



Monthly Ridership Performance Report

November 2025



Northern Indiana Commuter Transportation District

2025 Monthly Performance Report

Ridership

Overall - Ridership for the month was up 5.9% when compared to 2024. Passenger trips for the month were 159,269 in 2025 and 150,431 in 2024.

Weekday Travel – Average weekday peak travel was up 24.1% when compared to 2024 while average off peak travel was down 3.7% over 2024 ridership. The combined weekday average in 2025 was 6,447 rides compared to 5,724 in 2024. That is an 12.6% increase for 2025 compared to 2024.

Weekend Travel – Weekend ridership was up .2% when compared to 2024. The daily average in 2025 was 3,603 compared to 3,596 in 2024.

Ridership Over Last 12 Months:December through November							
	2021/22	2022/23	% Change	2023/24	% Change	2024/25	% Change
Total	1,402,902	1,516,840	8.12%	1,742,624	14.89%	2,050,395	17.66%
Weekday	1,129,460	1,251,043	10.76%	1,400,332	11.93%	1,649,511	17.79%
Peak	720,851	828,342	14.91%	864,458	4.36%	1,005,254	16.29%
Off Peak	408,609	422,701	3.45%	535,874	26.77%	601,027	12.16%
Weekend	273,442	265,797	-2.80%	342,292	28.78%	400,884	17.12%
South Bend	168,429	154,955	-8.00%	191,601	23.65%	252,266	31.66%

Revenue

The number of tickets sold in November was up 17.8% when comparing 2025 to 2024. Ticket revenue was up 28.5% for 2025 compared to 2024. Sales from digital sources represent 87.5% of ticket sales and 92.9% of ticket revenue.

Total Ticket Sales: November						
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	234,531	253,649	8.2%	2,625,706	3,050,991	16.2%
Conductor	127,686	131,725	3.2%	907,970	976,553	7.6%
Mobile App	518,375	667,894	28.8%	6,843,233	9,665,011	41.2%
Total	894,063	1,053,268	17.8%	10,658,727	13,692,554	28.5%

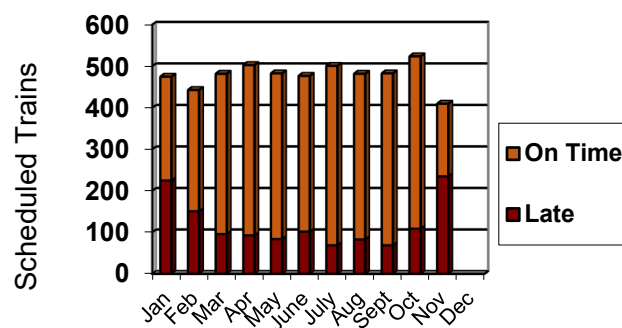
On Time Performance

Rush Hour – Overall, 42.7% of A.M. and P.M. rush hour trains were on time in November 2025 compared to 40.7% 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). 89.0% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 47.4% of westbound morning rush hour service was on time compared to 26.5% in 2024; while eastbound rush hour trains reported an on-time performance of 36.7% compared to 23.8% in 2024. A total of 121 out of 230 westbound rush hour trains were delayed in November. Of those 121, 39 experienced delays greater than 15 minutes. Eastbound rush hour trains had a total of 114 out of 180 trains delayed in November. Of those 114, 33 experienced delays greater than 15 minutes.¹

November 2025 Rush Hour

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	66	51	117	28.7%	28.3%	28.5%
11-15	16	30	46	7.0%	16.7%	11.2%
16-20	18	14	32	7.8%	7.8%	7.8%
21-30	14	12	26	6.1%	6.7%	6.3%
31-59	5	4	9	2.2%	2.2%	2.2%
60+	2	3	5	0.9%	1.7%	1.2%
Annulled	4	0	4	1.7%	0.0%	1.0%
Total Late	121	114	235	52.6%	63.3%	57.3%
On time	109	66	175	47.4%	36.7%	42.7%
Total ran	230	180	410			

Overall – The South Shore Line scheduled 1,320 trains in November and experienced 681 delays in excess of 5 minutes (ranging from 6-169) with median delay of 12 minutes. November of 2025 experienced 17 annulled trains. In November 2024, the South Shore Line scheduled 1,410 trains with 682 delays in excess of 5 minutes (ranging from 6-99 minutes) with a median delay of 12 minutes. November of 2024 experienced 13 annulled trains.



