

MONTHLY RIDERSHIP AND PERFORMANCE REPORT

**July 2016
Monthly Performance Report**



NICTD

JULY, 2016 MONTHLY PERFORMANCE REPORT

Ridership

July ridership declined 9.9% compared to last year. This year we carried 326,207 passengers. In July 2015 we carried 362,048. Thru July we have carried 2,018,308 passengers, a decline of 4.4% over last year.

Weekday Travel

Weekday travel was down 3.3% compared to July 2015. We averaged 13,037 passengers per day; with average **peak** travel declining 3.7%; and **off-peak** travel declining by 2.6%. This decline in average off-peak travel sustains a trend that began in August 2015.

AVERAGE SEAT OCCUPANCY**					
WESTBOUND			EASTBOUND		
Arrival	% of seats occupied		Departure	% of seats occupied	
	Avg. 2015	July 2016		Avg. 2015	July 2016
5:48 a	37.5	30.0	3:57 p***	70.0	76.6
6:31 a	73.0	62.6	4:02 p	66.8	62.7
6:55 a***	71.7	70.0	4:28 p	86.7	89.3
7:13 a	76.9	70.2	4:57 p	98.6	97.6
7:35 a	88.5	78.0	5:10 p	79.7	80.4
7:51 a	87.8	75.7	5:28 p	69.2	80.2
8:08 a	77.0	87.2	5:32 p	69.7	82.3
8:31 a	90.9	96.0	5:58 p	78.6	80.9
8:52 a	65.9	66.1	7:10 p*	65.1	86.6
10:28 a*	66.0	98.4			

*Non rush-hour service

**Average for Tuesday thru Thursday ONLY

***New Sunrise Express introduced on March 16, 2015; 3:57p is afternoon express

Weekend

Weekend ridership fell 8.1% over July 2015. We averaged 5,952 passengers per day on weekends compared to 6,478 last year.

Analysis over last 12 months:

RIDERSHIP OVER LAST 12 MONTHS: AUGUST THRU JULY							
	2012-13	2013-14	%Change	2014-15	%Change	2015-16	%Change
Total	3,617,696	3,591,075	-0.7	3,638,969	1.3	3,523,784	-3.2
Weekday	3,076,470	3,047,254	-0.9	3,095,068	1.6	2,994,475	-3.2
Peak	2,191,533	2,185,066	-0.3	2,221,500	1.7	2,179,444	-1.9
Off-peak	884,937	862,188	-2.6	873,568	1.3	815,170	-6.7
Weekend	541,226	543,821	0.5	543,901	0.0	529,309	-2.7
South Bend	265,585	250,965	-5.5	248,461	-1.0	245,421	-1.2

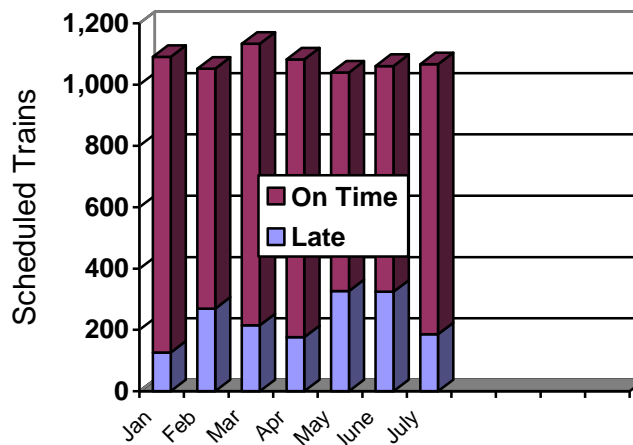
On Time Performance

Rush hour –Overall, 95.2% of A.M. and P.M. rush hour trains were on time in July; compared to 83.4% in June. 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). 97.6% of all trains arrived at their terminal station within 10 minutes. 98.3% of westbound morning rush hour service was on time compared to 91.9% in June; while eastbound rush

hour trains reported an average on time performance of 91.4% compared to 73.1% in June. Three out of 180 westbound trains were delayed in July ranging from 6-19 minutes. Thirteen out of 152 eastbound trains encountered delays ranging from 6-44 minutes.¹ This represents a significant improvement over May and June and reflects the wrap up of the universal crossover project.

RANGE OF RUSH-HOUR DELAYS (in minutes)								
Range	JULY, 2016				CUMULATIVE THRU 2016			
	a.m.	p.m.	Total	Percent	a.m.	p.m.	Total	Percent
6-10	1	7	8	2.4	54	112	166	6.6
11-15	1	3	4	1.2	46	44	90	3.6
16-20	1	0	1	0.3	13	25	38	1.5
21-30	0	0	0	0.0	6	15	21	0.8
31-59	0	3	3	0.9	8	21	29	1.2
60+	0	0	0	0.0	0	13	13	0.5
On Time	177	139	316	95.2%	1,195	945	2,140	85.7%
Total Ran	180	152	332		1,322	1,175	2,497	
Annulled	0	8	8		10	10	20	

Overall - We operated 1,067 trains in July and experienced 185 delays in excess of 5 minutes (ranging from 6-86 minutes) with a median delay of 11 minutes. In June 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		
<i>Thru July</i>	2015	2016
Weekday	86.9	78.9
Peak	90.4	85.7
Off-peak	84.8	74.4
Weekend	85.3	75.5
Overall	86.6	78.3

Most of the major delays and annulments in July were the result of a July 28 lightning strike that damaged our catenary near 130th St, disabled Train 109 and forced the cancellation of eastbound rush hour service and several late afternoon trains.

Delays caused by railroad maintenance. Besides the unexpected delays, passengers may also experience delays caused by railroad construction and maintenance projects.

