



**Monthly Ridership
and
Year End Performance Report**

December 2025



Northern Indiana Commuter Transportation District

December 2025 Monthly Ridership and Year-End Performance Report

Ridership

Overall - Ridership for the month was up 4.7% when compared to 2024. Passenger trips for the month were 160,226 in 2025 and 153,047 in 2024.

Weekday Travel – Average weekday peak travel was up 17.9% when compared to 2024 while average off peak travel was down 3.4% over 2024 ridership. The combined weekday average in 2025 was 5,793 rides compared to 5,510 in 2024. That is a 5.1% increase for 2025 compared to 2024.

Weekend Travel – Weekend ridership was down .4% when compared to 2024. The daily average in 2025 was 3,623 compared to 3,636 in 2024.

Ridership Over Last 12 Months: January through December							
	2021/22	2022/23	% Change	2023/24	% Change	2024/25	% Change
Total	1,406,686	1,526,836	8.54%	1,770,532	15.96%	2,097,424	18.46%
Weekday	1,130,983	1,256,210	11.07%	1,419,800	13.02%	1,693,050	19.25%
Peak	727,940	831,507	14.23%	869,728	4.60%	1,013,161	16.49%
Off Peak	403,043	424,703	5.37%	550,072	29.52%	596,809	8.50%
Weekend	275,703	270,626	-1.84%	350,732	29.60%	404,374	15.29%
South Bend	176,631	145,202	-17.79%	201,498	38.77%	251,748	24.94%

Revenue

The number of tickets sold in December was up 16.2% when comparing 2025 to 2024. Ticket revenue was up 29.3% for 2025 compared to 2024. Sales from digital sources represent 87.7% of ticket sales and 93% of ticket revenue.

Total Ticket Sales: December						
Method of Sale	Tickets			Revenue		
	2024	2025	% Change	2024	2025	% Change
Ticket Agent	13,471	0	-100.0%	281,819	0	-100.0%
Vending Machine	257,854	275,976	7.0%	2,836,447	3,330,579	17.4%
Conductor	139,690	140,966	0.9%	996,042	1,049,149	5.3%
Mobile App	576,903	730,912	26.7%	7,482,472	10,619,485	41.9%
Total	987,918	1,147,854	16.2%	11,596,779	14,999,213	29.3%

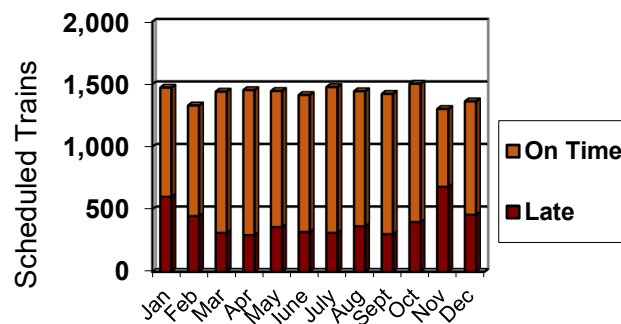
On Time Performance

Rush Hour – Overall, 61.9% of A.M. and P.M. rush hour trains were on time in December 2025 compared to 48.6% in 2024. 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). 88.4% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 67.1% of westbound morning rush hour service was on time compared to 37.8% in 2024; while eastbound rush hour trains reported an on-time performance of 55.6% compared to 19.7% in 2024. A total of 80 out of 243 westbound rush hour trains were delayed in December. Of those 80, 15 experienced delays greater than 15 minutes. Eastbound rush hour trains had a total of 88 out of 198 trains delayed in December. Of those 88, 28 experienced delays greater than 15 minutes.¹

December 2025 Rush Hour

	TOTAL			PERCENTAGE		
Range	am	pm	total	am	pm	total
6-10	45	39	84	18.5%	19.7%	19.0%
11-15	20	21	41	8.2%	10.6%	9.3%
16-20	6	8	14	2.5%	4.0%	3.2%
21-30	5	9	14	2.1%	4.5%	3.2%
31-59	4	8	12	1.6%	4.0%	2.7%
60+	0	3	3	0.0%	1.5%	0.7%
Annulled	17	2	19	7.0%	1.0%	4.3%
Total Late	80	88	168	32.9%	44.4%	38.1%
On time	163	110	273	67.1%	55.6%	61.9%
Total ran	243	198	441			

Overall – The South Shore Line scheduled 1,398 trains in December and experienced 457 delays in excess of 5 minutes (ranging from 6-294) with median delay of 11 minutes. December of 2025 experienced 34 annulled trains. In December 2024, the South Shore Line scheduled 1,469 trains with 629 delays in excess of 5 minutes (ranging from 6-208 minutes) with a median delay of 12 minutes. December of 2024 experienced 6 annulled trains.



¹ Weekday rush-hour trains operate 13 westbound and 10 eastbound per day.

Cumulative On Time Comparison

Thru December	2024	2025
Weekday	45.5%	72.4%
Peak	49.7%	74.2%
Off-Peak	42.9%	71.3%
Weekend	44.9%	66.8%
Overall	45.4%	71.6%

Delays caused by railroad maintenance. Besides the unexpected delays, passengers in September 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.

Annulled Trains or Delays in Excess of 59 Minutes

<u>Date</u>	<u>Train</u>	<u>Min. Late</u>	<u>Reason</u>
1/8/25	35	73	Catenary Problems People had to be Bussed.
1/9/25	203	A	Train Annulled due to temporary track conditions.
1/10/25	17	62	Red Signal Issues on Metra Line
1/10/25	25	70	Red Signal Issues on Metra Line
1/10/25	35	73	Construction and maintenance issue delay
1/10/25	113	61	Red Signal Issues on Metra Line
1/10/25	115	84	Red Signal Issues on Metra Line
1/10/25	117	61	Red Signal Issues on Metra Line
1/10/25	131	A	Train cancelled due to mechanical errors.
1/10/25	225	A	Red Signal Issues on Metra Line
1/10/25	232	A	Red Signal Issues on Metra Line
1/11/25	511	60	Temporary overnight busing for bridge repair.
1/11/25	513	60	Temporary overnight busing for bridge repair.
1/20/25	103	A	Train was annulled and then combined with Train 105.
1/20/25	114	A	Train was annulled due to inclement weather.
1/20/25	405	A	Train was annulled due to inclement weather.
1/21/25	127	A	Train was annulled due to inclement weather.
1/21/25	128	A	Train was annulled and then combined with Train 30.
1/21/25	400	A	Train was annulled due to inclement weather.
1/22/25	7	192	Overhead wire damage.
1/22/25	11	A	Overhead wire damage.
1/22/25	22	243	Overhead wire damage.
1/22/25	24	A	Overhead wire damage.
1/22/25	109	A	Overhead wire damage.
1/22/25	111	A	Overhead wire damage.
1/22/25	115	A	Overhead wire damage.
1/22/25	117	A	Overhead wire damage.
1/22/25	121	A	Overhead wire damage.
1/22/25	122	A	Overhead wire damage.
1/22/25	126	A	Overhead wire damage.
1/22/25	127	A	Overhead wire damage.
1/22/25	128	A	Overhead wire damage.
1/22/25	209	A	Overhead wire damage.
1/22/25	222	A	Overhead wire damage.
1/22/25	224	A	Overhead wire damage.
1/22/25	226	A	Overhead wire damage.
1/22/25	430	A	Overhead wire damage.
1/23/25	110	A	Train was combined with train 112 - PTC Issues.
1/24/25	104	60	Train was having mechanical issues.
1/24/25	203	A	Train was combined with train 205 - mechanical issues.
1/24/25	216	A	Train was combined with train 116 - mechanical issues.
1/27/25	11	127	Train was having PTC Issues.
2/1/25	610	115	Mechanical problems with Two Train Cars
2/2/25	507	A	Train was combined with train #509.
2/2/25	508	62	METRA Delay
2/2/25	509	143	Late turn of equipment.
2/2/25	608	204	METRA Delay as switches were being fixed.

