

MONTHLY RIDERSHIP AND YEAR END PERFORMANCE REPORT

December 2022



DECEMBER, 2022 MONTHLY RIDERSHIP AND YEAR-END PERFORMANCE REPORT

Ridership

Ridership for the month of December was up 3.4% when compared to 2021 but down 57.9% when compared to 2019. Passenger trips for the month of December were 115,143 for 2022, 111,359 for 2021, and 273,403 for 2019. Bus bridge service began on February 28, 2022 and continues through December. December bussing transported passengers between Michigan City and the Dune Park Station. The SSL continues to use 2019 ridership as a benchmark in tracking the return of ridership. As expected the bridge bussing service provided during the Double Track NWI construction has had an impact on overall ridership. The SSL recorded a total of 1,406,300 passenger trips in 2022.

Weekday Travel

Average weekday travel was up 8.7% when compared to December of 2021 but down 58.9% when compared to December of 2019. Average weekday trips were recorded as 4,383 in 2022, 4,033 in 2021, and 10,654 in 2019. The average peak travel was up 20.0% over 2021 but down 62.8% over 2019. Off-peak travel was down 9.2% over 2021 and down 50.8% over 2019.

Weekend

December weekend ridership was up 3.4% over 2021 but down 57.9% over 2019 with an average ridership of 4,383 in 2022, 4,033 in 2021, and 10,654 in 2019.

Analysis over last 12 months:

Ridership Over Last 12 Months: January through December							
	2018/19	2019/20	% Change	2020/21	% Change	2021/22	% Change
Total	3,283,603	995,049	-69.70%	1,024,745	2.98%	1,406,686	37.27%
Weekday	2,795,474	853,728	-69.46%	797,820	-6.55%	1,130,983	41.76%
Peak	2,045,157	611,125	-70.12%	472,600	-22.67%	727,940	54.03%
Off Peak	750,317	242,603	-67.67%	325,220	34.05%	403,043	23.93%
Weekend	488,129	141,321	-71.05%	226,925	60.57%	275,703	21.50%
South Bend	236,274	82,616	-65.03%	141,895	71.75%	176,631	24.48%

Bussing Ridership

Starting on February 28, 2022 through July 31, 2022 NICTD began bussing passengers between the Carroll Avenue Station and the Dune Park Station. Beginning on August 1, 2022 bussing expanded transporting passengers between the Carroll Avenue Station and the Gary Metro Station.

Bussed Passengers			
	2022 Riders	Total Ridership	% Bussed
January	0	66,872	0.0%
February	415	76,350	0.5%
March	21,123	114,014	18.5%
April	23,091	115,914	19.9%
May	23,167	123,155	18.8%
June	24,560	138,763	17.7%
July	30,884	149,051	20.7%
August	61,621	136,238	45.2%
September	52,729	123,766	42.6%
October	54,428	126,386	43.1%
November	52,606	120,650	43.6%
December	51,445	115,143	44.7%

Revenue

The cumulative number of tickets sold for the year through December has increased 36.4% in 2022 compared to 2021. Ticket revenue is up 44.4% for 2022 compared to 2021. Sales from digital sources represents 73.3% of ticket sales and 77.3% of revenue in 2022.

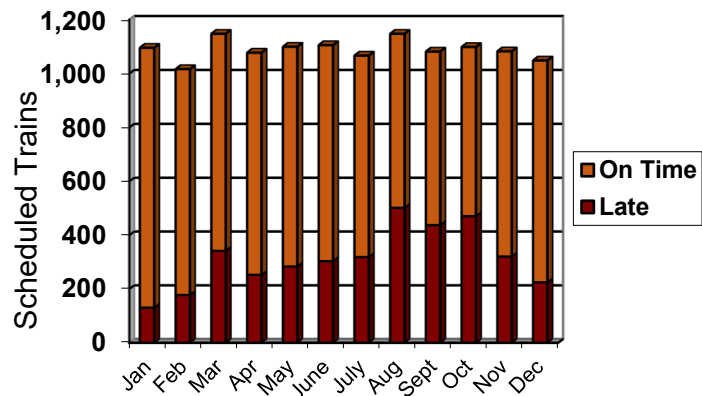
Total Ticket Sales: December						
Method of Sale	Tickets			Revenue		
	2021	2022	% Change	2021	2022	% Change
Ticket Agent	51,408	72,858	41.7%	807,106	1,165,199	44.4%
Vending Machine	151,708	169,874	12.0%	1,825,386	2,186,499	19.8%
Conductor	112,547	129,182	14.8%	833,462	942,421	13.1%
Mobile App	239,009	384,790	61.0%	2,967,353	4,995,769	68.4%
Total	554,672	756,704	36.4%	6,433,307	9,289,887	44.4%

On Time Performance

Rush hour – Overall, 87.5% of A.M. and P.M. rush hour trains were on time in December 2022, compared to 91.5% in 2021. 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). 89.5% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 93.7% of westbound morning rush hour service was on time compared to 88.3% in 2021; while eastbound rush hour trains reported an on time performance of 80.2% compared to 95.1% in 2021. A total of 12 out of 189 westbound rush hour trains were delayed in December. Of those 12, 8 experienced delays greater than 15 minutes. The eastbound rush hour trains had a total of 32 out of 162 trains delayed in December. Of those 32, 15 experienced delays greater than 15 minutes.¹

RANGE OF RUSH HOUR DELAYS (in minutes)				
December				
Range	a.m.	p.m.	Total	Percent
6-10	2	5	7	2.0%
11-15	2	12	14	4.0%
16-20	1	6	7	2.0%
21-30	0	5	5	1.4%
31-59	2	3	5	1.4%
60+	5	1	6	1.7%
Annulled	0	6	6	
On Time	177	130	307	

Overall – The SSL scheduled 1,103 trains in December and experienced 225 delays in excess of 5 minutes (ranging from 6-195 minutes) with a median delay of 17 minutes. December of 2022 experienced 27 annulled trains. In December 2021 the South Shore Line scheduled 1,139 trains with 121 delays in excess of 5 minutes (ranging from 6-159 minutes) with a median delay of 12 minutes. December of 2021 experienced 10 annulled trains.



Cumulative On Time Comparison		
Thru December	2021	2022
Weekday	82.3%	75.9%
Peak	85.6%	80.3%
Off-peak	80.1%	72.9%
Weekend	75.7%	47.0%
Overall	81.3%	71.0%

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

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

Construction of the Double Track Northwest Indiana Project began on February 28, 2022. NICTD has contracted out bussing services in order to transport passengers around track outages necessary to facilitate construction. From February 28, 2022 through July 31, 2022 the construction outage spanned between Michigan City and Dune Park stations. Beginning on August 1, 2022 bussing of passengers expanded to span between Michigan City and the Gary Metro Station. Staff continue to monitor this service to ensure delays are kept to a minimum.

