Ridership

Ridership for the month of January increased 12.6% when compared to January of 2019. This year 254,857 passengers traveled on the South Shore Line (SSL) while January of 2019 recorded a total of 226,385 passenger trips. 2019 did experience an ice storm that halted service for two weekdays in January.

Weekday Travel

Average weekday travel increased by 13.8% with an average of 10,336 weekday passengers carried in 2020 compared to 9,086 in 2019. The average peak travel increased 13.8% to an average daily ridership of 8,028 while off-peak increased 13.5% to an average daily ridership of 2,309.

Weekend

Average weekend ridership increased by 3.7% with an average of 3,051 passengers carried per weekend day in 2020 compared to 2,943 carried in 2019.

Analysis over last 12 months:

| Ridership Over Last 12 Months: February through January |
|-------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
|                               | 2016/17         | 2017/18         | % Change        | 2018/19         | % Change        | 2019/20         | % Change        |
| Total                         | 3,492,354       | 3,464,673       | -0.79%          | 3,374,591       | -2.60%          | 3,312,075       | -1.85%          |
| Weekday                       | 2,981,635       | 2,928,746       | -1.77%          | 2,865,344       | -2.16%          | 2,822,974       | -1.48%          |
| Peak                          | 2,162,206       | 2,113,199       | -2.27%          | 2,085,802       | -1.30%          | 2,066,615       | -0.92%          |
| Off Peak                      | 819,429         | 815,547         | -0.47%          | 779,542         | -4.41%          | 756,359         | -2.97%          |
| Weekend                       | 510,719         | 535,927         | 4.94%           | 509,247         | -4.98%          | 489,101         | -3.96%          |
| South Bend                    | 243,611         | 261,195         | 7.22%           | 245,759         | -5.91%          | 237,193         | -3.49%          |
Revenue

The number of tickets sold for the year has increased 2.7% for January of 2020 compared to 2019. Ticket revenue is up 0.9% for 2020 compared to 2019. Sales from digital sources represents 67.9% of ticket sales and 69.9% of revenue in 2020.

<table>
<thead>
<tr>
<th>Method of Sale</th>
<th>2019</th>
<th>2020</th>
<th>% Change</th>
<th>2019</th>
<th>2020</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ticket Agent</td>
<td>12,955</td>
<td>12,001</td>
<td>-7.4%</td>
<td>408,453</td>
<td>377,255</td>
<td>-7.6%</td>
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<tr>
<td>Vending Machine</td>
<td>34,923</td>
<td>32,622</td>
<td>-6.6%</td>
<td>658,965</td>
<td>596,195</td>
<td>-9.5%</td>
</tr>
<tr>
<td>Conductor</td>
<td>22,808</td>
<td>20,793</td>
<td>-8.8%</td>
<td>179,628</td>
<td>160,514</td>
<td>-10.6%</td>
</tr>
<tr>
<td>Mobile App</td>
<td>28,737</td>
<td>36,691</td>
<td>27.7%</td>
<td>524,892</td>
<td>654,785</td>
<td>24.7%</td>
</tr>
<tr>
<td>Total</td>
<td>99,423</td>
<td>102,107</td>
<td>2.7%</td>
<td>1,771,938</td>
<td>1,788,749</td>
<td>0.9%</td>
</tr>
</tbody>
</table>

Total Ticket Sales: January

<table>
<thead>
<tr>
<th></th>
<th>Tickets</th>
<th>Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>On Time Performance</td>
<td></td>
<td></td>
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</table>

Rush hour – Overall, 93.5% of A.M. and P.M. rush hour trains were on time in January 2020; compared to 89.1% in January of 2019. A train is considered to be on time when it arrives at its terminal within 5 minutes and 59 seconds of its scheduled arrival time (industry standard). 96.8% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 91.8% of westbound morning rush hour service was on time compared to 92.2% in January 2019; while eastbound rush hour trains reported an on time performance of 95.5% compared to 85.6% in January 2019. A total of 16 out of 196 westbound rush hour trains were delayed in January. Of those 16, eight experienced delays greater than 15 minutes. The eastbound rush hour trains had a total of 8 out of 176 trains delayed in January. Of those 8, none experienced delays greater than 15 minutes.1