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

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
1-5	403	62	Mechanical		509	Annulled	Derailment
1-11	101	81	Broken rail		600	Annulled	Derailment
1-12	15	70	Catenary		603	Annulled	Derailment
	113	85	Catenary		605	Annulled	Derailment
	115	75	Catenary		606	Annulled	Derailment
	117	70	Catenary		608	Annulled	Derailment
1-31	603	80	Operational		701	Annulled	Derailment
2-10	424	69	Late make-up		703	Annulled	Derailment
2-19	9	77	Weather	3-16	9	89	Metra
2-24	19	80	NIPSCO	3-25	424	59	Other
	22	97	NIPSCO	3-29	11	80	Metra
	117	110	Weather		111	70	Metra
	118	92	Mechanical	4-16	507	67	Metra
	123	Annulled	Mechanical	4-18	121	Annulled	Catenary
	119	64	Weather	5-2	205	Annulled	Crossover Install
	217	Annulled	Mechanical		220	Annulled	Crossover Install
2-25	6	Annulled	NIPSCO	5-3	205	Annulled	Crossover Install
	7	Annulled	NIPSCO		220	Annulled	Crossover Install
	14	Annulled	NIPSCO	5-4	205	Annulled	Crossover Install
	102	Annulled	NIPSCO		220	Annulled	Crossover Install
	104	Annulled	NIPSCO	5-5	205	Annulled	Crossover Install
	106	Annulled	NIPSCO		220	Annulled	Crossover Install
	107	Annulled	NIPSCO	5-6	205	Annulled	Crossover Install
	108	Annulled	NIPSCO		220	Annulled	Crossover Install
	110	Annulled	NIPSCO	5-9	205	Annulled	Crossover Install
	112	Annulled	NIPSCO		220	Annulled	Crossover Install
	114	Annulled	NIPSCO	5-10	205	Annulled	Crossover Install
	203	Annulled	NIPSCO		220	Annulled	Crossover Install
	205	Annulled	NIPSCO	5-11	205	Annulled	Crossover Install
2-25	207	Annulled	NIPSCO		220	Annulled	Crossover Install
	214	Annulled	NIPSCO	5-12	205	Annulled	Crossover Install
	401	Annulled	NIPSCO		220	Annulled	Crossover Install
	403	Annulled	NIPSCO	5-13	205	Annulled	Crossover Install
3-1	102	Annulled	Mechanical		220	Annulled	Crossover Install
	203	Annulled	Mechanical	5-16	205	Annulled	Crossover Install
3-12	502	Annulled	Derailment		220	Annulled	Crossover Install
	503	Annulled	Derailment	5-17	107	65	Crossover Install
	504	Annulled	Derailment		205	Annulled	Crossover Install
	505	Annulled	Derailment		220	Annulled	Crossover Install
	506	Annulled	Derailment	5-18	107	67	Crossover Install
	507	Annulled	Derailment		205	Annulled	Crossover Install

JULY 2016 MONTHLY PERFORMANCE REPORT

ANNULLED TRAINS OR DELAYS IN EXCESS OF 59 MINUTES							
Date	Train #	Minutes	Reason	Date	Train #	Minutes	Reason
	220	Annulled	Crossover Install		119	70	Metra
5-19	107	66	Crossover Install		121	146	Metra
	205	Annulled	Crossover Install		123	114	Metra
	220	Annulled	Crossover Install		205	Annulled	Crossover Install
5-20	205	Annulled	Crossover Install		217	137	Metra
	220	Annulled	Crossover Install		220	Annulled	Crossover Install
5-21	606	67	Mechanical		222	158	Metra
5-23	205	Annulled	Crossover Install		424	134	Metra
	220	Annulled	Crossover Install	6-13	205	Annulled	Crossover Install
5-24	205	Annulled	Crossover Install		220	Annulled	Crossover Install
	220	Annulled	Crossover Install	6-14	9	67	Other
5-25	205	Annulled	Crossover Install		205	Annulled	Crossover Install
	220	Annulled	Crossover Install		220	Annulled	Crossover Install
5-26	9	77	Other	6-15	205	Annulled	Crossover Install
	205	Annulled	Crossover Install		220	Annulled	Crossover Install
	220	Annulled	Crossover Install	6-16	205	Annulled	Crossover Install
5-27	205	Annulled	Crossover Install		220	Annulled	Crossover Install
	220	Annulled	Crossover Install	6-17	205	Annulled	Crossover Install
5-31	107	65	Crossover Install		220	Annulled	Crossover Install
	205	Annulled	Crossover Install	6-20	9	110	NIPSCO outage
	220	Annulled	Crossover Install		205	Annulled	Crossover Install
6-1	205	Annulled	Crossover Install		220	Annulled	Crossover Install
	220	Annulled	Crossover Install	6-24	118	86	Mechanical
6-2	9	66		6-25	606	83	Metra
	205	Annulled	Crossover Install	7-28	7	86	Maintenance Work
	220	Annulled	Crossover Install		11	Annulled	Weather
6-3	14	87	Catenary		15	Annulled	Weather
	19	126	Catenary		19	60	Weather
	205	Annulled	Crossover Install		20	Annulled	Weather
	220	Annulled	Crossover Install		109	Annulled	Weather
	424	Annulled	Other		111	Annulled	Weather
6-4	502	63	Mechanical		113	Annulled	Weather
6-6	205	Annulled	Crossover Install		115	Annulled	Weather
	220	Annulled	Crossover Install		117	Annulled	Weather
6-7	205	Annulled	Crossover Install		118	Annulled	Weather
	220	Annulled	Crossover Install		119	Annulled	Weather
6-8	205	Annulled	Crossover Install		209	Annulled	Weather
	220	Annulled	Crossover Install		217	Annulled	Weather
6-9	205	Annulled	Crossover Install		220	Annulled	Weather
	220	Annulled	Crossover Install		222	Annulled	Weather
6-10	15	70	Metra				
	19	125	Metra				
	20	171	Metra				
	115	75	Metra				
	117	88	Metra				
	118	120	Metra				