Annulled Trains or Delays in Excess of 59 Minutes

<u>Date</u>	<u>Train</u>	<u>Min. Late</u>	<u>Reason</u>
2/5/25	17	68	Restricted speeds during track inspection.
2/5/25	432	A	Winter weather delay due to inclement weather.
2/6/25	201	A	Train was combined with train #203.
2/6/25	216	A	Train was combined with train #218.
2/6/25	400	A	Train was cancelled due to inclement weather.
2/6/25	401	A	Train was cancelled due to inclement weather.
2/7/25	201	A	Train was combined with Train #203 - PTC Issues.
2/9/25	505	66	Mechanical problem with train.
2/12/25	127	A	Positive Train Control issue, train 129.
2/12/25	205	A	Train combined with train #103.
2/14/25	103	A	Train combined with train #105.
2/14/25	108	A	Train combined with train #110.
2/18/25	119	A	Train combined with train #121.
2/25/25	214	A	Train combined with train #16.
2/26/25	22	110	Mechanical problem with train.
3/3/25	432	A	Train hit a deer.
3/5/25	118	A	Train was annulled due to mechanical issues.
3/12/25	113	85	Speed Restrictions due to temporary track conditions.
3/12/25	228	A	Mechanical issues - combined with train #30.
3/13/25	105	61	Metra Train mechanical issues delay.
3/19/25	25	80	Weather delay power outage.
3/19/25	32	74	Late turn of equipment from power outage.
3/19/25	121	78	Weather delay power outage.
3/19/25	123	83	Weather delay power outage.
3/19/25	130	88	Weather delay power outage.
3/19/25	225	A	Weather delay power outage.
3/19/25	232	A	Weather delay power outage.
3/21/25	228	A	Mechanical issues - combined with train #30.
3/22/25	508	60	Delayed by passenger train interference.
3/25/25	25	115	Train/car collision.
3/25/25	127	79	Train/car collision.
3/25/25	129	65	Train/car collision.
3/25/25	214	60	Metra delay waiting to get to platform behind seven trains.
3/30/25	610	156	PTC Issues.
3/31/25	133	Annulled	Train cancelled for operational issues.
4/2/25	17	125	Metra Delay
4/2/25	117	86	Metra Delay
4/2/25	119	Annulled	Metra power issues - combined with train 121.
4/2/25	121	75	Metra Delay
4/2/25	123	Annulled	Metra power issues - combined with train 25.
4/2/25	128	70	Metra Delay
4/2/25	430	Annulled	Metra power issues - combined with train 25.
4/12/25	509	80	Mechanical problem with train.
4/17/25	32	69	Metra Delay
4/24/25	102	A	Trains cancelled from previous PTC related delays
4/24/25	201	A	Trains cancelled from previous PTC related delays
4/24/25	401	A	Trains cancelled from previous PTC related delays
4/26/25	509	117	Train struck Semi Tanker that did not clear track.

Annulled Trains or Delays in Excess of 59 Minutes

<u>Date</u>	<u>Train</u>	<u>Min. Late</u>	<u>Reason</u>
4/27/25	505	93	Metra Delay
5/15/25	33	100	PTC Issues and power outage from weather
5/22/25	25	72	Metra power outage
5/22/25	228	67	Metra power outage
5/22/25	430	A	Train was annulled from Metra power outage.
6/4/25	114	A	Mechanical Issues train was combined with Train #16.
6/7/25	502	67	Metra Delay
6/7/25	503	77	Metra Delay
6/9/25	122	73	Gas Leak at Miller
6/12/25	25	67	Mechanical Issues with train and slick rails.
6/16/25	432	A	Construction between Michigan City and South Bend.
6/17/25	400	A	Construction between Michigan City and South Bend.
6/17/25	432	A	Construction between Michigan City and South Bend.
6/18/25	400	A	Construction between Michigan City and South Bend.
6/18/25	432	A	Construction between Michigan City and South Bend.
6/19/25	400	A	Construction between Michigan City and South Bend.
6/19/25	432	A	Construction between Michigan City and South Bend.
6/20/25	17	116	Train/Vehicle Collision in Michigan City
6/20/25	117	A	Train/Vehicle Collision in Michigan City
6/20/25	119	132	Train/Vehicle Collision in Michigan City
6/20/25	121	120	Train/Vehicle Collision in Michigan City
6/20/25	127	74	Train/Vehicle Collision in Michigan City
6/20/25	130	97	Train/Vehicle Collision in Michigan City
6/20/25	400	A	Construction between Michigan City and South Bend.
6/26/25	35	88	Lightning Strike, lost power.
6/27/25	22	70	Wire Issues and mechanical problem with flat spots.
7/8/25	127	A	Train was cancelled and combined with train #129.
7/16/25	22	81	Stopped for running a signal.
7/17/25	33	66	Metra Delay
7/23/25	35	62	Police Activity on Metra Line.
7/24/25	10	138	Trespassing incident, pedestrian on the tracks.
7/24/25	110	110	Trespasser Incident.
7/24/25	112	A	Train cancelled because of trespassing incident.
7/24/25	114	A	Train cancelled because of trespassing incident.
7/24/25	214	A	Train cancelled because of trespassing incident.
7/24/25	218	A	Train cancelled because of trespassing incident.
7/24/25	400	68	Late turn of equipment.
7/26/25	505	65	Passenger train interference.
7/26/25	511	60	Speed Restrictions
7/26/25	511	60	Speed Restrictions
8/4/25	7	68	Held for track issues.
8/5/25	11	113	Signal problem and restricted speeds.
8/7/25	25	A	Train combined with 127 - PTC issues.
8/12/25	113	100	Power outage at Hegewisch Station.
8/12/25	126	86	Power outage at Hegewisch Station.
8/12/25	226	62	Power outage at Hegewisch Station.
8/17/25	601	84	Substation power outage.
8/18/25	32	214	Vehicle caught fire on tracks.
8/18/25	33	225	Vehicle caught fire on tracks.
8/18/25	35	A	Vehicle caught fire on tracks.

