MONTHLY RIDERSHIP AND PERFORMANCE REPORT

March 2017
Monthly Performance Report

SOUTH SHORE LINE

NICTD

MARCH, 2017 MONTHLY PERFORMANCE REPORT

Ridership
March ridership declined by 3.0% compared to last year. This year we carried 286,216 passengers. In March 2016 we carried 295,099.

Weekday Travel
Average weekday travel declined by 4.5% (11,058) compared with March 2016 (11,581). Average **peak** travel fell by 3.4%; and **off-peak** travel declined 7.9%.

AVERAGE SEAT OCCUPANCY**					
WESTBOUND			EASTBOUND		
Arrival	% of seats occupied		Departure	% of seats occupied	
	Avg. 2016	Mar 2017		Avg. 2016	Mar 2017
5:48 a	35.5%	38.7%	3:57 p***	72.4%	63.7%
6:31 a	68.7	75.9	4:02 p	64.3	72.2
6:55 a***	74.6	62.9	4:28 p	90.2	87.1
7:13 a	70.9	81.5	4:57 p	93.4	87.7
7:35 a	83.1	82.5	5:10 p	79.3	83.8
7:51 a	80.3	74.7	5:28 p	76.5	79.8
8:08 a	83.0	83.3	5:32 p	77.8	72.8
8:31 a	88.8	86.0	5:58 p	74.6	73.0
8:52 a	69.3	70.0	7:10 p*	58.6	46.7
10:28 a*	66.5	50.8			

 *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 rose by 11.0% over March 2016. We averaged 3,986 passengers per day on weekends compared to 3,591 last year. On St. Patrick's Day last March we experienced a derailment in Michigan City that forced us to cancel most of our Saturday service.

Analysis over last 12 months:

| RIDERSHIP OVER LAST 12 MONTHS: APRIL THRU MARCH							
	2013-14	2014-15	%Change	2015-16	%Change	2016-17	%Change
Total	3,571,356	3,641,009	1.9%	3,602,427	-1.1%	3,481,758	-3.3%
Weekday	3,041,240	3,081,978	1.3%	3,079,165	-0.1%	2,965,558	-3.7%
Peak	2,177,044	2,211,218	1.6%	2,229,288	0.8%	2,152,231	-3.5%
Off-peak	864,196	870,760	0.8%	849,877	-2.4%	813,466	-4.3%
Weekend	530,116	559,031	5.4%	523,262	-6.4%	516,200	-1.3%
South Bend	250,760	251,413	0.3%	248,844	-1.0%	243,597	-2.1%

On Time Performance
Rush hour –Overall, 94.6% of A.M. and P.M. rush hour trains were on time in March; compared to 88.5% in March 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). 97.7% of all trains arrived at their terminal station within 10 minutes. 95.7% of westbound morning rush hour service was on time compared to 93.7% in March 2016;

while eastbound rush hour trains reported an average on time performance of 93.5% compared to 82.6% in the previous year. Nine out of 207 westbound trains were delayed in March ranging from 7-17 minutes. Twelve out of 184 eastbound trains encountered delays ranging from 6-55 minutes.[1]

RANGE OF RUSH-HOUR DELAYS *(in minutes)*								
	MARCH, 2017				**CUMULATIVE THRU 2017**			
Range	**a.m.**	**p.m.**	**Total**	**Percent**	**a.m.**	**p.m.**	**Total**	**Percent**
6-10	6	6	12	3.1%	13	13	26	2.4%
11-15	1	1	2	0.5%	13	7	20	1.9%
16-20	2	3	5	1.3%	3	7	10	0.9%
21-30	0	1	1	0.3%	3	2	5	0.5%
31-59	0	1	1	0.3%	1	1	2	0.2%
60+	0	0	0	0.0$%	0	10	10	0.9%
On Time	**198**	**172**	**370**	**94.6%**	**534**	**465**	**999**	**93.2%**
Total Ran	207	184	391		567	505	1,072	
Annulled	0	0	0		9	7	16	

Overall - We operated 1,025 trains in March and experienced 98 delays in excess of 5 minutes (ranging from 6-170 minutes) with a median delay of 10 minutes. In March 2016 we operated 1,134 trains with 215 delays in excess of 5 minutes (ranging from 6-89 minutes) with a median delay of 10 minutes..
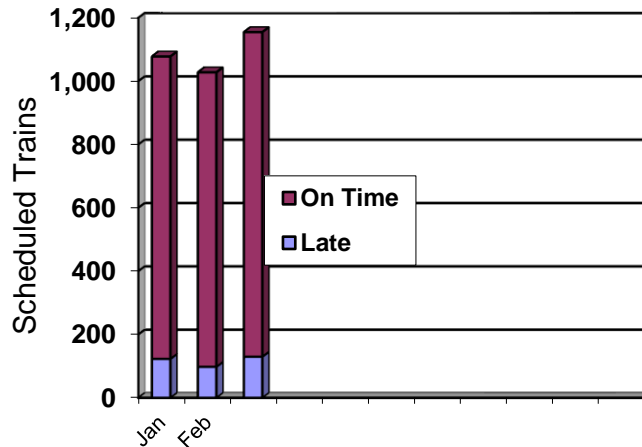
Cumulative On Time Comparison		
Thru March	**2016**	**2017**
Weekday	**81.7%**	**89.9%**
Peak	85.2%	93.2%
Off-peak	79.4%	87.8%
Weekend	**79.3%**	**85.9%**
Overall	**81.3%**	**89.2%**

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 March we had two delays in excess of 59 minutes and two annulled trains all related to a NIPSCO power outage on March 8. In 2016 we annulled 16 trains and had 4 delays

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[1] We operate 9 westbound and 8 eastbound rush-hour trains per day.

in excess of 59 minutes.

