

SOUTH SHORE LINE

Monthly Ridership
and
Year End Performance Report
December 2023

NICTD

Northern Indiana Commuter Transportation District

December, 2023 Monthly Ridership and Year-End Performance Report

Ridership

Overall- Ridership for the month of December was up 8.7% when compared to 2022, and down 54.2% when compared to 2019. Passenger trips for the month of December were 125,142 for 2023, 115,143 for 2022, and 273,403 for 2019. August of 2022 began the expanded bussing outage area, transporting passengers around construction for the Double Track NWI project.

Weekday Travel- Average weekday travel was up 10.9% when compared to December of 2022, and down 54.4% when compared to December of 2019. Average weekday trips were recorded as 4,861 in 2023, 4,383 in 2022, and 10,654 in 2019. The average peak travel was up 11.0% over 2022, but down 58.8% over 2019. Off-peak travel was up 10.8% over 2022, and down 45.5% over 2019.

Weekend Travel- December weekend ridership was up 9.9% compared to 2022, and down 48.9% compared to 2019, with an average ridership of 2,538 in 2023, 2,309 in 2022, and 4,968 in 2019.

Ridership Over Last 12 Months: January through December							
	2019/20	2020/21	% Change	2021/22	% Change	2022/23	% Change
Total	995,049	1,024,745	2.98%	1,406,686	37.27%	1,526,836	8.54%
Weekday	853,728	797,820	-6.55%	1,130,983	41.76%	1,256,210	11.07%
Peak	611,125	472,600	-22.67%	727,940	54.03%	831,507	14.23%
Off Peak	242,603	325,220	34.05%	403,043	23.93%	424,703	5.37%
Weekend	141,321	226,925	60.57%	275,703	21.50%	270,626	-1.84%
South Bend	82,616	141,895	71.75%	176,631	24.48%	176,581	-0.03%

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			
	2023 Riders	Total Ridership	% Bussed
January	40,522	105,869	38.3%
February	39,197	105,045	37.3%
March	49,734	126,910	39.2%
April	48,538	117,539	41.3%
May	49,699	129,890	38.3%
June	54,037	139,216	38.8%
July	56,799	137,216	41.4%
August	58,087	149,901	38.8%
September	48,616	127,676	38.1%
October	52,030	133,937	38.8%
November	49,883	128,498	38.8%
December	52,620	125,142	42.0%

Revenue

The cumulative number of tickets sold for the year through December has increased 5.5% in 2023 compared to 2022. Ticket revenue is up 2.3% for 2023 compared to 2022. Sales from digital sources represent 78.4% of ticket sales and 81.0% of revenue in 2023.

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%

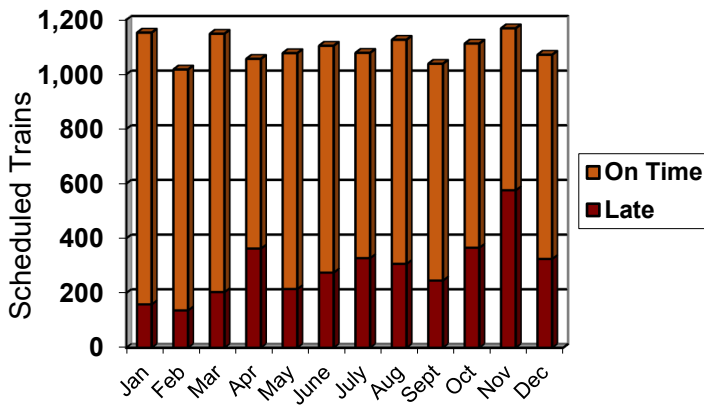
On Time Performance

Rush Hour- Overall, 72.9% of A.M. and P.M. rush hour trains were on time in December 2023 compared to 87.5% in 2022. 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). 80.8% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 89.3% of westbound morning rush hour service was on time compared to 93.7% in 2022; while eastbound rush hour trains reported an on time performance of 58.3% compared to 80.2% in 2022. A total of 17 out of 159 westbound rush hour trains were delayed in December. Of those 17, 9 experienced delays greater than 15 minutes. The eastbound rush hour trains had a total of 75 out of 180 trains delayed in December. Of those 75, 26 experienced delays greater than 15 minutes.¹

RANGE OF RUSH HOUR DELAYS (in minutes)				
December				
Range	a.m.	p.m.	Total	Percent
6-10	5	22	27	8.0%
11-15	3	27	30	8.8%
16-20	3	13	16	4.7%
21-30	5	5	10	2.9%
31-59	1	7	8	2.4%
60+	0	1	1	0.3%
Annulled	0	1	1	
On Time	142	105	247	
Total Ran	159	180	339	

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

Overall- The South Shore Line scheduled 1,080 trains in December and experienced 325 delays in excess of 5 minutes (ranging from 6-180) with median delay of 14 minutes. December of 2023 experienced 8 annulled trains. In December 2022 the South Shore Line scheduled 1,103 trains with 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.



Cumulative On Time Comparison		
<i>Thru December</i>	2022	2023
Weekday	75.9%	75.6%
Peak	80.3%	84.9%
Off-peak	72.9%	69.5%
Weekend	47.0%	61.2%
Overall	71.0%	73.2%

Delays caused by railroad maintenance. Besides the unexpected delays, passengers may also experience delays caused by railroad construction and maintenance projects. Every effort is made to schedule this work during off-peak and weekends to keep the impact of delays to a minimum. We also post service bulletins in the stations and on our website 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 2023, 3,691 out of 4,347, or 84.9%, of rush hour trains were on time compared with 80.4% in 2022. A total of 90.1% of trains arrived within 10 minutes of the scheduled arrival time, and 94.8% arrived within 15 minutes of the scheduled arrival time.

Overall, NICTD operated 13,109 trains in 2023 and 9,600, or 73.2%, arrived at their terminal on time compared to 71.1% in 2022. A total of 80.8% and 87.1% arrived within 10 and 15 minutes of the scheduled arrival time respectively.