Year-End Performance

Rush hour – For the calendar year 2022 3,471 out of 4,321, or 80.4%, of rush hour trains were on time compared with 85.6% in 2021. A total of 86.3% of trains arrived within 10 minutes of the scheduled arrival time, and 91.8% arrived within 15 minutes of the scheduled arrival time.

Overall – NICTD operated 13,100 trains in 2022 and 9,308, or 71.1%, arrived at their terminal on time compared to 81.3% in 2021. A total of 78.4% and 85.4% arrived within 10 and 15 minutes of the scheduled arrival time respectively.

Maintenance and Capital Improvement Summary

New Starts Projects

West Lake Corridor Project – Significant process has been made on West Lake as of the end of 2022. The final design is 75-80% complete. Final design submissions are targeted for completion in May of 2023. All residential and commercial/industrial demolition work is complete. Project-wide construction activities have started and are 12.3% complete. Land clearing is done, and silt fence installation is 95% complete. Survey control work, Maintenance of Traffic (MOT) installations, and utility conflict resolutions are in progress. In the north segment (from Douglas Street north to the existing SSL), the focus has been on utility relocations and bridge substructure work. In the middle segment (from Douglas south to the Little Calumet River), earthwork and drainage systems have been advanced, as well as utility work. Curb and gutter and asphalt work in South Hammond has occurred. In the south segment (from the Little Calumet River south to Munster/Dyer), utility relocations, retaining wall installations, and foundation work for Bridge107 have occurred. As part of the West Lake project the mechanical department is working through the rehabilitation of 32 single level railcars. The project remains on schedule and on budget as of the end of 2022. The current schedule without contingency continues to show substantial completion being achieved in October 2024, with revenue service scheduled for May 2025.

Double Track Northwest Indiana Project – Seven separate Construction Contracts have been issued for the Double Track project. The main construction contract, Contract 1, gave a Notice to Proceed on December 21, 2021, to Walsh/Herzog Joint Venture. Construction began on the Double Track project in March 2022. Construction is now over 41% complete as of December 2022.

The majority of work in Michigan City is now complete, with a handful of items shifting to spring 2023 for final completion. The City of Michigan City and Flaherty & Collins, their developer, have issued the first bid for the Transit Oriented Development structure that will contain SSL's 11th Street Station and parking garage. SSL and the City of Michigan City's Quiet Zone application was sent in fall 2022 to the Federal Railroad Administration (FRA) for approval and approval is expected in mid-2023. Track work is nearing completion between Michigan Blvd in Michigan City westward to approximately Dune Park Station. The two low-level platforms at Beverly Shores Station and the one low-level platform at Dune Park Station

are nearly complete. At Dune Park, the east parking lot extension is complete. The new South Parking Lot at Portage/Ogden Dunes Station is substantially complete and will be partially opened in January 2023 to provide parking and bus shuttle operations during platform construction at the Ogden Dunes Station. For the City of Gary, 2022 work focused on the new east parking lot and start of construction for our new Miller Station. Additional work along US Hwy 12/20 involved lane closures to accommodate track work that will change the roadway configuration. While the project has incurred some delays to interim Milestones, the overall project remains on schedule and on budget as of the end of 2022. The current schedule without contingency continues to show substantial completion being achieved in January 2024, with revenue service scheduled for May 2024.

Line and Signal Department – In 2022, the Line/ Signal Department completed the New Carlisle Transformer portion of the project being performed with NIPSCO to convert the primary power to 69kv. Due to delays on the part of AEP and NIPSCO, the Tee Lake transformer will be replaced in the spring of 2023. In addition to these upgrades, the designs for the Miller and Pines Modular Substations were completed and submitted to NICTD. Solicitation for bids for the construction of the two new substations are anticipated to go out in early 2023. Additionally, up to two substation rehabilitations may be included in the project. Plans for the project identified in the Traction Power Substation System (TPSS) improvement study, adding a second feeder cable from Tee Lake to Michigan City were finalized and materials have started to be procured. NICTD L/S forces will install approximately 175 new wood poles and a second feeder from MP 23.1 to MP 33.1. This project is expected to be completed by fall of 2023.

Track & Structures and Bridges & Buildings Departments – In 2022, the team upgraded one mile of rail and managed brush and weeds for over 75 miles along SSL's right of way. All mainline and passing siding rails underwent ultrasonic rail testing. The team inspected all bridges, culverts, and buildings. In addition, crews rebuilt four grade crossing surfaces, rehabilitated ten turnouts, and installed ties on seven main line track miles. Engineering progresses for the rehabilitation of the Calumet Expressway and Calumet River Bridges with engineering firm Czaplicki Lopez.

Mechanical Department – In 2022, the SSL conducted a fleet wide reliability study to identify and address deficiencies in the fleet. The 300 series gallery car APS systems were a major cause for concern. We requested and were approved to purchase 20 new APS systems, which we should receive by the end of 2023. Further fleet improvements will be the application of new air dryers to the 1982/1992 and 100 series cars. This will reduce braking system contamination increasing overall car reliability and availability. We are implementing multiple process improvements to reduce failures of cars online while increasing overall reliability. We continue to reduce maintenance costs and overhead in repairing and replacing parts and material. By acquiring a new computer-controlled milling machine and plasma-cutting table, overall production time will be reduced, and we will increase employee productivity by thirty-five percent. We will continue to search for more efficient and cost-effective procedures while providing safe and reliable service to our passengers.