ANNULLED TRAINS OR DELAYS IN EXCESS OF 59 MINUTES							
Date	Train #	Minutes	Reason	Date	Train #	Minutes	Reason
1-6	6	Annulled	Mechanical	1-12	112	Annulled	Weather
1-10	11	75	NIPSCO outage		113	Annulled	Weather
	15	122	NIPSCO outage		114	Annulled	Weather
	19	80	NIPSCO outage		115	Annulled	Weather
	20	97	NIPSCO outage		116	Annulled	Weather
	111	90	NIPSCO outage		117	Annulled	Weather
	113	95	NIPSCO outage		118	Annulled	Weather
	115	100	NIPSCO outage		203	Annulled	Weather
	117	125	NIPSCO outage		205	Annulled	Weather
	119	Annulled	NIPSCO outage		207	Annulled	Weather
	217	109	NIPSCO outage		209	Annulled	Weather
	220	Annulled	NIPSCO outage		214	Annulled	Weather
	222	90	NIPSCO outage		216	Annulled	Weather
	121	89	NIPSCO outage		217	Annulled	Weather
1-12	6	Annulled	Weather		218	Annulled	Weather
	7	Annulled	Weather		220	Annulled	Weather
	9	Annulled	Weather		222	Annulled	Weather
	11	Annulled	Weather	1-16	119	76	Metra
	14	Annulled	Weather		220	114	Metra
	15	82	Weather	3-8	107	170	NIPSCO outage
	18	Annulled	Weather		116	89	NIPSCO outage
	20	Annulled	Weather		216	Annulled	NIPSCO outage
	104	Annulled	Weather		218	Annulled	NIPSCO outage
	106	Annulled	Weather				
	107	Annulled	Weather				
	108	Annulled	Weather				
	109	Annulled	Weather				
	110	Annulled	Weather				
	111	Annulled	Weather				

RIDERSHIP REPORT: MARCH, 2017

	2015 Passengers	Work Days	2016 Passengers	Work Days	2017 Passengers	Work Days	Change 17/16
MONTHLY RIDERSHIP							
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			
May	289,203	20	289,597	21			
June	333,805	22	307,307	22			
CUMULATIVE COMPARISON							
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			
May	1,415,937	105	1,384,794	106			
June	1,749,742	127	1,692,101	128			
AVERAGE WEEKDAY RIDERSHIP							
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				
May	11,994		11,570				
June	13,104		12,161				
AVERAGE WEEKDAY PEAK PERIOD RIDERSHIP							
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				
May	8,747		8,537				
June	9,303		8,777				
AVERAGE WEEKDAY OFF-PEAK RIDERSHIP							
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				
May	3,247		3,039				
June	3,801		3,384				

RIDERSHIP REPORT: MARCH, 2017

	2015 Passengers	Work Days	2016 Passengers	Work Days	2017 Passengers	Work Days	Change 17/16
AVERAGE WEEKEND/HOLIDAY RIDERSHIP (per day)							
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				
May	4,485		4,663				
June	5,689		4,971				

RIDERSHIP REPORT: MARCH, 2017

	2015 Passengers	Work Days	2016 Passengers	Work Days	2017 Passengers	Work Days	Change 17/16
MONTHLY RIDERSHIP							
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			
CUMULATIVE COMPARISON							
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			
AVERAGE WEEKDAY RIDERSHIP							
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 March	11,320	63	11,031	64	10,658	64	-3.4%
AVERAGE WEEKDAY PEAK PERIOD RIDERSHIP							
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 March	8,632	63	8,411	64	8,159	64	-3.0%
AVERAGE WEEKDAY OFF-PEAK RIDERSHIP							
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 March	2,688	63	2,620	64	2,499	64	-4.6%

RIDERSHIP REPORT: MARCH, 2017

	2015 Passengers	Wkend Days	2016 Passengers	Wkend Days	2017 Passengers	Wkend Days	Change 17/16
AVERAGE WEEKEND/HOLIDAY RIDERSHIP (per day)							
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 March	4,067	27	3,783	27	3,987	26	5.4%

