



Monthly Ridership
and
Year End Performance Report

December 2024



Northern Indiana Commuter Transportation District

December 2024 Monthly Ridership and Year-End Performance Report

Ridership

Overall - Ridership for the month was up 22.3% when compared to 2023. Passenger trips for the month were 153,047 in 2024 and 125,142 in 2023. Cumulative year to date ridership was up 16.0% over 2023.

Weekday Travel – Average weekday peak travel was up 3.8% when compared to 2023 while average off peak travel was up 30.5% over 2023 ridership. The combined weekday average in 2024 was 5,557 rides compared to 4,861 in 2023. That is a 14.3% increase for 2024 compared to 2023. Cumulative year to date weekday ridership is up 12.1% over 2023.

Weekend Travel – Weekend ridership was up 43.3% when compared to 2023. The daily average in 2024 was 3,636 compared to 2,538 in 2023. Cumulative year to date weekend ridership is up 30.8% compared to 2023.

| Ridership Over Last 12 Months: January through December | | | | | | | |
|---|-----------|-----------|----------|-----------|----------|-----------|----------|
| | 2020/2021 | 2021/22 | % Change | 2022/23 | % Change | 2023/24 | % Change |
| Total | 1,024,745 | 1,406,686 | 37.27% | 1,526,836 | 8.54% | 1,770,532 | 15.96% |
| Weekday | 797,820 | 1,130,983 | 41.76% | 1,256,210 | 11.07% | 1,419,800 | 13.02% |
| Peak | 472,600 | 727,940 | 54.03% | 831,507 | 14.23% | 869,728 | 4.60% |
| Off Peak | 325,220 | 403,043 | 23.93% | 424,703 | 5.37% | 524,606 | 23.52% |
| Weekend | 226,925 | 275,703 | 21.50% | 270,626 | -1.84% | 350,732 | 29.60% |
| South Bend | 141,895 | 176,631 | 24.48% | 145,202 | -17.79% | 201,498 | 38.77% |

Revenue

The number of tickets sold in was up 23.7% when comparing 2024 to 2023. Ticket revenue was up 22.4% for 2024 compared to 2023. Sales from digital sources represent 84.5% of ticket sales and 89.0% of ticket revenue.

| Total Ticket Sales: December | | | | | | |
|------------------------------|----------------|----------------|-------------|------------------|------------------|-------------|
| Method of Sale | Tickets | | | Revenue | | |
| | 2022 | 2023 | % Change | 2022 | 2023 | % Change |
| Ticket Agent | 72,858 | 50,698 | -30.4% | 1,165,199 | 949,392 | -18.5% |
| Vending Machine | 169,874 | 196,781 | 15.8% | 2,186,499 | 2,211,780 | 1.2% |
| Conductor | 129,182 | 122,013 | -5.5% | 942,421 | 854,452 | -9.3% |
| Mobile App | 384,790 | 428,929 | 11.5% | 4,995,769 | 5,492,228 | 9.9% |
| Total | 756,704 | 798,421 | 5.5% | 9,289,887 | 9,507,852 | 2.3% |

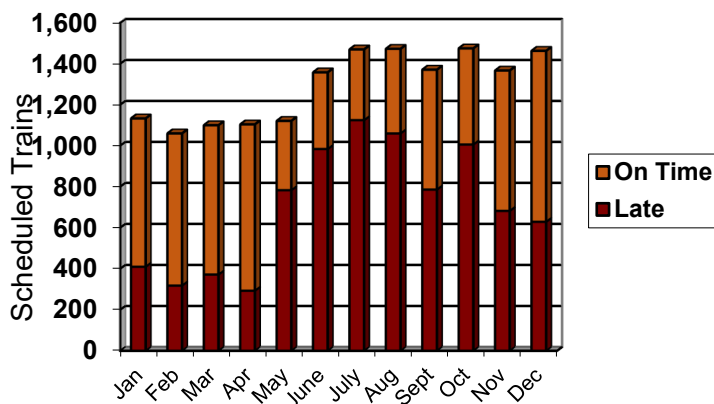
On Time Performance

Rush Hour – Overall, 58.2% of A.M. and P.M. rush hour trains were on time in December 2024 compared to 72.9% in 2023. 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). 61.8% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 65.2% of westbound morning rush hour service was on time compared to 89.3% in 2023; while eastbound rush hour trains reported an on-time performance of 48.2% compared to 58.3% in 2023. A total of 95 out of 273 westbound rush hour trains were delayed in December. Of those 95, 32 experienced delays greater than 15 minutes. Eastbound rush hour trains had a total of 98 out of 189 trains delayed in December. Of those 98, 12 experienced delays greater than 15 minutes.¹

December 2024 Rush Hour

| Range | TOTAL | | | PERCENTAGE |
|------------|-------|-----|-------|------------|
| | am | pm | total | total |
| 6-10 | 41 | 65 | 106 | 22.9% |
| 11-15 | 22 | 21 | 43 | 9.3% |
| 16-20 | 12 | 7 | 19 | 4.1% |
| 21-30 | 10 | 1 | 11 | 2.4% |
| 31-59 | 9 | 3 | 12 | 2.6% |
| 60+ | 1 | 1 | 2 | 0.4% |
| Annulled | 0 | 0 | 0 | 0.0% |
| Total Late | 95 | 98 | 193 | 41.8% |
| On time | 178 | 91 | 269 | 58.2% |
| Total ran | 273 | 189 | 462 | 100.0% |

Overall – The South Shore Line scheduled 1,469 trains in December and experienced 629 delays in excess of 5 minutes (ranging from 6-208) with median delay of 12 minutes. December of 2024 experienced 6 annulled trains. In December 2023, the South Shore Line scheduled 1,080 trains with 325 delays in excess of 5 minutes (ranging from 6-195 minutes) with a median delay of 17 minutes. December of 2023 experienced 27 annulled trains.



¹ Weekday rush-hour trains operate 13 westbound and 9 eastbound per day.

December 2024 Ridership Report and Year-End Performance Report

| Cumulative On Time Comparison | | |
|-------------------------------|--------------|--------------|
| <i>Thru December</i> | 2023 | 2024 |
| Weekday | 75.6% | 45.5% |
| Peak | 84.9% | 49.7% |
| Off-peak | 69.5% | 42.9% |
| Weekend | 61.2% | 44.9% |
| Overall | 73.2% | 45.4% |

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.

Currently a joint construction project between NICTD and Metra is ongoing in an effort to make significant improvements to the service these agencies are able to provide in downtown Chicago. This construction will cause delays from time to time, but the two agencies are working closely together to minimize these delays as much as possible.

Ridership and On Time Performance

For the calendar year 2024, 1,771,506 passengers were transported on SSL trains. This represents a total increase of 16.0% in comparison to 2023 but a 46.0% decrease in comparison to 2019. While 2019 continues to be the benchmark for pre-pandemic ridership and the ridership recovery comparison, it is noteworthy to identify that in addition to the pandemic, construction work was ongoing through early 2024. Construction along the main line was an expected deterrent for passengers returning to utilize the SSL service. Upon the completion of construction and the start of the new service made possible by the Double Track project, SSL service has seen steady growth in ridership. Weekend service is only downward 29.4% compared to pre-pandemic levels and weekday service is tracking downward 49.0% compared to pre-pandemic levels.

SSL trains experienced a decrease in on-time performance in 2024 with total on time performance at 50.8% for the year. ("on-time" industry standard is arrival at the terminal within five minutes and 59 seconds of the scheduled time). Rush-hour trains' on-time performance was at 55.6%, while off-peak weekday trains' on-time performance fell to 49.4%. Weekend trains reported on time 44.2% for 2024.

Maintenance and Capital Improvement Summary

West Lake Corridor Project- Significant progress has been made on the West Lake project in 2024. Project-wide construction activities are approximately 90% complete. Land clearing, utility conflict resolution, and environmental remediation work on the project are nearly complete. Three of the four station locations are complete, including Hammond Gateway, South Hammond, and Ridge Road in Munster, with the Hammond Gateway Station successfully opening for service on October 18, 2024. Only work at the new Munster/Dyer train station is ongoing. The bulk of the remaining construction activities are systems- related, including work on the overhead catenary system ("OCS"), traction power, and communication fiber, as well as final wiring, cable terminations, and lighting in the new station areas. The Design-Builder did miss their contractual October 28, 2024, Substantial Completion date. However, Revenue Service is still targeted to occur in the Summer of 2025.

Double Track Northwest Indiana Project- Construction of the Double Track Northwest Indiana Project is largely complete. The main contractor, the Walsh/Herzog joint venture on the design-bid-build contract completed work in February 2024. On May 13, 2024, NICTD held a Ribbon Cutting event and started the new Double Track train service the very next day. The project made it possible to add 14 new trains each weekday. The remaining portion of work to be completed on the Double Track project is the completion of Michigan City's 11th Street Station and the parking structure that will provide an additional 437 parking spaces. The station/parking structure project is being constructed through a Joint Development Agreement with the City of Michigan City. Flaherty & Collins, the City's developer for the \$100 million project, which will ultimately include a 12-story luxury apartment complex, expects to complete work on the station and parking structure in early 2025. The Double Track project was completed on time and under budget. In addition, Michigan City and NICTD worked on the City's application for a federally approved Quiet Zone which began in 2017 and was approved by the Federal Railroad Administration in September 2024. The Quiet Zone in Michigan City became effective on October 7, 2024. At this time, NICTD is focusing on project closeout activities.

South Bend Realignment- Engineering design and environmental review has been ongoing throughout 2024. NICTD anticipates completion of the Environmental Assessment and 100% engineering in the Spring of 2025. The boards of NICTD and South Bend International Airport

voted to approve an Interim Agreement between the two parties regarding the relocation of rail services to the west side of the airport as well as a lease and easement agreement. The goal for construction bidding is the fourth quarter of 2025 with construction commencing in 2026 and completion in the fall of 2027.

Line and Signal Department- In 2024, NICTD's Line and Signal department was heavily involved in supporting both the Double Track and West Lake projects. Over the winter/spring of 2024, Line & Signal supported the testing and commissioning of the Double Track project, ensuring the joint venture successfully implemented the system elements of the project. In addition, the department is involved in supporting a push button grade crossing cutout system for five passenger station locations at Miller, Ogden Dunes, Dune Park, Beverly Shores, and 11th St. Michigan City. The Line/Signal Department completed work associated with speed improvements in the Hegewisch Station area, and work started on the feeder wire system for Substation leads that is anticipated to wrap up in 2025.

Track & Structures and Bridges and Buildings Departments- In 2024, the track team completed the track work by reversing the gauntlets and installing a new diamond crossing associated with the speed improvements in the Hegewisch Station area. All mainline and passing siding rails underwent ultrasonic rail testing. The team inspected all bridges, culverts, and buildings. In addition, crews rebuilt two grade crossing surfaces, rehabilitated five turnouts, welded out 190 joints, replaced 2,500 ties and replaced 1/2 track mile of rail.

The Operation Control Center and Dune Park Station roof replacements were complete in 2024. The New Shop Building decking and EPDM roofing membrane are complete with flashing work to complete.

The Ash St. bridge in Hammond was blasted and repainted. This project also replaced the deck waterproofing including drainage cleanout. The engineering was completed for the rehabilitation of the Calumet Expressway and Calumet River Bridges with engineering firm Czaplicki Lopez. In 2025, the Department plans to replace 15,000 cross ties, upgrade three track miles of rail, and weld out 250 joints throughout the year.

Mechanical Department- In 2024, the new auxiliary supply system (APS) has been installed in the 300 series cars and will reduce 300 series down time and failures while also improving reliability. Installation of the new air dryer systems to the 1982/1992 and 100 series cars continues. This will reduce braking system contamination, increasing overall car reliability and availability.