ANNULLED TRAINS OR DELAYS IN EXCESS OF 59 MINUTES							
Date	Train #	Minutes	Reason	Date	Train #	Minutes	Reason
1/3	7	62	Catenary Wire Issues	5/14	600	72	Transformer fire.
	14	72	Catenary Wire Issues	5/16	11	83	Vehicle struck on tracks.
	106	Anulled	Catenary Wire Issues		20	60	Vehicle struck on tracks.
	108	226	Catenary Wire Issues	6/14	11	60	Excessive heat damage
	110	Anulled	Catenary Wire Issues	6/21	119	84	Delayed turn of equipment.
	112	216	Catenary Wire Issues	6/24	19	75	Delayed turn of equipment.
	114	Anulled	Catenary Wire Issues	6/24	20	110	PTC Issues
	203	Anulled	Catenary Wire Issues	7/2	503	68	Power Issues
	205	Anulled	Catenary Wire Issues	7/16	606	61	PTC Issues
	207	Anulled	Catenary Wire Issues	7/23	502	207	Catenary pole fire.
	214	Anulled	Catenary Wire Issues		503	136	Loss of power.
1/5	101	126	Equipment Issues		504	162	Catenary pole fire.
1/7	424	62	Delayed turn of equipment.		603	Anulled	Catenary pole fire.
1/15	504	90	Equipment Issues	7/24	511	74	Passenger train interference
2/4	6	72	Vehicle stopped on tracks	7/28	401	Anulled	Lollapalooza - passengers bussec
	14	96	Vehicle stopped on tracks		403	Anulled	Lollapalooza - passengers bussec
	104	94	Vehicle stopped on tracks		422	Anulled	Lollapalooza - passengers bussec
	106	62	Vehicle stopped on tracks		424	Anulled	Lollapalooza - passengers bussec
	205	Anulled	Vehicle stopped on tracks	7/29	401	Anulled	Lollapalooza - passengers bussec
2/7	7	136	Vehicle struck a pole.		403	Anulled	Lollapalooza - passengers bussec
	107	60	Vehicle struck a pole.		422	Anulled	Lollapalooza - passengers bussec
	207	116	Vehicle struck a pole.		424	Anulled	Lollapalooza - passengers bussec
2/16	18	62	Delayed by red signal.	7/30	701	Anulled	Lollapalooza - passengers bussec
2/18	17	115	Metra electrical issues.		703	Anulled	Lollapalooza - passengers bussec
	111	63	Metra electrical issues.	7/31	701	Anulled	Lollapalooza - passengers bussec
	113	121	Metra electrical issues.		703	Anulled	Lollapalooza - passengers bussec
	115	73	Metra electrical issues.	8/1	22	63	Bussing delays
	117	Anulled	Metra electrical issues.		107	60	Bussing delays
	118	97	Metra electrical issues.	8/6	509	100	Bussing delays
	119	94	Metra electrical issues.		510	160	Bussing delays
	209	74	Metra electrical issues.		511	79	Bussing delays
	217	67	Metra electrical issues.		606	66	Bussing delays
	220	Anulled	Metra electrical issues.		613	70	Bussing delays
2/19	509	178	Vehicle struck a pole.	8/7	508	66	Bussing delays
	510	91	Vehicle struck a pole.		509	68	Bussing delays
	511	149	Vehicle struck a pole.		510	97	Bussing delays
	610	240	Vehicle struck a pole.		601	131	Bussing delays
	613	120	Vehicle struck a pole.	8/23	119	Anulled	Equipment Issues
3/5	507	99	Substation power issues.	8/27	608	110	Bussing delays
	509	63	Passenger train interference	9/4	503	60	Delays on Metra
3/6	703	Anulled	High winds causing power outage.		507	83	Delays on Metra
3/12	510	67	Bussing delays	9/18	507	60	Delays on Metra
3/21	123	124	Train derailment.	9/20	22	60	Delays on Metra
5/6	102	Anulled	PTC Issues	9/23	19	100	Delays on Metra
	203	Anulled	PTC Issues		20	137	Delays on Metra
5/11	118	62	Brush fires.		119	Anulled	Delays on Metra
5/12	19	198	Train struck a car on tracks.		121	149	Delays on Metra
	22	70	Car accident blocking tracks.		123	94	Delays on Metra
	121	80	Car accident blocking tracks.		222	116	Delays on Metra
5/13	101	Anulled	Car accident equipment delay.				

ANNULLED TRAINS OR DELAYS IN EXCESS OF 59 MINUTES							
Date	Train #	Minutes	Reason	Date	Train #	Minutes	Reason
10/13	203	Anulled	Vehicle accident blocking road.	12/23	109	155	Inclement weather delays.
10/14	9	72	Delayed by a freight train.	12/23	110	133	Inclement weather delays.
10/15	511	64	Delayed by a passenger train.	12/23	112	106	Inclement weather delays.
10/22	510	70	Late turn of equipment.	12/23	113	Anulled	Inclement weather delays.
10/27	101	134	Equipment issues.	12/23	114	70	Inclement weather delays.
	422	Anulled	Loss of power.	12/23	115	Anulled	Inclement weather delays.
	424	Anulled	Loss of power.	12/23	117	Anulled	Inclement weather delays.
11/4	9	62	Bussing delays.	12/23	118	Anulled	Inclement weather delays.
	19	70	Bussing delays.	12/23	119	61	Inclement weather delays.
11/5	509	66	Bussing delays.	12/23	121	Anulled	Inclement weather delays.
11/12	503	65	Bussing delays.	12/23	123	Anulled	Inclement weather delays.
11/13	505	95	Equipment issues.	12/23	207	Anulled	Equipment issues
	506	69	Delayed by passenger trains.	12/23	209	Anulled	Inclement weather delays.
11/14	7	95	Equipment issues.	12/23	216	Anulled	Inclement weather delays.
	18	68	Late turn of equipment.	12/23	422	Anulled	Inclement weather delays.
12/9	422	Anulled	Delayed by track maintenance	12/23	424	Anulled	Inclement weather delays.
12/9	424	Anulled	Delayed by track maintenance	12/23	217	Anulled	Inclement weather delays.
12/22	22	62	Inclement weather delays.	12/23	218	Anulled	Equipment issues
12/22	424	Anulled	Equipment issues	12/23	220	Anulled	Inclement weather delays.
12/23	6	122	Inclement weather delays.	12/23	222	Anulled	Inclement weather delays.
12/23	9	75	Inclement weather delays.	12/23	401	Anulled	Equipment issues
12/23	11	Anulled	Inclement weather delays.	12/23	403	Anulled	Equipment issues
12/23	17	Anulled	Inclement weather delays.	12/24	503	94	Inclement weather delays.
12/23	19	Anulled	Inclement weather delays.	12/24	505	82	Inclement weather delays.
12/23	20	Anulled	Inclement weather delays.	12/24	506	98	Inclement weather delays.
12/23	22	Anulled	Inclement weather delays.	12/24	601	Anulled	Equipment issues
12/23	107	195	Inclement weather delays.	12/27	116	Anulled	Equipment issues
12/23	108	84	Inclement weather delays.	12/27	218	76	Equipment issues

Ridership Report

	2019	Work Days	2021	Work Days	2022	Work Days	Change 20/21
	Passengers		Passengers		Passengers		
Monthly Ridership							
January	226,385	22	38,742	20	66,870	21	72.6%
February	222,250	20	39,497	20	76,350	20	93.3%
March	272,150	21	57,547	23	114,014	23	98.1%
April	277,549	22	63,138	22	115,914	21	83.6%
May	282,752	22	68,810	20	123,155	21	79.0%
June	293,325	20	86,875	22	138,763	22	59.7%
Cumulative Comparison							
January	226,385	22	38,742	20	66,870	21	72.6%
February	448,635	42	78,239	40	143,220	41	83.1%
March	720,785	63	135,786	63	257,234	64	89.4%
April	998,334	85	198,924	85	373,148	85	87.6%
May	1,281,086	107	267,734	105	496,303	106	85.4%
June	1,574,411	127	354,609	127	635,066	128	79.1%
Average Weekday Ridership							
January	9,086		1,589		2,539		59.8%
February	9,615		1,658		3,166		91.0%
March	10,761		2,053		4,134		101.4%
April	11,182		2,337		4,501		92.6%
May	11,167		2,465		4,624		87.6%
June	12,101		3,175		5,084		60.1%
Average Weekday Peak Period Ridership							
January	7,052		1,060		1,700		60.4%
February	7,441		1,088		2,121		94.9%
March	8,116		1,270		2,742		115.9%
April	8,344		1,336		2,943		120.3%
May	8,285		1,475		3,056		107.2%
June	8,627		1,826		3,208		75.7%
Average Weekday Off-Peak Ridership							
January	2,034		529		839		58.6%
February	2,174		570		1,045		83.3%
March	2,645		781		1,392		78.2%
April	2,839		1,001		1,561		55.9%
May	2,881		989		1,569		58.6%
June	3,473		1,349		1,876		39.1%