Annulled Trains or Delays in Excess of 59 Minutes

<u>Date</u>	<u>Train</u>	<u>Min. Late</u>	<u>Reason</u>
8/19/25	101	86	Activation failure at Hillcrest.
8/21/25	226	A	Train combined resulting from speed restrictions.
8/29/25	109	67	Speed restriction due to flat spots.
9/13/25	508	71	PTC Issue initializing.
9/15/25	16	105	Metra Train Delay
9/15/25	118	111	Metra Accident
9/15/25	120	72	Metra Accident
9/15/25	214	126	Metra Accident
9/15/25	218	105	Metra Accident
9/19/25	32	85	Busing Delay
9/19/25	35	98	Busing Delay
9/22/25	131	63	Vehicle stuck on tracks.
9/23/25	101	69	Passenger Train Interference
9/23/25	400	72	Passenger Train Interference
9/27/25	503	85	Busing around construction
9/27/25	504	76	Busing around construction
9/27/25	506	82	Busing around construction
9/27/25	508	70	Busing around construction
9/27/25	509	71	Busing around construction
9/27/25	511	69	Busing around construction
9/27/25	512	64	Late turn from busing.
9/27/25	513	69	Busing around construction
9/27/25	608	70	Busing around construction
9/28/25	503	60	Busing around construction
10/10/25	226	A	Train combined for system testing.
10/11/25	512	80	Power outage west of Gary/Chicago Airport.
10/11/25	515	92	Power outage west of Gary/Chicago Airport.
10/11/25	517	83	Power outage west of Gary/Chicago Airport.
10/14/25	25	76	Metra PTC Outage.
10/14/25	127	A	Trained combined from Metra PTC Outage.
10/18/25	502	A	Train annulled from mechanical issues.
10/18/25	510	A	Train annulled from mechanical issues.
10/18/25	509	64	Train stopped from mechanical issues.
10/19/25	503	110	Train stopped from mechanical issues.
10/19/25	508	93	Train stopped from mechanical issues.
10/19/25	954	A	Train combined following ND Football Game.
10/20/25	25	67	Delayed due to Calumet River bridge strike.
10/20/25	30	81	Delayed due to Calumet River bridge strike.
10/20/25	121	67	Delayed due to Calumet River bridge strike.
10/20/25	127	A	Train cancelled due to Calumet River bridge strike.
10/20/25	225	A	Train cancelled due to Calumet River bridge strike.
10/20/25	232	A	Train cancelled due to Calumet River bridge strike.
10/21/25	113	A	Train cancelled due to mechanical failures.
10/22/25	133	64	Train stopped due to car on track.
10/24/25	35	108	train delayed due to mechanical issues.
10/25/25	601	120	Metra delay waiting for signal.
10/28/25	33	70	Train delayed due to mechanical issues.

Annulled Trains or Delays in Excess of 59 Minutes

<u>Date</u>	<u>Train</u>	<u>Min. Late</u>	<u>Reason</u>
10/29/25	118	A	Train annulled due to mechanical issues.
10/30/25	106	A	Train annulled due to mechanical issues.
10/30/25	205	A	Train annulled due to mechanical issues.
10/30/25	405	A	Train annulled due to mechanical issues.
10/31/25	24	80	Speed restrictions and multiple stops.
11/3/25	118	62	Metra switch issues.
11/4/25	110	A	Mechanical issues with train.
11/10/25	400	A	Weather related cancellation.
11/10/25	401	A	Weather related cancellation.
11/10/25	405	A	Weather related cancellation.
11/12/25	30	70	Mechanical issues with train.
11/14/25	25	79	Mechanical issues with train.
11/14/25	32	108	Speed restrictions with train.
11/14/25	33	85	Speed restrictions with train.
11/14/25	35	A	Train cancelled due to earlier train speed restrictions.
11/15/25	502	A	Mechanical issues with train.
11/15/25	503	83	Track issues with slick rail.
11/15/25	505	A	Train cancelled due to earlier train mechanical issues.
11/15/25	506	62	Speed restrictions resulting from mechanical issues.
11/15/25	601	138	Speed restrictions resulting from mechanical issues.
11/16/25	509	A	Metra overhead wire conditions.
11/16/25	511	103	Metra overhead wire conditions.
11/16/25	512	69	Late turn of equipment from train 511.
11/16/25	513	63	Metra overhead wire conditions along with bussing.
11/16/25	517	A	Metra overhead wire conditions resulted in cancellation.
11/16/25	956	A	Metra overhead wire conditions resulted in cancellation.
11/17/25	25	82	Freight Train and vehicle collision.
11/17/25	101	82	Train left late from 18th street due to freight train collision.
11/17/25	106	A	Freight Train and vehicle collision.
11/17/25	205	A	Freight Train and vehicle collision.
11/20/25	205	A	Train 106 had mechanical issues. Train 205/105 combined.
11/21/25	17	60	Train mechanical issues and inspection.
11/21/25	130	81	Speed restrictions and passenger loading delay.
11/22/25	600	60	Mechanical issues with train.
11/24/25	35	A	Train cancelled resulting from earlier trespasser.
11/25/25	32	76	Speed restrictions and obstruction on the tracks at Hammond.
11/25/25	133	71	Obstruction on the tracks at Hammond.
11/25/25	400	A	Train cancelled from earlier trespassing situation.
11/27/25	502	116	Train delayed due to IHB Freight incident.
11/27/25	504	63	Train delayed due to IHB Freight incident.
11/28/25	952	A	No passengers on Train 517. Move was not needed.
11/29/25	508	124	South Bend train versus car incident.
12/2/25	115	A	Mechanical issue.
12/4/25	7	A	Power Outage.
12/4/25	16	A	Power Outage.
12/4/25	22	60	Power Outage.
12/4/25	102	A	Power Outage.

Annulled Trains or Delays in Excess of 59 Minutes

Date	Train	Min. Late	Reason
12/4/25	104	A	Power Outage.
12/4/25	105	A	Power Outage.
12/4/25	106	A	Power Outage.
12/4/25	110	A	Power Outage.
12/4/25	112	A	Power Outage.
12/4/25	114	A	Power Outage.
12/4/25	118	A	Power Outage.
12/4/25	201	A	Power Outage.
12/4/25	203	A	Power Outage.
12/4/25	205	A	Power Outage.
12/4/25	207	A	Power Outage.
12/4/25	209	A	Power Outage.
12/4/25	214	A	Power Outage.
12/4/25	218	A	Power Outage.
12/4/25	405	A	Power Outage.
12/5/25	33	121	Metra Delay
12/11/25	35	A	Mechanical issue resulting in restricted speed.
12/12/25	112	A	Mechanical issue, train was combined with Train 14.
12/12/25	400	A	Mechanical issues Train Annulled.
12/13/25	612	77	Mechanical issue, waiting for inspection to clear.
12/15/25	104	A	Mechanical issue causing to be combined with Train 106.
12/15/25	127	A	Mechanical issue, train combined with Train 129.
12/15/25	203	A	Mechanical issue caused by extreme weather.
12/15/25	214	A	Mechanical issue caused by extreme weather.
12/15/25	218	A	Mechanical issue caused by extreme weather.
12/15/25	226	A	Mechanical issue caused by extreme weather.
12/15/25	228	A	Mechanical issue caused by extreme weather.
12/16/25	25	92	PTC issues and slick rails to South Bend.
12/16/25	33	A	Rail restrictions on Metra Property combined with Train 133.
12/16/25	127	74	PTC issue.
12/16/25	130	A	Mechanical issue, train combined with Train 32.
12/16/25	232	72	Late turn of equipment.
12/16/25	430	A	Mechanical issues Train Annulled.
12/17/25	118	A	Mechanical issue, train was combined with Train 120.
12/17/25	120	70	Mechanical issue with flat spots on train.
12/21/25	513	60	Waiting for Train 512 to clear.
12/23/25	16	A	Slick Rails so it was combined with Train 118.
12/26/25	131	60	Mechanical issue, restricted speed enforced.
12/28/25	505	70	Mechanical issues resulting in restricted speeds.
12/31/25	510	100	Mechanical issues resulting in switching equipment.
12/31/25	512	294	Power Outage.