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| Annulled Trains or Delays in Excess of 59 Minutes | | | |
|---|-------|-----------|--|
| Date | Train | Min. Late | Reason |
| 1/8/24 | 20 | 104 | Animal on tracks. |
| 1/11/24 | 20 | 62 | Delayed by Amtrak. |
| 1/14/24 | 503 | 69 | Delayed by bussing. |
| 1/14/24 | 505 | 104 | Extreme weather took down catenary wire. |
| 1/14/24 | 506 | Annulled | Extreme weather took down catenary wire. |
| 1/14/24 | 507 | Annulled | Extreme weather took down catenary wire. |
| 1/14/24 | 508 | 109 | Extreme weather took down catenary wire. |
| 1/14/24 | 510 | 112 | Extreme weather took down catenary wire. |
| 1/14/24 | 511 | 62 | Extreme weather took down catenary wire. |
| 1/14/24 | 605 | 120 | Extreme weather took down catenary wire. |
| 1/15/24 | 604 | 90 | Late turn of equipment. |
| 1/16/24 | 6 | 75 | Railcar equipment issues. |
| 1/16/24 | 14 | 101 | Late turn of equipment. |
| 1/16/24 | 17 | Annulled | Extreme weather. |
| 1/16/24 | 18 | 67 | Late turn of equipment. |
| 1/16/24 | 22 | 69 | Delayed by passing passenger train. |
| 1/16/24 | 110 | Annulled | Railcar equipment issues. |
| 1/16/24 | 111 | Annulled | Extreme weather. |
| 1/16/24 | 112 | 81 | Railcar equipment issues. |
| 1/16/24 | 114 | 74 | Delayed by passing passenger train. |
| 1/16/24 | 121 | 75 | Railcar equipment issues. |
| 1/16/24 | 209 | Annulled | Extreme weather. |
| 1/16/24 | 216 | Annulled | Extreme weather. |
| 1/16/24 | 217 | Annulled | Extreme weather. |
| 1/16/24 | 218 | Annulled | Extreme weather. |
| 1/16/24 | 220 | Annulled | Extreme weather. |
| 1/16/24 | 222 | Annulled | Extreme weather. |
| 1/16/24 | 422 | Annulled | Extreme weather. |
| 1/17/24 | 11 | 95 | Delayed by track issues. |
| 1/17/24 | 18 | 64 | Late turn of equipment. |
| 1/17/24 | 22 | 83 | Late turn of equipment. |
| 1/17/24 | 111 | 60 | Delayed by track issues. |
| 1/18/24 | 20 | 63 | Late turn of equipment. |
| 1/19/24 | 7 | 69 | Railcar equipment issues. |
| 1/19/24 | 17 | 75 | Railcar equipment issues. |
| 1/19/24 | 18 | 111 | Extreme weather. |
| 1/21/24 | 504 | 125 | Railcar equipment issues. |
| 1/21/24 | 605 | Annulled | Railcar equipment issues. |
| 1/22/24 | 22 | 81 | Railcar equipment issues. |

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| Annulled Trains or Delays in Excess of 59 Minutes | | | |
|---|-------|-----------|---|
| Date | Train | Min. Late | Reason |
| 2/4/24 | 613 | 90 | Extreme weather and ice on the power lines. |
| 2/10/24 | 610 | 66 | Railcar equipment issues. |
| 2/15/24 | 20 | 68 | PTC issue delay. |
| 2/16/24 | 20 | 77 | Late turn of equipment/speed restrictions. |
| 2/17/24 | 507 | 63 | Delays due to bussing. |
| 2/26/24 | 9 | 62 | Metra PTC issue delay. |
| 2/26/24 | 18 | 104 | Metra PTC and passenger boarding. |
| 2/26/24 | 116 | 76 | Metra PTC issue delay. |
| 2/26/24 | 216 | 65 | Metra PTC issue delay. |
| 2/27/24 | 17 | 79 | Metra signal problems. |
| 2/27/24 | 18 | 103 | Train/automobile incident. |
| 2/27/24 | 111 | 60 | Train car equipment failure. |
| 2/27/24 | 119 | Annulled | Delayed by earlier trains track issues. |
| 2/27/24 | 217 | Annulled | Delayed by earlier trains track issues. |
| 2/27/24 | 222 | Annulled | Delayed by earlier trains track issues. |
| 3/15/24 | 20 | 67 | Late turn of equipment/speed restrictions. |
| 3/15/24 | 102 | Annulled | PTC issue delay. |
| 3/15/24 | 203 | Annulled | PTC issue delay. |
| 3/15/24 | 205 | 61 | Late turn of equipment/speed restrictions. |
| 3/15/24 | 401 | Annulled | Late turn of equipment/speed restrictions. |
| 3/27/24 | 22 | 60 | Delayed by passenger train late to MED. |
| 4/4/24 | 117 | 81 | PTC issue delay. |
| 4/25/24 | 7 | 95 | Catenary wire down in Gary. |
| 4/25/24 | 11 | Annulled | Catenary wire down in Gary. |
| 4/25/24 | 14 | 110 | Catenary wire down in Gary. |
| 4/25/24 | 216 | Annulled | Catenary wire down in Gary. |
| 4/26/24 | 116 | 79 | PTC issue delay. |
| 5/15/24 | 113 | 74 | Railcar equipment issues. |
| 5/15/24 | 224 | 74 | Railcar equipment issues. |
| 5/22/24 | 7 | 131 | PTC issue delay. |
| 5/22/24 | 20 | 92 | PTC issue delay. |
| 5/22/24 | 28 | 69 | Late turn of equipment. |
| 5/22/24 | 109 | Annulled | PTC outage |
| 5/22/24 | 120 | Annulled | PTC outage |
| 5/22/24 | 207 | 115 | PTC issue delay. |
| 5/22/24 | 209 | 135 | PTC issue delay. |
| 5/22/24 | 220 | Annulled | PTC outage |
| 5/22/24 | 224 | Annulled | PTC outage |
| 5/23/24 | 28 | 70 | Late turn of equipment. |
| 5/23/24 | 31 | 65 | PTC issue delay. |
| 5/23/24 | 118 | 71 | Metra police activity delays. |
| 5/23/24 | 128 | 60 | Passenger medical emergency. |
| 5/23/24 | 226 | Annulled | PTC issue delay. |

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| Annulled Trains or Delays in Excess of 59 Minutes | | | |
|---|-------|-----------|---|
| Date | Train | Min. Late | Reason |
| 5/23/24 | 207 | 60 | Metra police activity delays. |
| 5/31/24 | 133 | 68 | Metra track switch failure. |
| 6/3/24 | 133 | 60 | Bussing delays. |
| 6/5/24 | 30 | 82 | Power outage on Metra. |
| 6/5/24 | 133 | 114 | Power outage on Metra. |
| 6/8/24 | 703 | Annulled | Passenger train interference. |
| 6/10/24 | 7 | 73 | Delayed by train/vehicle accident. |
| 6/10/24 | 14 | Annulled | Collision with a vehicle. |
| 6/10/24 | 20 | 60 | Delayed by train/vehicle accident. |
| 6/10/24 | 103 | 127 | Delayed by train/vehicle accident. |
| 6/10/24 | 105 | 137 | Delayed by train/vehicle accident. |
| 6/10/24 | 114 | 139 | Delayed by train/vehicle accident. |
| 6/10/24 | 118 | 116 | Delayed by train/vehicle accident. |
| 6/10/24 | 205 | 129 | Delayed by train/vehicle accident. |
| 6/10/24 | 214 | Annulled | Delayed by train/vehicle accident. |
| 6/10/24 | 216 | Annulled | Delayed by train/vehicle accident. |
| 6/11/24 | 135 | 60 | Delay do to bussing and freight train. |
| 6/13/24 | 121 | 126 | Train car mechanical issues. |
| 6/14/24 | 30 | 67 | Metra PTC issue delay. |
| 6/17/24 | 30 | 60 | Late turn of equipment, speed restrictions. |
| 6/20/24 | 13 | Annulled | NIPSCO Gas Line Issue |
| 6/20/24 | 17 | 361 | NIPSCO Gas Line Issue |
| 6/20/24 | 29 | Annulled | NIPSCO Gas Line Issue |
| 6/20/24 | 30 | 125 | NIPSCO Gas Line Issue |
| 6/20/24 | 31 | Annulled | NIPSCO Gas Line Issue |
| 6/20/24 | 113 | Annulled | NIPSCO Gas Line Issue |
| 6/20/24 | 117 | Annulled | NIPSCO Gas Line Issue |
| 6/20/24 | 119 | 185 | NIPSCO Gas Line Issue |
| 6/20/24 | 121 | Annulled | NIPSCO Gas Line Issue |
| 6/20/24 | 124 | Annulled | NIPSCO Gas Line Issue |
| 6/20/24 | 126 | Annulled | NIPSCO Gas Line Issue |
| 6/20/24 | 127 | Annulled | NIPSCO Gas Line Issue |
| 6/20/24 | 128 | Annulled | NIPSCO Gas Line Issue |
| 6/20/24 | 131 | Annulled | NIPSCO Gas Line Issue |
| 6/20/24 | 224 | Annulled | NIPSCO Gas Line Issue |
| 6/20/24 | 225 | Annulled | NIPSCO Gas Line Issue |
| 6/20/24 | 226 | Annulled | NIPSCO Gas Line Issue |
| 6/20/24 | 228 | Annulled | NIPSCO Gas Line Issue |
| 6/20/24 | 428 | Annulled | NIPSCO Gas Line Issue |
| 6/25/24 | 20 | Annulled | Trees and powerlines are down. |
| 6/25/24 | 103 | 87 | Substation power outage. |
| 6/25/24 | 105 | 84 | Substation power outage. |
| 6/25/24 | 117 | Annulled | Train car mechanical issues. |
| 6/25/24 | 216 | 90 | Substation power outage. |
| 6/26/24 | 228 | 64 | Metra PTC issue delay. |
| 6/30/24 | 506 | 64 | Train car equipment failure. |

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| Annulled Trains or Delays in Excess of 59 Minutes | | | |
|---|-------|-----------|---|
| Date | Train | Min. Late | Reason |
| 7/1/24 | 7 | Annulled | Wires down at Millennium and Van Buren |
| 7/1/24 | 14 | 162 | Wires down at Millennium and Van Buren |
| 7/1/24 | 20 | 105 | Wires down at Millennium and Van Buren |
| 7/1/24 | 105 | 94 | Wires down at Millennium and Van Buren |
| 7/1/24 | 111 | 94 | Wires down at Millennium and Van Buren |
| 7/1/24 | 112 | 310 | Wires down at Millennium and Van Buren |
| 7/1/24 | 114 | 204 | Wires down at Millennium and Van Buren |
| 7/1/24 | 118 | 201 | Wires down at Millennium and Van Buren |
| 7/1/24 | 120 | 82 | Wires down at Millennium and Van Buren |
| 7/1/24 | 207 | Annulled | Wires down at Millennium and Van Buren |
| 7/1/24 | 209 | Annulled | Wires down at Millennium and Van Buren |
| 7/1/24 | 214 | 253 | Wires down at Millennium and Van Buren |
| 7/1/24 | 216 | 240 | Wires down at Millennium and Van Buren |
| 7/1/24 | 222 | Annulled | Wires down at Millennium and Van Buren |
| 7/5/24 | 133 | 64 | Train car equipment failure. |
| 7/7/24 | 600 | 75 | Train car equipment failure. |
| 7/13/24 | 506 | 60 | METRA signal issue with construction. |
| 7/15/24 | 28 | 100 | METRA PTC Issue. |
| 7/15/24 | 30 | 120 | METRA PTC Issue. |
| 7/15/24 | 31 | 75 | METRA power issue. |
| 7/15/24 | 127 | Annulled | METRA Power Outage at Museum Campus |
| 7/15/24 | 128 | 106 | METRA PTC Issue. |
| 7/15/24 | 133 | 247 | Late turn of equipment, weather delay. |
| 7/15/24 | 228 | 85 | METRA PTC Issue. |
| 7/16/24 | 22 | 137 | METRA PTC Issue. |
| 7/16/24 | 25 | 97 | METRA PTC Issue. |
| 7/16/24 | 29 | 80 | METRA PTC Issue. |
| 7/16/24 | 30 | 62 | METRA PTC Issue. |
| 7/16/24 | 123 | 80 | METRA PTC Issue. |
| 7/16/24 | 126 | 84 | METRA PTC Issue. |
| 7/16/24 | 127 | 67 | METRA PTC Issue. |
| 7/16/24 | 222 | 65 | METRA PTC Issue. |
| 7/16/24 | 225 | 69 | METRA PTC Issue. |
| 7/16/24 | 228 | 75 | Late turn of equipment. |
| 7/17/24 | 118 | 92 | Police activity at Metra station. |
| 7/22/24 | 28 | 67 | Late turn of equipment. |
| 7/23/24 | 101 | 74 | Train car equipment failure. |
| 7/25/24 | 131 | Annulled | Pedestrian incident on the rail. |
| 7/26/24 | 7 | 118 | Gas Leak passengers bused to Miller. |
| 7/26/24 | 103 | 134 | Mechanical problems at Carroll Ave Station. |
| 7/26/24 | 118 | 135 | Potential gas leak at Miller Station. |
| 7/26/24 | 131 | 114 | Overhead Wire damage west of Gary |
| 7/26/24 | 133 | 201 | Overhead Wire damage west of Gary |
| 7/26/24 | 135 | Annulled | Overhead Wire damage west of Gary |
| 7/26/24 | 214 | Annulled | NIPSCO Utility Problem |
| 7/27/24 | 507 | 64 | Police activity for disruptive passengers. |