Maintenance and Capital Improvement Summary

West Lake Corridor Project- As of the end of 2023, challenging obstacles have been overcome by those partaking in the West Lake Corridor Extension Project. The Design-Build project is approximately 45 to 50% complete. Major milestones have been reached, such as those pertaining to the construction occurring in conjuncture with CSX Railroad. Work at the Hammond Gateway Station includes the paving of the parking lot, as well as structural work on the platform. Pivotal bridge structures have been constructed in the Hammond area, many of which made it possible to meet major points of progress within the project. The South Hammond Station sees much progress as the parking lot and platforms near completion. In light of challenges facing the construction of the Munster-Dyer Station, structures have been installed and significant progress continues to be made toward final completion. 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- Significant progress has been made on the Double Track Northwest Indiana Project. Construction is currently over 90% complete as of December 2023. Work in Michigan City is now complete. The City of Michigan City and Flaherty & Collins, their developer, have broken ground on the Transit Oriented Development structure that will contain SSL's 11th Street Station and parking garage. Track work is completed 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 complete. At Dune Park, the east parking lot extension is complete. The new South Parking Lot at Portage/Ogden Dunes Station is complete and has been partially opened in January 2023 to provide parking and bus shuttle operations during platform construction at the Ogden Dunes Station. The Miller Station located in Gary has seen significant progress as external construction is completed with internal work of the station and its platforms nearing completion. Double Track has remained within budget and revenue service is anticipated to begin May 2024.

South Bend Realignment- At the end of 2023, we are at approximately 60% engineering for this project and nearing completion on the environmental portion of the project. Negotiations are

ongoing between South Shore Line and South Bend Airport regarding usage of platforms and accessibility. The process to acquire federal funding to support this project remains active and will carry into early 2024.

Line and Signal Department- In 2023, the Line/Signal Department replaced the Tee Lake transformer. Additionally, as a part of the Traction Power Substation System (TPSS) improvement, 175 new wood poles and a second feeder from MP 23.1 to MP 33.1 have been installed. Two new substations have been constructed as a part of the designs completed and submitted back in 2022 for Miller and Pines.

Track & Structures and Bridges and Buildings Departments- In 2023, the team continued management of brush and weeds for over 75 miles along SSL's right of way. The team inspected all bridges, culverts, and buildings. Additionally, crews repaired and replaced rail ties along the stretch from Michigan City out to South Bend.

Mechanical Department- In 2023, we received 20 new APS systems for our 300 series railcars. Further fleet improvements were the application of new air dryers to the 1982/1992 and 100 series cars. This reduces 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
1/1/23	504	87	PTC Issues
1/24/23	20	61	PTC Issues
2/16/23	11	120	Weather Delays
	42	Annulled	Weather Delays
	424	Annulled	Weather Delays
2/21/23	22	62	Delays Due to Bussing
3/3/23	20	64	PTC/Weather Delays
	22	63	Passenger Train Delays
3/19/23	511	62	Delays on Metra
	610	80	Delays on Metra
3/28/23	22	62	Delays on Metra
4/5/23	104	Annulled	Car Mechanical Issues
	205	Annulled	Car Mechanical Issues
4/6/23	22	67	Delayed by Passenger Trains
4/7/23	22	64	Delayed by Passenger Trains
4/11/23	11	63	Wire Damage on Metra
	22	119	Delayed by Freight Accident
	111	60	Wire Down on Metra
	113	61	Wire Down on Metra
4/12/23	20	61	Delayed by Bus Breakdown
4/13/23	22	92	Delays on Metra
4/14/23	110	162	Delayed by Train Accident
	112	102	Delayed by Train Accident
	114	80	Delayed by Train Accident
	203	Annulled	Train Struck a Car on Tracks
	205	64	Delayed by Train Accident
	214	Annulled	Delayed by Train Accident
4/22/23	504	67	Delays on Metra
5/4/23	9	67	Delays Due to Bussing
5/8/23	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.
5/9/23	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.
5/10/23	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.

Annulled Trains or Delays in Excess of 59 Minutes			
Date	Train #	Minutes	Reason
5/11/23	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.
5/12/23	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.
5/13/23	701	Annulled	Rail replacement installation.
	703	Annulled	Rail replacement installation.
5/14/23	701	Annulled	Rail replacement installation.
	703	Annulled	Rail replacement installation.
5/15/23	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.
5/16/23	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.
5/17/23	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.
5/18/23	22	64	Delayed by car accident on tracks.
	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.
5/19/23	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.
6/21/23	9	74	PTC Issues
	14	241	PTC Issues
	216	Annulled	PTC Issues
7/10/23	22	67	PTI
7/11/23	217	Annulled	CAR
7/27/23	22	84	LMU
7/29/23	508	134	MET
	509	193	MET
	511	75	LMU

Annulled Trains or Delays in Excess of 59 Minutes			
Date	Train #	Minutes	Reason
8/3	401	Annulled	Canceled for Lollapalooza
	403	Annulled	Canceled for Lollapalooza
	422	Annulled	Canceled for Lollapalooza
	424	Annulled	Canceled for Lollapalooza
8/4	401	Annulled	Canceled for Lollapalooza
	403	Annulled	Canceled for Lollapalooza
	422	Annulled	Canceled for Lollapalooza
	424	Annulled	Canceled for Lollapalooza
8/5	701	Annulled	Canceled for Lollapalooza
	703	Annulled	Canceled for Lollapalooza
8/6	701	Annulled	Canceled for Lollapalooza
	703	Annulled	Canceled for Lollapalooza
8/22	22	120	Communications dropped slowing service
8/23	17	81	Track issues related to excessive heat
	18	79	PTC delays.
	20	68	Track issues related to excessive heat
	113	67	Track issues related to excessive heat
	119	63	Delayed by prior late trains.
	218	64	Track issues related to excessive heat
	220	65	Track issues related to excessive heat
8/24	9	82	Track issues related to excessive heat
	18	Annulled	PTC outage
	19	89	PTC delays
	116	Annulled	PTC outage
	218	Annulled	PTC outage
8/27	505	61	Delayed by switch issues
8/31	22	84	Delayed by construction bussing
10/10	22	98	Railcar equipment issue
10/13	17	60	DSS
	19	Annulled	CAR
	22	Annulled	CAR
	119	Annulled	CAR
	123	Annulled	CAR
	217	228	CAT
	222	Annulled	CAR
10/14	600	Annulled	CAR
	601	Annulled	CAR

Annulled Trains or Delays in Excess of 59 Minutes			
Date	Train #	Minutes	Reason
10/20	19	71	OTH
	22	108	LMU
10/22	701	Annulled	CAR
10/25	19	60	FTI
	20	69	LMU
	115	65	DMW
10/26	22	72	DMW
	205	76	DMW
10/28	511	74	OTH
10/29	600	113	OPR
	703	Annulled	CAR
10/30	17	74	OPR
10/31	18	73	MET
11/03	17	70	PTC delays
11/10	18	66	Railcar equipment issue
11/17	22	86	Delays due to bussing
12/5	7	66	PTC delays.
	18	114	Freight train derailment.
	422	Annulled	Freight train derailment.
	424	Annulled	Freight train derailment.
12/6	401	Annulled	Freight train derailment.
	403	Annulled	Freight train derailment.
	422	Annulled	Freight train derailment.
	424	Annulled	Freight train derailment.
12/10	507	67	Delays with bussing around construction.
12/16	510	60	Train struck a deer.
12/18	17	180	Train struck a car on tracks
	217	Annulled	Equipment unavailability from earlier accident.
	422	Annulled	Equipment unavailability from earlier accident.
12/23	508	60	Delayed by track construction.