SOUTH SHORE WEEKDAY RIDERSHIP
2014-2017
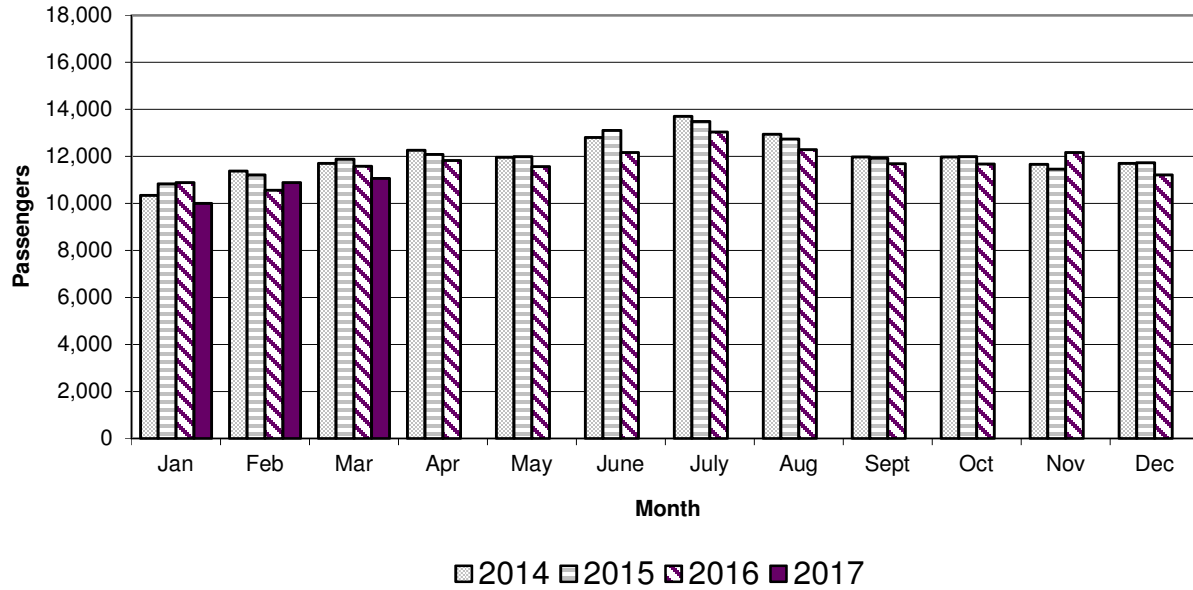
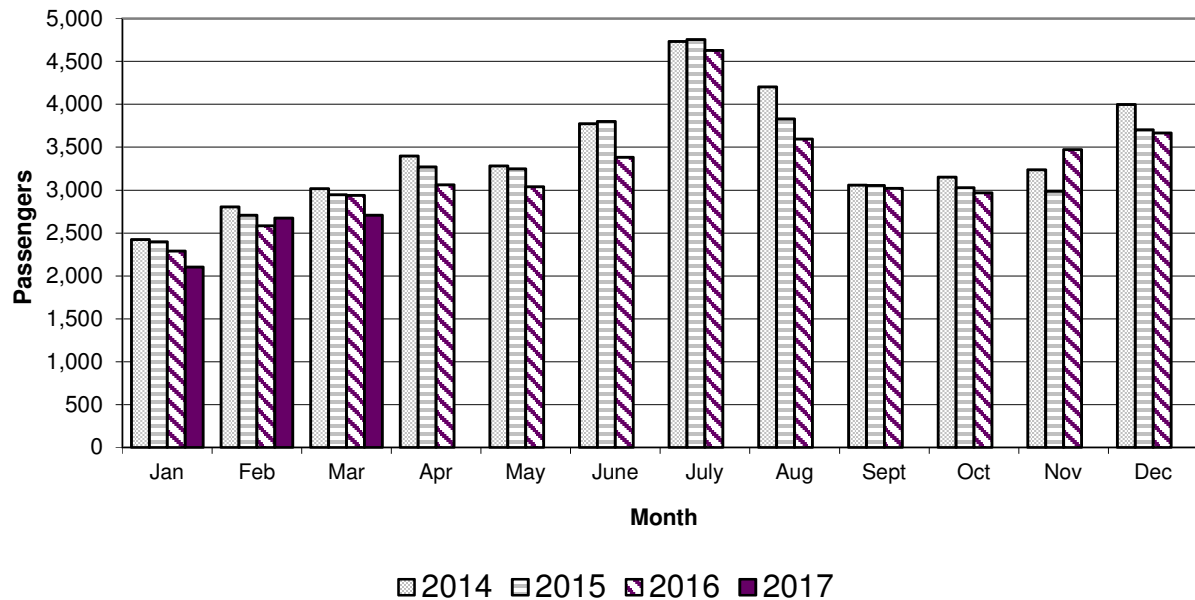# SOUTH SHORE WEEKEND/HOLIDAY
RIDERSHIP: 2014-2017