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| Annulled Trains or Delays in Excess of 59 Minutes | | | |
|--|--------------|------------------|---|
| Date | Train | Min. Late | Reason |
| 7/27/24 | 601 | 94 | Wires down at Millennium and Van Buren |
| 7/29/24 | 30 | 62 | Late turn of equipment. |
| 7/29/24 | 118 | 72 | PTC issue delay. |
| 7/30/24 | 30 | 67 | Late turn of equipment. |
| 7/30/24 | 115 | 65 | Police activity at Metra station. |
| 7/31/24 | 29 | 67 | Cable theft at Bircham West. |
| 7/31/24 | 30 | 127 | Cable theft at Bircham West. |
| 7/31/24 | 31 | 104 | Cable theft at Bircham West. |
| 7/31/24 | 135 | 79 | Late turn of equipment. |
| 8/2/24 | 113 | 75 | PTC Issues on Metra |
| 8/2/24 | 135 | 62 | Metra restricted speeds fell behind Amtrak. |
| 8/5/24 | 30 | 62 | Late turn of equipment. |
| 8/7/24 | 114 | 84 | Police Activity causing train to be delayed. |
| 8/7/24 | 121 | 66 | Mechanical problem restricted speeds. |
| 8/8/24 | 135 | 69 | PTC Issue. |
| 8/8/24 | 212 | 61 | Possible gas leak in Gary causing the delay. |
| 8/9/24 | 30 | 63 | Metra Delay |
| 8/9/24 | 135 | 72 | Medical emergency at Hegewisch. |
| 8/23/24 | 22 | 99 | PTC issue causing train to wait on another train. |
| 8/25/24 | 605 | 73 | PTC issue causing train to wait on another train. |
| 8/25/24 | 608 | 60 | PTC issue causing train to wait on another train. |
| 8/26/24 | 17 | 72 | Train loss communication at Hegewisch. |
| 8/26/24 | 25 | 66 | Train loss communication at Birchum. |
| 8/26/24 | 30 | 74 | Communication loss for train. |
| 8/26/24 | 121 | 60 | Communication loss for train. |
| 8/26/24 | 228 | 79 | Communication loss for train. |
| 8/26/24 | 430 | 65 | Late turn of equipment due to communication loss. |
| 8/26/24 | 432 | 64 | Police activity at Grandview Station. |
| 8/27/24 | 130 | 130 | Metra Delay |
| 8/27/24 | 216 | ANNULLED | Train was cancelled do to extreme heat. |
| 8/27/24 | 432 | ANNULLED | Train was cancelled do to extreme heat. |
| 8/28/24 | 120 | 108 | Gas smell at Gary Metro. |
| 8/28/24 | 225 | ANNULLED | PTC Problem returned to Millennium Station. |
| 8/28/24 | 232 | ANNULLED | Positive Train Control Problems. |
| 8/28/24 | 400 | ANNULLED | Obstruction on the track. |
| 8/29/24 | 131 | 86 | Metra Delay |
| 8/29/24 | 232 | 68 | Metra Delay |
| 9/5/24 | 201 | Annulled | Combined trains due to Metra Construction |
| 9/5/24 | 216 | Annulled | Combined trains due to Metra Construction |
| 9/5/24 | 405 | 80 | Railcar mechanical issues. |
| 9/5/24 | 22 | 95 | Late turn of equipment. |
| 9/12/24 | 35 | 65 | Metra PTC Issues Delay. |
| 9/12/24 | 201 | Annulled | Metra Construction Annulled Train. |
| 9/14/24 | 505 | 72 | Metra PTC Issue Delay. |
| 9/14/24 | 506 | 62 | Metra PTC Issue Delay. |

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| Annulled Trains or Delays in Excess of 59 Minutes | | | |
|---|-------|-----------|--|
| Date | Train | Min. Late | Reason |
| 9/16/24 | 35 | 71 | Metra PTC Issue Delay. |
| 9/19/24 | 25 | 98 | Delay due to a Pole Fire in Hegewisch |
| 9/19/24 | 30 | 90 | Delay due to a Pole Fire in Hegewisch |
| 9/19/24 | 32 | 107 | Delay due to a Pole Fire in Hegewisch |
| 9/19/24 | 35 | 65 | Delay due to a Pole Fire in Hegewisch |
| 9/19/24 | 117 | 130 | Delay due to a Pole Fire in Hegewisch |
| 9/19/24 | 121 | Annulled | Pole Fire in Hegewisch. |
| 9/19/24 | 123 | Annulled | Pole Fire in Hegewisch. |
| 9/19/24 | 127 | Annulled | Pole Fire in Hegewisch. |
| 9/19/24 | 129 | Annulled | Pole Fire in Hegewisch. |
| 9/19/24 | 225 | Annulled | Pole Fire in Hegewisch. |
| 9/19/24 | 232 | Annulled | Pole Fire in Hegewisch. |
| 9/21/24 | 504 | 99 | Catenary wire issue with Metra. |
| 9/21/24 | 509 | 60 | Delayed by freight train |
| 9/23/24 | 16 | 123 | Trespassing between Gary Metro and Miller |
| 9/23/24 | 116 | 81 | Trespassing between Gary Metro and Miller |
| 9/25/24 | 33 | 79 | Metra PTC Issues and Busing Delay |
| 9/25/24 | 35 | 68 | PTC Issues delay |
| 9/26/24 | 33 | 62 | Delays due to bussing and freight train delay. |
| 10/1/24 | 32 | 80 | Railcar mechanical issues. |
| 10/2/24 | 400 | 61 | Late turn of equipment. |
| 10/7/24 | 201 | Annulled | Train combined for cutover construction |
| 10/7/24 | 228 | Annulled | Train combined for cutover construction |
| 10/8/24 | 201 | Annulled | Train combined for cutover construction |
| 10/8/24 | 228 | Annulled | Train combined for cutover construction |
| 10/9/24 | 201 | Annulled | Train combined for cutover construction |
| 10/9/24 | 228 | Annulled | Train combined for cutover construction |
| 10/10/24 | 103 | Annulled | Train combined for cutover construction |
| 10/10/24 | 201 | Annulled | Train combined for cutover construction |
| 10/10/24 | 228 | Annulled | Train combined for cutover construction |
| 10/11/24 | 7 | 100 | Metra PTC issue delay. |
| 10/11/24 | 32 | 90 | Metra PTC issue delay. |
| 10/11/24 | 35 | 91 | Bussing delays around construction. |
| 10/11/24 | 201 | Annulled | Train combined for cutover construction |
| 10/11/24 | 216 | 78 | Metra PTC issue delay. |
| 10/11/24 | 218 | 87 | Metra PTC issue delay. |
| 10/11/24 | 228 | Annulled | Train combined for cutover construction |
| 10/12/24 | 504 | 85 | Metra PTC issue delay. |
| 10/12/24 | 509 | 65 | NIPSCO power outage delays. |
| 10/12/24 | 510 | 175 | NIPSCO power outage delays. |
| 10/12/24 | 511 | 97 | NIPSCO power outage delays. |
| 10/12/24 | 513 | 129 | NIPSCO power outage delays. |
| 10/13/24 | 510 | 97 | Temporary bussing due to construction. |

December 2024 Ridership Report and Year-End Performance Report

| Annulled Trains or Delays in Excess of 59 Minutes | | | |
|--|--------------|------------------|--|
| Date | Train | Min. Late | Reason |
| 10/13/24 | 511 | 88 | Temporary busing due to construction. |
| 10/13/24 | 601 | 192 | Severe weather & Busing delay |
| 10/14/24 | 32 | 60 | Temporary busing due to construction. |
| 10/14/24 | 101 | 147 | Temporary busing due to construction. |
| 10/14/24 | 201 | Annulled | Train combined for cutover construction |
| 10/14/24 | 228 | Annulled | Train combined for cutover construction |
| 10/15/24 | 32 | 126 | Construction/Maintenance Activity |
| 10/15/24 | 35 | 100 | Construction/Maintenance Activity & PTC |
| 10/15/24 | 133 | 90 | Construction/Maintenance Activity |
| 10/15/24 | 201 | Annulled | Train combined for cutover construction |
| 10/15/24 | 216 | Annulled | Train combined for cutover construction |
| 10/15/24 | 228 | Annulled | Train combined for cutover construction |
| 10/16/24 | 25 | 115 | Metra PTC issue delay. |
| 10/16/24 | 32 | 91 | Late turn of equipment/prior const&maint |
| 10/16/24 | 35 | 80 | Late turn of equipment/prior const&maint |
| 10/16/24 | 133 | 61 | Construction/Maintenance Activity |
| 10/16/24 | 201 | Annulled | Train combined for cutover construction |
| 10/16/24 | 216 | Annulled | Train combined for cutover construction |
| 10/16/24 | 218 | 63 | Train combined for cutover construction |
| 10/16/24 | 228 | Annulled | Train combined for cutover construction |
| 10/17/24 | 201 | Annulled | Train combined for cutover construction |
| 10/17/24 | 228 | Annulled | Train combined for cutover construction |
| 10/18/24 | 228 | Annulled | Train combined for cutover construction |
| 10/18/24 | 201 | Annulled | Train combined for cutover construction |
| 10/21/24 | 128 | 68 | Possible gas leak at Gary Metro |
| 10/21/24 | 130 | 80 | Construction/Maintenance Activity |
| 10/21/24 | 201 | Annulled | Train combined for cutover construction |
| 10/21/24 | 226 | 80 | Possible gas leak at Gary Metro |
| 10/21/24 | 228 | Annulled | Train combined for cutover construction |
| 10/22/24 | 201 | Annulled | Train combined for cutover construction |
| 10/22/24 | 228 | Annulled | Train combined for cutover construction |
| 10/23/24 | 103 | 60 | Cutover construction delays. |
| 10/23/24 | 129 | Annulled | PTC Issues |
| 10/23/24 | 201 | Annulled | Train combined for cutover construction |
| 10/23/24 | 228 | Annulled | Train combined for cutover construction |
| 10/24/24 | 103 | Annulled | Railcar mechanical issues. |
| 10/24/24 | 104 | Annulled | Railcar mechanical issues. |
| 10/24/24 | 106 | 63 | Railcar mechanical issues. |
| 10/24/24 | 201 | Annulled | Train combined for cutover construction |
| 10/24/24 | 228 | Annulled | Train combined for cutover construction |
| 10/25/24 | 102 | Annulled | PTC Issues |
| 10/25/24 | 106 | Annulled | PTC Issues |
| 10/25/24 | 201 | Annulled | Train combined for cutover construction |
| 10/25/24 | 203 | Annulled | PTC Issues |
| 10/25/24 | 228 | Annulled | Train combined for cutover construction |