Ridership Report

	2022	Work	2023	Work	2024	Work	2025	Work	Change
	Passengers	Days	Passengers	Days	Passengers	Days	Passengers	Days	24/25
Monthly Ridership									
January	66,870	21	105,869	21	103,033	22	126,918	22	23.2%
February	76,350	20	105,045	20	115,214	21	125,785	20	9.2%
March	114,014	23	126,910	23	130,771	21	163,191	21	24.8%
April	115,914	21	117,539	20	130,179	22	168,447	22	29.4%
May	123,155	21	129,890	22	147,524	22	173,096	21	17.3%
June	138,763	22	139,216	22	155,377	20	179,000	21	15.2%
Cumulative Comparison									
January	66,870	21	105,869	21	103,033	22	126,918	22	23.2%
February	143,220	41	210,914	41	218,247	43	252,703	42	15.8%
March	257,234	64	337,824	64	349,018	64	415,894	63	19.2%
April	373,148	85	455,363	84	479,197	86	584,341	85	21.9%
May	496,303	106	585,253	106	626,721	108	757,437	106	20.9%
June	635,066	128	724,469	128	782,098	128	936,437	127	19.7%
Average Weekday Ridership									
January	2,539		4,243		4,123		4,889		18.6%
February	3,166		4,432		4,729		5,300		12.1%
March	4,134		4,733		4,950		6,060		22.4%
April	4,501		4,723		5,049		6,327		25.3%
May	4,624		4,957		5,532		6,475		17.0%
June	5,084		5,289		5,980		6,750		12.9%
Average Weekday Peak Period Ridership									
January	1,700		3,101		2,923		3,102		6.1%
February	2,121		3,115		3,335		3,362		0.8%
March	2,742		3,201		3,254		3,656		12.4%
April	2,943		3,175		3,488		4,146		18.9%
May	3,056		3,384		3,455		4,221		22.2%
June	3,208		3,364		3,433		4,218		22.9%
Average Weekday Off-Peak Ridership									
January	839		1,142		1,158		1,788		54.4%
February	1,045		1,317		1,393		1,943		39.5%
March	1,392		1,532		1,696		2,404		41.7%
April	1,561		1,549		1,561		2,180		39.7%
May	1,569		1,573		2,077		2,254		8.5%
June	1,876		1,925		2,547		2,532		-0.6%

Ridership Report

	2022		2023		2024		2025		Change
	Passengers	Days	Passengers	Days	Passengers	Days	Passengers	Days	24/25
Average Weekend/Holiday Ridership (per day)									
January	1,355		1,864		1,474		2,151		45.9%
February	1,629		2,052		1,989		2,461		23.7%
March	2,366		2,256		2,682		3,593		34.0%
April	2,376		2,306		1,910		3,657		91.5%
May	2,605		2,314		2,868		3,712		29.4%
June	3,364		2,858		3,578		4,139		15.7%
Monthly South Bend Ridership									
January	8,972		9,775		8,213		13,816		68.2%
February	8,940		8,829		8,510		12,865		51.2%
March	13,530		12,919		13,427		20,116		49.8%
April	14,608		13,773		12,596		21,299		69.1%
May	15,290		11,791		16,802		22,766		35.5%
June	15,014		12,175		17,947		20,520		14.3%