Ridership Report

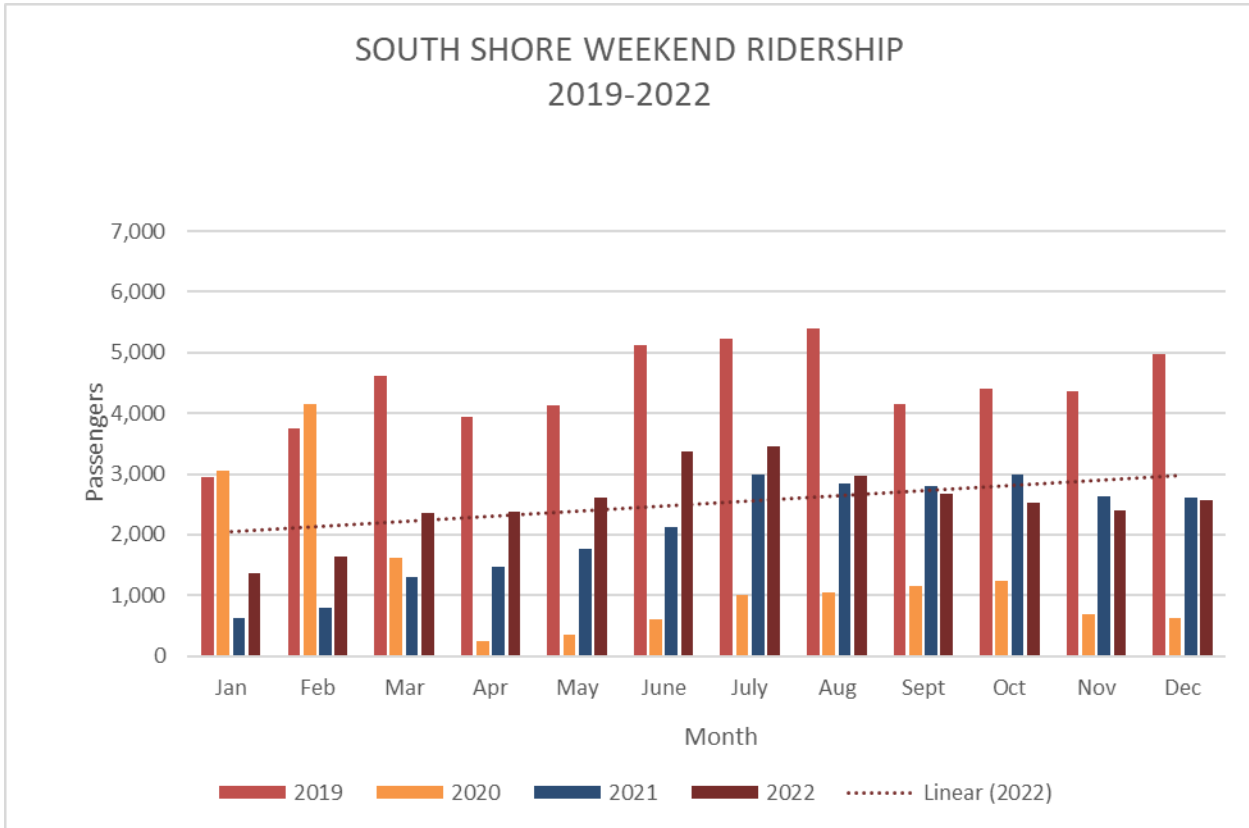
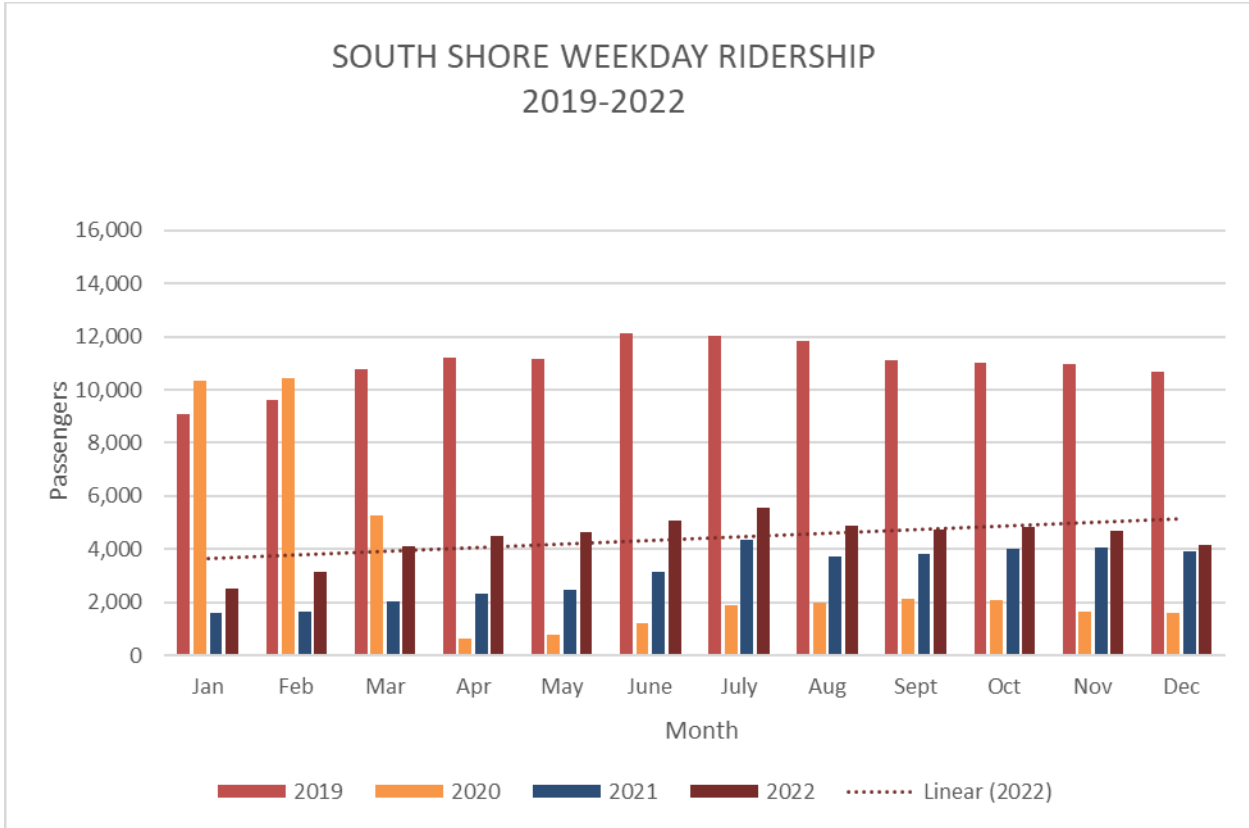
	2019	Work Days	2021	Work Days	2022	Work Days	Change 20/21
	Passengers		Passengers		Passengers		
Average Weekend/Holiday Ridership (per day)							
January	2,943		633		1,355		114.1%
February	3,744		792		1,629		105.7%
March	4,617		1,296		2,366		82.6%
April	3,943		1,465		2,376		62.2%
May	4,121		1,774		2,605		46.8%
June	5,132		2,128		3,364		58.1%
Monthly South Bend Ridership							
January	14,125		4,618		8,972		94.3%
February	12,881		4,932		8,940		81.3%
March	20,397		7,332		13,530		84.5%
April	20,180		10,467		14,608		39.6%
May	19,127		10,437		15,290		46.5%
June	20,088		11,197		15,014		34.1%

