b>13</b>	<b>40.9%</b>
118	0	100.0%
220	2	90.5%
<b>20</b>	<b>9</b>	<b>59.1%</b>
222	0	100.0%
420	0	100.0%
22	1	95.5%
424	1	95.5%
401	1	95.5%
203	0	100.0%
403	2	90.9%
205	0	100.0%
207	1	95.5%
<b>7</b>	<b>6</b>	<b>72.7%</b>
<b>107</b>	<b>7</b>	<b>68.2%</b>
<b>9</b>	<b>11</b>	<b>50.0%</b>
<b>109</b>	<b>7</b>	<b>66.7%</b>
<b>209</b>	<b>3</b>	<b>85.7%</b>
<b>19</b>	<b>6</b>	<b>72.7%</b>
<b>121</b>	<b>3</b>	<b>86.4%</b>
<b>123</b>	<b>5</b>	<b>77.3%</b>
101	1	95.5%
Total	103	81.8%
Westbound	50	80.8%
Eastbound	53	82.6%

WEEKEND/HOLIDAY

Train	Days Late	% on Time
<b>600</b>	<b>3</b>	<b>62.5%</b>
<b>502</b>	<b>5</b>	<b>37.5%</b>
<b>504</b>	<b>2</b>	<b>75.0%</b>
<b>606</b>	<b>4</b>	<b>50.0%</b>
<b>506</b>	<b>5</b>	<b>37.5%</b>
<b>608</b>	<b>1</b>	<b>87.5%</b>
<b>508</b>	<b>3</b>	<b>62.5%</b>
<b>610</b>	<b>0</b>	<b>100.0%</b>
<b>510</b>	<b>1</b>	<b>87.5%</b>
710	Cancelled*	
<b>503</b>	<b>2</b>	<b>75.0%</b>
<b>603</b>	<b>1</b>	<b>87.5%</b>
<b>605</b>	<b>1</b>	<b>87.5%</b>
<b>505</b>	<b>2</b>	<b>75.0%</b>
<b>507</b>	<b>3</b>	<b>62.5%</b>
<b>509</b>	<b>2</b>	<b>75.0%</b>
<b>511</b>	<b>6</b>	<b>25.0%</b>
613	0	100.0%
<b>601</b>	<b>1</b>	<b>87.5%</b>
<b>701</b>	<b>1</b>	<b>87.5%</b>
<b>703</b>	<b>2</b>	<b>75.0%</b>
Total	45	73.2%
Westbound	24	70.0%
Eastbound	21	76.1%

REASONS (weekday)		
CAR	6	4.6%
CAT		0.0%
DBS		0.0%
AMT	7	5.3%
DMW	31	23.7%
DSR	2	1.5%
DSS	6	4.6%
FTI	2	1.5%
HLD	3	2.3%
LMU	1	0.8%
MET	22	16.8%
OTH	8	6.1%
PAS	8	6.1%
POL	1	0.8%
PTI	7	5.3%
SVS		0.0%
TOD	1	0.8%
TRS		0.0%
WTR	12	9.2%
NIPSCO		0.0%
FRR	11	8.4%
OET	1	0.8%
TRK		0.0%
DDS	1	0.8%
OPR	1	0.8%
UTL		0.0%
VAN		0.0%
SUB		
TOTAL	131	100.0%

REASONS (weekend)		
CAR	5	11.1%
CAT		0.0%
DBS		0.0%
AMT	1	2.2%
DMW	3	6.7%
DSR	1	2.2%
DSS		0.0%
FTI	2	4.4%
HLD		0.0%
LMU	1	2.2%
MET	9	20.0%
OTH	3	6.7%
PAS	12	26.7%
POL	2	4.4%
PTI	3	6.7%
SVS	1	2.2%
TOD		0.0%
TRS		0.0%
DDS		0.0%
OPR		0.0%
WTR		0.0%
FRR	2	4.4%
SUB		0.0%
NIPSCO		0.0%
OET		0.0%
TRK		0.0%
UTL		0.0%
VAN		0.0%
TOTAL	45	100%

**Trains less than 90% on time**

CAR - Car or equipment failure of malfunction  
 CAT - Catenary problems or power outage

DBS - Delays due to busing  
 AMT - Amtrak Delay

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.