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

Cumulative On Time Comparison

Thru November	2024	2025
Weekday	53.2%	73.1%
Peak	56.2%	75.2%
Off-Peak	51.3%	71.7%
Weekend	44.5%	66.4%
Overall	52.0%	72.1%

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.

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%

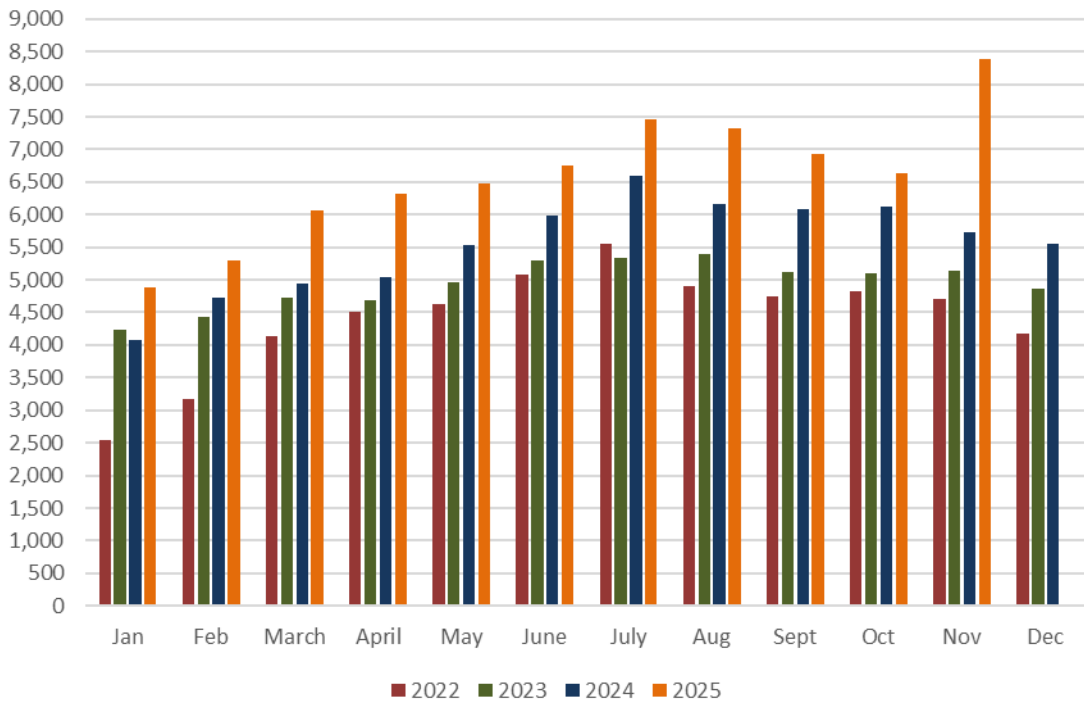
Ridership Report

	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			
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			
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		6,447		12.7%
December	4,383		4,861		5,557				
Thru December	4,418	256	4,946	255	5,590	254			
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		4,179		24.1%
December	2,654		2,945		3,056				
Thru December	2,844	256	3,274	255	3,424	254			
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				
Thru December	1,574	256	1,672	255	2,166	254			