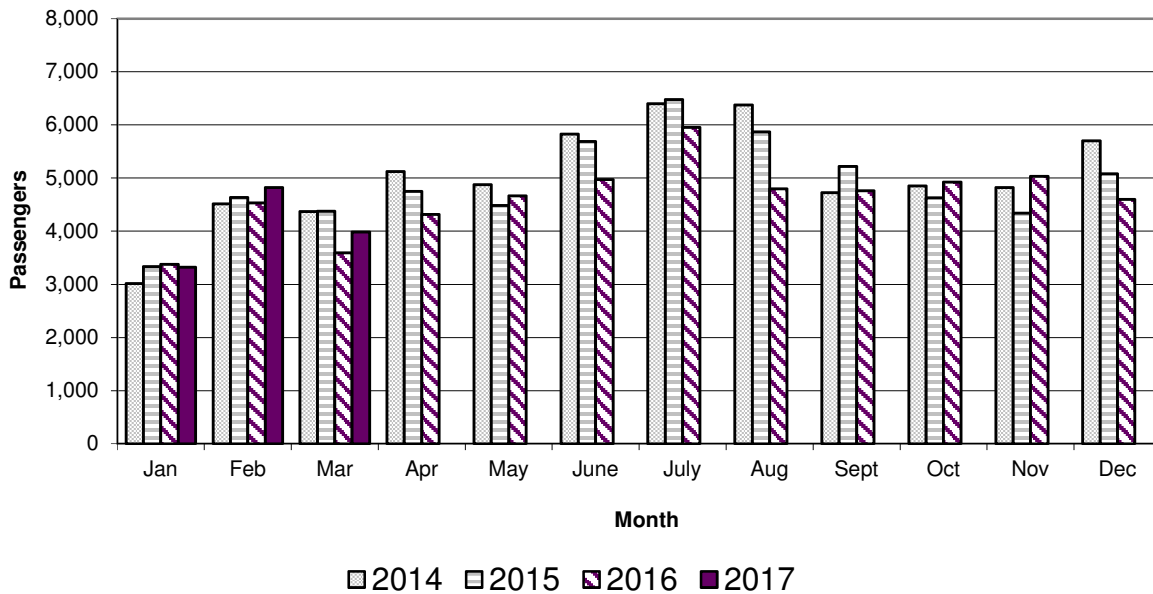
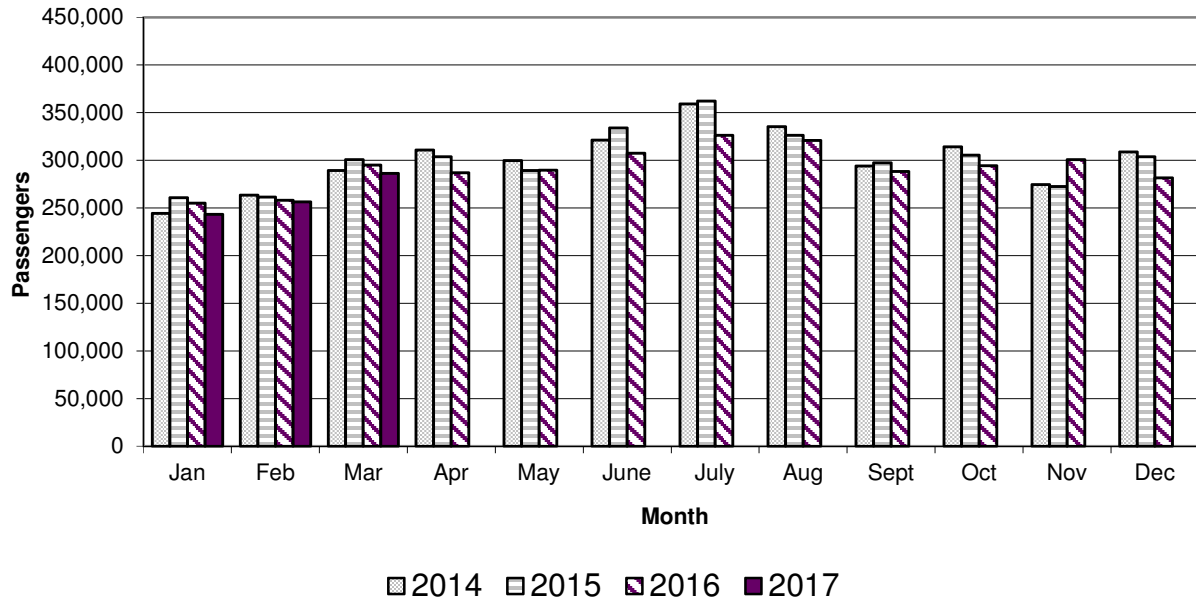# SOUTH SHORE PEAK RIDERSHIP
2014-2017
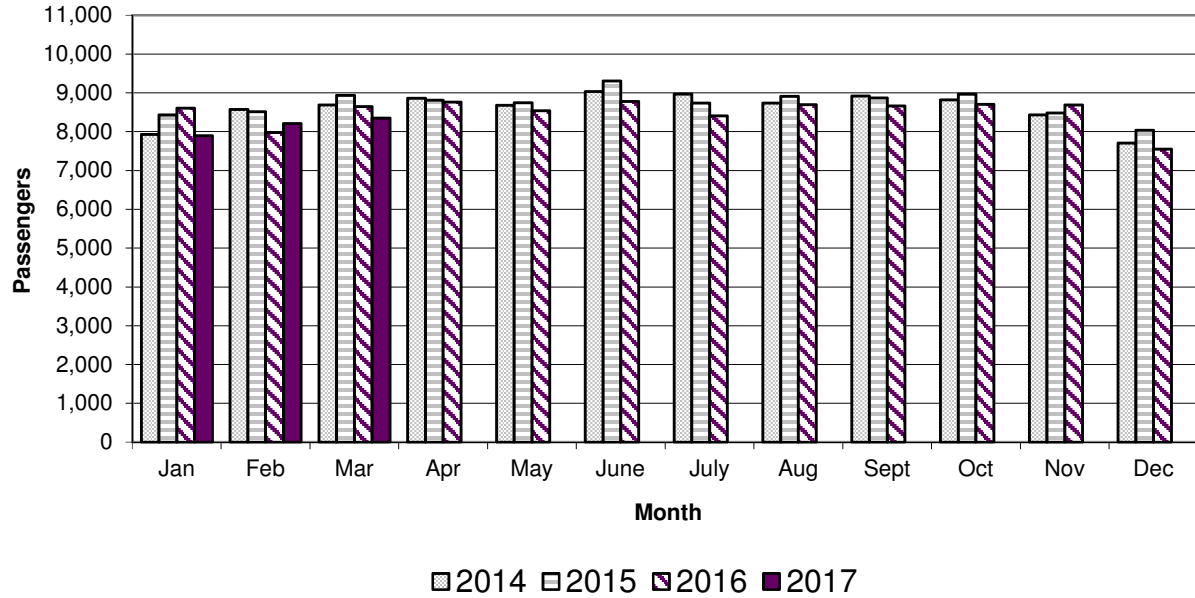
SOUTH SHORE OFF-PEAK RIDERSHIP
2014-2017