Ridership Report

	2019	Work	2022	Work	2023	Work	Change 22/23
	Passengers	Days	Passengers	Days	Passengers	Days	
Monthly Ridership							
January	38,742	20	66,870	21	105,869	21	58.3%
February	39,497	20	76,350	20	105,045	20	37.6%
March	57,547	23	114,014	23	126,910	23	11.3%
April	63,138	22	115,914	21	117,539	20	1.4%
May	68,810	20	123,155	21	129,890	22	5.5%
June	86,875	22	138,763	22	139,216	22	0.3%
Cumulative Comparison							
January	38,742	20	66,870	21	105,869	21	58.3%
February	78,239	40	143,220	41	210,914	41	47.3%
March	135,786	63	257,234	64	337,824	64	31.3%
April	198,924	85	373,148	85	455,363	84	22.0%
May	267,734	105	496,303	106	585,253	106	17.9%
June	354,609	127	635,066	128	724,469	128	14.1%
Average Weekday Ridership							
January	1,589		2,539		4,243		67.1%
February	1,658		3,166		4,432		40.0%
March	2,053		4,134		4,733		14.5%
April	2,337		4,501		4,723		4.9%
May	2,465		4,624		4,957		7.2%
June	3,175		5,084		5,289		4.0%
Average Weekday Peak Period Ridership							
January	1,060		1,700		3,101		82.4%
February	1,088		2,121		3,115		46.9%
March	1,270		2,742		3,201		16.7%
April	1,336		2,943		3,175		7.9%
May	1,475		3,056		3,384		10.7%
June	1,826		3,208		3,364		4.9%
Average Weekday Off-Peak Ridership							
January	529		839		1,142		36.1%
February	570		1,045		1,317		26.0%
March	781		1,392		1,532		10.1%
April	1,001		1,558		1,549		-0.6%
May	989		1,569		1,573		0.3%
June	1,349		1,876		1,925		2.6%