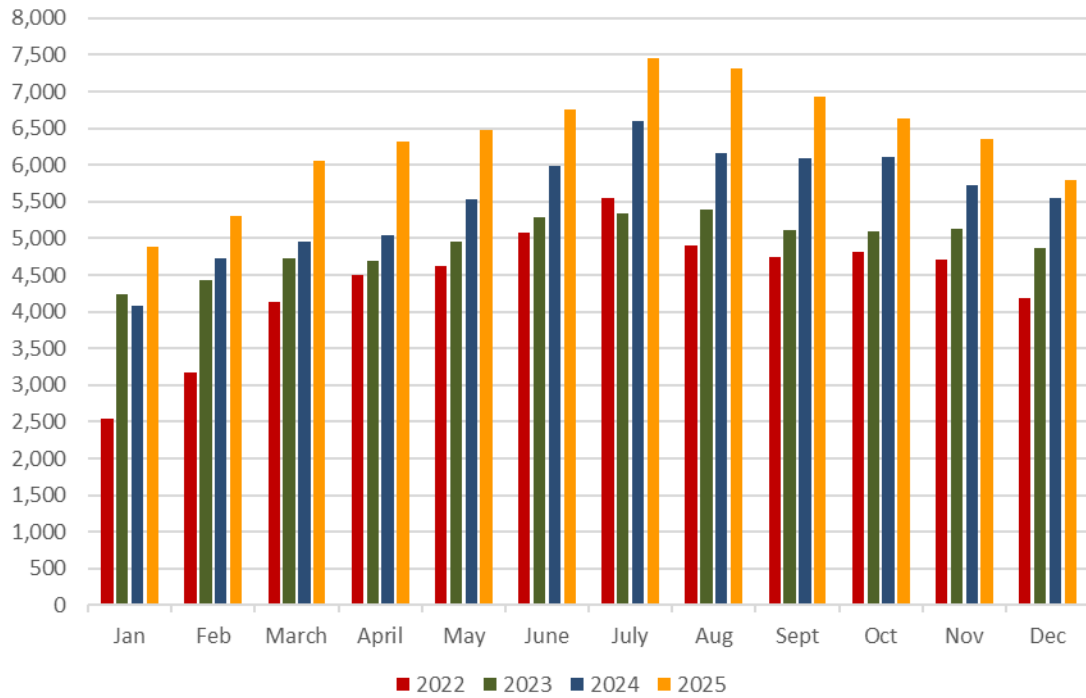
Ridership Report

	2022	Work	2023	Work	2024	Work	2025	Work	Change
	Passengers	Days	Passengers	Days	Passengers	Days	Passengers	Days	24/25
MONTHLY RIDERSHIP									
July	149,051	20	137,216	20	182,458	22	205,328	22	12.5%
August	136,622	23	149,901	23	177,065	22	203,753	21	15.1%
September	123,766	21	127,676	20	157,459	20	181,049	21	15.0%
October	126,386	21	133,937	22	168,948	23	184,093	23	9.0%
November	120,650	22	128,498	22	150,431	20	159,269	18	5.9%
December	115,143	21	125,142	20	153,047	21	160,226	20	4.7%
CUMULATIVE COMPARISON									
July	784,117	148	861,685	148	964,556	150	1,141,765	149	18.4%
August	920,739	171	1,011,586	171	1,141,621	172	1,345,518	170	17.9%
September	1,044,505	192	1,139,262	191	1,299,080	192	1,526,567	191	17.5%
October	1,170,891	213	1,273,199	213	1,468,028	215	1,710,660	214	16.5%
November	1,291,541	235	1,401,697	235	1,618,459	235	1,869,929	232	15.5%
December	1,406,684	256	1,526,839	255	1,771,506	256	2,030,155	252	14.6%
Average Weekday Ridership									
July	5,556		5,336		6,603		7,461		13.0%
August	4,904		5,399		6,163		7,313		18.7%
September	4,746		5,119		6,087		6,924		13.8%
October	4,817		5,093		6,115		6,635		8.5%
November	4,713		4,663		5,719		6,356		11.1%
December	4,383		4,861		5,557		5,793		4.2%
Thru December	4,418	256	4,946	255	5,590	256		252	
Average Weekday Peak Period Ridership									
July	3,243		3,293		3,645		4,410		21.0%
August	3,095		3,429		3,301		4,390		33.0%
September	3,156		3,443		3,751		4,581		22.1%
October	3,229		3,472		3,752		4,337		15.6%
November	3,064		3,167		3,368		3,959		17.5%
December	2,654		2,945		3,056		3,604		17.9%
Thru December	2,844	256	3,274	255	3,424	254		252	
Average Weekday Off-Peak Ridership									
July	2,314		2,043		2,953		3,051		3.3%
August	1,809		1,970		2,862		2,923		2.1%
September	1,590		1,676		2,336		2,343		0.3%
October	1,588		1,621		2,364		2,298		-2.8%
November	1,649		1,733		2,356		2,268		-3.7%
December	1,729		1,916		2,501		2,415		-3.4%
Thru December	1,574	256	1,672	255	2,166	254		252	

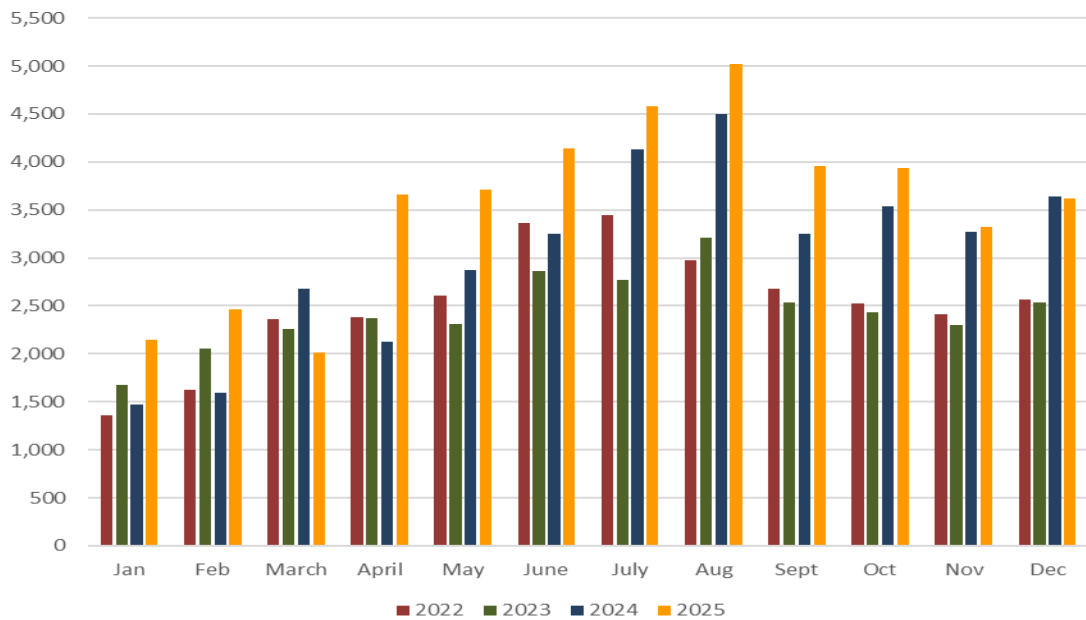
Ridership Report

	2022		2023		2024		2025		Change
	Passengers	Days	Passengers	Days	Passengers	Days	Passengers	Days	24/25
AVERAGE WEEKEND/HOLIDAY RIDERSHIP (per day)									
July	3,348		2,772		4,133		4,575		10.7%
August	2,979		3,214		4,501		5,019		11.5%
September	2,678		2,530		3,572		3,961		10.9%
October	2,523		2,433		3,537		3,937		11.3%
November	2,409		2,297		3,596		3,603		0.2%
December	2,309		2,538		3,636		3,623		-0.4%
Thru December	2,529	109	2,438	110	3,132	112		113	
MONTHLY SOUTH BEND RIDERSHIP									
July	18,102		13,964		22,167		24,198		9.2%
August	12,335		12,291		19,623		24,452		24.6%
September	13,613		11,767		18,564		21,942		18.2%
October	16,039		12,390		19,508		23,922		22.6%
November	14,639		12,190		20,943		23,135		10.5%
December	13,374		13,338		23,235		22,717		-2.2%

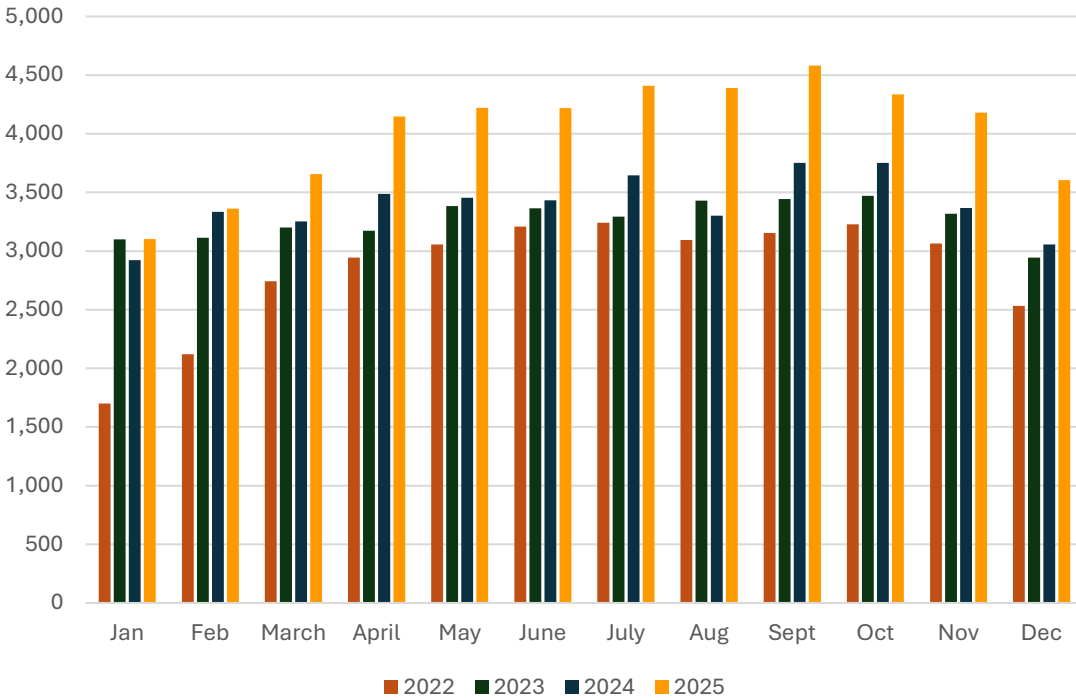
SOUTH SHORE LINE WEEKDAY RIDERSHIP 2022-2025