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

OTH - Other delays

OET - Operational Efficiency Testing

UTL - utility power outage

SUB - Substation

OPR - Operational delay

VAN - Vandalism

PAS - Passenger boarding

POL - Police related delays - except road crossing or trespasser accidents

PTI - Passenger train interference

SVS - Servicing - includes adding or subtracting equipment to or from consist

TOD - Train order delay - not associated with train meets

TRS - Trespasser incidents including road crossing accidents

WTR - Delays related to inclement weather

NIPSCO - Delays caused by power utility disruption

FRR - Freight train interference from crossing road

TRK - Track/wayside malfunction

DDS - Debris Strike

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, 2017**

PEAK		
Train	Days Late	% on Time
102	3	97.7%
104	5	96.1%
6	14	88.9%
106	3	97.6%
108	1	99.2%
110	7	94.5%
112	3	97.6%
114	9	92.9%
214	7	94.5%
<b>11</b>	<b>25</b>	<b>80.2%</b>
111	6	95.2%
113	12	90.5%
115	7	94.4%
15	4	96.8%
<b>117</b>	<b>20</b>	<b>84.1%</b>
217	10	92.1%
119	6	95.2%
Total	142	93.4%
Westbound	52	95.5%
Eastbound	90	91.1%

OFF-PEAK		
Train	Days Late	% on Time
<b>14</b>	<b>23</b>	<b>81.9%</b>
216	2	98.4%
<b>116</b>	<b>35</b>	<b>72.4%</b>
216	7	94.4%
<b>18</b>	<b>53</b>	<b>58.3%</b>
118	4	96.9%
218	7	94.4%
<b>20</b>	<b>45</b>	<b>64.6%</b>
220	4	96.8%
420	1	99.2%
<b>22</b>	<b>12</b>	<b>90.6%</b>
422	5	96.1%
401	2	98.4%
203	3	97.6%
403	7	94.5%
<b>205</b>	<b>27</b>	<b>76.1%</b>
207	4	96.9%
<b>7</b>	<b>26</b>	<b>79.5%</b>
<b>107</b>	<b>24</b>	<b>81.1%</b>
<b>9</b>	<b>29</b>	<b>77.2%</b>
<b>109</b>	<b>24</b>	<b>81.0%</b>
209	8	93.7%
<b>19</b>	<b>25</b>	<b>80.5%</b>
<b>121</b>	<b>25</b>	<b>80.5%</b>
<b>123</b>	<b>19</b>	<b>85.2%</b>
101	6	95.3%
Total	427	87.0%
Westbound	198	87.0%
Eastbound	229	87.0%

WEEKEND/HOLIDAY		
Train	Days Late	% on Time
600	5	90.6%
<b>502</b>	<b>13</b>	<b>75.5%</b>
<b>504</b>	<b>9</b>	<b>83.0%</b>
<b>606</b>	<b>17</b>	<b>67.9%</b>
<b>506</b>	<b>15</b>	<b>71.7%</b>
608	2	96.2%
<b>508</b>	<b>9</b>	<b>83.0%</b>
<b>610</b>	<b>7</b>	<b>86.8%</b>
510	5	90.6%
710	Cancelled*	
<b>503</b>	<b>8</b>	<b>84.9%</b>
603	3	94.3%
605	3	94.3%
<b>505</b>	<b>7</b>	<b>86.8%</b>
<b>507</b>	<b>17</b>	<b>67.9%</b>
<b>509</b>	<b>15</b>	<b>71.7%</b>
<b>511</b>	<b>12</b>	<b>77.4%</b>
513	3	94.3%
<b>601</b>	<b>6</b>	<b>88.7%</b>
703	1	98.1%
<b>705</b>	<b>21</b>	<b>60.4%</b>
Total	178	84.0%
Westbound	82	84.5%
Eastbound	96	83.5%

*Trains less than 90% on time*

**CUMULATIVE REASONS FOR DELAYS THRU JUNE, 2017**

REASONS (weekday)		
CAR	26	4.6%
CAT		0.0%
DBS	1	0.2%
AMT	20	3.5%
DMW	86	15.1%
DSR	12	2.1%
DSS	25	4.4%
FTI	19	3.3%
HLD	7	1.2%
LMU	9	1.6%
MET	142	25.0%
OTH	24	4.2%
PAS	27	4.7%
POL	9	1.6%
PTI	56	9.8%
SVS	5	0.9%
TOD	2	0.4%
TRS	2	0.4%
WTR	27	4.7%
NIPSCO		0.0%
FRR	24	4.2%
OET	6	1.1%
UTL	18	3.2%
OPR	1	0.2%
DDS	1	0.2%
SUB		0.0%
TRK	20	3.5%
VAN		0.0%
TOTAL	569	100.0%