Ridership Report

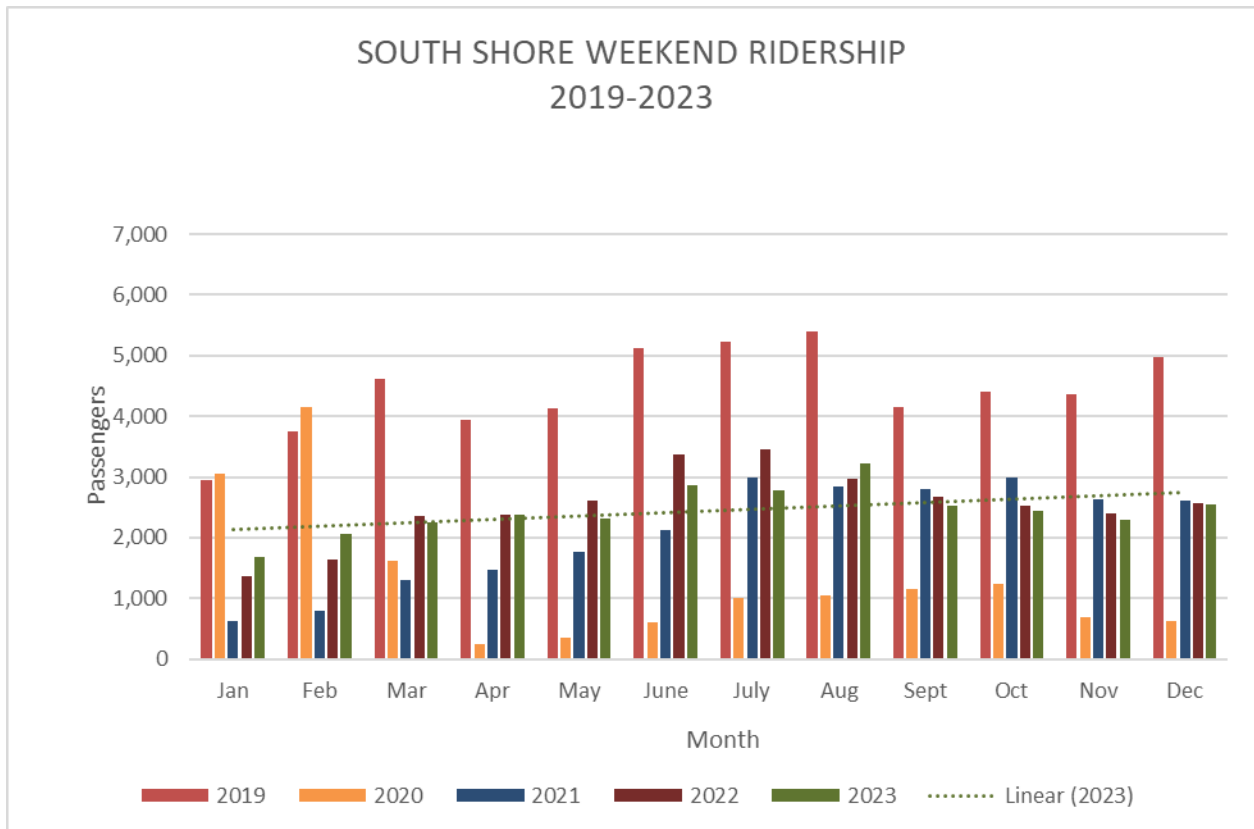
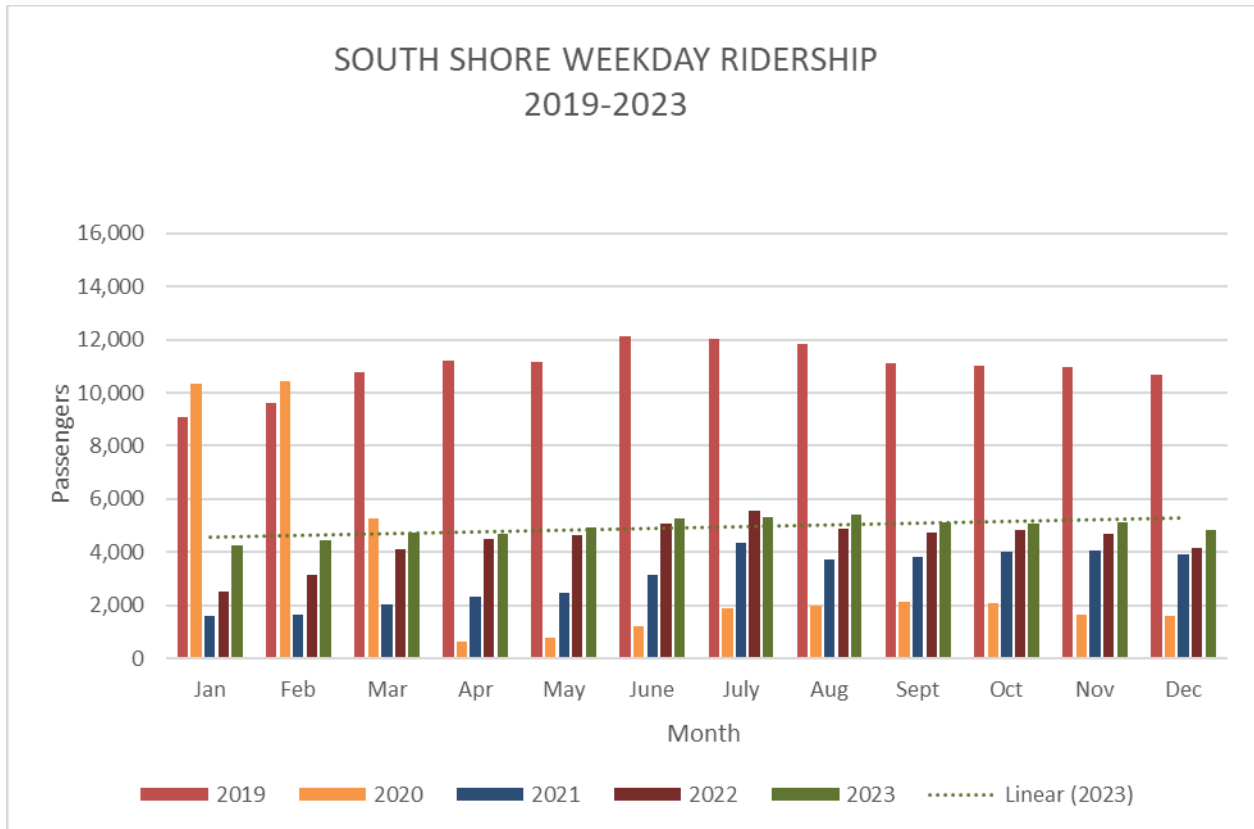
	2019	Work Days	2022	Work Days	2023	Work Days	Change 22/23
	Passengers		Passengers		Passengers		
Average Weekend/Holiday Ridership (per day)							
January	633		1,355		1,864		37.6%
February	792		1,629		2,052		26.0%
March	1,296		2,366		2,256		-4.6%
April	1,465		2,376		2,306		-2.9%
May	1,774		2,605		2,314		-11.2%
June	2,128		3,364		2,858		-15.0%
Monthly South Bend Ridership							
January	4,618		8,972		9,775		9.0%
February	4,932		8,940		8,829		-1.2%
March	7,332		13,530		12,919		-4.5%
April	10,467		14,608		13,773		-5.7%
May	10,437		15,290		11,791		-22.9%
June	11,197		15,014		12,175		-18.9%