SOUTH SHORE MONTHLY RIDERSHIP
2014-2017

Bar chart of monthly passenger ridership (Jan–Dec) for years 2014, 2015, 2016, and 2017. Y-axis labeled "Passengers" ranging from 0 to 450,000. X-axis labeled "Month".

Legend: 2014, 2015, 2016, 2017

PERCENT ON TIME: MARCH, 2017

PEAK

Train	Days Late	% on Time
102	0	100.0%
104	2	91.3%
6	2	91.3%
106	1	95.7%
108	0	100.0%
110	2	91.3%
112	0	100.0%
114	1	95.7%
214	1	95.7%
11	2	91.3%
111	1	95.7%
113	2	91.3%
115	0	100.0%
15	0	100.0%
117	2	91.3%
217	*4*	*82.6%*
119	1	95.7%
Total	21	94.6%
Westbound	9	95.7%
Eastbound	12	93.5%

REASONS (weekday)

CAR	4	4.0%
CAT		0.0%
DBS	1	1.0%
AMT		0.0%
DMW	6	5.9%
DSR		0.0%
DSS	7	6.9%
FTI	3	3.0%
HLD	1	1.0%
LMU	3	3.0%
MET	39	38.6%
OTH	7	6.9%
PAS	3	3.0%
POL	2	2.0%
PTI	8	7.9%
SVS		0.0%
TOD		0.0%
TRS	1	1.0%
WTR	5	5.0%
NIPSCO		0.0%
FRR	1	1.0%
OET	2	2.0%
TRK	4	4.0%
DDS		0.0%
OPR		0.0%
UTL	4	4.0%
VAN		0.0%
SUB		
TOTAL	101	100.0%

OFF-PEAK

Train	Days Late	% on Time
14	*4*	*82.6%*
216	0	100.0%
116	*12*	*47.8%*
218	1	95.5%
18	*12*	*47.8%*
118	1	95.7%
20	*7*	*69.6%*
222	0	100.0%
420	0	100.0%
22	2	91.3%
424	2	91.3%
401	1	95.7%
203	0	100.0%
403	0	100.0%
205	*6*	*73.9%*
207	2	91.3%
7	*5*	*78.3%*
107	*7*	*69.6%*
9	*4*	*82.6%*
109	2	91.3%
209	1	95.7%
19	*3*	*87.0%*
121	2	91.3%
123	*4*	*82.6%*
101	0	100.0%
Total	80	86.6%
Westbound	43	84.3%
Eastbound	37	88.5%

WEEKEND/HOLIDAY

Train	Days Late	% on Time
600	0	100.0%
502	*1*	*87.5%*
504	*1*	*87.5%*
606	*3*	*62.5%*
506	*1*	*87.5%*
608	*1*	*87.5%*
508	0	100.0%
610	*1*	*87.5%*
510	*2*	*75.0%*
710	Cancelled*	
503	*1*	*87.5%*
603	*1*	*87.5%*
605	0	100.0%
505	*3*	*62.5%*
507	*3*	*62.5%*
509	*4*	*50.0%*
511	*1*	*87.5%*
613	0	100.0%
601	*1*	*87.5%*
701	0	100.0%
703	*5*	*37.5%*
Total	29	82.7%
Westbound	10	87.5%
Eastbound	19	78.4%

REASONS (weekend)

CAR	2	6.9%
CAT		0.0%
DBS		0.0%
AMT	1	3.4%
DMW		0.0%
DSR		0.0%
DSS		0.0%
FTI	2	6.9%
HLD	1	3.4%
LMU	1	3.4%
MET	6	20.7%
OTH	2	6.9%
PAS	1	3.4%
POL	1	3.4%
PTI	6	20.7%
SVS	2	6.9%
TOD		0.0%
TRS	1	3.4%
DDS		0.0%
OPR		0.0%
WTR		0.0%
FRR		0.0%
SUB		0.0%
NIPSCO		0.0%
OET		0.0%
TRK		0.0%
UTL	3	10.3%
VAN		0.0%
TOTAL	29	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 incliment 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 MARCH, 2017