<table>
<thead>
<tr>
<th>RANGE OF RUSH HOUR DELAYS (in minutes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
</tr>
<tr>
<td>Range</td>
</tr>
<tr>
<td>6-10</td>
</tr>
<tr>
<td>11-15</td>
</tr>
<tr>
<td>16-20</td>
</tr>
<tr>
<td>21-30</td>
</tr>
<tr>
<td>31-59</td>
</tr>
<tr>
<td>60+</td>
</tr>
<tr>
<td>Annulled</td>
</tr>
<tr>
<td>On Time</td>
</tr>
<tr>
<td>Total Ran</td>
</tr>
</tbody>
</table>

1 Weekday rush-hour trains operate 9 westbound and 8 eastbound per day.
Overall – The SSL scheduled 1,126 trains in January and experienced 148 delays in excess of 5 minutes (ranging from 6-98 minutes) with a median delay of 10 minutes. January of 2019 experienced six annulled trains. In January 2019 the South Shore Line scheduled 1,126 trains with 186 delays in excess of 5 minutes (ranging from 6-190 minutes) with a median delay of 12 minutes. January of 2019 experienced 96 annulled trains.

<table>
<thead>
<tr>
<th>Cumulative On Time Comparison</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thru Dec.</td>
</tr>
<tr>
<td>Weekday</td>
</tr>
<tr>
<td>Peak</td>
</tr>
<tr>
<td>Off-peak</td>
</tr>
<tr>
<td>Weekend</td>
</tr>
<tr>
<td>Overall</td>
</tr>
</tbody>
</table>

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 website in advance of anticipated delays.
<table>
<thead>
<tr>
<th>Date</th>
<th>Train #</th>
<th>Minutes</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/2</td>
<td>102</td>
<td>Anulled</td>
<td>Car caught in wire.</td>
</tr>
<tr>
<td>1/6</td>
<td>104</td>
<td>Anulled</td>
<td>Equipment issues</td>
</tr>
<tr>
<td>1/19</td>
<td>701</td>
<td>Anulled</td>
<td>Weather</td>
</tr>
<tr>
<td>1/23</td>
<td>214</td>
<td>98</td>
<td>Fire alarm at arrival station</td>
</tr>
<tr>
<td>203</td>
<td>Anulled</td>
<td>Anulled due to 102 issues</td>
<td></td>
</tr>
<tr>
<td>205</td>
<td>Anulled</td>
<td>Anulled due to 104 issues</td>
<td></td>
</tr>
<tr>
<td>703</td>
<td>Anulled</td>
<td>Weather</td>
<td></td>
</tr>
</tbody>
</table>

ANNULLED TRAINS OR DELAYS IN EXCESS OF 59 MINUTES

Date  Train #  Minutes  Reason  Date  Train #  Minutes  Reason
1/2    102     Anulled  Car caught in wire.  203  Anulled  Anulled due to 102 issues
1/6    104     Anulled  Equipment issues  205  Anulled  Anulled due to 104 issues
1/19   701     Anulled  Weather  703  Anulled  Weather
1/23   214     98        Fire alarm at arrival station
## Ridership Report