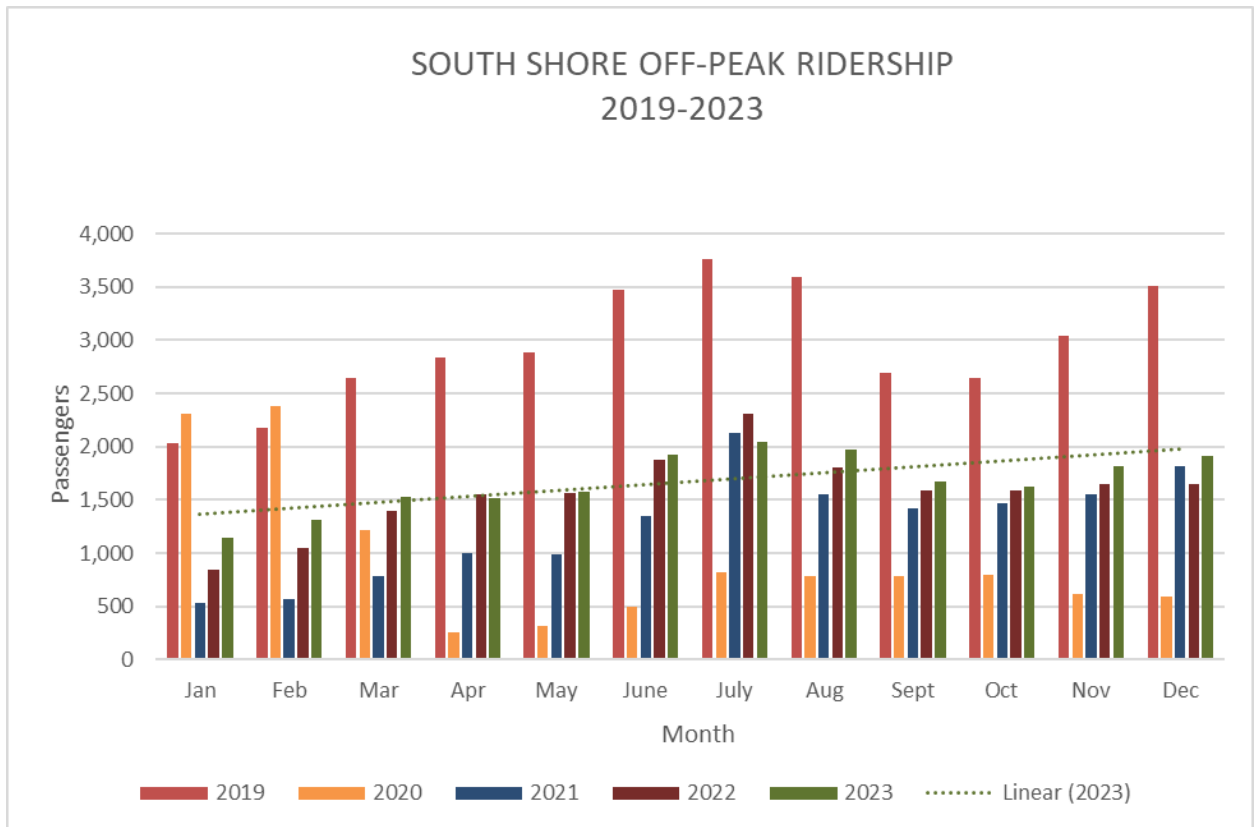
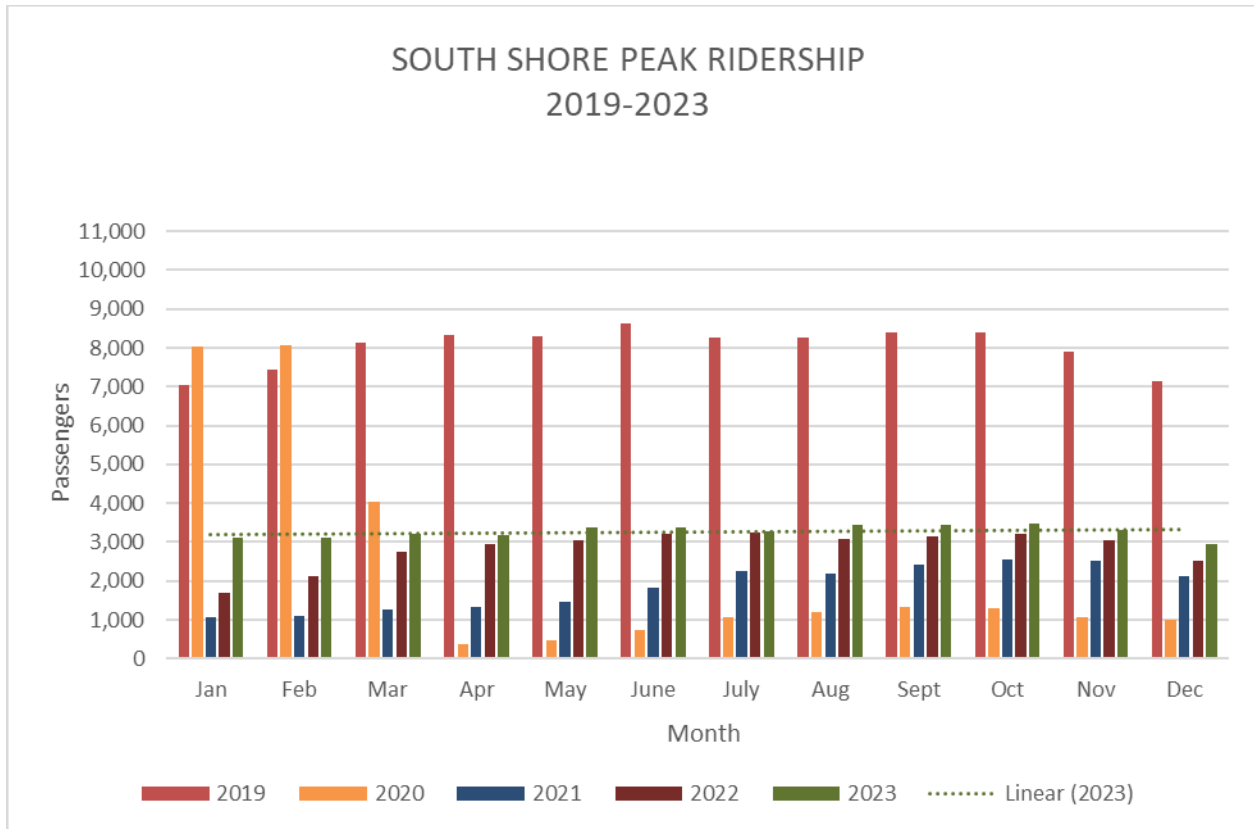
Ridership Report