RIDERSHIP REPORT: JULY, 2016

08/21/2016

	2014	Work Days	2015	Work Days	2016	Work Days	Change 16/15
	Passengers		Passengers		Passengers		
MONTHLY RIDERSHIP							
January	244,449	21	260,741	21	255,006	20	-2.2%
February	263,596	20	261,449	20	257,998	21	-1.3%
March	289,449	21	300,752	22	295,099	23	-1.9%
April	310,647	22	303,792	22	287,094	21	-5.5%
May	299,876	21	289,203	20	289,597	21	0.1%
June	321,333	21	333,805	22	307,307	22	-7.9%
CUMULATIVE COMPARISON							
January	244,449	21	260,741	21	255,006	20	-2.2%
February	508,045	41	522,190	41	513,004	41	-1.8%
March	797,494	62	822,942	63	808,103	64	-1.8%
April	1,108,141	84	1,126,734	85	1,095,197	85	-2.8%
May	1,408,017	105	1,415,937	105	1,384,794	106	-2.2%
June	1,729,350	126	1,749,742	127	1,692,101	128	-3.3%
AVERAGE WEEKDAY RIDERSHIP							
January	10,348		10,830		10,892		0.6%
February	11,375		11,218		10,547		-6.0%
March	11,703		11,880		11,581		-2.5%
April	12,258		12,081		11,822		-2.1%
May	11,959		11,994		11,570		-3.5%
June	12,803		13,104		12,161		-7.2%
AVERAGE WEEKDAY PEAK PERIOD RIDERSHIP							
January	7,924		8,430		8,603		2.1%
February	8,569		8,512		7,975		-6.3%
March	8,686		8,934		8,642		-3.3%
April	8,862		8,810		8,760		-0.6%
May	8,677		8,747		8,537		-2.4%
June	9,028		9,303		8,777		-5.7%
AVERAGE WEEKDAY OFF-PEAK RIDERSHIP							
January	2,424		2,399		2,289		-4.6%
February	2,805		2,706		2,585		-4.5%
March	3,017		2,946		2,940		-0.2%
April	3,396		3,271		3,061		-6.4%
May	3,282		3,247		3,039		-6.4%
June	3,775		3,801		3,384		-11.0%

RIDERSHIP REPORT: JULY, 2016

08/21/2016

	2014	Work Days	2015	Work Days	2016	Work Days	Change 16/15
	Passengers		Passengers		Passengers		
AVERAGE WEEKEND/HOLIDAY RIDERSHIP (per day)							
January	3,017		3,332		3,379		1.4%
February	4,513		4,637		4,532		-2.3%
March	4,369		4,376		3,591		-17.9%
April	5,122		4,751		4,315		-9.2%
May	4,874		4,485		4,663		4.0%
June	5,830		5,689		4,971		-12.6%

RIDERSHIP REPORT: JULY, 2016

08/21/2016

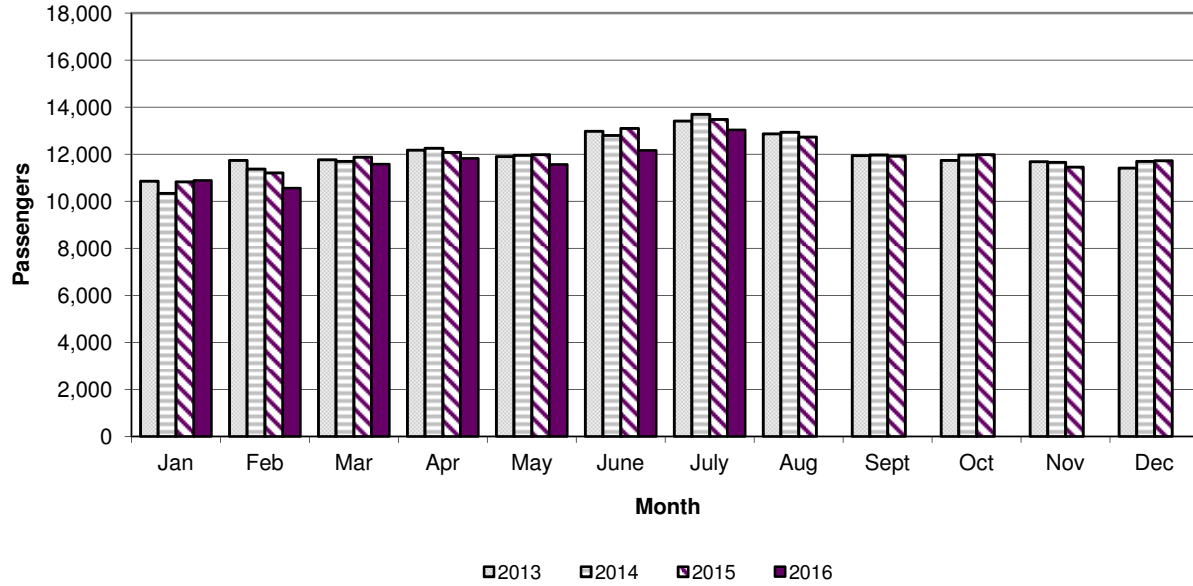
	2014	Work Days	2015	Work Days	2016	Work Days	Change 16/15
	Passengers		Passengers		Passengers		
MONTHLY RIDERSHIP							
July	359,032	22	362,048	23	326,207	20	-9.9%
August	335,468	21	326,279	21			
September	294,075	21	297,252	21			
October	314,204	23	305,425	22			
November	274,412	19	272,665	20			
December	308,773	22	303,855	22			
CUMULATIVE COMPARISON							
July	2,088,382	148	2,111,790	150	2,018,308	148	-4.4%
August	2,423,850	169	2,438,069	171			
September	2,717,925	190	2,735,321	192			
October	3,032,129	213	3,040,746	214			
November	3,306,541	232	3,313,411	234			
December	3,615,314	254	3,617,266	256			
AVERAGE WEEKDAY RIDERSHIP							
July	13,701		13,488		13,037		-3.3%
August	12,940		12,742				
September	11,977		11,918				
October	11,974		11,989				
November	11,663		11,464				
December	11,704		11,733				
Thru July	12,038	148	12,115	150	11,658	148	-3.8%
AVERAGE WEEKDAY PEAK PERIOD RIDERSHIP							
July	8,967		8,734		8,407		-3.7%
August	8,738		8,910				
September	8,920		8,865				
October	8,821		8,963				
November	8,428		8,477				
December	7,705		8,031				
Thru July	8,677	148	8,788	150	8,532	148	-2.9%
AVERAGE WEEKDAY OFF-PEAK RIDERSHIP							
July	4,734		4,754		4,629		-2.6%
August	4,202		3,831				
September	3,057		3,053				
October	3,151		3,026				
November	3,235		2,987				
December	3,999		3,703				
Thru July	3,361	148	3,328	150	3,127	148	-6.0%