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Monthly Ridership</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>January</td>
<td>251,990</td>
<td>22</td>
<td>226,385</td>
<td>22</td>
<td>254,857</td>
<td>22</td>
<td>12.6%</td>
</tr>
<tr>
<td>February</td>
<td>242,120</td>
<td>20</td>
<td>222,250</td>
<td>20</td>
<td>222,250</td>
<td>20</td>
<td>-100.0%</td>
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<tr>
<td>March</td>
<td>283,789</td>
<td>22</td>
<td>272,150</td>
<td>22</td>
<td>272,150</td>
<td>22</td>
<td>-100.0%</td>
</tr>
<tr>
<td>April</td>
<td>279,888</td>
<td>21</td>
<td>277,549</td>
<td>22</td>
<td>277,549</td>
<td>22</td>
<td>-100.0%</td>
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<tr>
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<td>288,137</td>
<td>22</td>
<td>282,752</td>
<td>22</td>
<td>282,752</td>
<td>22</td>
<td>-100.0%</td>
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<tr>
<td>June</td>
<td>299,731</td>
<td>21</td>
<td>293,325</td>
<td>20</td>
<td>293,325</td>
<td>20</td>
<td>-100.0%</td>
</tr>
<tr>
<td><strong>Cumulative Comparison</strong></td>
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<td></td>
<td></td>
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</tr>
<tr>
<td>January</td>
<td>251,990</td>
<td>22</td>
<td>226,385</td>
<td>22</td>
<td>254,857</td>
<td>22</td>
<td>12.6%</td>
</tr>
<tr>
<td>February</td>
<td>494,110</td>
<td>42</td>
<td>448,635</td>
<td>42</td>
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<td></td>
<td></td>
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<tr>
<td>March</td>
<td>777,899</td>
<td>64</td>
<td>720,785</td>
<td>63</td>
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<td>85</td>
<td>998,334</td>
<td>85</td>
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<td></td>
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<tr>
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<td>107</td>
<td>1,281,086</td>
<td>107</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
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<td>1,645,655</td>
<td>128</td>
<td>1,574,411</td>
<td>127</td>
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<td><strong>Average Weekday Ridership</strong></td>
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<td></td>
<td></td>
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</tr>
<tr>
<td>January</td>
<td>10,213</td>
<td></td>
<td>9,086</td>
<td></td>
<td>10,336</td>
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<td>13.8%</td>
</tr>
<tr>
<td>February</td>
<td>10,413</td>
<td></td>
<td>9,615</td>
<td></td>
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</tr>
<tr>
<td>March</td>
<td>11,043</td>
<td></td>
<td>10,761</td>
<td></td>
<td></td>
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<tr>
<td>April</td>
<td>11,490</td>
<td></td>
<td>11,182</td>
<td></td>
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</tr>
<tr>
<td>May</td>
<td>11,375</td>
<td></td>
<td>11,167</td>
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<tr>
<td>June</td>
<td>12,023</td>
<td></td>
<td>12,101</td>
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<tr>
<td><strong>Average Weekday Peak Period Ridership</strong></td>
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<tr>
<td>January</td>
<td>7,982</td>
<td></td>
<td>7,052</td>
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<td>8,028</td>
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<td>13.8%</td>
</tr>
<tr>
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<td>7,914</td>
<td></td>
<td>7,441</td>
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</tr>
<tr>
<td>March</td>
<td>8,214</td>
<td></td>
<td>8,116</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>April</td>
<td>8,588</td>
<td></td>
<td>8,344</td>
<td></td>
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</tr>
<tr>
<td>May</td>
<td>8,422</td>
<td></td>
<td>8,285</td>
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</tr>
<tr>
<td>June</td>
<td>8,542</td>
<td></td>
<td>8,627</td>
<td></td>
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</tr>
<tr>
<td><strong>Average Weekday Off-Peak Ridership</strong></td>
<td></td>
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<td></td>
<td></td>
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</tr>
<tr>
<td>January</td>
<td>2,231</td>
<td></td>
<td>2,034</td>
<td></td>
<td>2,309</td>
<td></td>
<td>13.5%</td>
</tr>
<tr>
<td>February</td>
<td>2,499</td>
<td></td>
<td>2,174</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>March</td>
<td>2,829</td>
<td></td>
<td>2,645</td>
<td></td>
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</tr>
<tr>
<td>April</td>
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<td></td>
<td>2,839</td>
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</tr>
<tr>
<td>May</td>
<td>2,953</td>
<td></td>
<td>2,881</td>
<td></td>
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</tr>
<tr>
<td>June</td>
<td>3,481</td>
<td></td>
<td>3,473</td>
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### Ridership Report

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</tr>
</thead>
<tbody>
<tr>
<td><strong>Average Weekend/Holiday Ridership (per day)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>January</td>
<td>3,035</td>
<td></td>
<td>2,943</td>
<td></td>
<td>3,051</td>
<td></td>
<td>3.7%</td>
</tr>
<tr>
<td>February</td>
<td>4,233</td>
<td></td>
<td>3,744</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>March</td>
<td>4,538</td>
<td></td>
<td>4,617</td>
<td></td>
<td></td>
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<tr>
<td>April</td>
<td>4,288</td>
<td></td>
<td>3,943</td>
<td></td>
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<tr>
<td>May</td>
<td>4,210</td>
<td></td>
<td>4,121</td>
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<tr>
<td>June</td>
<td>5,249</td>
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<td>5,132</td>
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<td><strong>Monthly South Bend Ridership</strong></td>
<td></td>
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<tr>
<td>January</td>
<td>15,027</td>
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<td>14,125</td>
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<td>6.5%</td>
</tr>
<tr>
<td>February</td>
<td>16,778</td>
<td></td>
<td>12,881</td>
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</tr>
<tr>
<td>March</td>
<td>21,230</td>
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<td>20,397</td>
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<tr>
<td>April</td>
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<td>20,180</td>
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<tr>
<td>May</td>
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<td>19,127</td>
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<td>20,965</td>
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<td>20,088</td>
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SOUTH SHORE WEEKDAY RIDERSHIP
2017-2020