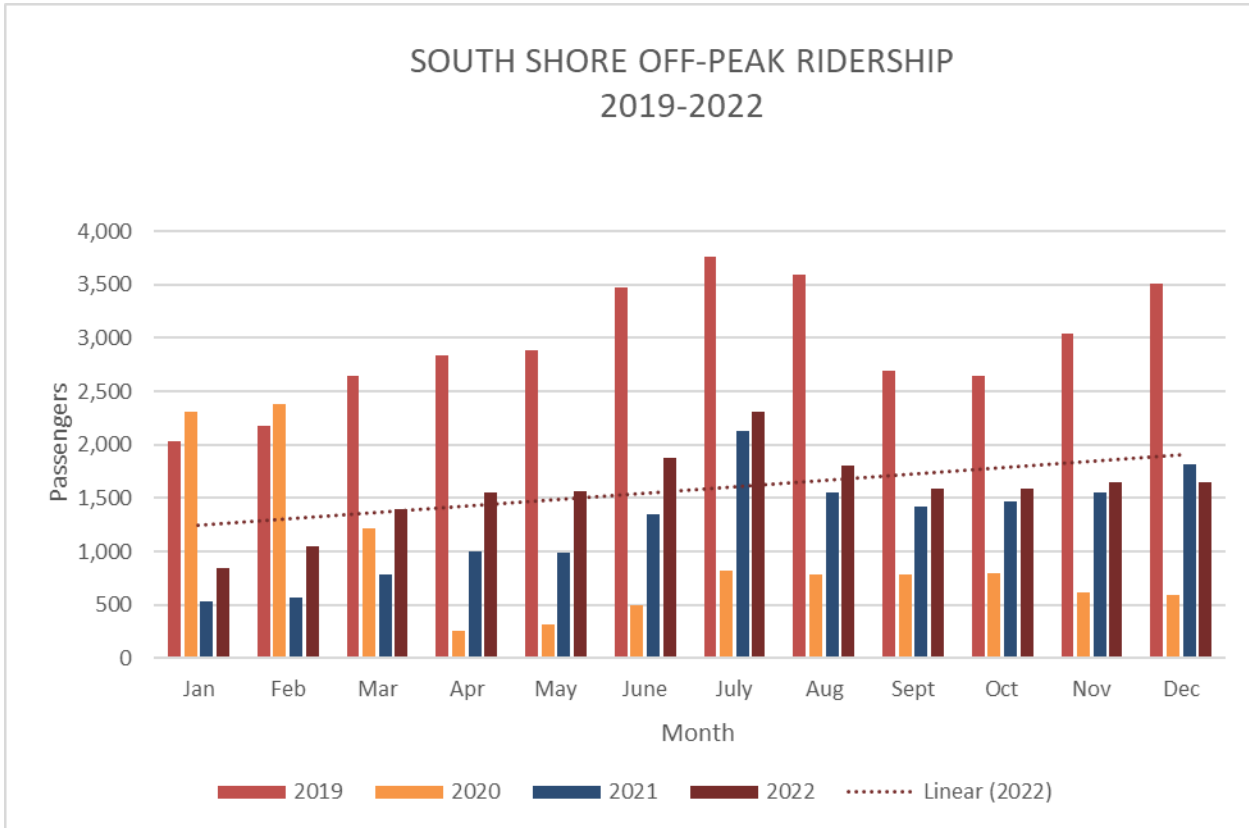
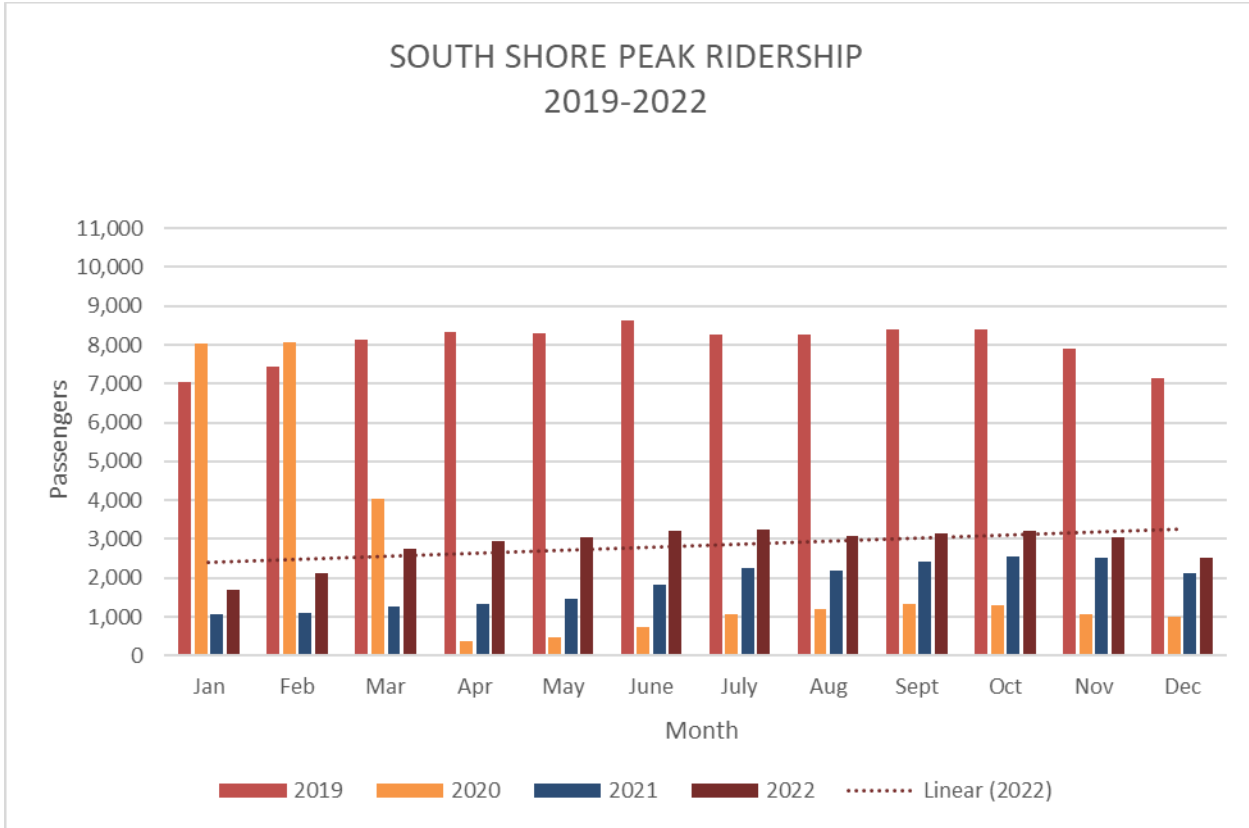
Ridership Report