PEAK

Train	Days Late	% on Time
102	2	96.9%
104	5	92.1%
6	3	95.2%
106	2	96.8%
108	1	98.4%
110	6	90.5%
112	3	95.2%
114	*7*	*88.9%*
214	4	93.7%
11	4	93.7%
111	3	95.2%
113	*7*	*88.9%*
115	4	93.7%
15	4	93.7%
117	*8*	*87.3%*
217	6	90.5%
119	4	93.7%
Total	73	93.2%
Westbound	33	94.2%
Eastbound	40	92.1%

OFF-PEAK

Train	Days Late	% on Time
14	*7*	*88.9%*
216	0	100.0%
116	*16*	*74.6%*
216	2	96.8%
18	*22*	*65.1%*
118	2	96.8%
218	4	93.5%
20	*15*	*76.2%*
220	3	95.2%
420	1	98.4%
22	*9*	*85.9%*
422	4	93.8%
401	1	98.4%
203	2	96.8%
403	4	93.8%
205	*26*	*58.7%*
207	3	95.2%
7	*13*	*79.4%*
107	*13*	*79.4%*
9	*8*	*87.3%*
109	6	90.5%
209	1	98.4%
19	*13*	*79.7%*
121	*12*	*81.3%*
123	*12*	*81.3%*
101	2	96.9%
Total	201	87.8%
Westbound	85	88.8%
Eastbound	116	86.9%

WEEKEND/HOLIDAY

Train	Days Late	% on Time
600	1	96.2%
502	2	92.3%
504	*5*	*80.8%*
606	*8*	*69.2%*
506	*3*	*88.5%*
608	1	96.2%
508	*4*	*84.6%*
610	*4*	*84.6%*
510	*4*	*84.6%*
710		Cancelled*
503	*3*	*88.5%*
603	1	96.2%
605	0	100.0%
505	*4*	*84.6%*
507	*11*	*57.7%*
509	*6*	*76.9%*
511	*4*	*84.6%*
513	2	92.3%
601	2	92.3%
703	0	100.0%
705	*12*	*53.8%*
Total	77	85.9%
Westbound	32	87.7%
Eastbound	45	84.3%

Trains less than 90% on time

CUMULATIVE REASONS FOR DELAYS THRU MARCH, 2017

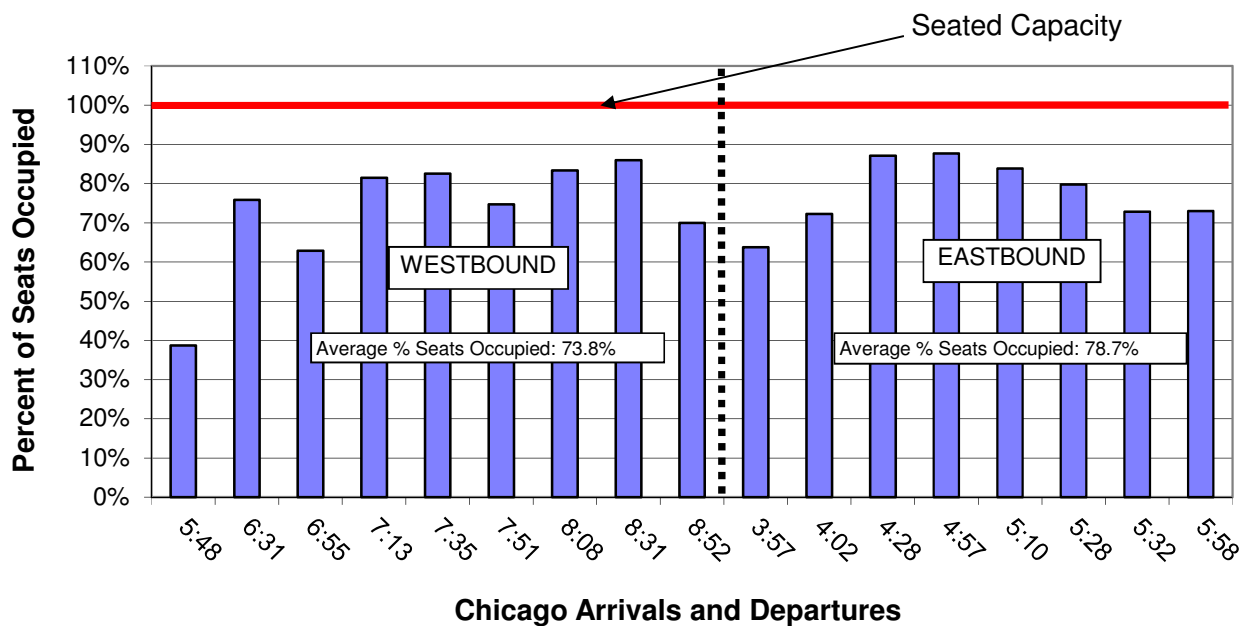| REASONS (weekday)			REASONS (weekend)			TOTAL		
CAR	13	4.7%	CAR	4	5.2%	CAR	17	4.8%
CAT		0.0%	CAT		0.0%	CAT	0	0.0%
DBS	1	0.4%	DBS		0.0%	DBS	1	0.3%
AMT	6	2.2%	AMT	1	1.3%	AMT	7	2.0%
DMW	13	4.7%	DMW	1	1.3%	DMW	14	4.0%
DSR	4	1.5%	DSR		0.0%	DSR	4	1.1%
DSS	12	4.4%	DSS	1	1.3%	DSS	13	3.7%
FTI	10	3.6%	FTI	5	6.5%	FTI	15	4.3%
HLD	1	0.4%	HLD	2	2.6%	HLD	3	0.9%
LMU	6	2.2%	LMU	1	1.3%	LMU	7	2.0%
MET	98	35.8%	MET	8	10.4%	MET	106	30.2%
OTH	10	3.6%	OTH	3	3.9%	OTH	13	3.7%
PAS	8	2.9%	PAS	14	18.2%	PAS	22	6.3%
POL	6	2.2%	POL	1	1.3%	POL	7	2.0%
PTI	25	9.1%	PTI	18	23.4%	PTI	43	12.3%
SVS	4	1.5%	SVS	2	2.6%	SVS	6	1.7%
TOD	1	0.4%	TOD		0.0%	TOD	1	0.3%
TRS	1	0.4%	TRS	1	1.3%	TRS	2	0.6%
WTR	7	2.6%	WTR		0.0%	WTR	7	2.0%
NIPSCO		0.0%	NIPSCO		0.0%	NIPSCO	0	0.0%
FRR	7	2.6%	FRR	1	1.3%	FRR	8	2.3%
OET	4	1.5%	OET		0.0%	OET	4	1.1%
UTL	18	6.6%	UTL	4	5.2%	UTL	22	6.3%
OPR		0.0%	OPR		0.0%	OPR	0	0.0%
DDS		0.0%	DDS		0.0%	DDS	0	0.0%
SUB		0.0%	SUB	1	1.3%	SUB	1	0.3%
TRK	19	6.9%	TRK	9	11.7%	TRK	28	8.0%
VAN		0.0%	VAN		0.0%	VAN	0	0.0%
TOTAL	274	100.0%	TOTAL	77	100.0%	TOTAL	351	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 incliment 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: MARCH 2017