RIDERSHIP REPORT: JULY, 2016

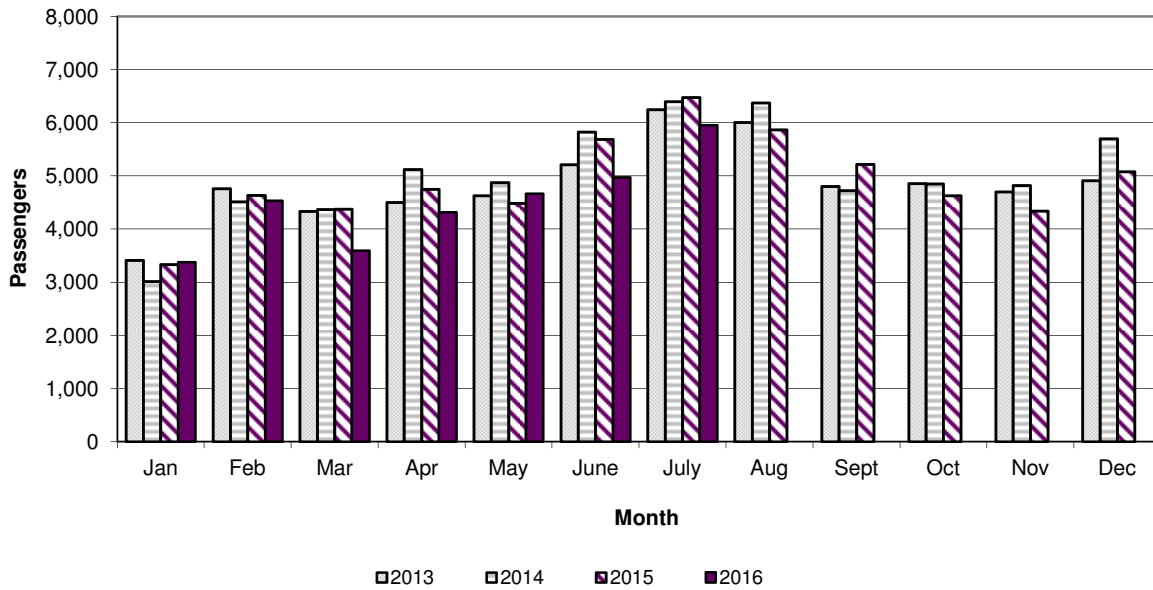
08/21/2016

	2014	Wkend	2015	Wkend	2016	Wkend	Change 16/15
	Passengers	Days	Passengers	Days	Passengers	Days	
AVERAGE WEEKEND/HOLIDAY RIDERSHIP (per day)							
July	6,401		6,478		5,952		-8.1%
August	6,373		5,870				
September	4,728		5,218				
October	4,852		4,630				
November	4,823		4,339				
December	5,698		5,080				
Thru July	4,793	63	4,749	62	4,506	65	-5.1%