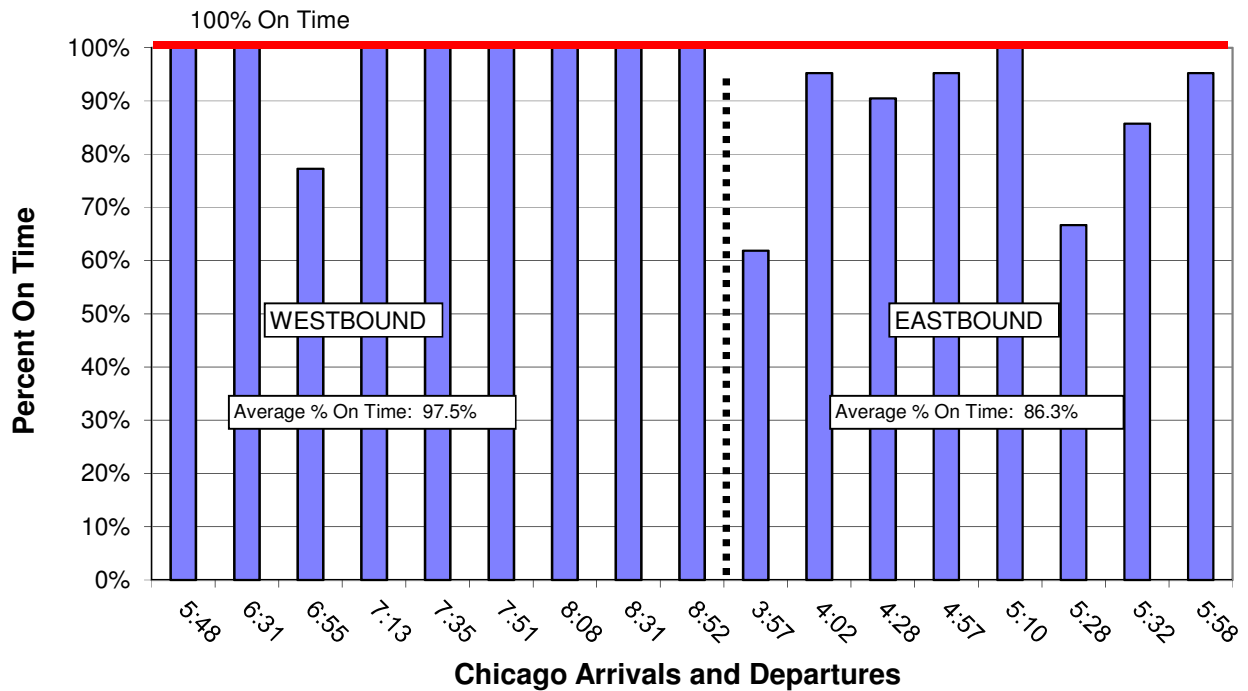
REASONS (weekend)		
CAR	12	6.7%
CAT		0.0%
DBS		0.0%
AMT	4	2.2%
DMW	5	2.8%
DSR	4	2.2%
DSS	4	2.2%
FTI	11	6.2%
HLD	4	2.2%
LMU	2	1.1%
MET	20	11.2%
OTH	7	3.9%
PAS	37	20.8%
POL	8	4.5%
PTI	32	18.0%
SVS	8	4.5%
TOD		0.0%
TRS	1	0.6%
WTR		0.0%
NIPSCO		0.0%
FRR	5	2.8%
OET		0.0%
UTL	4	2.2%
OPR		0.0%
DDS		0.0%
SUB	1	0.6%
TRK	9	5.1%
VAN		0.0%
TOTAL	178	100.0%

TOTAL		
CAR	38	5.1%
CAT	0	0.0%
DBS	1	0.1%
AMT	24	3.2%
DMW	91	12.2%
DSR	16	2.1%
DSS	29	3.9%
FTI	30	4.0%
HLD	11	1.5%
LMU	11	1.5%
MET	162	21.7%
OTH	31	4.1%
PAS	64	8.6%
POL	17	2.3%
PTI	88	11.8%
SVS	13	1.7%
TOD	2	0.3%
TRS	3	0.4%
WTR	27	3.6%
NIPSCO	0	0.0%
FRR	29	3.9%
OET	6	0.8%
UTL	22	2.9%
OPR	1	0.1%
DDS	1	0.1%
SUB	1	0.1%
TRK	29	3.9%
VAN	0	0.0%
TOTAL	747	100.0%