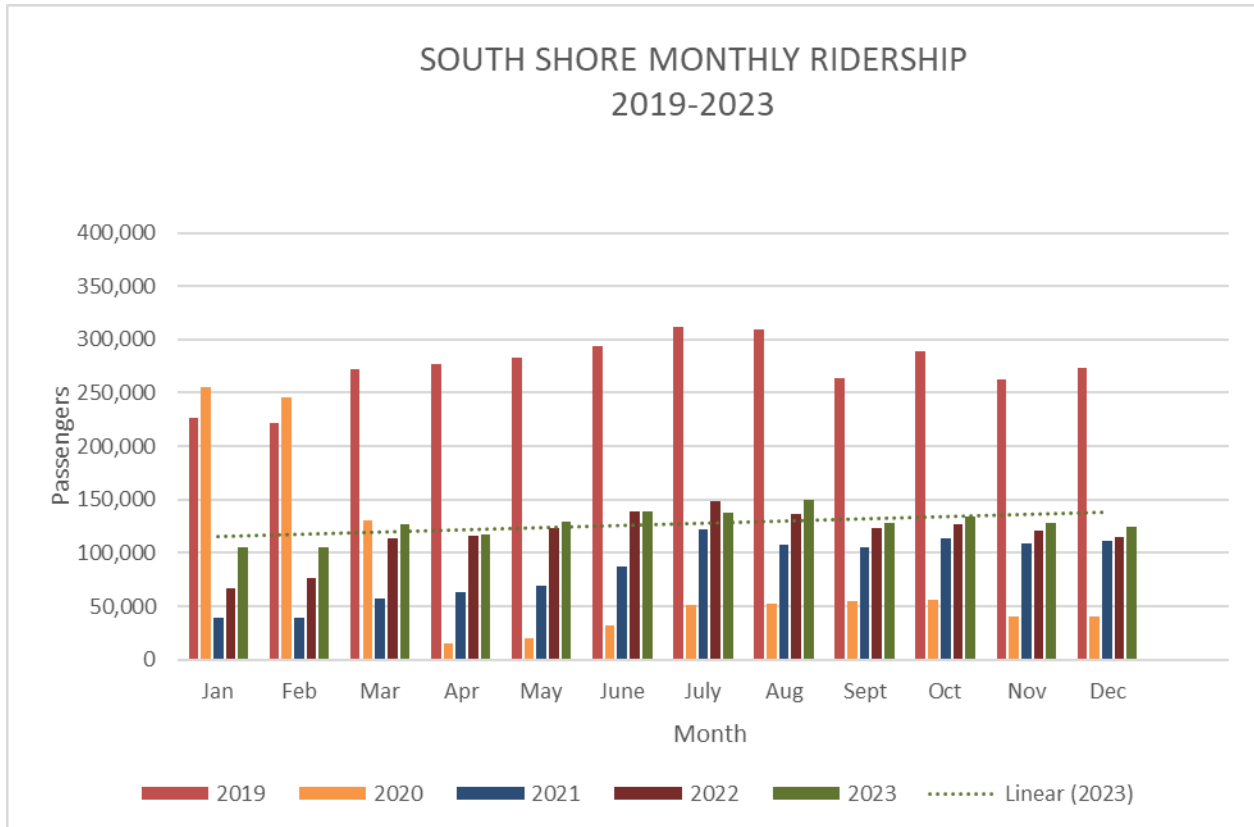
	2019	Work Days	2022	Work Days	2023	Work Days	Change 22/23
	Passengers		Passengers		Passengers		
MONTHLY RIDERSHIP							
July	121,647	21	149,051	20	137,216	20	-7.9%
August	107,925	22	136,622	23	149,901	23	9.7%
September	105,655	21	123,766	21	127,676	20	3.2%
October	114,147	21	126,386	21	133,937	22	6.0%
November	109,403	21	120,650	22	128,498	22	6.5%
December	111,359	23	115,143	21	125,142	20	8.7%
CUMULATIVE COMPARISON							
July	476,256	148	784,117	148	861,685	148	9.9%
August	584,181	170	920,739	171	1,011,586	171	9.9%
September	689,836	191	1,044,505	192	1,139,262	191	9.1%
October	803,983	212	1,170,891	213	1,273,199	213	8.7%
November	913,386	233	1,291,541	235	1,401,697	235	8.5%
December	1,024,745	256	1,406,684	256	1,526,839	255	8.5%
AVERAGE WEEKDAY RIDERSHIP							
July	4,373		5,556		5,336		-4.0%
August	3,741		4,904		5,399		10.1%
September	3,829		4,746		5,119		7.9%
October	4,015		4,817		5,093		5.7%
November	4,083		4,713		4,663		-1.1%
December	4,033		4,383		4,861		10.9%
Thru December	3,116	256	4,418	256	4,946		11.5%
AVERAGE WEEKDAY PEAK PERIOD RIDERSHIP							
July	2,249		3,243		3,293		1.5%
August	2,194		3,095		3,429		10.8%
September	2,410		3,156		3,443		9.1%
October	2,541		3,229		3,472		7.5%
November	2,536		3,064		3,167		3.4%
December	2,211		2,654		2,945		11.0%
Thru December	1,846	256	2,844	256	3,274		14.7%
AVERAGE WEEKDAY OFF-PEAK RIDERSHIP							
July	2,124		2,314		2,043		-11.7%
August	1,547		1,809		1,970		8.9%
September	1,419		1,590		1,676		5.4%
October	1,474		1,588		1,621		2.1%
November	1,547		1,649		1,733		5.1%
December	1,904		1,729		1,916		10.8%
Thru December	1,270	256	1,574	256	1,672		5.8%

Ridership Report

	2019	Wkend	2022	Wkend	2023	Wkend	Change 22/23
	Passengers	Days	Passengers	Days	Passengers	Days	
AVERAGE WEEKEND/HOLIDAY RIDERSHIP (per day)							
July	2,981		3,348		2,772		-17.2%
August	2,847		2,979		3,214		7.9%
September	2,805		2,678		2,530		-5.5%
October	2,983		2,523		2,433		-3.6%
November	2,629		2,409		2,297		-4.6%
December	2,604		2,309		2,538		9.9%
Thru December	2,082	109	2,529	109	2,438		-2.7%
MONTHLY SOUTH BEND RIDERSHIP							
July	15,889		18,102		13,964		-22.9%
August	11,650		12,335		12,291		-0.4%
September	14,806		13,613		11,767		-13.6%
October	20,259		16,039		12,390		-22.8%
November	15,419		14,639		12,190		-16.7%
December	14,889		13,374		44,717		234.4%







Percent on Time: December, 2023

Peak		
Train	Days Late	% on Time
102	0	100.0%
104	0	100.0%
6	1	95.0%
106	1	95.0%
108	1	95.0%
110	0	100.0%
112	0	100.0%
114	0	100.0%
214	1	95.0%
11	8	60.0%
111	19	5.0%
113	2	90.0%
115	2	90.0%
17	16	20.0%
117	15	25.0%
217	0	100.0%
119	10	50.0%
Total	76	77.6%
Westbound	4	97.8%
Eastbound	72	54.7%

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

Off-Peak		
Train	Days Late	% on Time
14	14	30.0%
216	8	60.0%
116	10	50.0%
218	2	90.0%
18	20	0.0%
118	9	55.0%
220	1	95.0%
20	15	25.0%
222	0	100.0%
422	0	100.0%
22	19	5.0%
424	0	100.0%
401	0	100.0%
203	1	95.0%
403	2	89.5%
205	1	95.0%
207	6	70.0%
7	16	20.0%
107	4	80.0%
9	18	10.0%
109	6	70.0%
209	1	95.0%
19	2	90.0%
121	1	95.0%
123	2	90.0%
101	1	95.0%
Total	159	69.0%
Westbound	98	58.3%
Eastbound	61	78.1%

Weekend/Holiday		
Train	Days Late	% on Time
600	2	81.8%
502	1	90.9%
504	8	27.3%
606	6	45.5%
506	8	27.3%
608	1	90.9%
508	6	45.5%
610	5	54.5%
510	3	72.7%
503	7	36.4%
603	4	63.6%
605	5	54.5%
505	10	9.1%
507	10	9.1%
509	6	45.5%
511	4	63.6%
613	3	72.7%
601	1	90.9%
701	0	100.0%
703	0	100.0%
Total	90	59.1%
Westbound	40	59.6%
Eastbound	50	58.7%