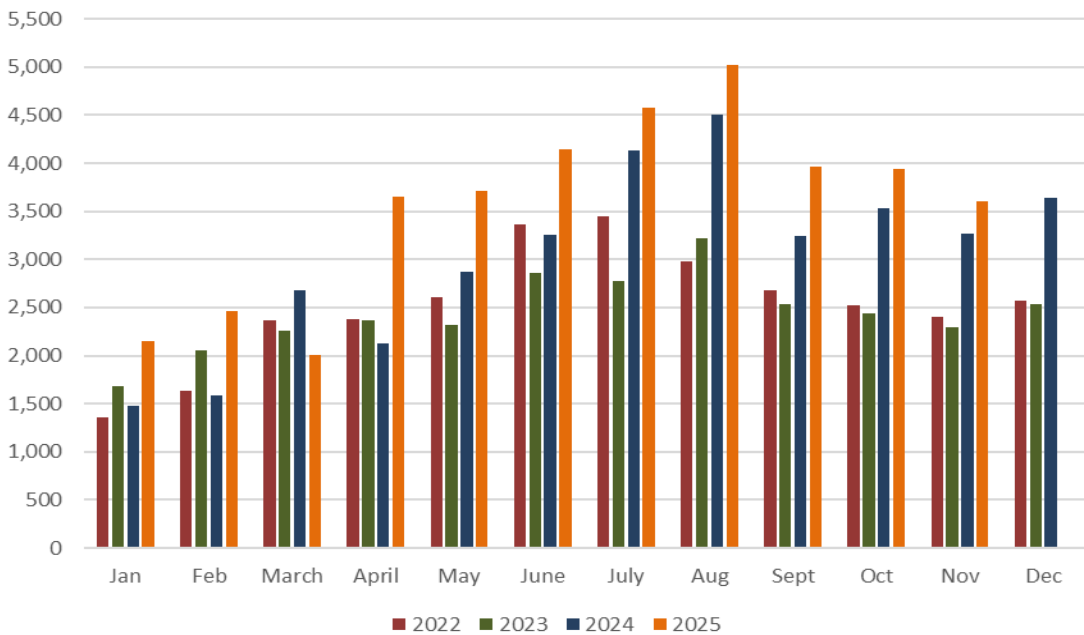
Ridership Report

	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				
Thru December	2,529	109	2,438	110	3,132	112			
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				

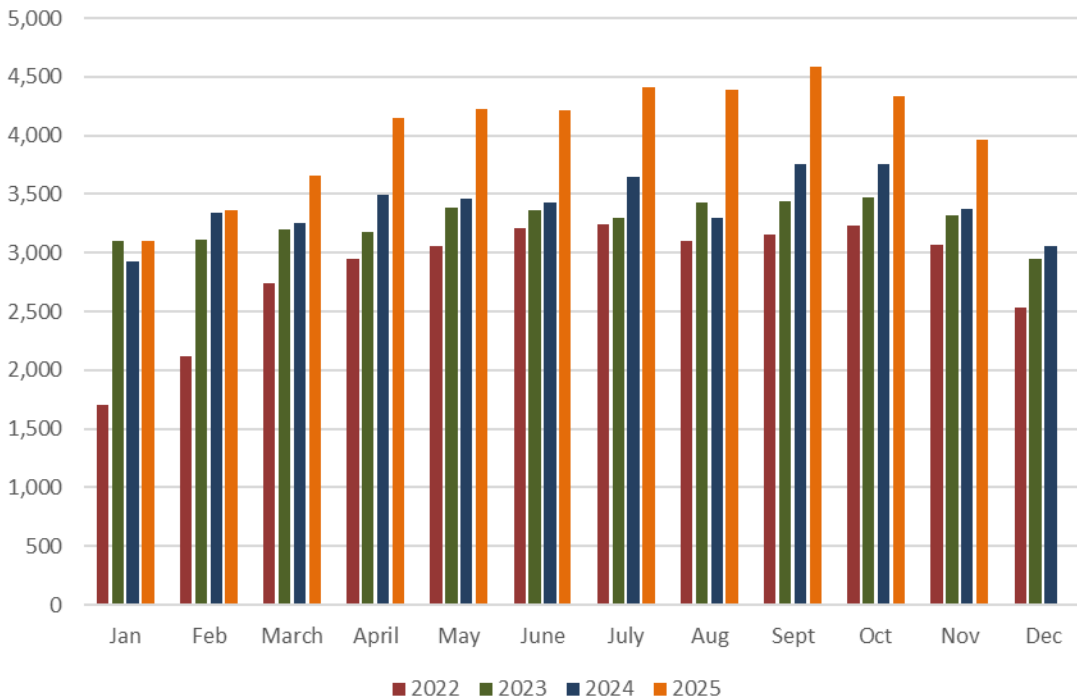
SOUTH SHORE LINE WEEKDAY RIDERSHIP 2022-2025