SOUTH SHORE WEEKEND/HOLIDAY RIDERSHIP: 2017-2020
### Percent on Time: January 2020

<table>
<thead>
<tr>
<th></th>
<th>Peak</th>
<th></th>
<th>Off-Peak</th>
<th></th>
<th>Weekend/Holiday</th>
<th></th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Days Late</td>
<td>% on Time</td>
<td>Days Late</td>
<td>% on Time</td>
<td>Days Late</td>
<td>% on Time</td>
</tr>
<tr>
<td>102</td>
<td>1</td>
<td>95.2%</td>
<td>14</td>
<td>3</td>
<td>6</td>
<td>55.6%</td>
</tr>
<tr>
<td>104</td>
<td>1</td>
<td>95.2%</td>
<td>216</td>
<td>3</td>
<td>3</td>
<td>66.7%</td>
</tr>
<tr>
<td>6</td>
<td>1</td>
<td>95.5%</td>
<td>116</td>
<td>6</td>
<td>6</td>
<td>55.6%</td>
</tr>
<tr>
<td><strong>106</strong></td>
<td>3</td>
<td>86.4%</td>
<td>18</td>
<td>4</td>
<td>218</td>
<td>3</td>
</tr>
<tr>
<td><strong>108</strong></td>
<td>2</td>
<td>90.9%</td>
<td>118</td>
<td>0</td>
<td>116</td>
<td>72.7%</td>
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<tr>
<td><strong>110</strong></td>
<td>3</td>
<td>86.4%</td>
<td>220</td>
<td>1</td>
<td>504</td>
<td>72.7%</td>
</tr>
<tr>
<td>112</td>
<td>1</td>
<td>95.5%</td>
<td>220</td>
<td>1</td>
<td>504</td>
<td>72.7%</td>
</tr>
<tr>
<td><strong>114</strong></td>
<td>2</td>
<td>90.9%</td>
<td><strong>22</strong></td>
<td>1</td>
<td>504</td>
<td>72.7%</td>
</tr>
<tr>
<td><strong>214</strong></td>
<td>2</td>
<td>90.9%</td>
<td><strong>222</strong></td>
<td>0</td>
<td>504</td>
<td>72.7%</td>
</tr>
<tr>
<td><strong>11</strong></td>
<td>3</td>
<td>86.4%</td>
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<td>503</td>
<td>33.3%</td>
</tr>
<tr>
<td>113</td>
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<td>100.0%</td>
<td>424</td>
<td>0</td>
<td>503</td>
<td>33.3%</td>
</tr>
<tr>
<td>115</td>
<td>0</td>
<td>100.0%</td>
<td>401</td>
<td>0</td>
<td>503</td>
<td>33.3%</td>
</tr>
<tr>
<td>17</td>
<td>1</td>
<td>95.5%</td>
<td>203</td>
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</tr>
<tr>
<td><strong>117</strong></td>
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<td>6</td>
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</tr>
<tr>
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<td>9</td>
<td>7</td>
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<tr>
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<tr>
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<td>3</td>
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<td>1</td>
<td>503</td>
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<tr>
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<td>Westbound</td>
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<td>61</td>
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<tr>
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<td>89.3%</td>
<td>Eastbound</td>
<td>37</td>
<td>61</td>
<td>89.3%</td>
</tr>
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</table>

*Trains on time less than 95% peak and 85% off peak.*
NICTD follows the industry standard in defining a train as on time if it arrives at its terminal within 5 minutes and 59 seconds.
Rush Hour On Time Performance: January 2020

Average % On Time: 91.8%  
Average % On Time: 95.5%

Percent of Rush Hour Seats Occupied: January 2020

Average % Seats Occupied: 76.4%  
Average % Seats Occupied: 80.2%
### Rush Hour Train Delays - January 2020 (minutes late)