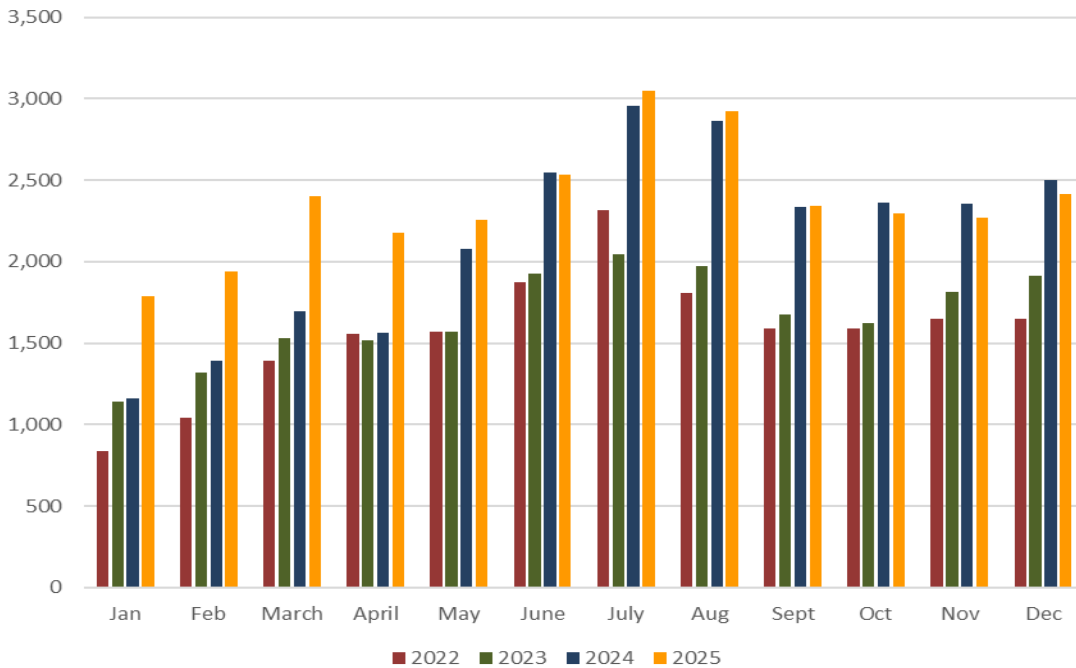
SOUTH SHORE WEEKEND RIDERSHIP 2022-2025



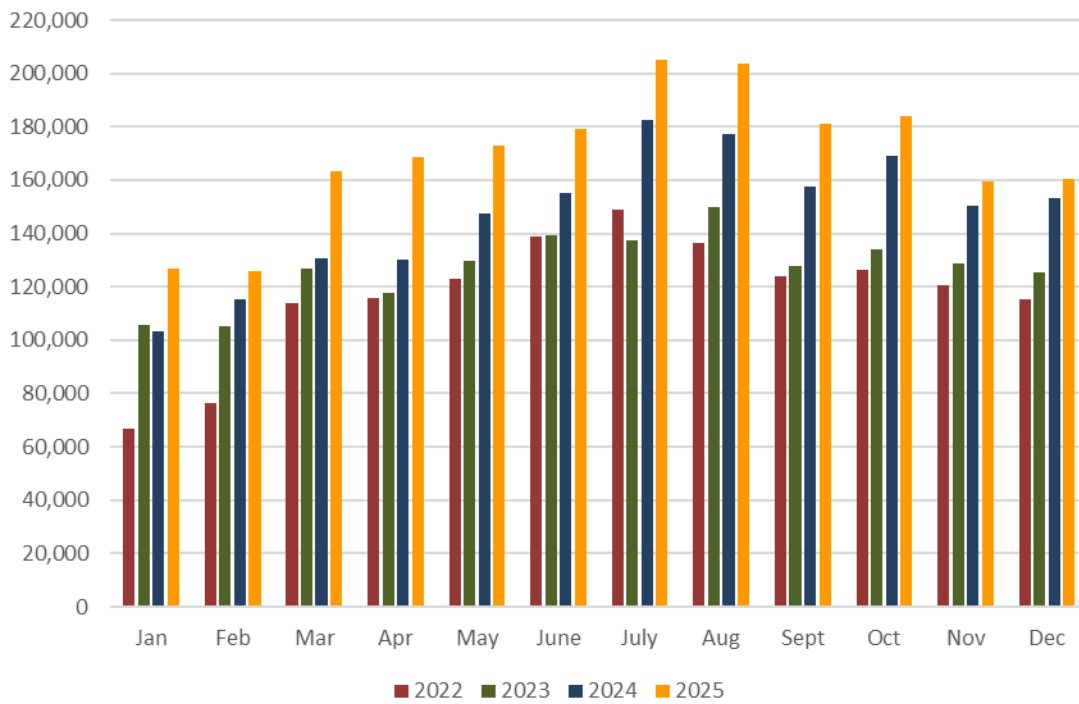
SOUTH SHORE LINE PEAK RIDERSHIP 2022-2025



SOUTH SHORE LINE OFF-PEAK RIDERSHIP 2022-2025



SOUTH SHORE LINE MONTHLY RIDERSHIP 2022-2025



Percent on Time:December, 2025

Peak		
Train	Days Late	% on Time
400	3	84.2%
102	7	63.2%
104	6	66.7%
106	7	63.2%
8 (removed 2/18)	0	0.0%
108	10	50.0%
10	5	75.0%
110	5	73.7%
112	7	61.1%
114	5	73.7%
214	6	66.7%
16	8	55.6%
118	8	55.6%
116 (removed 2-18)	0	0.0%
216 (removed 2-18)	0	0.0%
218	3	83.3%
115	3	84.2%
17	2	90.0%
117	6	70.0%
119	16	20.0%
121	8	60.0%
123	7	65.0%
25	20	0.0%
225	7	65.0%
127	10	47.4%
129	9	55.0%
Total	168	61.9%
Westbound	85	69.9%
Eastbound	83	47.8%

Off-Peak		
Train	Days Late	% on Time
120	12	40.0%
22	14	30.0%
122	15	25.0%
222	2	90.0%
24	19	5.0%
224	2	90.0%
126	5	75.0%
226	1	94.7%
128	5	75.0%
228	12	36.8%
30	8	60.0%
130	8	57.9%
430	2	89.5%
232	6	70.0%
32	10	50.0%
432	0	100.0%
401	0	100.0%
403	3	85.0%
201	3	84.2%
203	3	83.3%
205	5	73.7%
405	0	100.0%
103 (removed)	0	0.0%
105	2	89.5%
7	13	31.6%
207	1	94.7%
109	3	85.0%
209	1	94.7%
11	10	50.0%
111	6	70.0%
113	6	70.0%
115 (rush hour 2/18)	0	0.0%
131	5	75.0%
33	9	52.6%
133	7	65.0%
35	8	57.9%
101	5	75.0%
Total	211	69.2%
Westbound	121	61.7%
Eastbound	90	75.6%