100% On Time

WESTBOUND

Average % On Time: 95.7%

EASTBOUND

Average % On Time: 93.5%

Percent On Time

Chicago Arrivals and Departures
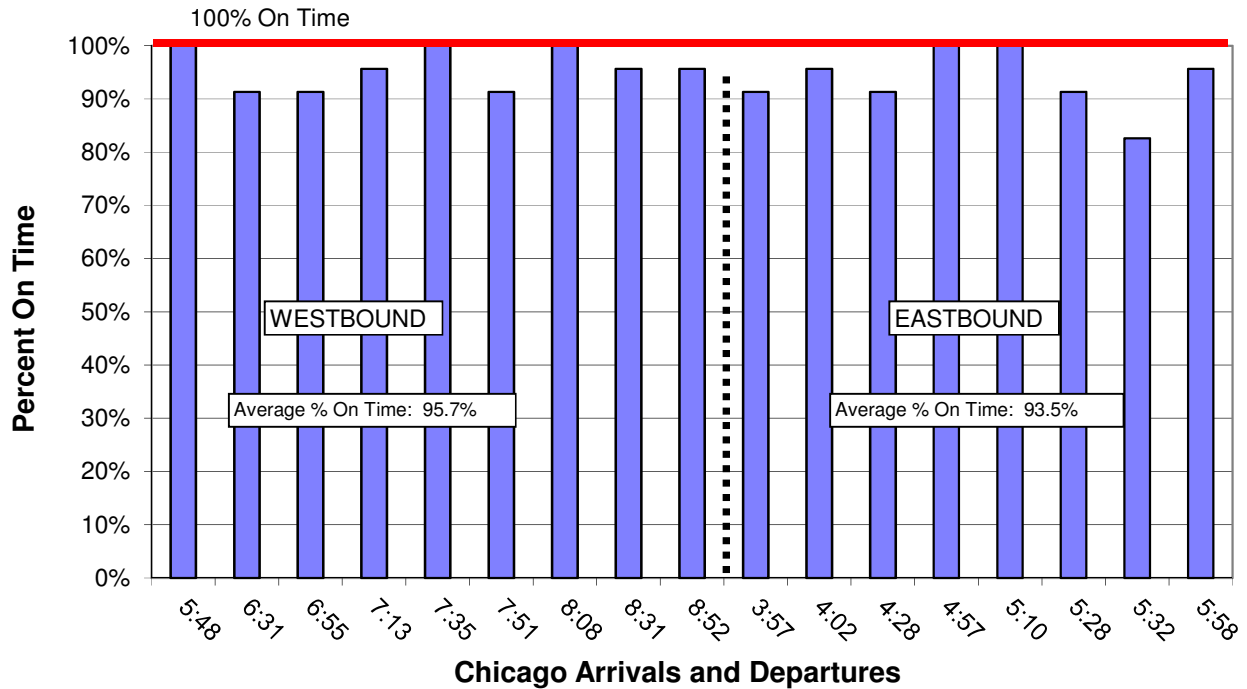
PERCENT OF RUSH HOUR SEATS OCCUPIED: MARCH 2017

Seated Capacity

WESTBOUND

Average % Seats Occupied: 73.8%

EASTBOUND

Average % Seats Occupied: 78.7%

Percent of Seats Occupied

Chicago Arrivals and Departures

RUSH HOUR* TRAIN DELAYS - MARCH 2017 (minutes late)