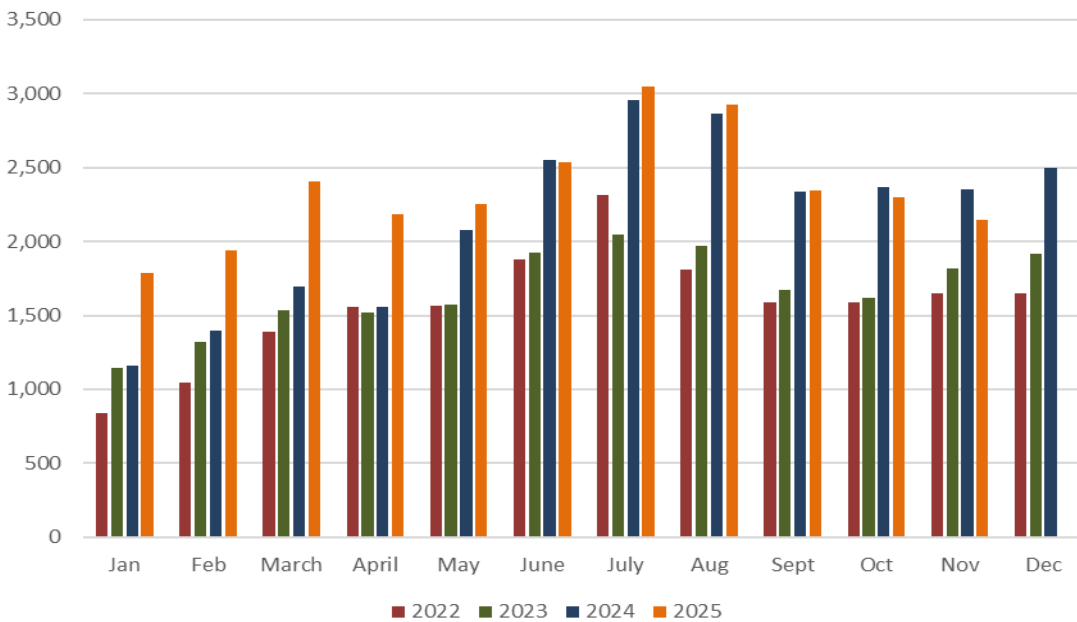
SOUTH SHORE WEEKEND RIDERSHIP 2022-2025



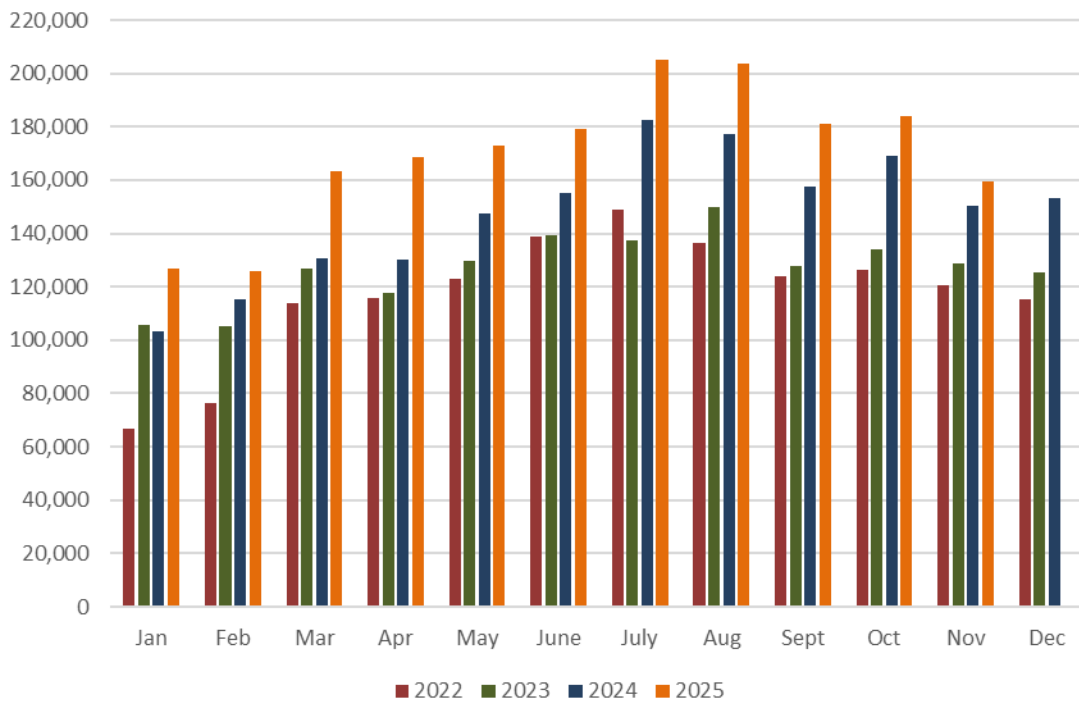
SOUTH SHORE LINE PEAK RIDERSHIP 2022-2025