December 2024 Ridership Report and Year-End Performance Report

| Annulled Trains or Delays in Excess of 59 Minutes | | | |
|---|-------|-----------|--|
| Date | Train | Min. Late | Reason |
| 10/25/24 | 401 | Annulled | PTC Issues |
| 10/26/24 | 511 | 60 | Railcar mechanical issues. |
| 10/28/24 | 201 | Annulled | Train combined for cutover construction |
| 10/28/24 | 207 | 61 | Pedestrian Incident w/o injuries |
| 10/28/24 | 228 | Annulled | Train combined for cutover construction |
| 10/29/24 | 7 | 64 | Railcar mechanical issues. |
| 10/29/24 | 24 | 66 | Late turn of equipment. |
| 10/30/24 | 110 | 92 | Gas smell - held for NIPSCO clearance. |
| 10/31/24 | 110 | 257 | Slick Rail Conditions |
| 11/1/24 | 11 | 93 | Railcar mechanical issues. |
| 11/1/24 | 106 | Annulled | This train ran as train 108. |
| 11/1/24 | 122 | 65 | Railcar mechanical issues. |
| 11/1/24 | 226 | Annulled | This train was combined with train 126. |
| 11/2/24 | 503 | 84 | Railcar mechanical issues. |
| 11/2/24 | 606 | 99 | Railcar mechanical issues. |
| 11/4/24 | 114 | Annulled | Railcar mechanical issues. |
| 11/4/24 | 201 | Annulled | Late turn of equipment/prior const&maint |
| 11/6/24 | 400 | Annulled | Late turn of equipment/prior const&maint |
| 11/6/24 | 401 | Annulled | Temporary busing due to construction. |
| 11/6/24 | 405 | Annulled | Temporary busing due to construction. |
| 11/9/24 | 954 | Annulled | This train ran as train 854. |
| 11/11/24 | 430 | 70 | Late turn of equipment/prior const&maint |
| 11/13/24 | 131 | 68 | Late turn of equipment/prior const&maint |
| 11/14/24 | 216 | Annulled | This train was combined with train 218. |
| 11/17/24 | 701 | Annulled | Railcar mechanical issues. |
| 11/20/24 | 119 | Annulled | PTC Issues |
| 11/21/24 | 22 | 60 | Restricted speeds/temporary track conditions. |
| 11/21/24 | 106 | Annulled | Railcar mechanical issues. |
| 11/21/24 | 203 | Annulled | This train was combined with train 205. |
| 11/21/224 | 35 | 73 | Railcar mechanical issues. |
| 12/6/24 | 133 | A | Train was cancelled due to Mechanical Problems. |
| 12/7/24 | 601 | 208 | Train had Mechanical Problems. |
| 12/8/24 | 511 | 81 | Train had Mechanical Problems. |
| 12/12/24 | 35 | 72 | Train experienced signal pumping problems. |
| 12/12/24 | 105 | 88 | Metra had a broken Rail. |
| 12/13/24 | 103 | A | Combined with #105 and ran on #105 schedule. |
| 12/13/24 | 400 | 123 | Late turn of equipment. |
| 12/13/24 | 403 | A | Train was cancelled due to red signal issues. |
| 12/19/24 | 105 | 70 | PTC Issues. |
| 12/20/24 | 201 | A | Train was combined with #203 and ran on #203 schedule. |
| 12/20/24 | 432 | A | Train was replaced with #905 following ND football game. |
| 12/27/24 | 129 | 154 | Train had Mechanical Problems. |
| 12/27/24 | 133 | 80 | Rail inspections delayed train access. |
| 12/30/24 | 103 | A | Combined with #105 and ran on #105 schedule. |
| 12/31/24 | 201 | 70 | Metra Pantograph Issue. |

December 2024 Ridership Report and Year-End Performance Report

Ridership Report

| | 2022 Passengers | Work Days | 2023 Passengers | Work Days | 2024 Passengers | Work Days | Change 23/24 |
|--|--------------------|--------------|--------------------|--------------|--------------------|--------------|-----------------|
| Monthly Ridership | | | | | | | |
| January | 66,870 | 21 | 105,869 | 21 | 103,033 | 22 | -2.7% |
| February | 76,350 | 20 | 105,045 | 20 | 115,214 | 21 | 9.7% |
| March | 114,014 | 23 | 126,910 | 23 | 130,771 | 21 | 3.0% |
| April | 115,914 | 21 | 117,539 | 20 | 130,179 | 22 | 10.8% |
| May | 123,155 | 21 | 129,890 | 22 | 147,524 | 22 | 13.6% |
| June | 138,763 | 22 | 139,216 | 22 | 155,377 | 20 | 11.6% |
| Cumulative Comparison | | | | | | | |
| January | 66,870 | 21 | 105,869 | 21 | 103,033 | 22 | -2.7% |
| February | 143,220 | 41 | 210,914 | 41 | 218,247 | 43 | 3.5% |
| March | 257,234 | 64 | 337,824 | 64 | 349,018 | 64 | 3.3% |
| April | 373,148 | 85 | 455,363 | 84 | 479,197 | 86 | 5.2% |
| May | 496,303 | 106 | 585,253 | 106 | 626,721 | 108 | 7.1% |
| June | 635,066 | 128 | 724,469 | 128 | 782,098 | 128 | 8.0% |
| Average Weekday Ridership | | | | | | | |
| January | 2,539 | | 4,243 | | 4,123 | | -2.8% |
| February | 3,166 | | 4,432 | | 4,729 | | 6.7% |
| March | 4,134 | | 4,733 | | 4,950 | | 4.6% |
| April | 4,501 | | 4,723 | | 5,049 | | 6.9% |
| May | 4,624 | | 4,957 | | 5,532 | | 11.6% |
| June | 5,084 | | 5,289 | | 5,980 | | 13.1% |
| Average Weekday Peak Period Ridership | | | | | | | |
| January | 1,700 | | 3,101 | | 2,923 | | -5.7% |
| February | 2,121 | | 3,115 | | 3,335 | | 7.1% |
| March | 2,742 | | 3,201 | | 3,254 | | 1.7% |
| April | 2,943 | | 3,175 | | 3,488 | | 9.9% |
| May | 3,056 | | 3,384 | | 3,455 | | 2.1% |
| June | 3,208 | | 3,364 | | 3,433 | | 2.1% |
| Average Weekday Off-Peak Ridership | | | | | | | |
| January | 839 | | 1,142 | | 1,158 | | 1.4% |
| February | 1,045 | | 1,317 | | 1,393 | | 5.8% |
| March | 1,392 | | 1,532 | | 1,696 | | 10.7% |
| April | 1,561 | | 1,549 | | 1,561 | | 0.8% |
| May | 1,569 | | 1,573 | | 2,077 | | 32.0% |
| June | 1,876 | | 1,925 | | 2,547 | | 32.3% |

December 2024 Ridership Report and Year-End Performance Report

Ridership Report

| | 2022 Passengers | Work Days | 2023 Passengers | Work Days | 2024 Passengers | Work Days | Change 23/24 |
|--|--------------------|--------------|--------------------|--------------|--------------------|--------------|-----------------|
| Average Weekend/Holiday Ridership (per day) | | | | | | | |
| January | 1,355 | | 1,864 | | 1,474 | | -20.9% |
| February | 1,629 | | 2,052 | | 1,989 | | -3.1% |
| March | 2,366 | | 2,256 | | 2,682 | | 18.9% |
| April | 2,376 | | 2,306 | | 1,910 | | -17.2% |
| May | 2,605 | | 2,314 | | 2,868 | | 23.9% |
| June | 3,364 | | 2,858 | | 3,578 | | 25.2% |
| Monthly South Bend Ridership | | | | | | | |
| January | 8,972 | | 9,775 | | 8,213 | | -16.0% |
| February | 8,940 | | 8,829 | | 8,510 | | -3.6% |
| March | 13,530 | | 12,919 | | 13,427 | | 3.9% |
| April | 14,608 | | 13,773 | | 12,596 | | -8.5% |
| May | 15,290 | | 11,791 | | 16,802 | | 42.5% |
| June | 15,014 | | 12,175 | | 17,947 | | 47.4% |