Weekend/Holiday		
Train	Days Late	% on Time
952 (removed 2/18)	0	0.0%
600	4	63.6%
502	3	72.7%
504	2	81.8%
606 (removed 2/18)	0	0.0%
506	3	72.7%
608	3	72.7%
508	9	18.2%
610	2	81.8%
954 (removed 2/18)	0	0.0%
510	3	72.7%
956 (removed 2/18)	0	0.0%
612	3	72.7%
512	2	81.8%
701	0	100.0%
703	0	100.0%
705	0	100.0%
503	7	36.4%
603 (removed 2/18)	0	0.0%
505	6	45.5%
605 (removed 2/18)	0	0.0%
507	3	72.7%
609	3	72.7%
509	4	63.6%
511	8	27.3%
513	2	81.8%
515	3	72.7%
517	6	45.5%
601	0	100.0%
Total	76	70.0%
Westbound	34	69.1%
Eastbound	42	70.6%

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

REASONS (weekday)		
AMT	3	0.8%
CAR	56	14.7%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	3	0.8%
DSR	88	23.1%
DSS	23	6.0%
FRR	1	0.3%
FTI	6	1.6%
HLD	2	0.5%
LMU	12	3.1%
MET	45	11.8%
OET	2	0.5%
OPR	19	5.0%
OTH	22	5.8%
PAS	47	12.3%
POL	1	0.3%
PTC	4	1.0%
PTI	26	6.8%
SUB	0	0.0%
SVS	0	0.0%
TOD	0	0.0%
TRK	4	1.0%
TRS	2	0.5%
UTL	3	0.8%
VAN	0	0.0%
WTR	12	3.1%
TOTAL	381	100.0%

REASONS (weekend)		
AMT	1	1.3%
CAR	19	25.0%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	0	0.0%
DSR	2	2.6%
DSS	1	1.3%
FRR	1	1.3%
FTI	1	1.3%
HLD	0	0.0%
LMU	6	7.9%
MET	8	10.5%
OET	0	0.0%
OPR	0	0.0%
OTH	2	2.6%
PAS	24	31.6%
POL	0	0.0%
PTC	0	0.0%
PTI	6	7.9%
SUB	0	0.0%
SVS	0	0.0%
TOD	1	1.3%
TRK	1	1.3%
TRS	0	0.0%
UTL	0	0.0%
VAN	0	0.0%
WTR	3	3.9%
TOTAL	76	100%

AMT - Amtrak Delay
 CAR - Car or equipment failure of malfunction
 DMW- Maintenance of way work
 DSR - Speed restriction - all speed restrictions not listed in timetable
 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 equipment.
 LMU – Late make up (includes turn of equipment)
 MET – Metra delay

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 - includes adding or removing
 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, 2025

Peak		
Train	Days Late	% on Time
400	24	90.1%
102	46	81.6%
104	43	82.8%
106	39	84.4%
8 (removed 2/18)	7	78.8%
108	80	68.1%
10	35	84.2%
110	81	67.5%
112	48	80.7%
114	39	84.3%
214	33	84.7%
16	60	76.0%
118	77	64.5%
116(removed 2/18)	32	3.0%
216(removed 2/18)	15	51.6%
218	38	84.7%
115	31	85.8%
17	54	78.6%
117	77	69.3%
119	70	71.9%
121	63	75.0%
123	78	68.8%
25	132	47.4%
225	58	76.8%
127	114	53.7%
129	88	64.8%
Total	1,462	74.4%
Westbound	782	77.7%
Eastbound	680	69.1%

Off-Peak		
Train	Days Late	% on Time
120	113	58.9%
22	162	41.1%
122	138	49.6%
222	41	85.0%
24	129	52.9%
224	40	85.4%
126	50	81.8%
226	26	90.4%
128	77	71.8%
228	120	55.9%
30	124	54.9%
130	136	50.4%
430	46	83.0%
232	51	81.2%
32	104	62.2%
432	27	89.9%
401	0	100.0%
403	12	95.6%
201	28	89.7%
203	45	83.4%
205	25	90.7%
405	8	97.0%
d	10	75.0%
105	60	78.1%
7	106	61.3%
207	36	86.9%
109	70	74.5%
209	35	87.2%
11	154	43.8%
111	84	69.3%
113	53	80.5%
115	18	56.1%
131	63	77.0%
33	100	63.5%
133	50	81.8%
35	83	69.6%
101	48	82.5%
Total	2,472	74.4%
Westbound	1,384	68.3%
Eastbound	1,088	79.4%

Weekend/Holiday		
Train	Days Late	% on Time
952 (removed 2/18)	0	100.0%
600	24	63.6%
502	43	40.3%
504	40	42.0%
606 (removed 2/18)	8	46.7%
506	34	51.4%
608	43	37.7%
508	58	34.1%
610	19	67.2%
954 (removed 2/18)	0	100.0%
510	38	50.6%
956 (removed 2/18)	0	100.0%
612	18	59.1%
512	24	56.4%
701	1	97.8%
703	1	97.8%
705	1	96.7%
503	50	38.3%
603 (removed 2/18)	7	53.3%
505	60	20.0%
605 (removed 2/18)	4	73.3%
507	67	24.7%
609	24	47.8%
509	62	16.2%
511	73	22.3%
513	37	49.3%
515	33	41.1%
517	41	30.5%
601	17	69.6%
Total	827	62.7%
Westbound	349	65.8%
Eastbound	478	60.1%

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

Reasons (weekday)		
AMT	37	0.9%
CAR	277	6.9%
CAT	11	0.3%
DBS	2	0.1%
DDS	1	0.0%
DMW	296	7.4%
DSR	462	11.6%
DSS	216	5.4%
FRR	18	0.5%
FTI	37	0.9%
HLD	41	1.0%
LMU	103	2.6%
MET	1,068	26.8%
OET	7	0.2%
OPR	116	2.9%
OTH	198	5.0%
PAS	552	13.8%
POL	25	0.6%
PTC	8	0.2%
PTI	258	6.5%
SUB	4	0.1%
SVS	4	0.1%
TOD	1	0.0%
TRK	61	1.5%
TRS	48	1.2%
UTL	12	0.3%
VAN	1	0.0%
WTR	125	3.1%
TOTAL	3,989	100.0%

REASONS (weekend)		
AMT	3	0.3%
CAR	71	8.3%
CAT	6	0.7%
DBS	0	0.0%
DDS	1	0.1%
DMW	61	7.1%
DSR	32	3.7%
DSS	15	1.7%
FRR	1	0.1%
FTI	8	0.9%
HLD	4	0.5%
LMU	13	1.5%
MET	232	27.0%
OET	1	0.1%
OPR	20	2.3%
OTH	36	4.2%
PAS	226	26.3%
POL	7	0.8%
PTC	1	0.1%
PTI	53	6.2%
SUB	0	0.0%
SVS	3	0.3%
TOD	3	0.3%
TRK	3	0.3%
TRS	12	1.4%
UTL	0	0.0%
VAN	0	0.0%
WTR	48	5.6%
TOTAL	860	100.0%

AMT - Amtrak Delay
 CAR - Car or equipment failure or malfunction
 DMW- Maintenance of way work
 DSR - Speed restriction - all speed restrictions not listed in timetable
 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 equipment.
 LMU – Late make up (includes turn of equipment)
 MET – Metra delay