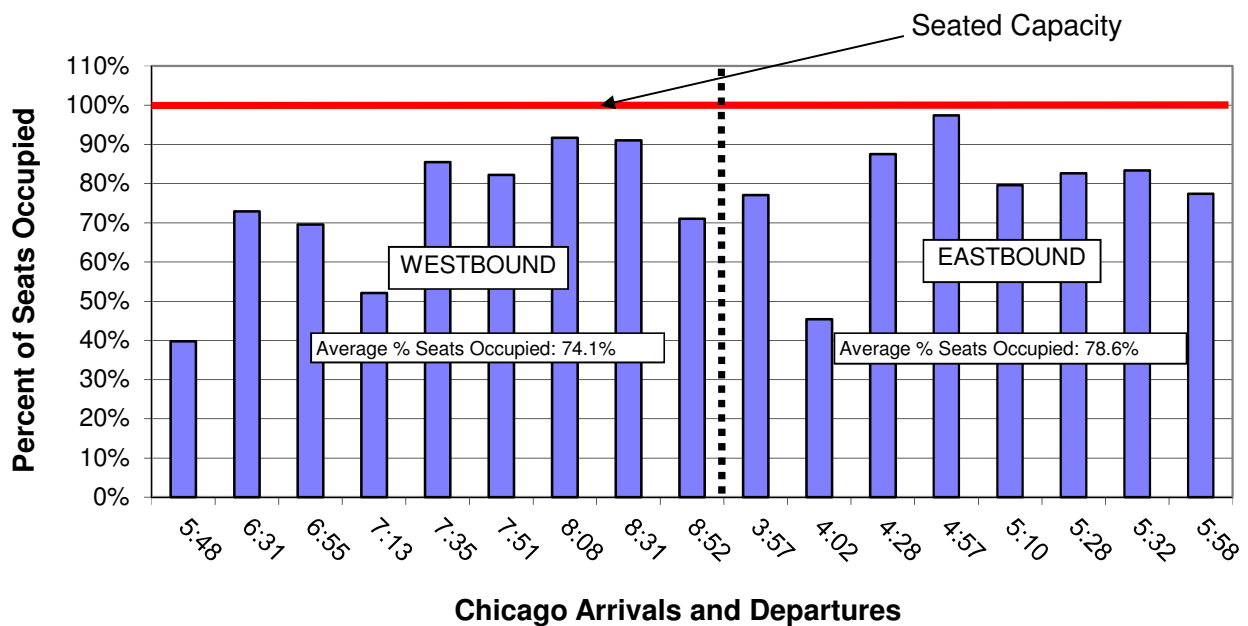
CAR - Car or equipment failure of malfunction  
 CAT - Catenary problems or power outage  
 DBS - Delays due to busing  
 AMT - Amtrak delay  
 DMW - M of W work - holding for defect repair or M of W forces to clear  
 DSR - Speed restriction - all speed restrictions not listed in timetable  
 DSS - Reduced speed due to restrictive signal  
 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  
 OTH - Other delays  
 SUB - Substation  
 UTL - utility power outage

PAS - Passenger boarding  
 POL - Police related delays - except road crossing or trespasser accidents  
 PTI - Passenger train interference  
 SVS - Servicing - includes adding or subtracting equipment to or from consist  
 TOD - Train order delay - not associated with train meets  
 TRS - Trespasser incidents including road crossing accidents  
 WTR - Delays related to inclement weather  
 NIPSCO - Delays caused by power utility disruption  
 FRR - Freight train interference from crossing road  
 OET - Operational efficiency testing  
 TRK - Track/wayside malfunction  
 VAN - Vandalism

## RUSH HOUR ON TIME PERFORMANCE: JUNE 2017



## PERCENT OF RUSH HOUR SEATS OCCUPIED: JUNE 2017





**RUSH HOUR\* TRAIN DELAYS - JUNE 2017 (minutes late)**

Train	Arrive	Thurs	Fri	Mon	Tues	Wed	Thurs	Fri	Mon	Tues	Wed	Thurs	Fri	Mon	Tues	Wed	Thurs	Fri	Mon	Tues	Wed	Thurs	Fri	Days Late	Days Ran	% On Time		
102	5:48a																								22	100.0%		
104	6:31																									22	100.0%	
6	6:55					6						8							8	9				7	5	22	77.3%	
106	7:13																									22	100.0%	
108	7:35																									22	100.0%	
110	7:51																									22	100.0%	
112	8:08																									22	100.0%	
114	8:31																									22	100.0%	
214	8:52																									22	100.0%	
14	10:28			15		9		6				7				12	9	8						9	8	22	63.6%	
Train	Depart																								Days Late	Days Ran	% On Time	
11	3:57	8	7		A		6		20	25	15						7								8	21	61.9%	
111	4:02				A																					1	21	95.2%
113	4:28	9			A				8																	2	21	90.5%
115	4:57		28		A																					1	21	95.2%
15	5:10				A																						21	100.0%
117	5:32		12		A	20			11				6			15	6			8						7	21	66.7%
217	5:28		8	14	A																					3	21	85.7%
119	5:58				A				14																	1	21	95.2%
19	7:10							10		14	10					13		10							10	5	21	76.2%
High temp		74	81	80	74	76	79	84	92	89	90	84	82	77	79	79	87	76	71	72	78	85	83					
Low temp		46	47	54	48	49	48	58	70	69	66	66	66	57	55	51	69	65	50	47	54	65	64					