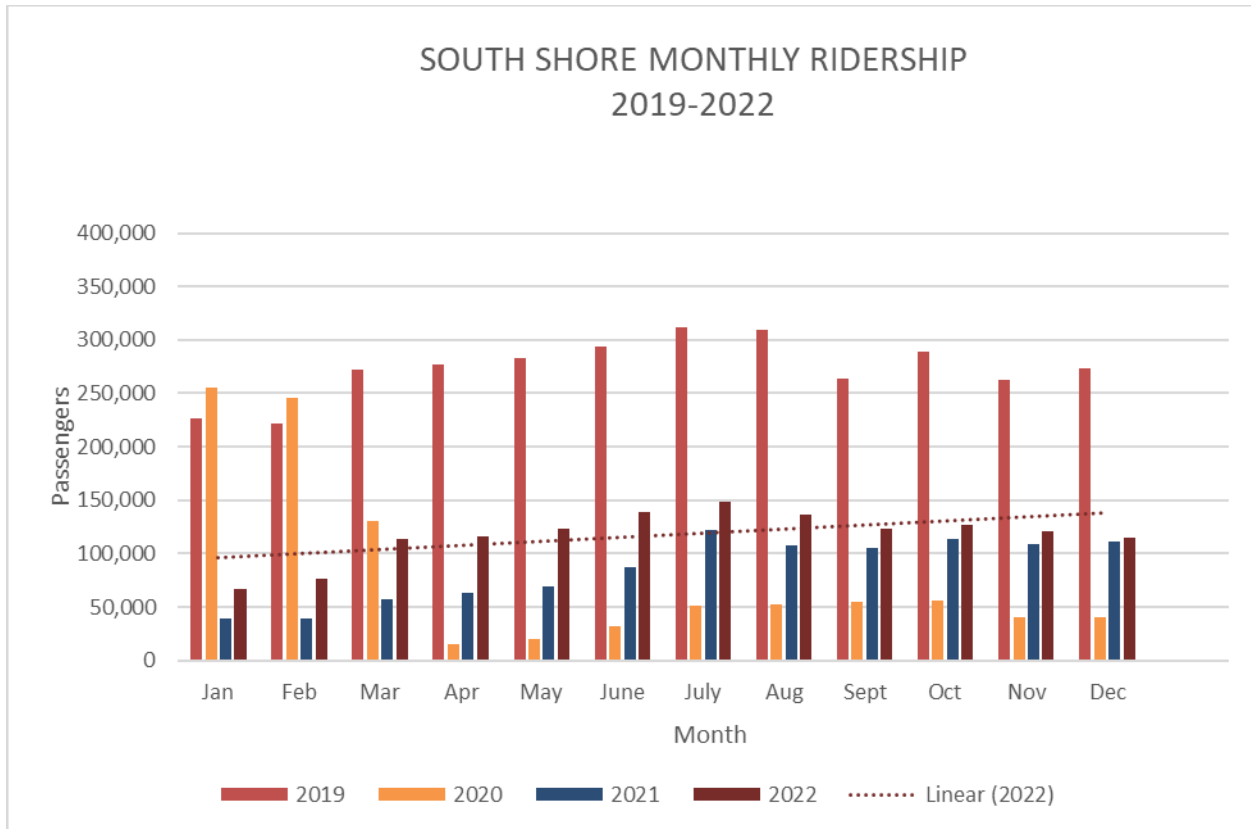
	2019	Work	2021	Work	2022	Work	Change 19/18
	Passengers	Days	Passengers	Days	Passengers	Days	
MONTHLY RIDERSHIP							
July	311,676	22	121,647	21	149,051	20	22.5%
August	309,343	22	107,925	22	136,622	23	26.6%
September	263,338	20	105,655	21	123,766	21	17.1%
October	288,904	23	114,147	21	126,386	21	10.7%
November	262,528	20	109,403	21	120,650	22	10.3%
December	273,403	21	111,359	23	115,143	21	3.4%
CUMULATIVE COMPARISON							
July	1,886,087	149	476,256	148	784,117	148	64.6%
August	2,195,430	171	584,181	170	920,739	171	57.6%
September	2,458,768	191	689,836	191	1,044,505	192	51.4%
October	2,747,672	214	803,983	212	1,170,891	213	45.6%
November	3,010,200	234	913,386	233	1,291,541	235	41.4%
December	3,283,603	255	1,024,745	256	1,406,684	256	37.3%
AVERAGE WEEKDAY RIDERSHIP							
July	12,026		4,373		5,556		27.1%
August	11,853		3,741		4,904		31.1%
September	11,093		3,829		4,746		23.9%
October	11,030		4,015		4,817		20.0%
November	10,948		4,083		4,713		15.4%
December	10,654		4,033		4,383		8.7%
Thru December	10,960	255	3,116	256	4,418	256	41.8%
AVERAGE WEEKDAY PEAK PERIOD RIDERSHIP							
July	8,261		2,249		3,243		44.2%
August	8,259		2,194		3,095		41.1%
September	8,399		2,410		3,156		31.0%
October	8,384		2,541		3,229		27.1%
November	7,908		2,536		3,064		20.8%
December	7,141		2,211		2,654		20.0%
Thru December	8,018	255	1,846	256	2,844	256	54.0%
AVERAGE WEEKDAY OFF-PEAK RIDERSHIP							
July	3,765		2,124		2,314		8.9%
August	3,595		1,547		1,809		16.9%
September	2,694		1,419		1,590		12.1%
October	2,647		1,474		1,588		7.7%
November	3,041		1,547		1,649		6.6%
December	3,513		1,904		1,729		-9.2%
Thru December	2,942	255	1,270	256	1,574	256	24.0%