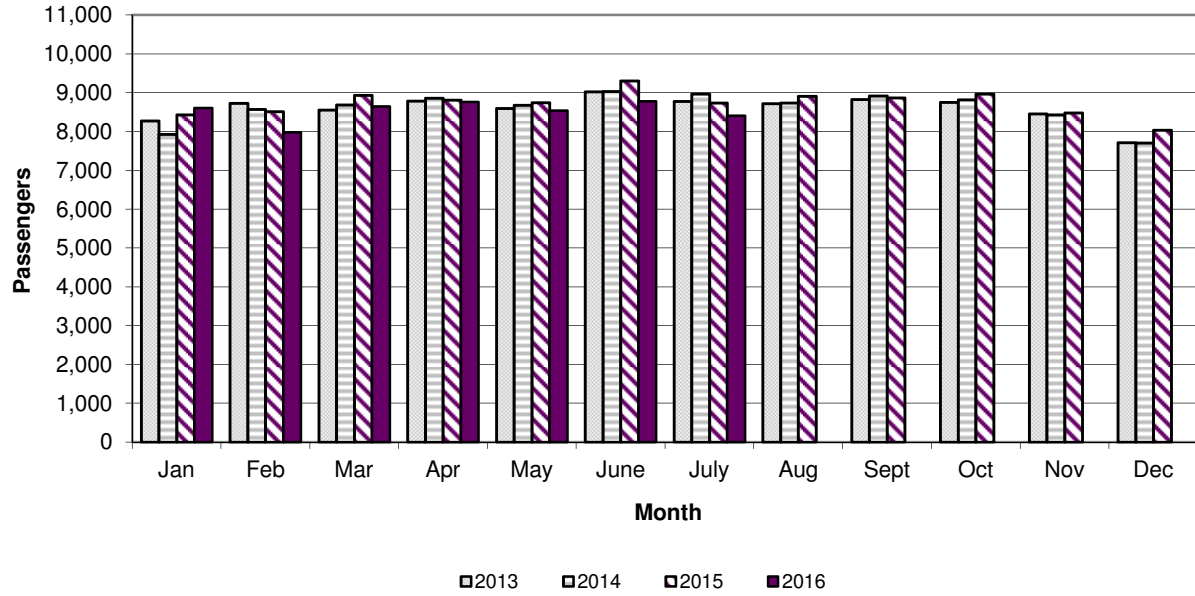
SOUTH SHORE WEEKDAY RIDERSHIP 2013-2016



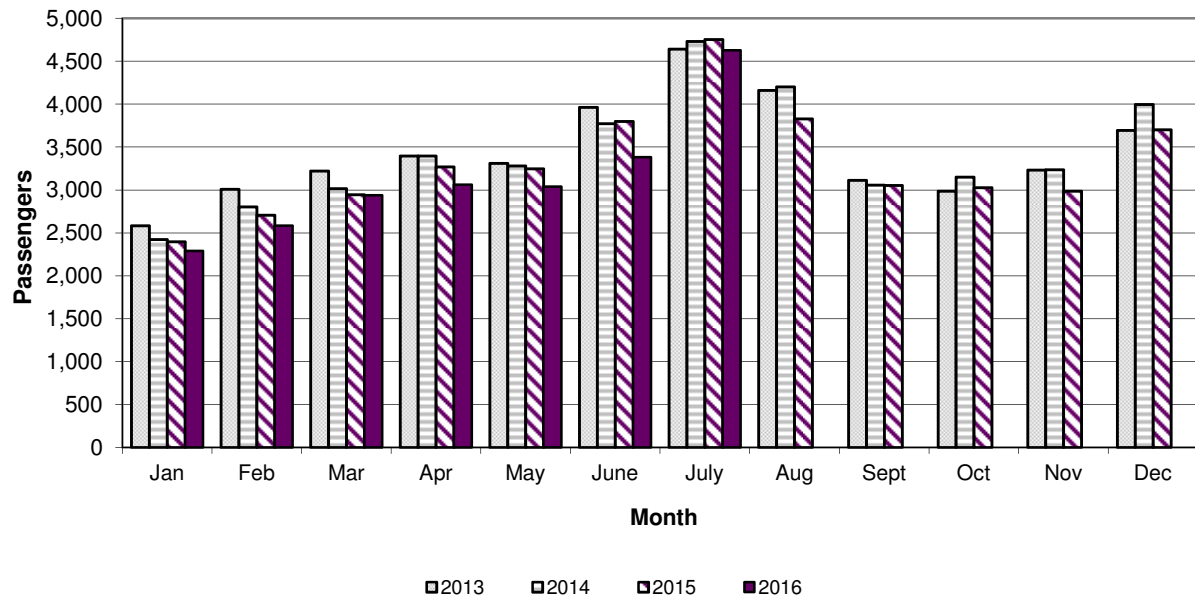
SOUTH SHORE WEEKEND/HOLIDAY RIDERSHIP: 2013-2016



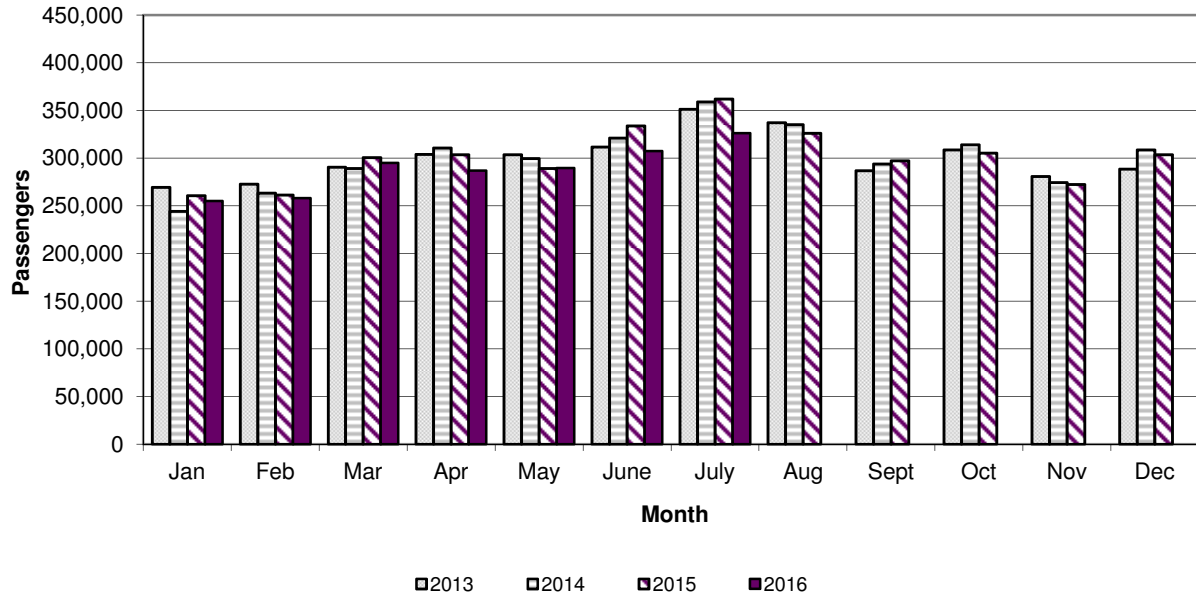
SOUTH SHORE PEAK RIDERSHIP 2013-2016



SOUTH SHORE OFF-PEAK RIDERSHIP 2013-2016



SOUTH SHORE MONTHLY RIDERSHIP 2013-2016



PERCENT ON TIME: JULY, 2016

PEAK

Train	Days Late	% on Time
102	1	95.0%
104	2	90.0%
6	0	100.0%
106	0	100.0%
108	0	100.0%
110	0	100.0%
112	0	100.0%
114	0	100.0%
214	0	100.0%
11	1	94.7%
111	1	94.7%
113	2	89.5%
115	1	94.7%
15	4	78.9%
117	3	84.2%
217	0	100.0%
119	1	94.7%
Total	16	95.2%
Westbound	3	98.3%
Eastbound	13	91.4%

OFF-PEAK

Train	Days Late	% on Time
14	5	75.0%
216	0	100.0%
116	8	60.0%
218	2	90.0%
18	16	20.0%
118	2	90.0%
220*	3	84.2%
20	7	63.2%
222	1	94.7%
420	0	100.0%
22	4	80.0%
424	1	95.0%
401	0	100.0%
203	0	100.0%
403	1	95.0%
205	7	65.0%
207	1	95.0%
7	10	50.0%
107	16	20.0%
9	9	55.0%
109	1	94.7%
209	0	100.0%
19	5	75.0%
121	5	75.0%
123	9	55.0%
101	3	85.0%
Total	116	77.5%
Westbound	49	79.3%
Eastbound	67	75.9%