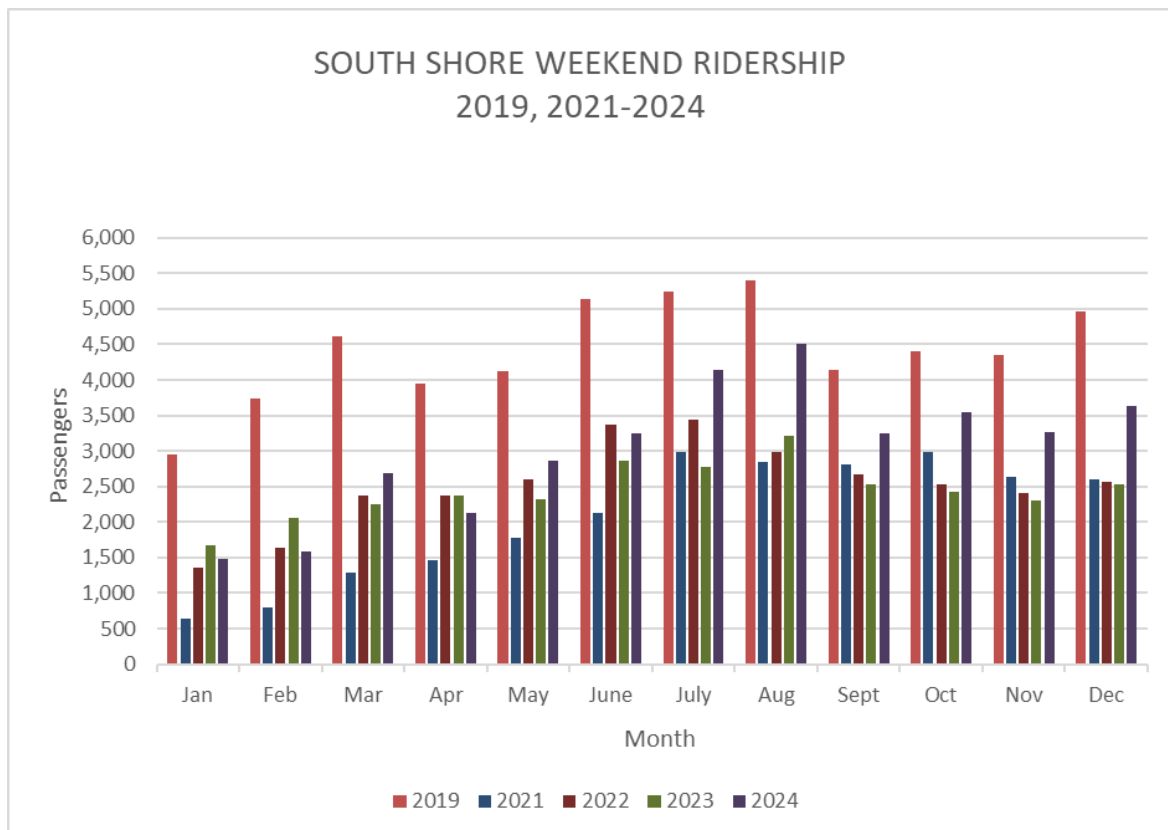
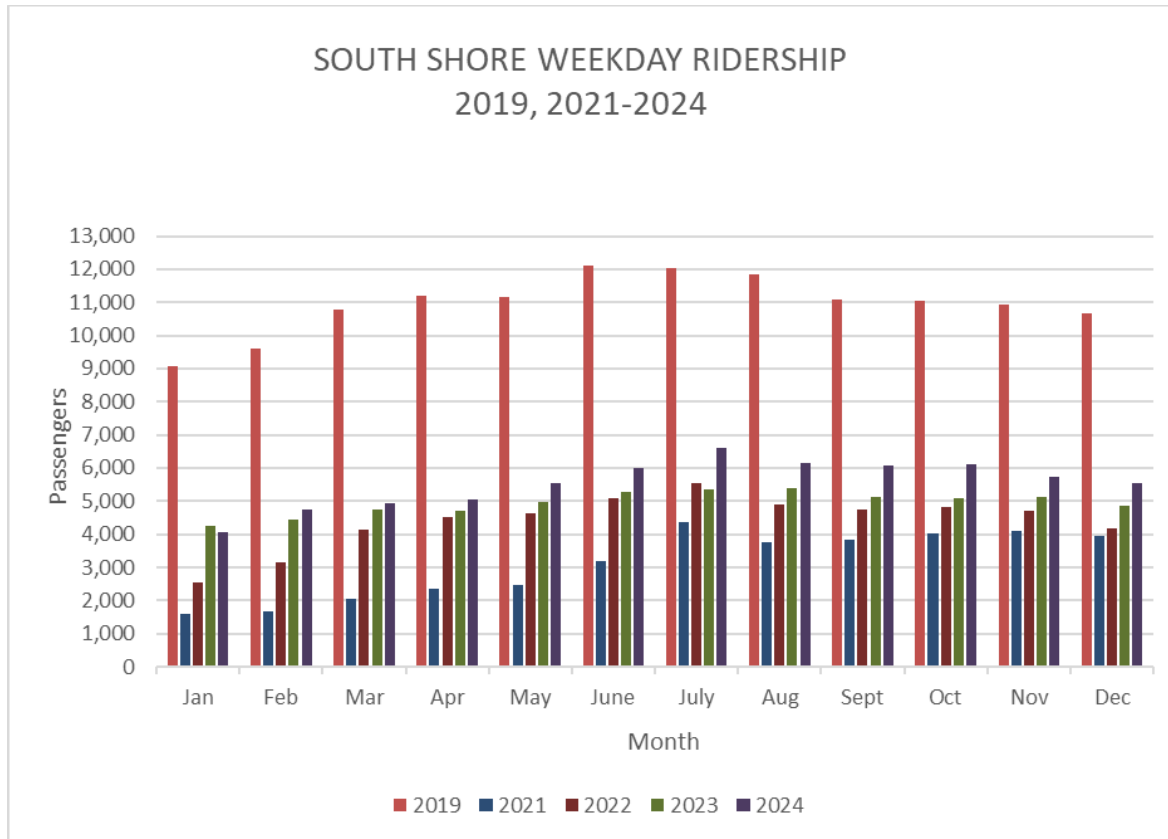
December 2024 Ridership Report and Year-End Performance Report

| Ridership Report | | | | | | | |
|--|--------------------|--------------|--------------------|--------------|--------------------|--------------|-----------------|
| | 2022 Passengers | Work Days | 2023 Passengers | Work Days | 2024 Passengers | Work Days | Change 23/24 |
| MONTHLY RIDERSHIP | | | | | | | |
| July | 149,051 | 20 | 137,216 | 20 | 182,458 | 22 | 33.0% |
| August | 136,622 | 23 | 149,901 | 23 | 177,065 | 22 | 18.1% |
| September | 123,766 | 21 | 127,676 | 20 | 157,459 | 20 | 23.3% |
| October | 126,386 | 21 | 133,937 | 22 | 168,948 | 23 | 26.1% |
| November | 120,650 | 22 | 128,498 | 22 | 150,431 | 20 | 17.1% |
| December | 115,143 | 21 | 125,142 | 20 | 153,047 | 21 | 22.3% |
| CUMULATIVE COMPARISON | | | | | | | |
| July | 784,117 | 148 | 861,685 | 148 | 964,556 | 150 | 11.9% |
| August | 920,739 | 171 | 1,011,586 | 171 | 1,141,621 | 172 | 12.9% |
| September | 1,044,505 | 192 | 1,139,262 | 191 | 1,299,080 | 192 | 14.0% |
| October | 1,170,891 | 213 | 1,273,199 | 213 | 1,468,028 | 215 | 15.3% |
| November | 1,291,541 | 235 | 1,401,697 | 235 | 1,618,459 | 235 | 15.5% |
| December | 1,406,684 | 256 | 1,526,839 | 255 | 1,771,506 | 256 | 16.0% |
| Average Weekday Ridership | | | | | | | |
| July | 5,556 | | 5,336 | | 6,603 | | 23.7% |
| August | 4,904 | | 5,399 | | 6,163 | | 14.2% |
| September | 4,746 | | 5,119 | | 6,087 | | 18.9% |
| October | 4,817 | | 5,093 | | 6,115 | | 20.1% |
| November | 4,713 | | 4,663 | | 5,719 | | 22.6% |
| December | 4,383 | | 4,861 | | 5,557 | | 14.3% |
| Thru December | 4,418 | 256 | 4,946 | 255 | 5,590 | 254 | 13.0% |
| Average Weekday Peak Period Ridership | | | | | | | |
| July | 3,243 | | 3,293 | | 3,645 | | 10.7% |
| August | 3,095 | | 3,429 | | 3,301 | | -3.7% |
| September | 3,156 | | 3,443 | | 3,751 | | 8.9% |
| October | 3,229 | | 3,472 | | 3,752 | | 8.1% |
| November | 3,064 | | 3,167 | | 3,368 | | 6.3% |
| December | 2,654 | | 2,945 | | 3,056 | | 3.8% |
| Thru December | 2,844 | 256 | 3,274 | 255 | 3,424 | 254 | 4.6% |
| Average Weekday Off-Peak Ridership | | | | | | | |
| July | 2,314 | | 2,043 | | 2,953 | | 44.5% |
| August | 1,809 | | 1,970 | | 2,862 | | 45.3% |
| September | 1,590 | | 1,676 | | 2,336 | | 39.4% |
| October | 1,588 | | 1,621 | | 2,364 | | 45.8% |
| November | 1,649 | | 1,733 | | 2,356 | | 35.9% |
| December | 1,729 | | 1,916 | | 2,501 | | 30.5% |
| Thru December | 1,574 | 256 | 1,672 | 255 | 2,166 | 254 | 29.5% |

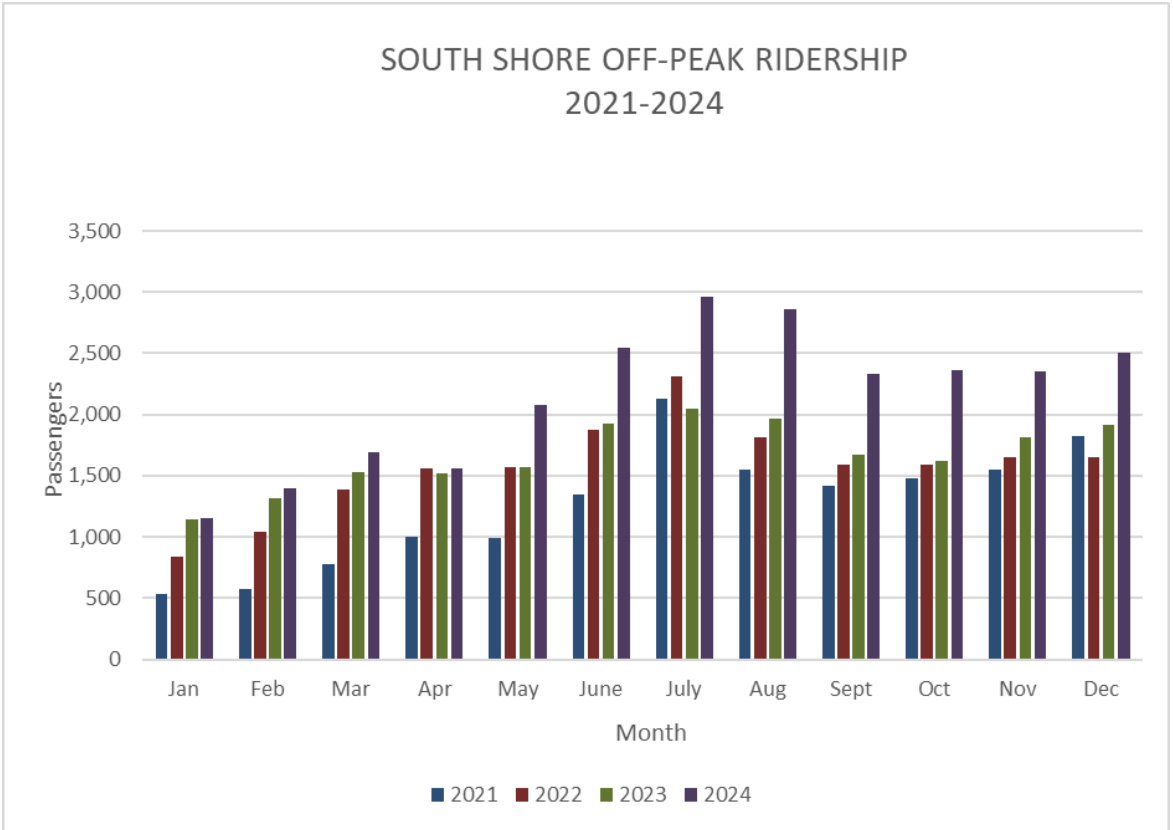
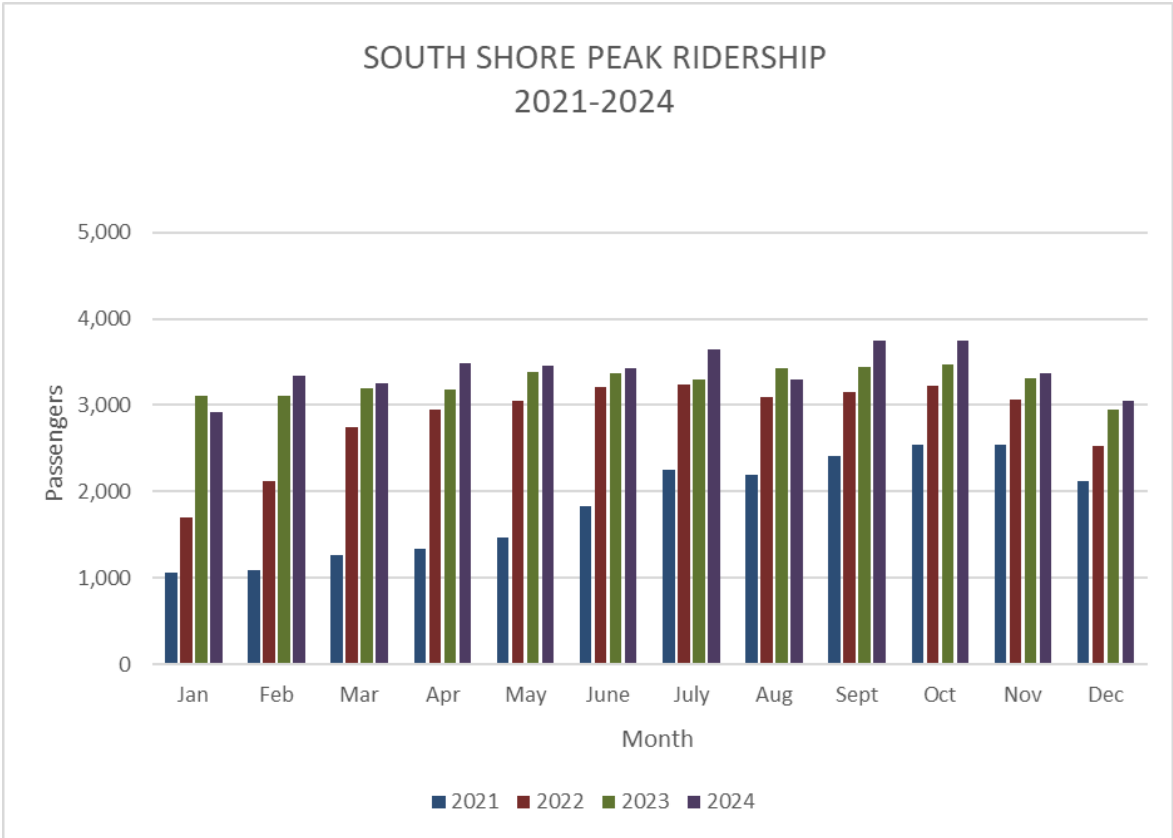
December 2024 Ridership Report and Year-End Performance Report