Ridership Report

	2019	Wkend	2021	Wkend	2022	Wkend	Change 19/18
	Passengers	Days	Passengers	Days	Passengers	Days	
AVERAGE WEEKEND/HOLIDAY RIDERSHIP (per day)							
July	5,233		2,981		3,348		12.3%
August	5,397		2,847		2,979		4.6%
September	4,147		2,805		2,678		-4.5%
October	4,401		2,983		2,523		-15.4%
November	4,357		2,629		2,409		-8.4%
December	4,968		2,604		2,309		-11.3%
Thru December	4,417	111	2,082	109	2,529	109	21.5%
MONTHLY SOUTH BEND RIDERSHIP							
July	23,571		15,889		18,102		13.9%
August	20,433		11,650		12,335		5.9%
September	19,530		14,806		13,613		-8.1%
October	20,997		20,259		16,039		-20.8%
November	22,150		15,419		14,639		-5.1%
December	22,575		14,889		13,374		-10.2%







Percent on Time: December, 2022

Peak

Train	Days Late	% on Time
102	1	95.2%
104	1	95.2%
6	2	90.5%
106	3	85.7%
108	1	95.2%
110	1	95.2%
112	1	95.2%
114	2	90.5%
214	0	100.0%
11	8	60.0%
111	0	100.0%
113	1	95.0%
115	0	100.0%
17	17	15.0%
117	2	90.0%
217	2	90.0%
119	2	90.5%
Total	44	87.5%
Westbound	12	93.7%
Eastbound	32	80.2%

Off-Peak

Train	Days Late	% on Time
14	8	61.9%
216	2	90.0%
116	2	90.0%
218	1	95.0%
18	14	33.3%
118	1	95.0%
220	1	95.0%
20	7	65.0%
222	1	95.0%
420	1	94.7%
22	19	5.0%
424	0	100.0%
401	2	90.0%
203	0	100.0%
403	1	95.0%
205	0	100.0%
207	2	90.0%
7	9	57.1%
107	1	95.2%
9	15	28.6%
109	1	95.2%
209	3	85.0%
19	4	80.0%
121	1	95.0%
123	0	100.0%
101	0	100.0%
Total	96	81.7%
Westbound	57	76.2%
Eastbound	39	86.4%

Weekend/Holiday

Train	Days Late	% on Time
600	3	70.0%
502	4	60.0%
504	5	50.0%
606	7	30.0%
506	7	30.0%
608	2	80.0%
508	9	10.0%
610	1	90.0%
510	1	90.0%
503	8	20.0%
603	0	100.0%
605	0	100.0%
505	7	30.0%
507	10	0.0%
509	10	0.0%
511	4	60.0%
613	3	70.0%
601	1	88.9%
701	0	100.0%
703	3	70.0%
Total	85	57.3%
Westbound	39	56.7%
Eastbound	46	57.8%

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

December Reasons For Delay

REASONS (weekday)		
AMT	0	0.0%
CAR	5	3.6%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	60	42.9%
DSR	8	5.7%
DSS	4	2.9%
FRR	1	0.7%
FTI	3	2.1%
HLD	1	0.7%
LMU	4	2.9%
MET	9	6.4%
OET	0	0.0%
OPR	4	2.9%
OTH	3	2.1%
PAS	6	4.3%
POL	2	1.4%
PTC	0	0.0%
PTI	12	8.6%
SUB	0	0.0%
SVS	1	0.7%
TOD	0	0.0%
TRK	0	0.0%
TRS	0	0.0%
UTL	0	0.0%
VAN	0	0.0%
WTR	17	12.1%
TOTAL	140	100.0%

REASONS (weekend)		
AMT	0	0.0%
CAR	1	1.2%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	35	41.2%
DSR	3	3.5%
DSS	3	3.5%
FRR	1	1.2%
FTI	0	0.0%
HLD	0	0.0%
LMU	8	9.4%
MET	17	20.0%
OET	0	0.0%
OPR	2	2.4%
OTH	0	0.0%
PAS	2	2.4%
POL	0	0.0%
PTC	0	0.0%
PTI	7	8.2%
SUB	0	0.0%
SVS	2	2.4%
TOD	0	0.0%
TRK	2	2.4%
TRS	0	0.0%
UTL	0	0.0%
VAN	0	0.0%
WTR	2	2.4%
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.

Cumulative Percent on Time Thru December, 2022

Peak

Train	Days Late	% on Time
102	67	73.6%
104	24	90.6%
6	37	85.5%
106	64	74.8%
108	60	76.5%
110	32	87.4%
112	46	82.0%
114	63	75.2%
214	17	93.3%
11	191	24.8%
111	21	91.8%
113	32	87.4%
115	21	91.7%
17	92	63.8%
117	50	80.2%
217	13	94.9%
119	17	93.3%
Total	847	80.4%
Westbound	410	82.1%
Eastbound	437	78.5%

Off-Peak

Train	Days Late	% on Time
14	113	55.7%
216	25	90.2%
116	79	68.9%
216	20	92.1%
18	198	22.4%
118	110	56.7%
218	18	92.9%
20	137	46.1%
220	12	95.3%
420	11	95.6%
22	178	29.9%
422	30	87.9%
401	19	92.5%
203	15	94.0%
403	20	92.0%
205	5	98.0%
207	35	86.2%
7	178	30.2%
107	54	78.8%
9	179	29.8%
109	41	83.9%
209	32	87.4%
19	162	36.2%
121	15	94.1%
123	56	78.0%
101	22	91.3%
Total	1,764	73.2%
Westbound	931	69.3%
Eastbound	833	76.5%

Weekend/Holiday

Train	Days Late	% on Time
600	51	53.6%
502	62	43.6%
504	90	18.2%
606	80	27.3%
506	86	21.8%
608	54	50.9%
508	79	28.2%
610	47	57.3%
503	87	20.9%
603	13	88.1%
605	37	66.4%
505	83	24.5%
507	96	12.7%
509	92	16.4%
511	76	30.9%
613	26	76.4%
601	27	75.2%
701	3	97.2%
703	13	87.9%
Total	1102	47.1%
Westbound	549	38.7%
Eastbound	553	54.0%

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

Cumulative Reasons for Delays Thru December, 2022

REASONS (weekday)		
AMT	1	0.0%
CAR	41	1.6%
CAT	8	0.3%
DBS	1	0.0%
DDS	0	0.0%
DMW	1486	56.9%
DSR	45	1.7%
DSS	45	1.7%
FRR	13	0.5%
FTI	73	2.8%
HLD	10	0.4%
LMU	89	3.4%
MET	235	9.0%
OET	4	0.2%
OPR	175	6.7%
OTH	46	1.8%
PAS	26	1.0%
POL	12	0.5%
PTC	1	0.0%
PTI	146	5.6%
SUB	3	0.1%
SVS	20	0.8%
TOD	5	0.2%
TRK	23	0.9%
TRS	37	1.4%
UTL	2	0.1%
VAN	0	0.0%
WTR	65	2.5%
TOTAL	2,612	100.0%