		Wed	Thurs	Fri	Mon	Tues	Wed	Thurs	Fri	Mon	Tues	Wed	Thurs	Fri	Mon	Tues	Wed	Thurs	Fri	Mon	Tues	Wed	Thurs	Fri	Days	Days	%
Train	Arrive	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	30	31	Late	Ran	On Time
102	5:48a																								0	23	100.0%
104	6:31					9		8																	2	23	91.3%
6	6:55					9					10														2	23	91.3%
106	7:13										7														1	23	95.7%
108	7:35																								0	23	100.0%
110	7:51					13					9														2	23	91.3%
112	8:08																								0	23	100.0%
114	8:31					17																			1	23	95.7%
214	8:52						17																		1	23	95.7%
14	10:28						14				7											45		9	4	23	82.6%
Train	Depart																										
11	3:57			55							10														2	23	91.3%
111	4:02														25										1	23	95.7%
113	4:28						7			7															2	23	91.3%
115	4:57																								0	23	100.0%
15	5:10																								0	23	100.0%
117	5:32																16							7	2	23	91.3%
217	5:28										8					17	7							6	4	23	82.6%
119	5:58															16									1	23	95.7%
19	7:10			30							8								7						3	23	87.0%
High temp		55	31	27	57	61	52	42	33	29	24	29	35	40	54	50	38	48	78	55	46	57	46	43			
Low temp		29	24	22	49	40	36	23	16	22	13	15	12	27	37	29	18	25	45	42	35	31	39	37			

* 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%			#DIV/0!			#DIV/0!			#DIV/0!
EB Rush	21	161	87.0%	7	160	95.6%	12	184	93.5%			#DIV/0!			#DIV/0!			#DIV/0!
Total Rush	32	341	90.6%	20	340	94.1%	21	391	94.6%	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!

	July			Aug			Sept			Oct			Nov			Dec		
WB Rush			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!
EB Rush			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!
Total Rush	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!

EXPLANATION OF DELAYS AFFECTING MULTIPLE TRAINS:

Mar 3: NIPSCO loss of power issue east of Michigan City

Mar 7: Activation failure at Lake Street

Mar 8: NIPSCO power outage affected Trains 216, 218, 107 and 116

Cumulative

Arrive	Train #	Days Late	Days Ran	% On Time
5:48a	102	2	64	96.9%
6:31	104	5	63	92.1%
6:55	6	3	62	95.2%
7:13	106	2	63	96.8%
7:35	108	1	63	98.4%
7:51	110	6	63	90.5%
8:08	112	3	63	95.2%
8:31	114	7	63	88.9%
8:52	214	4	63	93.7%
10:28	14	6	63	90.5%
Depart				
3:57	11	4	63	93.7%
4:02p	111	3	63	95.2%
4:28	113	7	63	88.9%
4:57	115	4	63	93.7%
5:10	15	4	64	93.8%
5:28	117	8	63	87.3%
5:32	217	6	63	90.5%
5:58	119	4	63	93.7%
7:15	19	12	64	81.3%

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	33	567	94.2%
EB Rush	40	505	92.1%
Total Rush	73	1,072	93.2%

CUMULATIVE RUSH HOUR thru MARCH

Range	TOTAL am	pm	total	PERCENTAGE am	pm	total
6-10	13	13	26	2.3%	2.6%	2.4%
11-15	13	7	20	2.3%	1.4%	1.9%
16-20	3	7	10	0.5%	1.4%	0.9%
21-30	3	2	5	0.5%	0.4%	0.5%
31-59	1	1	2	0.2%	0.2%	0.2%
60+	0	10	10	0.0%	2.0%	0.9%
Annulled	9	7	16			
Total Late	33	40	73	5.8%	7.9%	6.8%
On time	534	465	999	94.2%	92.1%	93.2%
Total ran	567	505	1,072			

Total Late and Total Ran exclude annulled trains

GRAND TOTAL ALL TRAINS thru MARCH

Range	Peak WB	EB	Off	Wkend	Total	%
6-10	13	13	125	36	187	5.7%
11-15	13	7	36	23	79	2.4%
16-20	3	7	7	9	26	0.8%
21-30	3	2	14	8	27	0.8%
31-59	1	1	12	1	15	0.5%
60+	0	10	7	0	17	0.5%
Annulled	9	7	20	0	36	
Total	33	40	201	77	351	10.8%
On Time	534	464	1,443	469	2,910	89.2%
Total ran	567	504	1,644	546	3,261	

Total Late and Total Ran exclude annulled trains

MARCH RUSH HOUR

Range	TOTAL am	pm	total	PERCENTAGE am	pm	total
6-10	6	6	12	2.9%	3.3%	3.1%
11-15	1	1	2	0.5%	0.5%	0.5%
16-20	2	3	5	1.0%	1.6%	1.3%
21-30	0	1	1	0.0%	0.5%	0.3%
31-59	0	1	1	0.0%	0.5%	0.3%
60+	0	0	0	0.0%	0.0%	0.0%
Annulled	0	0	0			
Total Late	9	12	21	4.3%	6.5%	5.4%
On time	198	172	370	95.7%	93.5%	94.6%
Total ran	207	184	391			