| Ridership Report | | | | | | | |
|--|-------------------|---------------|--------------------|---------------|--------------------|---------------|-----------------|
| | 2022 Passenger | Wkend Days | 2023 Passengers | Wkend Days | 2024 Passengers | Wkend Days | Change 23/24 |
| AVERAGE WEEKEND/HOLIDAY RIDERSHIP (per day) | | | | | | | |
| July | 3,348 | | 2,772 | | 4,133 | | 49.1% |
| August | 2,979 | | 3,214 | | 4,501 | | 40.0% |
| September | 2,678 | | 2,530 | | 3,572 | | 41.2% |
| October | 2,523 | | 2,433 | | 3,537 | | 45.4% |
| November | 2,409 | | 2,297 | | 3,596 | | 56.6% |
| December | 2,309 | | 2,538 | | 3,636 | | 43.3% |
| Thru December | 2,529 | 109 | 2,438 | 110 | 3,132 | 112 | 28.5% |
| MONTHLY SOUTH BEND RIDERSHIP | | | | | | | |
| July | 18,102 | | 13,964 | | 22,167 | | 58.7% |
| August | 12,335 | | 12,291 | | 19,623 | | 59.7% |
| September | 13,613 | | 11,767 | | 18,564 | | 57.8% |
| October | 16,039 | | 12,390 | | 19,508 | | 57.4% |
| November | 14,639 | | 12,190 | | 20,943 | | 71.8% |
| December | 13,374 | | 13,338 | | 23,235 | | 74.2% |

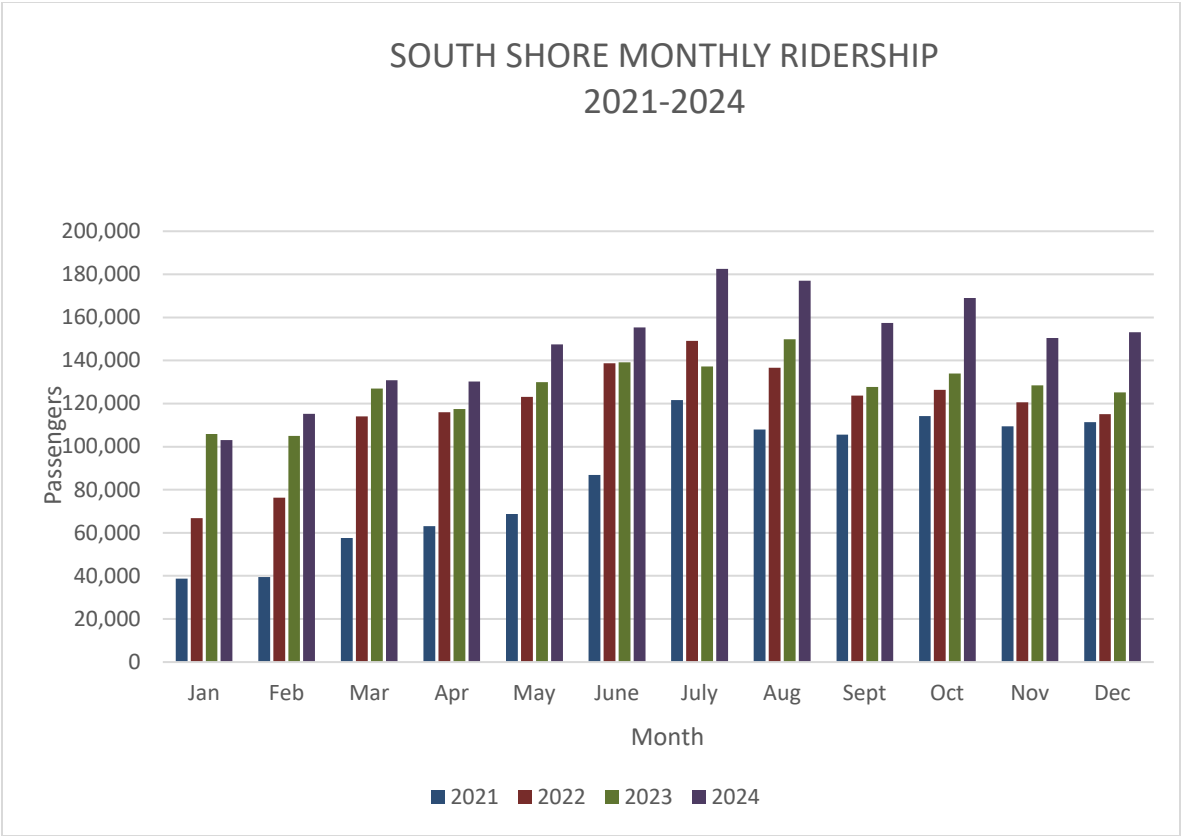
December 2024 Ridership Report and Year-End Performance Report



December 2024 Ridership Report and Year-End Performance Report



December 2024 Ridership Report and Year-End Performance Report



December 2024 Ridership Report and Year-End Performance Report

Percent on Time:December, 2024

| Peak | | |
|-----------|-----------|-----------|
| Train | Days Late | % on Time |
| 102 | 3 | 85.7% |
| 104 | 5 | 76.2% |
| 106 | 4 | 81.0% |
| 8 | 5 | 76.2% |
| 108 | 19 | 9.5% |
| 110 | 7 | 66.7% |
| 112 | 2 | 90.5% |
| 212 | 0 | #DIV/0! |
| 14 | 0 | #DIV/0! |
| 114 | 11 | 47.6% |
| 214 | 0 | #DIV/0! |
| 16 | 12 | 76.2% |
| 116 | 12 | 42.9% |
| 216 | 13 | 38.1% |
| 118 | 0 | #DIV/0! |
| 218 | 5 | 76.19% |
| 400 | 4 | 80.95% |
| 115 | 0 | #DIV/0! |
| 17 | 2 | 90.48% |
| 117 | 6 | 71.43% |
| 119 | 13 | 38.10% |
| 121 | 18 | 14.29% |
| 123 | 9 | 57.14% |
| 25 | 16 | 23.81% |
| 225 | 19 | 9.52% |
| 127 | 4 | 80.95% |
| 29 | 0 | #DIV/0! |
| 129 | 11 | 47.62% |
| Total | 193 | 58.2% |
| Westbound | 95 | 65.2% |
| Eastbound | 98 | 48.1% |

| Off-Peak | | |
|-----------|-----------|-----------|
| Train | Days Late | % on Time |
| 120 | 9 | 57.1% |
| 22 | 14 | 33.3% |
| 122 | 7 | 66.7% |
| 222 | 4 | 81.0% |
| 24 | 15 | 28.6% |
| 224 | 10 | 52.4% |
| 126 | 9 | 57.1% |
| 226 | 7 | 66.7% |
| 128 | 10 | 52.4% |
| 228 | 1 | 95.2% |
| 30 | 13 | 38.1% |
| 130 | 21 | 0.0% |
| 430 | 7 | 66.7% |
| 232 | 8 | 61.9% |
| 32 | 17 | 19.0% |
| 432 | 0 | 100.0% |
| 401 | 1 | 95.2% |
| 403 | 3 | 85.0% |
| 201 | 3 | 85.0% |
| 203 | 7 | 66.7% |
| 205 | 7 | 66.7% |
| 405 | 2 | 90.5% |
| 103 | 8 | 60.0% |
| 105 | 21 | 0.0% |
| 7 | 15 | 28.6% |
| 207 | 8 | 61.9% |
| 109 | 8 | 61.9% |
| 209 | 6 | 71.4% |
| 11 | 12 | 42.9% |
| 111 | 14 | 33.3% |
| 113 | 10 | 52.4% |
| 115 | 7 | 66.7% |
| 131 | 7 | 66.7% |
| 33 | 16 | 23.8% |
| 133 | 11 | 45.0% |
| 35 | 21 | 0.0% |
| 101 | 10 | 52.4% |
| Total | 387 | 52.5% |
| Westbound | 152 | 54.6% |
| Eastbound | 235 | 50.9% |

| Weekend/Holiday | | |
|-----------------|-----------|-----------|
| Train | Days Late | % on Time |
| 952 | 0 | 100.0% |
| 600 | 2 | 80.0% |
| 502 | 5 | 50.0% |
| 504 | 4 | 60.0% |
| 606 | 3 | 70.0% |
| 506 | 4 | 60.0% |
| 608 | 0 | 100.0% |
| 508 | 3 | 70.0% |
| 610 | 4 | 60.0% |
| 954 | 0 | 100.0% |
| 510 | 2 | 80.0% |
| 956 | 0 | 100.0% |
| 503 | 7 | 30.0% |
| 603 | 7 | 30.0% |
| 605 | 6 | 40.0% |
| 505 | 5 | 50.0% |
| 507 | 6 | 40.0% |
| 509 | 8 | 20.0% |
| 511 | 8 | 20.0% |
| 513 | 5 | 50.0% |
| 601 | 5 | 50.0% |
| 701 | 0 | 100.0% |
| 703 | 1 | 90.0% |
| Total | 85 | 61.4% |
| Westbound | 27 | 75.5% |
| Eastbound | 58 | 47.3% |

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

December 2024 Ridership Report and Year-End Performance Report

| REASONS (weekday) | | |
|-------------------|-----|--------|
| AMT | 4 | 0.7% |
| CAR | 36 | 6.6% |
| CAT | 0 | 0.0% |
| DBS | 0 | 0.0% |
| DDS | 0 | 0.0% |
| DMW | 14 | 2.6% |
| DSR | 24 | 4.4% |
| DSS | 13 | 2.4% |
| FRR | 0 | 0.0% |
| FTI | 5 | 0.9% |
| HLD | 1 | 0.2% |
| LMU | 15 | 2.8% |
| MET | 171 | 31.4% |
| OET | 0 | 0.0% |
| OPR | 24 | 4.4% |
| OTH | 37 | 6.8% |
| PAS | 142 | 26.1% |
| POL | 2 | 0.4% |
| PTC | 1 | 0.2% |
| PTI | 42 | 7.7% |
| SUB | 0 | 0.0% |
| SVS | 0 | 0.0% |
| TOD | 0 | 0.0% |
| TRK | 5 | 0.9% |
| TRS | 1 | 0.2% |
| UTL | 0 | 0.0% |
| VAN | 0 | 0.0% |
| WTR | 7 | 1.3% |
| TOTAL | 544 | 100.0% |

| REASONS (weekend) | | |
|-------------------|----|-------|
| AMT | 0 | 0.0% |
| CAR | 10 | 11.8% |
| CAT | 0 | 0.0% |
| DBS | 0 | 0.0% |
| DDS | 0 | 0.0% |
| DMW | 4 | 4.7% |
| DSR | 2 | 2.4% |
| DSS | 3 | 3.5% |
| FRR | 0 | 0.0% |
| FTI | 0 | 0.0% |
| HLD | 0 | 0.0% |
| LMU | 3 | 3.5% |
| MET | 30 | 35.3% |
| OET | 0 | 0.0% |
| OPR | 0 | 0.0% |
| OTH | 3 | 3.5% |
| PAS | 26 | 30.6% |
| POL | 1 | 1.2% |
| PTC | 0 | 0.0% |
| PTI | 2 | 2.4% |
| SUB | 0 | 0.0% |
| SVS | 1 | 1.2% |
| TOD | 0 | 0.0% |
| TRK | 0 | 0.0% |
| TRS | 0 | 0.0% |
| UTL | 0 | 0.0% |
| VAN | 0 | 0.0% |
| WTR | 0 | 0.0% |
| TOTAL | 85 | 100% |