WEEKEND/HOLIDAY

Train	Days Late	% on Time
600	1	90.9%
502	4	63.6%
504	3	72.7%
606	4	63.6%
506	7	36.4%
608	0	100.0%
508	6	45.5%
610	1	90.9%
510	3	72.7%
710	Cancelled*	
503	3	72.7%
603	2	81.8%
605	2	81.8%
505	0	100.0%
507	3	72.7%
509	6	45.5%
511	2	81.8%
613	3	72.7%
601	1	90.9%
701	1	90.9%
703	1	90.9%
Total	53	75.9%
Westbound	29	70.7%
Eastbound	24	80.2%

REASONS (weekday)

Reason	Count	%
CAR	5	3.8%
CAT		0.0%
DBS	11	8.3%
AMT	1	0.8%
DMW	7	5.3%
DSR		0.0%
DSS	12	9.0%
FTI	1	0.8%
HLD	4	3.0%
LMU	4	3.0%
MET	46	34.6%
OTH	4	3.0%
PAS	11	8.3%
POL	3	2.3%
PTI	10	7.5%
SVS	2	1.5%
TOD		0.0%
TRS	2	1.5%
WTR	2	1.5%
NIPSCO		0.0%
FRR		0.0%
OET		0.0%
TRK	4	3.0%
DDS		0.0%
OPR		0.0%
UTL		0.0%
VAN		0.0%
SUB	4	3.0%
TOTAL	133	100.0%

REASONS (weekend)

Reason	Count	%
CAR	5	9.4%
CAT		0.0%
DBS		0.0%
AMT		0.0%
DMW		0.0%
DSR	1	1.9%
DSS	1	1.9%
FTI	3	5.7%
HLD	1	1.9%
LMU		0.0%
MET	13	24.5%
OTH	4	7.5%
PAS	9	17.0%
POL	1	1.9%
PTI	5	9.4%
SVS	1	1.9%
TOD		0.0%
TRS		0.0%
DDS	1	1.9%
OPR		0.0%
WTR	4	7.5%
FRR	1	1.9%
SUB	2	3.8%
NIPSCO		0.0%
OET		0.0%
TRK	1	1.9%
UTL		0.0%
VAN		0.0%
TOTAL	53	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 JULY, 2016

PEAK

Train	Days Late	% on Time
102	11	92.5%
104	18	87.8%
6	20	86.4%
106	5	96.6%
108	8	94.6%
110	15	89.8%
112	9	93.9%
114	26	82.3%
214	11	92.5%
11	52	64.6%
111	17	88.4%
113	21	85.7%
115	23	84.4%
15	24	83.7%
117	50	66.0%
217	7	95.2%
119	28	81.0%
Total	345	86.2%
Westbound	123	90.7%
Eastbound	222	78.4%

OFF-PEAK

Train	Days Late	% on Time
14	55	62.6%
216	14	90.5%
116	78	47.3%
218	14	90.5%
18	95	35.8%
118	22	85.1%
220	6	94.6%
20	57	61.2%
222	7	95.2%
420	2	98.6%
22	33	77.7%
424	28	81.0%
401	2	98.6%
203	4	96.8%
403	4	97.3%
205	55	58.6%
207	17	88.4%
7	51	65.3%
107	112	23.8%
9	84	43.2%
109	52	64.6%
209	13	91.2%
19	61	58.8%
121	31	78.9%
123	49	66.7%
101	16	89.2%
Total	962	74.4%
Westbound	411	76.3%
Eastbound	551	72.8%

WEEKEND/HOLIDAY

Train	Days Late	% on Time
600	17	73.4%
502	31	51.6%
504	16	75.0%
606	35	45.3%
506	27	57.8%
608	5	92.2%
508	19	70.8%
610	10	84.6%
510	11	83.1%
710	Cancelled*	
503	21	67.2%
603	13	79.7%
605	15	76.6%
505	12	81.3%
507	17	73.4%
509	21	67.2%
511	9	86.2%
513	5	92.3%
601	11	83.1%
703	4	93.8%
705	13	79.7%
Total	312	75.7%
Westbound	171	70.5%
Eastbound	141	80.1%

Trains less than 90% on time

CUMULATIVE REASONS FOR DELAYS THRU JULY, 2016

REASONS (weekday)		
CAR	47	3.6%
CAT	7	0.5%
DBS	11	0.8%
AMT	20	1.5%
DMW	383	29.3%
DSR	8	0.6%
DSS	114	8.7%
FTI	30	2.3%
HLD	17	1.3%
LMU	43	3.3%
MET	245	18.7%
OTH	43	3.3%
PAS	37	2.8%
POL	12	0.9%
PTI	121	9.3%
SVS	18	1.4%
TOD	3	0.2%
TRS	3	0.2%
WTR	30	2.3%
NIPSCO		0.0%
FRR	17	1.3%
OET	9	0.7%
UTL	5	0.4%
OPR		0.0%
DDS	1	0.1%
SUB	10	0.8%
TRK	73	5.6%
VAN		0.0%
TOTAL	1,307	100.0%