SOUTH SHORE LINE OFF-PEAK RIDERSHIP 2022-2025



SOUTH SHORE LINE MONTHLY RIDERSHIP 2022-2025



Percent on Time:November, 2025

Peak		
Train	Days Late	% on Time
400	3	81.3%
102	11	38.9%
104	14	22.2%
106	8	52.9%
8 (removed 2/18)	0	0.0%
108	18	0.0%
10	4	77.8%
110	14	17.6%
112	10	44.4%
114	6	66.7%
214	8	55.6%
16	11	38.9%
118	12	33.3%
116 (removed 2-18)	0	0.0%
216 (removed 2-18)	0	0.0%
218	2	88.9%
115	8	55.6%
17	6	66.7%
117	10	44.4%
119	13	27.8%
121	5	72.2%
123	18	0.0%
25	17	5.6%
225	3	83.3%
127	16	11.1%
129	18	0.0%
Total	235	42.7%
Westbound	135	49.2%
Eastbound	100	30.6%

Off-Peak		
Train	Days Late	% on Time
120	15	16.7%
22	16	11.1%
122	13	27.8%
222	1	94.4%
24	12	33.3%
224	6	66.7%
126	6	66.7%
226	0	100.0%
128	11	38.9%
228	13	27.8%
30	15	16.7%
130	17	5.6%
430	9	50.0%
232	7	61.1%
32	14	22.2%
432	6	66.7%
401	0	100.0%
403	3	83.3%
201	7	61.1%
203	5	72.2%
205	3	81.3%
405	0	100.0%
103 (removed)	0	0.0%
105	5	72.2%
7	17	5.6%
207	5	72.2%
109	6	66.7%
209	3	83.3%
11	15	16.7%
111	11	38.9%
113	8	55.6%
115 (rush hour 2/18)	0	0.0%
131	11	38.9%
33	17	5.6%
133	6	66.7%
35	15	16.7%
101	12	33.3%
Total	310	50.5%
Westbound	161	44.1%
Eastbound	149	55.9%

Weekend/Holiday		
Train	Days Late	% on Time
952 (removed 2/18)	0	0.0%
600	4	66.7%
502	6	45.5%
504	7	41.7%
606 (removed 2/18)	0	0.0%
506	8	33.3%
608	9	25.0%
508	9	25.0%
610	3	75.0%
954 (removed 2/18)	0	0.0%
510	8	33.3%
956 (removed 2/18)	0	0.0%
612	5	58.3%
512	6	50.0%
701	0	100.0%
703	0	100.0%
705	0	100.0%
503	10	16.7%
603 (removed 2/18)	0	0.0%
505	6	45.5%
605 (removed 2/18)	0	0.0%
507	9	25.0%
609	6	50.0%
509	11	0.0%
511	10	16.7%
513	6	50.0%
515	7	41.7%
517	4	63.6%
601	2	83.3%
Total	136	50.0%
Westbound	65	45.4%
Eastbound	71	53.6%