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 - includes adding or removing
 TOD – Train order delay
 TRK – Track/wayside malfunction
 UTL – Utility power outage
 VAN - Vandalism
 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 2025 (minutes late)

		Rocky Mountain Express - December 2023 (Miles: 145)																												
		Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Days	Days	%			
Train	Arrive	1	2	3	4	5	8	9	10	11	12	15	16	17	18	19	22	23	24	25	26	29	30	31	Late	Ran	On Time			
400	2:08 AM			45				12		12	A														3	19	84.2%			
102	5:32 AM	7	9	7	A	12					6		15									6			7	19	63.2%			
104	6:08 AM	8		8	A				11		6	A	6			8									6	18	66.7%			
106	6:24 AM	6		11	A	8	8	11		7		36													7	19	63.2%			
8	removed 2/18																								0	0	0.0%			
108	6:35 AM	7	7	13		9				9		27		6	25						12	20			10	20	50.0%			
10	6:52 AM	7				6						28			13							7			5	20	75.0%			
110	7:14 AM	11			A	11	7					14										10			5	19	73.7%			
112	7:36 AM	8		6	A	20		7		9	A	59			15										7	18	61.1%			
114	7:54 AM				A	8					16	46				13		12							5	19	73.7%			
214	8:10 AM	6			A	11				8	12	A	6	11											6	18	66.7%			
16	8:18 AM	10		10	A	7				6	7	27	12		7			A							8	18	55.6%			
116	removed 2/18																								0	0	0.0%			
216	removed 2/18																								0	0	0.0%			
118	8:38 AM	17	21	8	A			6			7	18		A				17				10			8	18	55.6%			
218	8:59 AM		9		A							A			6							10			3	18	83.3%			
Train	Depart																													
115	3:40 PM		A									7	12							7					3	19	84.2%			
17	4:04 PM	6																				31			2	20	90.0%			
117	4:22 PM	11	12	16	8	10																	11		6	20	70.0%			
119	4:37 PM	21	10	22	11	11	12	58		7		14	10	9	7	9	7					6	9		16	20	20.0%			
121	5:00 PM	20	9	6			6	55				8					7					23			8	20	60.0%			
123	5:15 PM	16	7	20	7			30					8									15			7	20	65.0%			
25	5:30 PM	25	20	38	13	20	11	37	11	21	10	11	92	31	10	24	12	16			7	17	22		20	20	0.0%			
225	5:49 PM			6				8	6			7	52					6					6		7	20	65.0%			
127	6:01 PM		14	15	11			12		8		A	74	8	11		10	7							10	19	47.4%			
129	6:25 PM	12	9	14	9		11			28			57	9				10							9	20	55.0%			
High temp		27	28	27	29	27	24	37	38	30	32	20	36	44	55	38	43	51	43	46	57	37	23	34						
Low temp		7	16	17	2	-3	4	5	30	26	25	2	10	28	33	14	21	32	26	34	34	14	15	23						

* 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

MONTHLY SUMMARY OF RUSHBOOK 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	129	282	54.3%	63	256	75.4%	47	273	82.8%	38	285	86.7%	40	273	85.3%	51	268	81.0%
EB Rush	100	193	48.2%	88	198	55.6%	49	209	76.6%	55	218	74.8%	44	210	79.0%	51	209	75.6%
Total Rush	229	475	51.8%	151	454	66.7%	96	482	80.1%	93	503	81.5%	84	483	82.6%	102	477	78.6%
	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	32	282	88.7%	44	273	83.9%	44	273	83.9%	43	297	85.5%	121	230	47.4%	80	243	67.1%
EB Rush	37	219	83.1%	39	210	81.4%	39	210	81.4%	66	227	70.9%	114	180	36.7%	88	198	55.6%
Total Rush	69	501	86.2%	83	483	82.6%	83	483	82.6%	109	524	79.2%	235	410	42.7%	168	441	61.9%

Cumulative				
Arrive	Train #	Days Late	Days Ran	% On Time
2:08a	400	26	245	89.4%
5:32a	102	50	252	80.2%
6:08a	104	45	252	82.1%
6:24a	106	42	250	83.2%
removed	8	7	33	78.8%
6:35a	108	84	253	66.8%
6:52a	10	40	221	81.9%
7:14a	110	92	251	63.3%
7:36a	112	51	251	79.7%
7:54a	114	41	250	83.6%
8:10a	214	35	217	83.9%
8:18a	16	63	252	75.0%
removed	116	31	33	6.1%
removed	216	16	31	48.4%
8:38a	118	75	217	65.4%
8:59a	218	33	251	86.9%
Depart	Train			
3:40p	115	25	229	89.1%
4:04p	17	45	254	82.3%
4:22p	117	83	252	67.1%
4:37p	119	85	253	66.4%
5:00p	121	63	253	75.1%
5:15p	123	81	253	68.0%
5:30p	25	149	254	41.3%
5:49p	225	60	250	76.0%
6:01p	127	109	246	55.7%
6:25p	129	97	254	61.8%

Cumulative Rush Hour Thru December						
Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	386	424	810	11.9%	17.1%	14.2%
11-15	147	166	313	4.5%	6.7%	5.5%
16-20	72	59	131	2.2%	2.4%	2.3%
21-30	48	52	100	1.5%	2.1%	1.8%
31-59	31	47	78	1.0%	1.9%	1.4%
60+	12	31	43	0.4%	1.3%	0.8%
Annulled	40	20	60			
Total Late	696	779	1,475	21.5%	31.4%	25.8%
On time	2,540	1,699	4,239	78.5%	68.6%	74.2%
Total ran	3,236	2,478	5,714	100.0%	100.0%	100.0%

December 2025 Rush Hour						
Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	45	39	84	18.5%	19.7%	19.0%
11-15	20	21	41	8.2%	10.6%	9.3%
16-20	6	8	14	2.5%	4.0%	3.2%
21-30	5	9	14	2.1%	4.5%	3.2%
31-59	4	8	12	1.6%	4.0%	2.7%
60+	0	3	3	0.0%	1.5%	0.7%
Annulled	17	2	19	7.0%	1.0%	4.3%
Total Late	80	88	168	32.9%	44.4%	38.1%
On time	163	110	273	67.1%	55.6%	61.9%
Total ran	243	198	441			

Grand Total All Trains Thru December, 2025						
Range	Peak		Off	Wkend	Total	%
	WB	EB				
6-10	386	424	1189	305	2304	13.5%
11-15	147	166	563	204	1080	6.3%
16-20	72	59	290	121	542	3.2%
21-30	48	52	221	91	412	2.4%
31-59	31	47	195	88	361	2.1%
60+	12	31	54	51	148	0.9%
Annulled	40	20	68	12	140	
Total	696	779	2,512	860	4,847	28.4%
On Time	2,540	1,699	6,269	1,727	12,235	71.6%
Total ran	3,236	2,478	8,796	2,587	17,097	99.9%
%On Time	78.5%	68.6%	71.3%	66.8%	71.6%	

Year-to-date cumulative			
	#Late	#Ran	%On time
WB Rush	732	3,235	77.4%
EB Rush	770	2,481	69.0%
Total Rush	1,502	5,716	73.7%