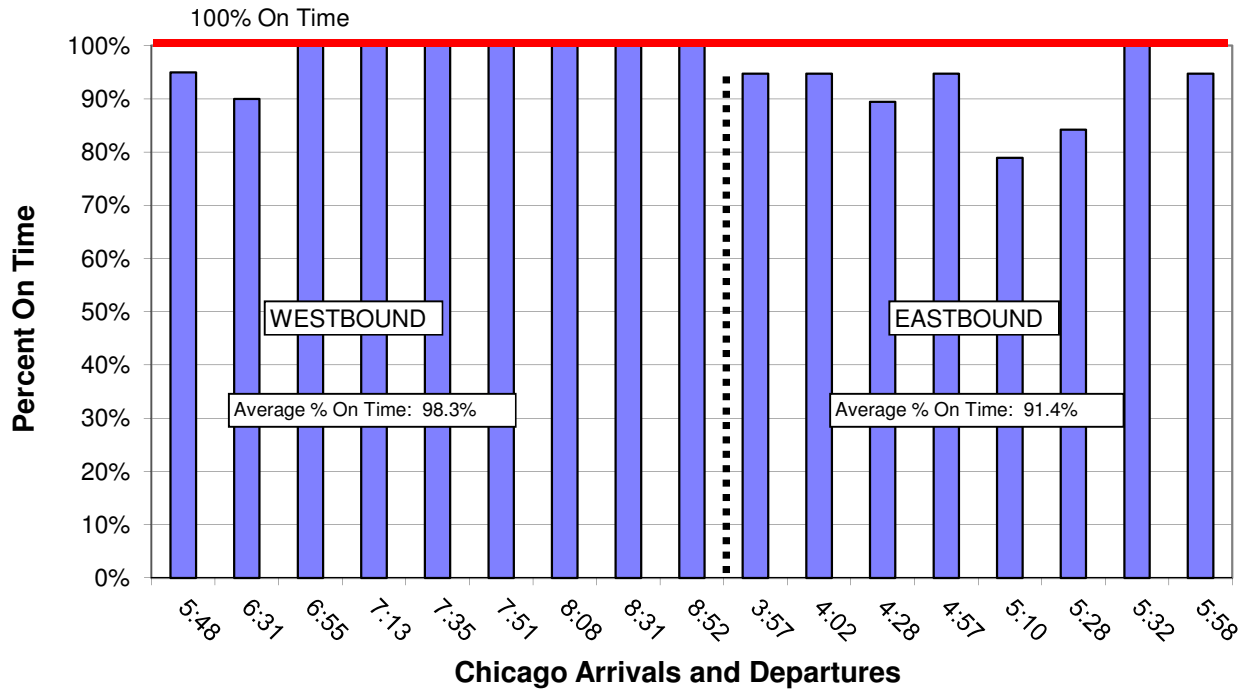
REASONS (weekend)		
CAR	22	7.1%
CAT		0.0%
DBS		0.0%
AMT	8	2.6%
DMW	48	15.4%
DSR	6	1.9%
DSS	30	9.6%
FTI	8	2.6%
HLD	5	1.6%
LMU	3	1.0%
MET	43	13.8%
OTH	20	6.4%
PAS	30	9.6%
POL	3	1.0%
PTI	26	8.3%
SVS	20	6.4%
TOD		0.0%
TRS	1	0.3%
WTR	7	2.2%
NIPSCO		0.0%
FRR	4	1.3%
OET		0.0%
UTL		0.0%
OPR	1	0.3%
DDS	1	0.3%
SUB	2	0.6%
TRK	24	7.7%
VAN		0.0%
TOTAL	312	100.0%

TOTAL		
CAR	69	4.3%
CAT	7	0.4%
DBS	11	0.7%
AMT	28	1.7%
DMW	431	26.6%
DSR	14	0.9%
DSS	144	8.9%
FTI	38	2.3%
HLD	22	1.4%
LMU	46	2.8%
MET	288	17.8%
OTH	63	3.9%
PAS	67	4.1%
POL	15	0.9%
PTI	147	9.1%
SVS	38	2.3%
TOD	3	0.2%
TRS	4	0.2%
WTR	37	2.3%
NIPSCO	0	0.0%
FRR	21	1.3%
OET	9	0.6%
UTL	5	0.3%
OPR	1	0.1%
DDS	2	0.1%
SUB	12	0.7%
TRK	97	6.0%
VAN	0	0.0%
TOTAL	1,619	100.0%

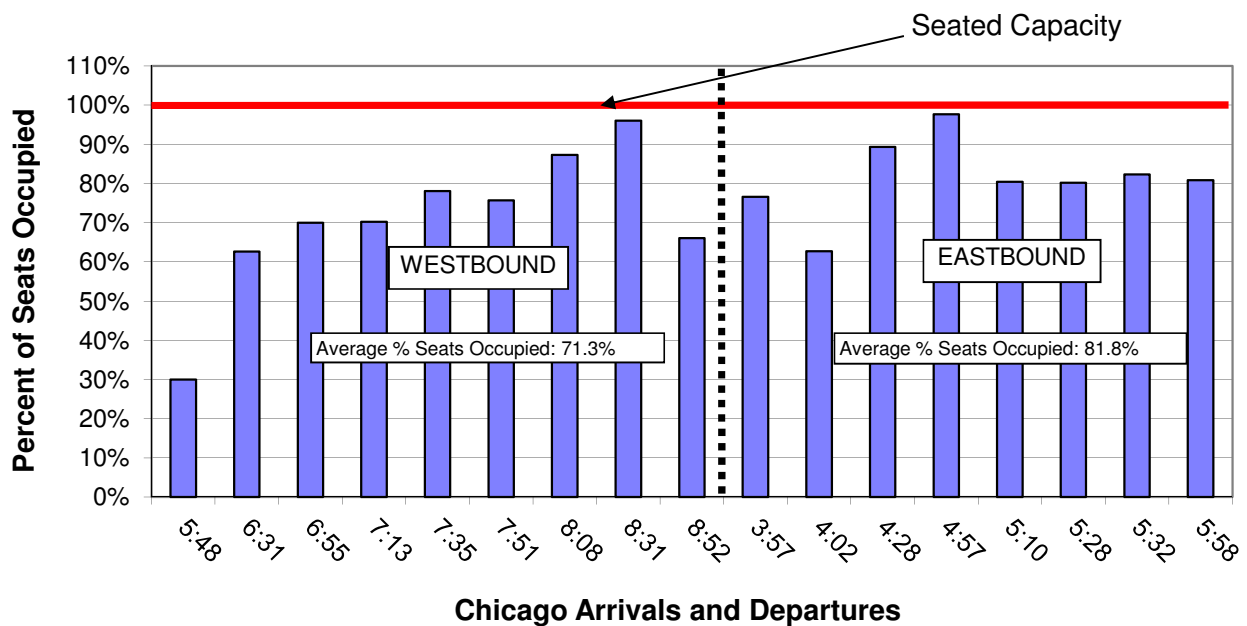
CAR - Car or equipment failure of malfunction
 CAT - Catenary problems or power outage
 DBS - Delays due to busing
 AMT - Amtrak delay
 DMW - M of W work - holding for defect repair or M of W forces to clear
 DSR - Speed restriction - all speed restrictions not listed in timetable
 DSS - Reduced speed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