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

REASONS (weekday)		
AMT	1	0.2%
CAR	27	5.0%
CAT	0	0.0%
DBS	0	0.0%
DDS	1	0.2%
DMW	53	9.7%
DSR	222	40.7%
DSS	17	3.1%
FRR	0	0.0%
FTI	2	0.4%
HLD	4	0.7%
LMU	14	2.6%
MET	73	13.4%
OET	0	0.0%
OPR	3	0.6%
OTH	7	1.3%
PAS	32	5.9%
POL	3	0.6%
PTC	1	0.2%
PTI	23	4.2%
SUB	0	0.0%
SVS	0	0.0%
TOD	0	0.0%
TRK	0	0.0%
TRS	10	1.8%
UTL	0	0.0%
VAN	0	0.0%
WTR	52	9.5%
TOTAL	545	100.0%

REASONS (weekend)		
AMT	0	0.0%
CAR	9	6.6%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	13	9.6%
DSR	22	16.2%
DSS	2	1.5%
FRR	0	0.0%
FTI	1	0.7%
HLD	1	0.7%
LMU	1	0.7%
MET	16	11.8%
OET	0	0.0%
OPR	4	2.9%
OTH	6	4.4%
PAS	24	17.6%
POL	1	0.7%
PTC	1	0.7%
PTI	6	4.4%
SUB	0	0.0%
SVS	0	0.0%
TOD	0	0.0%
TRK	0	0.0%
TRS	6	4.4%
UTL	0	0.0%
VAN	0	0.0%
WTR	23	16.9%
TOTAL	136	100%

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
 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 November, 2025

Peak		
Train	Days Late	% on Time
400	21	90.6%
102	39	83.1%
104	37	84.1%
106	32	86.1%
8 (removed 2/18)	7	78.8%
108	70	69.7%
10	30	85.1%
110	76	67.0%
112	41	82.3%
114	34	85.2%
214	27	86.3%
16	52	77.6%
118	69	65.3%
116(removed 2/18)	32	3.0%
216(removed 2/18)	15	51.6%
218	35	84.8%
115	28	85.9%
17	52	77.6%
117	71	69.3%
119	54	76.4%
121	55	76.3%
123	71	69.1%
25	112	51.5%
225	51	77.8%
127	104	54.2%
129	79	65.7%
Total	1,294	75.4%
Westbound	697	78.4%
Eastbound	597	70.7%

Off-Peak		
Train	Days Late	% on Time
120	101	60.4%
22	148	42.0%
122	123	51.6%
222	39	84.6%
24	110	56.7%
224	38	85.0%
126	45	82.3%
226	25	90.0%
128	72	71.5%
228	108	57.3%
30	116	54.5%
130	128	49.8%
430	44	82.5%
232	45	82.1%
32	94	63.1%
432	27	89.1%
401	0	100.0%
403	9	96.5%
201	25	90.1%
203	42	83.4%
205	20	92.0%
405	8	96.8%
d	10	75.0%
105	58	77.3%
7	93	63.5%
207	35	86.3%
109	67	73.6%
209	34	86.6%
11	144	43.3%
111	78	69.3%
113	47	81.3%
115	18	56.1%
131	58	77.2%
33	91	64.3%
133	43	83.1%
35	75	70.5%
101	43	83.1%
Total	2,261	74.7%
Westbound	1,263	68.8%
Eastbound	998	79.6%

Weekend/Holiday		
Train	Days Late	% on Time
952 (removed 2/18)	0	100.0%
600	20	67.7%
502	40	42.0%
504	38	43.3%
606 (removed 2/18)	8	46.7%
506	31	53.7%
608	40	39.4%
508	49	38.0%
610	17	69.6%
954 (removed 2/18)	0	100.0%
510	35	52.7%
956 (removed 2/18)	0	100.0%
612	15	63.4%
512	22	58.5%
701	1	97.8%
703	1	97.8%
705	1	96.7%
503	43	41.9%
603 (removed 2/18)	7	53.3%
505	54	21.7%
605 (removed 2/18)	4	73.3%
507	64	25.6%
609	21	51.2%
509	58	17.1%
511	65	24.4%
513	35	50.7%
515	30	43.4%
517	35	34.0%
601	17	69.6%
Total	751	64.9%
Westbound	315	68.0%
Eastbound	436	62.3%