\* 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	11	180	93.9%	13	180	92.8%	9	207	95.7%	6	180	96.7%	8	198	96.0%	5	198	97.5%
EB Rush	21	161	87.0%	7	160	95.6%	12	184	93.5%	5	160	96.9%	22	176	87.5%	23	168	86.3%
Total Rush	32	341	90.6%	20	340	94.1%	21	391	94.6%	11	340	96.8%	30	374	92.0%	28	366	92.3%

	July		Aug		Sept		Oct		Nov		Dec	
	#Late	#Ran	#Late	#Ran	#Late	#Ran	#Late	#Ran	#Late	#Ran	#Late	#Ran
WB Rush												
EB Rush												
Total Rush	0	0	0	0	0	0	0	0	0	0	0	0

**EXPLANATION OF DELAYS AFFECTING MULTIPLE TRAINS:**

June 1-4: Continuing undercutting affecting mid-day trains and annulled Train 205 and bused Train 203

June 6: Train 18 derailed entering Millennium Station because of Metra worn switch. Caused rush hour cancellations and late afternoon delays.

Cumulative				
Arrive	Train #	Days Late	Days Ran	% On Time
5:48a	102	3	128	97.7%
6:31	104	5	127	96.1%
6:55	6	14	126	88.9%
7:13	106	3	127	97.6%
7:35	108	1	127	99.2%
7:51	110	7	127	94.5%
8:08	112	3	127	97.6%
8:31	114	9	127	92.9%
8:52	214	7	127	94.5%
10:28	14	22	127	82.7%
<b>Depart</b>				
3:57	11	25	126	80.2%
4:02p	111	6	126	95.2%
4:28	113	12	126	90.5%
4:57	115	7	126	94.4%
5:10	15	4	127	96.9%
5:28	117	20	126	84.1%
5:32	217	10	126	92.1%
5:58	119	6	126	95.2%
7:15	19	23	127	81.9%

Year-to-date cumulative			
	#Late	#Ran	%On time
WB Rush	52	1143	95.5%
EB Rush	90	1009	91.1%
Total Rush	142	2,152	93.4%

CUMULATIVE RUSH HOUR thru JUNE						
Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	24	39	63	2.1%	3.9%	2.9%
11-15	19	20	39	1.7%	2.0%	1.8%
16-20	5	14	19	0.4%	1.4%	0.9%
21-30	3	5	8	0.3%	0.5%	0.4%
31-59	1	2	3	0.1%	0.2%	0.1%
60+	0	10	10	0.0%	1.0%	0.5%
Annulled	9	15	24			
Total Late	52	90	142	4.5%	8.9%	6.6%
On time	1,091	919	2,010	95.5%	91.1%	93.4%
Total ran	1,143	1,009	2,152			

Total Late and Total Ran exclude annulled trains

GRAND TOTAL ALL TRAINS thru JUNE						
Range	Peak				Total	%
	WB	EB	Off	Wkend		
6-10	24	39	251	96	410	6.3%
11-15	19	20	97	49	185	2.8%
16-20	5	14	28	20	67	1.0%
21-30	3	5	26	10	44	0.7%
31-59	1	2	14	3	20	0.3%
60+	0	10	11	0	21	0.3%
Annulled	9	15	40	0	64	
Total	52	90	427	178	747	11.4%
On Time	1,091	918	2,861	935	5,805	88.6%
Total ran	1,143	1,008	3,288	1,113	6,552	

Total Late and Total Ran exclude annulled trains

JUNE RUSH HOUR						
Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	5	14	19	2.5%	8.3%	5.2%
11-15	0	5	5	0.0%	3.0%	1.4%
16-20	0	2	2	0.0%	1.2%	0.5%
21-30	0	2	2	0.0%	1.2%	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	8	8			
Total Late	5	23	28	2.5%	13.7%	7.7%
On time	193	145	338	97.5%	86.3%	92.3%
Total ran	198	168	366			