December Reasons for Delays

REASONS (weekday)		
AMT	3	1.3%
CAR	2	0.9%
CAT	0	0.0%
DBS	1	0.4%
DMW	95	40.4%
DSR	36	15.3%
DSS	5	2.1%
FRR	0	0.0%
FTI	1	0.4%
HLD	7	3.0%
LMU	2	0.9%
MET	20	8.5%
OET	1	0.4%
OPR	8	3.4%
OTH	5	2.1%
PAS	4	1.7%
POL	0	0.0%
PTC	0	0.0%
PTI	37	15.7%
SUB	0	0.0%
SVS	2	0.9%
TOD	0	0.0%
TRK	5	2.1%
TRS	1	0.4%
UTL	0	0.0%
VAN	0	0.0%
WTR	0	0.0%
TOTAL	235	100.0%

REASONS (weekend)		
AMT	2	2.2%
CAR	1	1.1%
CAT	0	0.0%
DBS	0	0.0%
DMW	45	50.6%
DSR	3	3.4%
DSS	2	2.2%
FRR	1	1.1%
FTI	0	0.0%
HLD	1	1.1%
LMU	2	2.2%
MET	10	11.2%
OET	0	0.0%
OPR	5	5.6%
OTH	2	2.2%
PAS	6	6.7%
POL	0	0.0%
PTC	0	0.0%
PTI	8	9.0%
SUB	0	0.0%
SVS	1	1.1%
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	89	100%

AMT	Amtrak Delay	OET	Operational Efficiency Testing
CAR	Car or Equipment Failure	OPR	Operational Delay
CAT	Catenary Problems or Power Outage	OTH	Other Delays
DBS	Delays Due to Bussing	PAS	Passenger Boarding
DDS	Debris Strike	POL	Police Related Delays
DMW	Maintenance of Way Work	PTC	Positive Train Control Delays
DSR	Speed Restriction	PTI	Passenger Train Interference
DSS	Reduced Speed Due to Restrictive Signal	SUB	Substation
FRR	Freight Train Interference From Crossing	SVS	Servicing (Adding/Removing Equipment)
FTI	Freight Train Interference on NICTD Track	TOD	Train Order Delay
HLD	Station Delay Related to Passenger Boarding	TRK	Track/Wayside Malfunction
LMU	Late Make Up (Includes Turn of Equipment	UTL	Utility Power Outage
MET	Metra Delays	VAN	Vandalism
NIPSCO	Delays Caused by Power Utility Disruption	WTR	Weather

Cumulative Percent on Time Thru December, 2023

Peak		
Train	Days Late	% on Time
102	6	97.6%
104	2	99.2%
6	43	82.8%
106	27	89.2%
108	27	89.2%
110	8	96.8%
112	17	93.2%
114	16	93.6%
214	13	94.8%
11	128	48.8%
111	51	79.6%
113	13	94.8%
115	15	94.0%
17	167	33.2%
117	44	82.4%
217	24	90.3%
119	28	88.8%
Total	629	85.2%
Westbound	159	92.9%
Eastbound	470	76.5%

Off-Peak		
Train	Days Late	% on Time
14	110	56.0%
216	109	56.2%
116	54	78.4%
216	57	77.2%
18	229	8.4%
118	46	81.6%
218	20	92.0%
20	163	34.8%
220	42	83.1%
420	9	96.2%
22	220	11.6%
422	4	98.3%
401	8	96.7%
203	37	85.2%
403	16	93.3%
205	18	92.8%
207	63	74.8%
7	150	40.0%
107	20	92.0%
9	193	22.8%
109	31	87.6%
209	55	78.0%
19	50	79.9%
121	5	98.0%
123	31	87.6%
101	12	95.2%
Total	1,752	72.8%
Westbound	1063	64.2%
Eastbound	689	80.2%

Weekend/Holiday		
Train	Days Late	% on Time
600	24	78.8%
502	31	72.8%
504	58	49.1%
606	75	34.2%
506	78	31.6%
608	24	78.9%
508	75	34.2%
610	30	73.7%
510	27	76.3%
710	Deadhead move	
503	75	34.2%
603	10	91.2%
605	10	91.2%
505	90	21.1%
507	91	20.2%
509	72	36.8%
511	45	60.5%
613	22	80.7%
601	3	97.3%
701	3	97.3%
703	2	98.2%
Total	845	62.8%
Westbound	422	58.8%
Eastbound	423	66.1%

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

Cumulative Reasons for Delays Thru December, 2023

REASONS (weekday)		
AMT	10	0.4%
CAR	32	1.3%
CAT	10	0.4%
DBS	1	0.0%
DMW	979	40.0%
DSR	91	3.7%
DSS	53	2.2%
FRR	22	0.9%
FTI	89	3.6%
HLD	51	2.1%
LMU	115	4.7%
MET	448	18.3%
OET	6	0.2%
OPR	109	4.5%
OTH	53	2.2%
PAS	29	1.2%
POL	8	0.3%
PTC	3	0.1%
PTI	252	10.3%
SVS	17	0.7%
TOD	2	0.1%
TRK	31	1.3%
TRS	13	0.5%
UTL	2	0.1%
VAN	0	0.0%
WTR	19	0.8%
TOTAL	2,445	100.0%

REASONS (weekend)		
AMT	5	0.6%
CAR	22	2.6%
CAT	4	0.5%
DBS	0	0.0%
DMW	359	42.7%
DSR	12	1.4%
DSS	23	2.7%
FRR	3	0.4%
FTI	7	0.8%
HLD	15	1.8%
LMU	34	4.0%
MET	228	27.1%
OET	0	0.0%
OPR	31	3.7%
OTH	14	1.7%
PAS	28	3.3%
POL	1	0.1%
PTC	1	0.1%
PTI	39	4.6%
SVS	2	0.2%
TOD	0	0.0%
TRK	3	0.4%
TRS	4	0.5%
UTL	0	0.0%
VAN	0	0.0%
WTR	6	0.7%
TOTAL	841	100.0%

TOTAL		
AMT	15	0.5%
CAR	54	1.6%
CAT	14	0.4%
DBS	1	0.0%
DMW	1338	40.7%
DSR	103	3.1%
DSS	76	2.3%
FRR	25	0.8%
FTI	96	2.9%
HLD	66	2.0%
LMU	149	4.5%
MET	676	20.6%
OET	6	0.2%
OPR	140	4.3%
OTH	67	2.0%
PAS	57	1.7%
POL	9	0.3%
PTC	4	0.1%
PTI	291	8.9%
SVS	19	0.6%
TOD	2	0.1%
TRK	34	1.0%
TRS	17	0.5%
UTL	2	0.1%
VAN	0	0.0%
WTR	25	0.8%
TOTAL	3,286	100.0%