<table>
<thead>
<tr>
<th>Train</th>
<th>Thurs 5:48</th>
<th>Fri 6:31</th>
<th>Mon 6:55</th>
<th>Tue 7:13</th>
<th>Wed 7:35</th>
<th>Thu 7:51</th>
<th>Fri 8:08</th>
<th>Mon 8:31</th>
<th>Wed 8:52</th>
<th>Thurs 10:28</th>
<th>Fri 11:30</th>
<th>Mon 13:00</th>
<th>Wed 14:30</th>
<th>Fri 15:30</th>
<th>Mon 17:00</th>
<th>Wed 18:30</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>102 12</td>
<td>103 12</td>
<td>106 7</td>
<td>108 6</td>
<td>110 16</td>
<td>111 39</td>
<td>114 12</td>
<td>117 15</td>
<td>214 98</td>
<td>14 15</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Days</td>
<td>% On Time</td>
<td>% On Time</td>
<td>% On Time</td>
<td>% On Time</td>
<td>% On Time</td>
<td>% On Time</td>
<td>% On Time</td>
<td>% On Time</td>
<td>% On Time</td>
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<td>% On Time</td>
<td>% On Time</td>
<td>% On Time</td>
<td>% On Time</td>
<td>% On Time</td>
</tr>
<tr>
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<td>95.2%</td>
<td>95.2%</td>
<td>95.5%</td>
<td>90.9%</td>
<td>86.4%</td>
<td>95.5%</td>
<td>90.9%</td>
<td>90.9%</td>
<td>90.9%</td>
<td>90.9%</td>
<td>90.9%</td>
<td>90.9%</td>
<td>90.9%</td>
<td>90.9%</td>
<td>90.9%</td>
<td>90.9%</td>
</tr>
</tbody>
</table>

### MONTHLY SUMMARY OF RUSH HOUR ON TIME PERFORMANCE

<table>
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<tr>
<th></th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
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<tr>
<td>WB Rush</td>
<td>14</td>
<td>14</td>
<td>14</td>
<td>14</td>
<td>14</td>
<td>14</td>
</tr>
<tr>
<td>EB Rush</td>
<td>7</td>
<td>17</td>
<td>17</td>
<td>17</td>
<td>17</td>
<td>17</td>
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<tr>
<td>Total Rush</td>
<td>21</td>
<td>31</td>
<td>31</td>
<td>31</td>
<td>31</td>
<td>31</td>
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</table>

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

Temperatures from South Bend

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<thead>
<tr>
<th>High temp</th>
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<th>44</th>
<th>45</th>
<th>42</th>
<th>51</th>
<th>56</th>
<th>35</th>
<th>41</th>
<th>38</th>
<th>35</th>
<th>28</th>
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<th>39</th>
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<th>37</th>
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<tbody>
<tr>
<td>Low temp</td>
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<td>32</td>
<td>29</td>
<td>24</td>
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<td>21</td>
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<td>20</td>
<td>32</td>
<td>35</td>
<td>30</td>
<td>31</td>
<td>30</td>
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A = Annulled
### Cumulative Rush Hour Thru January