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

Reasons (weekday)		
AMT	34	0.9%
CAR	221	6.1%
CAT	11	0.3%
DBS	2	0.1%
DDS	1	0.0%
DMW	293	8.1%
DSR	374	10.4%
DSS	193	5.3%
FRR	17	0.5%
FTI	31	0.9%
HLD	39	1.1%
LMU	91	2.5%
MET	1,023	28.4%
OET	5	0.1%
OPR	97	2.7%
OTH	176	4.9%
PAS	505	14.0%
POL	24	0.7%
PTC	4	0.1%
PTI	232	6.4%
SUB	4	0.1%
SVS	4	0.1%
TOD	1	0.0%
TRK	57	1.6%
TRS	46	1.3%
UTL	9	0.2%
VAN	1	0.0%
WTR	113	3.1%
TOTAL	3,608	100.0%

REASONS (weekend)		
AMT	2	0.3%
CAR	52	6.6%
CAT	6	0.8%
DBS	0	0.0%
DDS	1	0.1%
DMW	61	7.8%
DSR	30	3.8%
DSS	14	1.8%
FRR	0	0.0%
FTI	7	0.9%
HLD	4	0.5%
LMU	7	0.9%
MET	224	28.6%
OET	1	0.1%
OPR	20	2.6%
OTH	34	4.3%
PAS	202	25.8%
POL	7	0.9%
PTC	1	0.1%
PTI	47	6.0%
SUB	0	0.0%
SVS	3	0.4%
TOD	2	0.3%
TRK	2	0.3%
TRS	12	1.5%
UTL	0	0.0%
VAN	0	0.0%
WTR	45	5.7%
TOTAL	784	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)
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OET – Operational efficiency testing
 OPR - Operational Delay
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 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.

RUSH HOUR* TRAIN DELAYS - November 2025 (minutes late)

		Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Days	Days	%
Train	Arrive	3	4	5	6	7	10	11	12	13	14	17	18	19	20	21	24	25	26	Late	Ran	On Time
400	2:08 AM						A			25			26			21				3	16	81.3%
102	5:32 AM		6	9						6	8	8	21	10	8	7	18	11		11	18	38.9%
104	6:08 AM	6	10	11	8	6	6	10		7	6		11	8			8	7	6	14	18	22.2%
106	6:24 AM					6	6		8			A	10		27		7	9	10	8	17	52.9%
8	removed 2/18																			0	0	0.0%
108	6:35 AM	7	8	18	8	14	29	19	9	9	7	18	21	8	18	8	7	7	10	18	18	0.0%
10	6:52 AM						28	26	7				23							4	18	77.8%
110	7:14 AM	9	A	11		20	20	23	9	9	9	12	8	10	8			7	7	14	17	17.6%
112	7:36 AM		21		12	12	17	17	34	14		8	10		9					10	18	44.4%
114	7:54 AM	11		17					114	10			11						7	6	18	66.7%
214	8:10 AM	51					10		20	10			12				11	8	6	8	18	55.6%
16	8:18 AM	50			17		35	20	22	18			6	6	27			10	10	11	18	38.9%
116	removed 2/18																			0	0	0.0%
216	removed 2/18																			0	0	0.0%
118	8:38 AM	62	16	7	13	16	19	18	10	14			8		13		8			12	18	33.3%
218	8:59 AM	47								10										2	18	88.9%
Train	Depart																					
115	3:40 PM	11		26		6				11		8	12				40	15		8	18	55.6%
17	4:04 PM	7		22		7	15									60	19			6	18	66.7%
117	4:22 PM	9	7	20			41	10						9	8	26	13		7	10	18	44.4%
119	4:37 PM	7	9	11		12	13		7			19	8	10	10	15	9	22		13	18	27.8%
121	5:00 PM			8			21	6				9						9		5	18	72.2%
123	5:15 PM	9	15	11	13	9	15	12	10	9	8	10	8	10	9	9	9	8	8	18	18	0.0%
25	5:30 PM	8	13	16	19	17	21	9		13	79	82	11	10	17	25	17	20	13	17	18	5.6%
225	5:49 PM							11				25			7					3	18	83.3%
127	6:01 PM	13	11	7	13	8		12		25	10	57	14	15	14	18	17	10	20	16	18	11.1%
129	6:25 PM	8	9	10	11	10	9	9	25	23	7	40	7	19	10	24	17	11	12	18	18	0.0%
High temp		57	62	60	58	61	32	36	49	52	64	48	39	44	45	50	51	51	50			
Low temp		37	31	34	27	44	19	21	31	29	38	26	36	37	41	41	27	45	32			