AMT-Amtrak delay
 CAR-Car or equipment failure
 DBS-Delays due to busing.
 DDS-Debris strike
 DMW-Maintenance of Way work
 DSR-Speed Restriction
 DSS-Reduced speed due to restrictive signal
 FRR-Freight train interference from crossing
 FTI-Freight train interference on NICTD track
 HLD-Station delay related to passenger boarding.
 LMU-Late make up (includes turn of equipment)
 MET-Metra delays

OET-Operational efficiency testing
 OPR-Operational delay
 OTH-Other delays
 PAS-Passenger boarding
 PTC-Positive train control delays
 PTI-Passenger train interference
 SUB-Substation
 SVS-Servicing (adding/removing equipment)
 TOD-Train order delay
 TRK-Track/wayside malfunction
 UTL-Utility power outage
 WTR-Weather

NICTD follows the industry standard in defining a train as on time if it arrives at its terminal within 5 minutes and 59 seconds.

November 2024 Ridership Report

Cumulative Percent on Time Thru December, 2024

| Peak | | |
|-----------|-----------|-----------|
| Train | Days Late | % on Time |
| | | |
| 400 | 11 | 88.0% |
| 102 | 84 | 66.8% |
| 104 | 65 | 74.4% |
| 6 | 11 | 88.3% |
| 106 | 66 | 73.8% |
| 8 | 47 | 70.8% |
| 108 | 153 | 40.0% |
| 110 | 101 | 60.2% |
| 112 | 101 | 60.4% |
| 212 | 41 | 39.7% |
| 14 | 56 | 16.4% |
| 114 | 129 | 49.2% |
| 214 | 71 | 55.6% |
| 216 | 88 | 43.6% |
| 118 | 68 | 0.0% |
| 11 | 31 | 66.7% |
| 111 | 64 | 31.2% |
| 113 | 28 | 70.2% |
| 115 | 86 | 46.9% |
| 17 | 156 | 38.6% |
| 117 | 170 | 32.8% |
| 217 | 9 | 90.2% |
| 119 | 168 | 33.6% |
| 121 | 146 | 8.2% |
| 123 | 122 | 23.8% |
| 25 | 146 | 9.3% |
| 225 | 149 | 5.7% |
| 127 | 110 | 30.4% |
| 29 | 61 | 9.0% |
| Total | 2,703 | 45.8% |
| Westbound | 1,257 | 55.6% |
| Eastbound | 1,446 | 33.0% |

| Off-Peak | | |
|-----------|-----------|-----------|
| Train | Days Late | % on Time |
| | | |
| 14 | 40 | 57.4% |
| 216 | 52 | 66.0% |
| 116 | 25 | 73.4% |
| 218 | 25 | 73.1% |
| 18 | 81 | 13.8% |
| 118 | 36 | 61.7% |
| 220 | 75 | 53.1% |
| 20 | 130 | 19.3% |
| 222 | 122 | 55.6% |
| 22 | 210 | 24.5% |
| 422 | 13 | 86.0% |
| 424 | 2 | 97.9% |
| 120 | 122 | 33.7% |
| 124 | 49 | 26.9% |
| 224 | 99 | 45.9% |
| 126 | 114 | 37.7% |
| 226 | 74 | 59.3% |
| 28 | 63 | 7.4% |
| 128 | 104 | 43.2% |
| 428 | 16 | 76.1% |
| 228 | 55 | 63.6% |
| 30 | 136 | 26.1% |
| 430 | 22 | 88.0% |
| 432 | 22 | 91.7% |
| 401 | 13 | 95.3% |
| 203 | 121 | 55.8% |
| 403 | 22 | 92.1% |
| 205 | 79 | 71.6% |
| 207 | 110 | 60.3% |
| 7 | 203 | 26.7% |
| 107 | 24 | 74.5% |
| 9 | 73 | 22.3% |
| 109 | 147 | 46.9% |
| 209 | 138 | 50.0% |
| 19 | 18 | 80.9% |
| 121 | 89 | 55.5% |
| 123 | 77 | 61.5% |
| 201 | 80 | 45.9% |
| 405 | 5 | 97.3% |
| 103 | 90 | 49.7% |
| 105 | 136 | 26.1% |
| 111 | 135 | 26.6% |
| 13 | 66 | 1.5% |
| 113 | 121 | 33.9% |
| 31 | 66 | 1.5% |
| 131 | 107 | 41.2% |
| 133 | 144 | 21.3% |
| 135 | 64 | 4.5% |
| 101 | 146 | 47.5% |
| Total | 3,691 | 52.5% |
| Westbound | 1,176 | 62.8% |
| Eastbound | 2,515 | 45.4% |

| Weekend/Holiday | | |
|-----------------|---------------|-----------|
| Train | Days Late | % on Time |
| | | |
| 952 | 1 | 97.5% |
| 600 | 34 | 67.3% |
| 502 | 67 | 35.6% |
| 504 | 76 | 26.9% |
| 606 | 66 | 36.5% |
| 506 | 75 | 27.2% |
| 608 | 38 | 63.5% |
| 508 | 58 | 44.2% |
| 610 | 53 | 49.0% |
| 954 | 0 | 100.0% |
| 510 | 49 | 52.9% |
| 956 | 0 | 100.0% |
| 710 | Deadhead move | |
| 503 | 82 | 21.2% |
| 603 | 73 | 29.8% |
| 605 | 70 | 32.0% |
| 505 | 78 | 25.0% |
| 507 | 85 | 17.5% |
| 509 | 80 | 23.1% |
| 511 | 71 | 31.7% |
| 513 | 25 | 35.9% |
| 613 | 40 | 40.3% |
| 601 | 39 | 62.5% |
| 701 | 1 | 99.0% |
| 703 | 10 | 90.3% |
| Total | 1,170 | 45.7% |
| Westbound | 516 | 49.0% |
| Eastbound | 654 | 42.7% |

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

Cumulative Reasons for Delays Thru December, 2024

| REASONS (weekday) | | |
|-------------------|-------|--------|
| AMT | 53 | 0.7% |
| CAR | 219 | 3.0% |
| CAT | 10 | 0.1% |
| DBS | 6 | 0.1% |
| DDS | 1 | 0.0% |
| DMW | 624 | 8.7% |
| DSR | 408 | 5.7% |
| DSS | 250 | 3.5% |
| FRR | 22 | 0.3% |
| FTI | 52 | 0.7% |
| HLD | 34 | 0.5% |
| LMU | 272 | 3.8% |
| MET | 2329 | 32.3% |
| OET | 4 | 0.1% |
| OPR | 211 | 2.9% |
| OTH | 348 | 4.8% |
| PAS | 1411 | 19.6% |
| POL | 34 | 0.5% |
| PTC | 8 | 0.1% |
| PTI | 589 | 8.2% |
| SUB | 6 | 0.1% |
| SVS | 14 | 0.2% |
| TOD | 0 | 0.0% |
| TRK | 178 | 2.5% |
| TRS | 45 | 0.6% |
| UTL | 4 | 0.1% |
| VAN | 8 | 0.1% |
| WTR | 70 | 1.0% |
| TOTAL | 7,210 | 100.0% |

| REASONS (weekend) | | |
|-------------------|-------|--------|
| AMT | 12 | 1.0% |
| CAR | 51 | 4.1% |
| CAT | 5 | 0.4% |
| DBS | 0 | 0.0% |
| DDS | 1 | 0.1% |
| DMW | 112 | 9.1% |
| DSR | 75 | 6.1% |
| DSS | 31 | 2.5% |
| FRR | 11 | 0.9% |
| FTI | 7 | 0.6% |
| HLD | 15 | 1.2% |
| LMU | 25 | 2.0% |
| MET | 300 | 24.3% |
| OET | 0 | 0.0% |
| OPR | 23 | 1.9% |
| OTH | 41 | 3.3% |
| PAS | 428 | 34.7% |
| POL | 5 | 0.4% |
| PTC | 3 | 0.2% |
| PTI | 52 | 4.2% |
| SUB | 0 | 0.0% |
| SVS | 7 | 0.6% |
| TOD | 0 | 0.0% |
| TRK | 11 | 0.9% |
| TRS | 1 | 0.1% |
| UTL | 0 | 0.0% |
| VAN | 0 | 0.0% |
| WTR | 17 | 1.4% |
| TOTAL | 1,233 | 100.0% |

| TOTAL | | |
|-------|-------|--------|
| AMT | 65 | 0.8% |
| CAR | 270 | 3.2% |
| CAT | 15 | 0.2% |
| DBS | 6 | 0.1% |
| DDS | 2 | 0.0% |
| DMW | 736 | 8.7% |
| DSR | 483 | 5.7% |
| DSS | 281 | 3.3% |
| FRR | 33 | 0.4% |
| FTI | 59 | 0.7% |
| HLD | 49 | 0.6% |
| LMU | 297 | 3.5% |
| MET | 2629 | 31.1% |
| OET | 4 | 0.0% |
| OPR | 234 | 2.8% |
| OTH | 389 | 4.6% |
| PAS | 1839 | 21.8% |
| POL | 39 | 0.5% |
| PTC | 11 | 0.1% |
| PTI | 641 | 7.6% |
| SUB | 6 | 0.1% |
| SVS | 21 | 0.2% |
| TOD | 0 | 0.0% |
| TRK | 189 | 2.2% |
| TRS | 46 | 0.5% |
| UTL | 4 | 0.0% |
| VAN | 8 | 0.1% |
| WTR | 87 | 1.0% |
| TOTAL | 8,443 | 100.0% |

AMT-Amtrak delay
 CAR-Car or equipment failure
 DBS-Delays due to busing.
 DDS-Debris strike
 DMW-Maintenance of Way work
 DSR-Speed Restriction
 DSS-Reduced speed due to restrictive signal
 FRR-Freight train interference from crossing
 FTI-Freight train interference on NICTD track
 HLD-Station delay related to passenger boarding.
 LMU-Late make up (includes turn of equipment)
 MET-Metra delays

OET-Operational efficiency testing
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 PAS-Passenger boarding
 PTC-Positive train control delays
 PTI-Passenger train interference
 SUB-Substation
 SVS-Servicing (adding/removing equipment)
 TOD-Train order delay
 TRK-Track/wayside malfunction
 UTL-Utility power outage
 WTR-Weather

NICTD follows the industry standard in defining a train as on time if it arrives at its terminal within 5 minutes and 59 seconds.