<table>
<thead>
<tr>
<th>Train #</th>
<th>Days Late</th>
<th>Days Ran</th>
<th>% On Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>5:48a</td>
<td>102</td>
<td>21</td>
<td>95.2%</td>
</tr>
<tr>
<td>6:31</td>
<td>104</td>
<td>21</td>
<td>95.2%</td>
</tr>
<tr>
<td>6:55</td>
<td>6</td>
<td>22</td>
<td>95.5%</td>
</tr>
<tr>
<td>7:13</td>
<td>106</td>
<td>22</td>
<td>86.4%</td>
</tr>
<tr>
<td>7:35</td>
<td>108</td>
<td>22</td>
<td>90.9%</td>
</tr>
<tr>
<td>7:51</td>
<td>110</td>
<td>22</td>
<td>90.9%</td>
</tr>
<tr>
<td>8:08</td>
<td>112</td>
<td>22</td>
<td>95.5%</td>
</tr>
<tr>
<td>8:31</td>
<td>114</td>
<td>22</td>
<td>90.9%</td>
</tr>
<tr>
<td>8:52</td>
<td>214</td>
<td>22</td>
<td>90.9%</td>
</tr>
<tr>
<td>10:28</td>
<td>14</td>
<td>22</td>
<td>90.9%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Depart</th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>3:57</td>
<td>11</td>
<td>22</td>
<td>90.9%</td>
</tr>
<tr>
<td>4:02p</td>
<td>111</td>
<td>22</td>
<td>100.0%</td>
</tr>
<tr>
<td>4:28</td>
<td>113</td>
<td>22</td>
<td>100.0%</td>
</tr>
<tr>
<td>4:57</td>
<td>115</td>
<td>22</td>
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</tr>
<tr>
<td>5:10</td>
<td>117</td>
<td>22</td>
<td>81.8%</td>
</tr>
<tr>
<td>5:28</td>
<td>117</td>
<td>22</td>
<td>95.5%</td>
</tr>
<tr>
<td>5:32</td>
<td>217</td>
<td>22</td>
<td>100.0%</td>
</tr>
<tr>
<td>5:58</td>
<td>119</td>
<td>22</td>
<td>100.0%</td>
</tr>
<tr>
<td>7:15</td>
<td>19</td>
<td>22</td>
<td>86.4%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year-to-date cumulative</th>
<th>#Late</th>
<th>#Ran</th>
<th>%On time</th>
</tr>
</thead>
<tbody>
<tr>
<td>WB Rush</td>
<td>16</td>
<td>196</td>
<td>91.8%</td>
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<tr>
<td>EB Rush</td>
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<td>176</td>
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</tr>
<tr>
<td>Total Rush</td>
<td>23</td>
<td>372</td>
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### January Rush Hour

<table>
<thead>
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<th>TOTAL</th>
<th>PERCENTAGE</th>
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<td>pm</td>
</tr>
<tr>
<td>6-10</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>11-15</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>16-20</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>21-30</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>31-59</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>60+</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>

| Annulled | Total Late | On time | Total | | |
|-----------|------------|---------|-------|---|
| 2         | 2          | 2       | 24    | 8.2%| 4.5%| 6.45%|
| On time   | 180        | 168     | 348   | 91.8%| 95.5%| 93.55%|
| Total ran | 196        | 176     | 372   | |

### Cumulative

<table>
<thead>
<tr>
<th>Range</th>
<th>TOTAL</th>
<th>PERCENTAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Range</td>
<td>WB</td>
<td>EB</td>
</tr>
<tr>
<td>6-10</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>11-15</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>16-20</td>
<td>3</td>
<td>0</td>
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<tr>
<td>21-30</td>
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<td>31-59</td>
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<td>0</td>
</tr>
<tr>
<td>60+</td>
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<table>
<thead>
<tr>
<th>Annulled</th>
<th>Total</th>
<th>On Time</th>
<th>Total</th>
<th>On Time</th>
<th>Total</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>107</td>
<td>81</td>
<td>188</td>
<td>91.8%</td>
<td>95.5%</td>
<td>93.5%</td>
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### Peak

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<td>16-20</td>
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<td>0.6%</td>
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<td>0.1%</td>
</tr>
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</table>

<table>
<thead>
<tr>
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<th>Total</th>
<th>On Time</th>
<th>Total</th>
<th>%</th>
</tr>
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<tbody>
<tr>
<td>2</td>
<td>107</td>
<td>81</td>
<td>188</td>
<td>91.8%</td>
<td>95.5%</td>
<td>93.5%</td>
</tr>
</tbody>
</table>

### Grand Total All Trains Thru January

<table>
<thead>
<tr>
<th>Range</th>
<th>WB Rush</th>
<th>EB Rush</th>
<th>Total</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>6-10</td>
<td>6</td>
<td>6</td>
<td>12</td>
<td>3.1%</td>
</tr>
<tr>
<td>11-15</td>
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<td>2</td>
<td>4</td>
<td>1.0%</td>
</tr>
<tr>
<td>16-20</td>
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<td>1.5%</td>
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<tr>
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<td>0</td>
<td>2</td>
<td>1.0%</td>
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<td>1.0%</td>
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<tr>
<td>60+</td>
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<td>0.5%</td>
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</table>

<table>
<thead>
<tr>
<th>Annulled</th>
<th>Total</th>
<th>%</th>
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</thead>
<tbody>
<tr>
<td>2</td>
<td>107</td>
<td>91.8%</td>
</tr>
</tbody>
</table>