RUSH HOUR ON TIME PERFORMANCE: JULY 2016



PERCENT OF RUSH HOUR SEATS OCCUPIED: JULY 2016



RUSH HOUR* TRAIN DELAYS - JULY 2016 (minutes late)

Train	Arrive	Fri	Tues	Wed	Thurs	Fri	Mon	Tues	Wed	Thurs	Fri	Mon	Tues	Wed	Thurs	Fri	Mon	Tues	Wed	Thurs	Fri				Days	Days	%				
		1	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29				Late	Ran	On Time				
102	5:43a			11																						1	20	95.0%			
104	6:38			19								6															2	20	90.0%		
6	6:55																											20	100.0%		
106	7:21																											20	100.0%		
108	7:35																											20	100.0%		
110	7:47																											20	100.0%		
112	8:08																											20	100.0%		
114	8:31																											20	100.0%		
214	8:52																											20	100.0%		
14	10:28				7						10		14					6									5	20	75.0%		
Train	Depart																														
11	3:57																											1	19	94.7%	
111	4:02																											1	19	94.7%	
113	4:28										7		10																2	19	89.5%
115	4:57					12																						1	19	94.7%	
15	5:10	15				44		6			7																	4	19	78.9%	
117	5:32					40		9											13									3	19	84.2%	
217	5:28																												19	100.0%	
119	5:58					31																						1	19	94.7%	
19	7:10	25	7	15																								5	20	75.0%	
High temp		69	84	85	84	86	89	92	86	87	76	83	87	89	89	86	83	87	88	86	82										
Low temp		53	63	66	69	67	63	69	68	67	60	64	60	64	69	69	67	63	61	68	65										

* 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	28	180	84.4%	26	180	85.6%	13	206	93.7%	9	189	95.2%	30	189	84.1%	16	198	91.9%
EB Rush	18	160	88.8%	43	168	74.4%	32	184	82.6%	14	168	91.7%	55	168	67.3%	46	175	73.7%
Total Rush	46	340	86.5%	69	348	80.2%	45	390	88.5%	23	357	93.6%	85	357	76.2%	62	373	83.4%

	July			Aug			Sept			Oct			Nov			Dec		
	#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	3	180	98.3%			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!
EB Rush	13	152	91.4%			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!
Total Rush	16	332	95.2%	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:

July 8: Substation problem

July 28: Massive lightning storm damaged overhead catenary near 130th St. disabled Train 109 and annulled rush hour.

Cumulative				
Arrive	Train #	Days Late	Days Ran	% On Time
5:40a	102	11	146	92.5%
6:38	104	18	147	87.8%
6:55	6	20	147	86.4%
7:21	106	5	147	96.6%
7:35	108	10	147	93.2%
7:47	110	15	147	89.8%
8:05	112	9	147	93.9%
8:31	114	26	147	82.3%
8:52	214	11	147	92.5%
10:25	14	53	147	63.9%
Depart				
3:57	11	52	147	64.6%
4:02p	111	17	147	88.4%
4:28	113	21	147	85.7%
4:57	115	24	147	83.7%
5:10	15	23	147	84.4%
5:28	117	50	147	66.0%
5:32	217	6	146	95.9%
5:58	119	28	147	81.0%
7:15	19	57	148	61.5%

Year-to-date cumulative			
	#Late	#Ran	%On time
WB Rush	125	1322	90.5%
EB Rush	221	1175	81.2%
Total Rush	346	2,497	86.1%

CUMULATIVE RUSH HOUR thru JULY						
Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	54	112	166	4.1%	9.5%	6.6%
11-15	46	44	90	3.5%	3.7%	3.6%
16-20	13	25	38	1.0%	2.1%	1.5%
21-30	6	15	21	0.5%	1.3%	0.8%
31-59	8	21	29	0.6%	1.8%	1.2%
60+	0	13	13	0.0%	1.1%	0.5%
Annulled	10	10	20			
Total Late	127	230	357	9.6%	19.6%	14.3%
On time	1,195	945	2,140	90.4%	80.4%	85.7%
Total ran	1,322	1,175	2,497			

Total Late and Total Ran exclude annulled trains

GRAND TOTAL ALL TRAINS thru JULY						
Range	Peak				Total	%
	WB	EB	Off	Wkend		
6-10	54	112	381	161	708	9.4%
11-15	46	44	260	66	416	5.5%
16-20	13	25	129	37	204	2.7%
21-30	6	15	99	32	152	2.0%
31-59	8	21	67	14	110	1.5%
60+	0	13	28	5	46	0.6%
Annulled	10	10	89	14	123	
Total	127	230	964	315	1,636	21.7%
On Time	1,195	944	2,797	971	5,907	78.3%
Total ran	1,322	1,174	3,761	1,286	7,543	

Total Late and Total Ran exclude annulled trains

JULY RUSH HOUR						
Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	1	7	8	0.6%	4.6%	2.4%
11-15	1	3	4	0.6%	2.0%	1.2%
16-20	1	0	1	0.6%	0.0%	0.3%
21-30	0	0	0	0.0%	0.0%	0.0%
31-59	0	3	3	0.0%	2.0%	0.9%
60+	0	0	0	0.0%	0.0%	0.0%
Annulled	0	8	8			
Total Late	3	13	16	1.7%	8.6%	4.8%
On time	177	139	316	98.3%	91.4%	95.2%
Total ran	180	152	332			

Total Late and Total Ran exclude annulled trains