December 2024 Ridership Report

RUSH HOUR* TRAIN DELAYS - December 2024 (minutes late)

| | | Mon | Tue | Wed | Thu | Fri | Mon | Tue | Wed | Thu | Fri | Mon | Tue | Wed | Thu | Fri | Mon | Tue | Wed | Thu | Fri | Mon | Tue | Days | Days | % |
|-----------|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|---------|
| Train | Arrive | 2 | 3 | 4 | 5 | 6 | 9 | 10 | 11 | 12 | 13 | 16 | 17 | 18 | 19 | 20 | 23 | 24 | 25 | 26 | 27 | 30 | 31 | Late | Ran | On Time |
| 400 | 2:30a | | | | | | | | | | 123 | | 32 | | 36 | | | | | | 53 | | | 4 | 21 | 81.0% |
| 102 | 5:40a | 16 | | | 6 | | | | | | | | | | | 15 | | | | | | | | 3 | 21 | 85.7% |
| 104 | 6:12:00a | | | 8 | | 6 | | | | 7 | | | | 7 | | | | | | | | | 10 | 5 | 21 | 76.2% |
| 106 | 6:38:00a | 10 | | | | | | | | 18 | | | | | | 8 | | 50 | | | | | | 4 | 21 | 81.0% |
| 8 | 6:58a | | | | | 12 | | | | 8 | 6 | | | | | 14 | | | | | | 12 | | 5 | 21 | 76.2% |
| 108 | 7:35 | | 14 | 10 | 6 | 11 | 7 | 9 | 8 | | 12 | 12 | 10 | 7 | 8 | 22 | 6 | 16 | | 7 | | 35 | 8 | 19 | 21 | 9.5% |
| 110 | 7:51 | | 13 | | | 12 | | | | | 7 | 12 | | | | 17 | | 19 | | | | 40 | | 7 | 21 | 66.7% |
| 112 | 8:08 | | | 10 | | | | | | | | | | | | | | | | | | 30 | | 2 | 21 | 90.5% |
| 114 | 8:21a | | 6 | 11 | | | 9 | 10 | | 13 | 44 | 12 | 7 | 7 | | 18 | | | | | | 23 | | 11 | 21 | 47.6% |
| 16 | 8:18a | | | | | | | | | 25 | 22 | | | 17 | | 7 | | | | | 16 | | | 5 | 21 | 76.2% |
| 116 | 8:23a | 25 | | | 16 | 10 | 10 | | | 27 | 10 | | | 14 | 12 | 13 | 10 | | | | 17 | 9 | | 12 | 21 | 42.9% |
| 216 | 8:38a | 11 | 19 | | 7 | | 14 | | | 38 | 28 | 16 | | 13 | 7 | 15 | 6 | 10 | | | 6 | | | 13 | 21 | 38.1% |
| 218 | 8:58a | | | | | | | | | 22 | 11 | | | 45 | | | 21 | | | | | | 9 | 5 | 21 | 76.2% |
| Train | Depart | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 4:05p | | | 20 | | | | | | | | | | | | | | | | | 9 | | | 2 | 21 | 90.5% |
| 117 | 4:28p | | | 11 | | | | 8 | | | | | | | 10 | | 15 | 15 | | | 6 | | | 6 | 21 | 71.4% |
| 119 | 4:42p | 7 | 8 | | 8 | | | 6 | 9 | | 6 | 9 | 6 | 7 | | | 18 | | | 7 | 10 | 13 | | 13 | 21 | 38.1% |
| 121 | 4:57p | | 12 | 11 | 7 | 13 | | 10 | 12 | 14 | 10 | | 10 | 8 | 8 | 6 | 14 | 10 | | 8 | 13 | 8 | 8 | 18 | 21 | 14.3% |
| 123 | 5:05p | 6 | 9 | | 10 | 10 | | | | | 52 | | | | 9 | | 11 | | | | 9 | 8 | | 9 | 21 | 57.1% |
| 25 | 5:25p | 10 | 16 | 8 | 8 | | 10 | | | 15 | 8 | 33 | 10 | 10 | 17 | 17 | 15 | 49 | 10 | | | 7 | | 16 | 21 | 23.8% |
| 225 | 5:47p | 10 | 8 | 6 | 7 | 15 | 6 | 6 | 7 | 6 | 8 | 13 | 7 | 8 | 7 | 10 | 18 | | | 8 | 6 | 6 | | 19 | 21 | 9.5% |
| 127 | 6:01p | | | | | | | | 10 | | 9 | | | | 6 | | 21 | | | | | | | 4 | 21 | 81.0% |
| 129 | 6:25p | | | | | | | 16 | | 14 | | 14 | 10 | 9 | 13 | | 14 | 13 | | 8 | 154 | | 10 | 11 | 21 | 47.6% |
| High temp | | 30 | 34 | 40 | 29 | 29 | 53 | 42 | 32 | 19 | 27 | 54 | 39 | 37 | 33 | 34 | 38 | 39 | 36 | 48 | 53 | 43 | 44 | | | |
| Low temp | | 23 | 19 | 22 | 18 | 13 | 42 | 32 | 19 | 8 | 12 | 39 | 27 | 30 | 26 | 23 | 28 | 30 | 31 | 36 | 44 | 35 | 35 | | | |

* 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

| | January | | | February | | | March | | | April | | | 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 | 10 | 146 | 93.2% | 2 | 146 | 98.6% | 7 | 147 | 95.2% | 9 | 154 | 94.2% | 167 | 189 | 11.6% | 97 | 179 | 45.8% |
| EB Rush | 83 | 147 | 43.5% | 80 | 147 | 45.6% | 64 | 147 | 56.5% | 32 | 154 | 79.2% | 116 | 149 | 22.1% | 148 | 155 | 4.5% |
| Total Rush | 93 | 293 | 68.3% | 82 | 293 | 72.0% | 71 | 294 | 75.9% | 41 | 308 | 86.7% | 283 | 338 | 16.3% | 245 | 334 | 26.6% |

| | July | | | August | | | September | | | October | | | November | | | December | | |
|------------|-------|------|----------|--------|------|----------|-----------|------|----------|---------|------|----------|----------|------|----------|----------|------|----------|
| | #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 | 122 | 176 | 30.7% | 113 | 202 | 44.1% | 102 | 220 | 53.6% | 215 | 294 | 26.9% | 113 | 255 | 55.7% | 95 | 273 | 65.2% |
| EB Rush | 146 | 154 | 5.2% | 133 | 153 | 13.1% | 109 | 137 | 20.4% | 157 | 206 | 23.8% | 110 | 179 | 38.5% | 98 | 189 | 48.1% |
| Total Rush | 268 | 330 | 18.8% | 246 | 355 | 30.7% | 211 | 357 | 40.9% | 372 | 500 | 25.6% | 223 | 434 | 48.6% | 193 | 462 | 58.2% |

December 2024 Ridership Report

| Cumulative | | | | |
|------------|---------|-----------|----------|-----------|
| Arrive | Train # | Days Late | Days Ran | % On Time |
| 2:30a | 400 | 11 | 91 | 87.9% |
| 5:32a | 102 | 83 | 254 | 67.3% |
| 6:12a | 104 | 65 | 254 | 74.4% |
| 6:55 | 6 | 14 | 116 | 87.9% |
| 6:27a | 106 | 66 | 252 | 73.8% |
| 6:53a | 8 | 47 | 161 | 70.8% |
| 7:05 | 108 | 153 | 255 | 40.0% |
| 7:13a | 110 | 100 | 253 | 60.5% |
| 7:36a | 112 | 100 | 255 | 60.8% |
| 7:51a | 212 | 41 | 69 | 40.6% |
| 8:17a | 14 | 55 | 68 | 19.1% |
| 7:42a | 114 | 129 | 254 | 49.2% |
| 8:52a | 214 | 70 | 160 | 56.3% |
| 8:38a | 216 | 126 | 249 | 49.4% |
| 9:41a | 118 | 70 | 77 | 9.1% |
| Depart | | | | |
| 3:28p | 115 | 67 | 68 | 1.5% |
| 3:57p | 11 | 30 | 93 | 67.7% |
| 4:02p | 17 | 164 | 255 | 35.7% |
| 4:28p | 117 | 142 | 253 | 43.9% |
| 4:57p | 119 | 156 | 254 | 38.6% |
| 5:10p | 121 | 207 | 253 | 18.2% |
| 5:28p | 123 | 181 | 254 | 28.7% |
| 5:32p | 25 | 154 | 246 | 37.4% |
| 5:58p | 225 | 179 | 243 | 26.3% |
| 7:15p | 127 | 127 | 243 | 47.7% |
| 6:25p | 29 | 60 | 67 | 10.4% |
| 6:25p | 129 | 47 | 82 | 42.7% |

| Cumulative Rush Hour Thru December | | | | | | |
|------------------------------------|-------|------|-------|------------|--------|--------|
| Range | TOTAL | | | PERCENTAGE | | |
| | am | pm | total | am | pm | total |
| 6-10 | 385 | 550 | 935 | 13.4% | 23.9% | 18.0% |
| 11-15 | 365 | 408 | 773 | 12.7% | 17.7% | 14.9% |
| 16-20 | 172 | 236 | 408 | 6.0% | 10.3% | 7.9% |
| 21-30 | 82 | 187 | 269 | 2.8% | 8.1% | 5.2% |
| 31-59 | 82 | 95 | 177 | 2.8% | 4.1% | 3.4% |
| 60+ | 19 | 26 | 45 | 0.7% | 1.1% | 0.9% |
| Annulled | 16 | 21 | 37 | | | |
| Total Late | 1105 | 1502 | 2607 | 38.4% | 65.2% | 50.3% |
| On time | 1775 | 800 | 2575 | 61.6% | 34.8% | 49.7% |
| Total ran | 2880 | 2302 | 5182 | 100.0% | 100.0% | 100.0% |

| December 2024 Rush Hour | | | | | | |
|-------------------------|-------|-----|-------|------------|--------|--------|
| Range | TOTAL | | | PERCENTAGE | | |
| | am | pm | total | am | pm | total |
| 6-10 | 41 | 65 | 106 | 15.0% | 34.4% | 22.9% |
| 11-15 | 22 | 21 | 43 | 8.1% | 11.1% | 9.3% |
| 16-20 | 12 | 7 | 19 | 4.4% | 3.7% | 4.1% |
| 21-30 | 10 | 1 | 11 | 3.7% | 0.5% | 2.4% |
| 31-59 | 9 | 3 | 12 | 3.3% | 1.6% | 2.6% |
| 60+ | 1 | 1 | 2 | 0.4% | 0.5% | 0.4% |
| Annulled | 0 | 0 | 0 | | | |
| Total Late | 95 | 98 | 193 | 34.8% | 51.9% | 41.8% |
| On time | 178 | 91 | 269 | 65.2% | 48.1% | 58.2% |
| Total ran | 273 | 189 | 462 | 100.0% | 100.0% | 100.0% |

| Grand Total All Trains Thru December, 2024 | | | | | | |
|--|-------|-------|-------|-------|-------|--------|
| Range | Peak | | | Wkend | Total | % |
| | WB | EB | Off | | | |
| 6-10 | 385 | 550 | 1238 | 361 | 2534 | 16.4% |
| 11-15 | 365 | 408 | 1130 | 302 | 2205 | 14.2% |
| 16-20 | 172 | 236 | 755 | 216 | 1379 | 8.9% |
| 21-30 | 82 | 187 | 702 | 205 | 1176 | 7.6% |
| 31-59 | 82 | 95 | 628 | 116 | 921 | 5.9% |
| 60+ | 19 | 26 | 152 | 36 | 233 | 1.5% |
| Annulled | 16 | 21 | 88 | 6 | 131 | |
| Total | 1105 | 1502 | 4605 | 1236 | 8448 | 54.5% |
| On Time | 1775 | 800 | 3458 | 1008 | 7041 | 45.4% |
| Total ran | 2880 | 2302 | 8069 | 2244 | 15495 | 100.0% |
| %On Time | 61.6% | 34.8% | 42.9% | 44.9% | 45.4% | |

| Year-to-date cumulative | | | |
|-------------------------|-------|-------|----------|
| | #Late | #Ran | %On time |
| WB Rush | 1,052 | 2,381 | 55.8% |
| EB Rush | 1,276 | 1,917 | 33.4% |
| Total Rush | 2,328 | 4,298 | 45.8% |