REASONS (weekend)		
AMT	0	0.0%
CAR	14	1.2%
CAT	0	0.0%
DBS	0	0.0%
DDS	1	0.1%
DMW	746	64.3%
DSR	8	0.7%
DSS	11	0.9%
FRR	8	0.7%
FTI	18	1.6%
HLD	8	0.7%
LMU	42	3.6%
MET	129	11.1%
OET	1	0.1%
OPR	43	3.7%
OTH	12	1.0%
PAS	17	1.5%
POL	2	0.2%
PTC	0	0.0%
PTI	58	5.0%
SUB	2	0.2%
SVS	13	1.1%
TOD	1	0.1%
TRK	5	0.4%
TRS	11	0.9%
UTL	0	0.0%
VAN	0	0.0%
WTR	10	0.9%
TOTAL	1,160	100.0%

TOTAL		
AMT	1	0.0%
CAR	55	1.5%
CAT	8	0.2%
DBS	1	0.0%
DDS	1	0.0%
DMW	2232	59.2%
DSR	53	1.4%
DSS	56	1.5%
FRR	21	0.6%
FTI	91	2.4%
HLD	18	0.5%
LMU	131	3.5%
MET	364	9.7%
OET	5	0.1%
OPR	218	5.8%
OTH	58	1.5%
PAS	43	1.1%
POL	14	0.4%
PTC	1	0.0%
PTI	204	5.4%
SUB	5	0.1%
SVS	33	0.9%
TOD	6	0.2%
TRK	28	0.7%
TRS	48	1.3%
UTL	2	0.1%
VAN	0	0.0%
WTR	75	2.0%
TOTAL	3,772	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
- 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.

RUSH HOUR* TRAIN DELAYS - DECEMBER 2022 (minutes late)

Train	Arrive	Thu 1	Fri 2	Mon 5	Tue 6	Wed 7	Thu 8	Fri 9	Mon 12	Tue 13	Wed 14	Thu 15	Fri 16	Mon 19	Tue 20	Wed 21	Thu 22	Fri 23	Tue 27	Wed 28	Thur 29	Fri 30	Days Late	Days Ran	% On Time		
102	5:48a																	54					1	21	95.2%		
104	6:31																	47					1	21	95.2%		
6	6:55															20		122					2	21	90.5%		
106	7:13		14												8					12				3	21	85.7%	
108	7:35																	84					1	21	95.2%		
110	7:51																	133					1	21	95.2%		
112	8:08																	106					1	21	95.2%		
114	8:31				6													70					2	21	90.5%		
214	8:52																						0	21	100.0%		
14	10:28	32	10					10				10						28	20	16	28		8	21	61.9%		
Train	Depart																										
11	3:57		8		14			13				13	13					30	A	26		13		8	20	60.0%	
111	4:02																							0	21	100.0%	
113	4:28																	A			14			1	20	95.0%	
115	4:57																	A						0	20	100.0%	
117	5:10		18												9			A						2	20	90.0%	
17	5:28	44	20	7	20		23		13		11	19	14	13	14	26	50	A	17	17	24	14		17	20	15.0%	
217	5:32	35																A				10			2	20	90.0%
119	5:58	9																61							2	21	90.5%
19	7:10				41			10								15	57	A							4	20	80.0%
High temp		35	53	43	45	49	44	35	39	37	40	42	33	26	35	32	37	10	27	45	54	57					
Low temp		21	34	27	37	39	31	30	34	34	34	32	27	18	22	26	10	-8	12	27	42	39					

* 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	17	185	90.8%	30	180	83.3%	23	207	88.9%	12	189	93.7%	6	188	96.8%	8	198	96.0%
EB Rush	13	168	92.3%	26	159	83.6%	55	184	70.1%	39	168	76.8%	41	168	75.6%	47	176	73.3%
Total Rush	30	353	91.5%	56	339	83.5%	78	391	80.1%	51	357	85.7%	47	356	86.8%	55	374	85.3%

	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	20	180	88.9%	98	207	52.7%	78	189	58.7%	72	189	61.9%	34	189	82.0%	12	189	93.7%
EB Rush	22	160	86.3%	41	183	77.6%	32	167	80.8%	51	168	69.6%	38	168	77.4%	32	162	80.2%
Total Rush	42	340	87.6%	139	390	64.4%	110	356	69.1%	123	357	65.5%	72	357	79.8%	44	351	87.5%

Cumulative				
Arrive	Train #	Days Late	Days Ran	% On Time
5:48a	102	67	254	73.6%
6:31	104	24	255	90.6%
6:55	6	37	255	85.5%
7:13	106	64	254	74.8%
7:35	108	60	255	76.5%
7:51	110	32	254	87.4%
8:08	112	46	255	82.0%
8:31	114	63	254	75.2%
8:52	214	17	254	93.3%
10:28	14	116	255	54.5%
Depart				
3:57	11	191	254	24.8%
4:02p	111	21	255	91.8%
4:28	113	32	254	87.4%
4:57	115	21	254	91.7%
5:10	117	50	253	80.2%
5:28	17	92	254	63.8%
5:32	217	13	254	94.9%
5:58	119	17	253	93.3%
7:15	19	161	254	36.6%

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	410	2290	82.1%
EB Rush	437	2031	78.5%
Total Rush	847	4,321	80.4%

Cumulative Rush Hour Thru December						
Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	165	88	253	7.2%	4.3%	5.9%
11-15	142	96	238	6.2%	4.7%	5.5%
16-20	42	85	127	1.8%	4.2%	2.9%
21-30	31	93	124	1.4%	4.6%	2.9%
31-59	20	65	85	0.9%	3.2%	2.0%
60+	10	10	20	0.4%	0.5%	0.5%
Annulled	5	9	14			
Total Late	410	437	847	17.9%	21.5%	19.6%
On time	1880	1594	3474	82.1%	78.5%	80.4%
Total ran	2290	2031	4321			

December 2022 Rush Hour						
Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	2	5	7	1.1%	3.1%	2.0%
11-15	2	12	14	1.1%	7.4%	4.0%
16-20	1	6	7	0.5%	3.7%	2.0%
21-30	0	5	5	0.0%	3.1%	1.4%
31-59	2	3	5	1.1%	1.9%	1.4%
60+	5	1	6	2.6%	0.6%	1.7%
Annulled	0	6	6			
Total Late	12	32	44	6.3%	19.8%	12.5%
On time	177	130	307	93.7%	80.2%	87.5%
Total ran	189	162	351			

Grand Total All Trains Thru December

Range	Peak				Total	%
	WB	EB	Off	Wkend		
6-10	165	88	496	217	966	7.4%
11-15	142	96	437	233	908	6.9%
16-20	42	85	293	188	608	4.6%
21-30	31	93	311	278	713	5.4%
31-59	20	65	189	206	480	3.7%
60+	10	10	38	38	96	0.7%
Annulled	5	9	43	8	65	
Total	410	437	1764	1160	3771	28.8%
On Time	1880	1594	4803	1031	9308	71.1%
Total ran	2290	2031	6587	2192	13100	
%On Time	82.1%	78.5%	72.9%	47.0%	71.1%	