* 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	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%			
EB Rush	37	219	83.1%	39	210	81.4%	39	210	81.4%	66	227	70.9%	114	180	36.7%			
Total Rush	69	501	86.2%	83	483	82.8%	83	483	82.8%	109	524	79.2%	235	410	42.7%			

Cumulative				
Arrive	Train #	Days Late	Days Ran	% On Time
2:08a	400	23	226	89.8%
5:32a	102	43	233	81.5%
6:08a	104	39	234	83.3%
6:24a	106	35	231	84.8%
removed	8	7	33	78.8%
6:35a	108	74	233	68.2%
6:52a	10	35	201	82.6%
7:14a	110	87	232	62.5%
7:36a	112	44	233	81.1%
7:54a	114	36	231	84.4%
8:10a	214	29	199	85.4%
8:18a	16	55	234	76.5%
removed	116	31	33	6.1%
removed	216	16	31	48.4%
8:38a	118	67	199	66.3%
8:59a	218	30	233	87.1%
Depart	Train			
3:40p	115	22	210	89.5%
4:04p	17	43	234	81.6%
4:22p	117	77	232	66.8%
4:37p	119	69	233	70.4%
5:00p	121	55	233	76.4%
5:15p	123	74	233	68.2%
5:30p	25	129	234	44.9%
5:49p	225	53	230	77.0%
6:01p	127	99	227	56.4%
6:25p	129	88	234	62.4%

Cumulative Rush Hour Thru November						
Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	341	385	726	11.4%	16.9%	13.8%
11-15	127	145	272	4.2%	6.4%	5.2%
16-20	66	51	117	2.2%	2.2%	2.2%
21-30	43	43	86	1.4%	1.9%	1.6%
31-59	27	39	66	0.9%	1.7%	1.3%
60+	12	28	40	0.4%	1.2%	0.8%
Annulled	23	18	41			
Total Late	616	691	1,307	20.6%	30.3%	24.8%
On time	2,377	1,589	3,966	79.4%	69.7%	75.2%
Total ran	2,993	2,280	5,273	100.0%	100.0%	100.0%

Grand Total All Trains Thru November, 2025						
Range	Peak		Off	Wkend	Total	%
	WB	EB				
6-10	341	385	1082	278	2086	13.3%
11-15	127	145	515	184	971	6.2%
16-20	66	51	260	112	489	3.1%
21-30	43	43	207	83	376	2.4%
31-59	27	39	186	81	333	2.1%
60+	12	28	49	46	135	0.9%
Annulled	23	18	53	12	106	
Total	616	691	2,299	784	4,390	27.9%
On Time	2,377	1,589	5,812	1,550	11,328	72.1%
Total ran	2,993	2,280	8,111	2,334	15,718	100.0%
%On Time	79.4%	69.7%	71.7%	66.4%		72.1%

November 2025 Rush Hour						
Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	66	51	117	28.7%	28.3%	28.5%
11-15	16	30	46	7.0%	16.7%	11.2%
16-20	18	14	32	7.8%	7.8%	7.8%
21-30	14	12	26	6.1%	6.7%	6.3%
31-59	5	4	9	2.2%	2.2%	2.2%
60+	2	3	5	0.9%	1.7%	1.2%
Annulled	4	0	4	1.7%	0.0%	1.0%
Total Late	121	114	235	52.6%	63.3%	57.3%
On time	109	66	175	47.4%	36.7%	42.7%
Total ran	230	180	410			

Year-to-date cumulative			
	#Late	#Ran	%On time
WB Rush	652	2,992	78.20%
EB Rush	682	2,283	70.10%
Total Rush	1,334	5,275	74.70%