AMT	Amtrak Delay	OET	Operational Efficiency Testing
CAR	Car or Equipment Failure	OPR	Operational Delay
CAT	Catenary Problems or Power Outage	OTH	Other Delays
DBS	Delays Due to Bussing	PAS	Passenger Boarding
DDS	Debris Strike	POL	Police Related Delays
DMW	Maintenance of Way Work	PTC	Positive Train Control Delays
DSR	Speed Restriction	PTI	Passenger Train Interference
DSS	Reduced Speed Due to Restrictive Signal	SUB	Substation
FRR	Freight Train Interference From Crossing	SVS	Servicing (Adding/Removing Equipment)
FTI	Freight Train Interference on NICTD Track	TOD	Train Order Delay
HLD	Station Delay Related to Passenger Boarding	TRK	Track/Wayside Malfunction
LMU	Late Make Up (Includes Turn of Equipment)	UTL	Utility Power Outage
MET	Metra Delays	VAN	Vandalism
NIPSCO	Delays Caused by Power Utility Disruption	WTR	Weather

Rush Hour* Train Delays - December 2023 (minutes late)

Train	Arrive	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Tue	Wed	Thu	Fri	Days	Days	%
		1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	26	27	28	29	Late	Ran	On Time
102	5:48a																					0	20	100.0%
104	6:31																					0	20	100.0%
6	6:55									9												1	20	95.0%
106	7:13								20													1	20	95.0%
108	7:35								11													1	20	95.0%
110	7:51																					0	20	100.0%
112	8:08																					0	20	100.0%
114	8:31																					0	20	100.0%
214	8:52								7													1	20	95.0%
14	10:28	11	8	24		20	6			12	21	10			22	25	18		28	20	45	14	20	30.0%
Train	Depart																							
11	3:57	9	11	14	11			16			15				15		13					8	20	60.0%
111	4:02	11	11	16	6	6	16	46	11	16	18	14	11	16	21	11	21		16	31	16	19	20	5.0%
113	4:28							18									12					2	20	90.0%
115	4:57						10										10					2	20	90.0%
117	5:10	9		16	11	13	8	20	14	10	13		8	9	15	8	8	11				15	20	25.0%
17	5:28	15				39	14	50	9		39	28	180	9	14	19	7	11	15	43	24	16	20	20.0%
217	5:32												A									0	19	100.0%
119	5:58	10					10	22	8	11					11	10		6	10	7		10	20	50.0%
19	7:10			15									45									2	20	90.0%
High temp		46	40	38	41	50	55	34	40	42	49	54	37	31	41	42	46	54	48	43	41			
Low temp		39	35	33	33	35	44	28	25	20	24	32	27	23	29	31	38	32	25	38	35			

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

Temperatures from South Bend

MONTHLY SUMMARY OF RUSH HOUR ON TIME PERFORMANCE

On time

A = Annulled

	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	9	189	95.2%	5	180	97.2%	1	207	99.5%	33	169	80.5%	14	198	92.9%	10	198	94.9%
EB Rush	13	168	92.3%	17	160	89.4%	13	184	92.9%	39	152	74.3%	23	176	86.9%	39	176	77.8%
Total Rush	22	357	93.8%	22	340	93.5%	14	391	96.4%	72	321	77.6%	37	374	90.1%	49	374	86.9%

	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%	13	180	92.8%	17	180	90.6%	17	198	91.4%	12	189	93.7%	4	180	97.8%
EB Rush	43	159	73.0%	49	160	69.4%	32	160	80.0%	71	175	59.4%	73	168	56.5%	72	159	54.7%
Total Rush	63	339	81.4%	62	340	81.8%	49	340	85.6%	88	373	76.4%	85	357	76.2%	76	339	77.6%

Cumulative				
Arrive	Train #	Days Late	Days Ran	% On Time
5:48a	102	5	250	98.0%
6:31	104	2	249	99.2%
6:55	6	44	250	82.4%
7:13	106	25	250	90.0%
7:35	108	25	250	90.0%
7:51	110	7	250	97.2%
8:08	112	16	250	93.6%
8:31	114	18	250	92.8%
8:52	214	13	249	94.8%
10:28	14	119	250	52.4%
Depart				
3:57	11	129	250	48.4%
4:02p	111	53	250	78.8%
4:28	113	16	250	93.6%
4:57	115	17	250	93.2%
5:10	117	45	250	82.0%
5:28	17	168	250	32.8%
5:32	217	25	248	89.9%
5:58	119	31	249	87.6%
7:15	19	47	249	81.1%

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	155	2248	93.1%
EB Rush	484	1997	75.8%
Total Rush	639	4,245	84.9%

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	97	128	225	4.2%	6.3%	5.2%
11-15	53	153	206	2.3%	7.5%	4.7%
16-20	5	79	84	0.2%	3.9%	1.9%
21-30	9	68	77	0.4%	3.3%	1.8%
31-59	2	45	47	0.1%	2.2%	1.1%
60+	3	13	16	0.1%	0.6%	0.4%
Annulled	2	3	5			
Total Late	169	486	655	7.3%	23.8%	15.1%
On time	2133	1558	3691	92.7%	76.2%	84.9%
Total ran	2302	2045	4347			

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	5	22	27	3.1%	12.2%	8.0%
11-15	3	27	30	1.9%	15.0%	8.8%
16-20	3	13	16	1.9%	7.2%	4.7%
21-30	5	5	10	3.1%	2.8%	2.9%
31-59	1	7	8	0.6%	3.9%	2.4%
60+	0	1	1	0.0%	0.6%	0.3%
Annulled	0	1	1			
Total Late	17	75	92	10.7%	41.7%	27.1%
On time	142	105	247	89.3%	58.3%	72.9%
Total ran	159	180	339			

Range	Peak				Total	%
	WB	EB	Off	Wkend		
6-10	97	128	529	238	992	7.6%
11-15	53	153	424	202	832	6.3%
16-20	5	79	327	155	566	4.3%
21-30	9	68	293	148	518	4.0%
31-59	2	45	393	86	526	4.0%
60+	3	13	38	13	67	0.5%
Annulled	2	3	66	28	99	
Total	169	486	2004	842	3501	26.7%
On Time	2133	1558	4579	1330	9600	73.2%
Total ran	2302	2045	6590	2172	13109	
%On Time	92.7%	76.2%	69.5%	61.2%	73.2%	

