



Monthly Ridership

February 2026

NICTD

Northern Indiana Commuter Transportation District

Ridership

Overall – Ridership for the month was up 14.1% when compared to 2025. Passenger trips for the month were 143,478 in 2026 and 125,785 in 2025.

Weekday Travel – Average weekday peak travel was up 22.1% when compared to 2025 while average off peak travel was down 4.8% over 2025 ridership. The combined weekday average in 2026 was 5,955 rides compared to 5,820 in 2025. That is a 2.3% increase for 2026 compared to 2025.

Weekend Travel – Weekend ridership was up 23.8% when compared to 2025. The daily average in 2026 was 3,047 compared to 2,461 in 2025.

Ridership Over Last 12 Months: March through February

	2021/22	2022/23	% Change	2023/24	% Change	2024/25	% Change	2025/26	% Change
Total	1,089,728	1,474,378	35.30%	1,534,169	4.06%	1,804,988	17.65%	2,057,045	13.96%
Weekday	849,513	1,192,071	40.32%	1,267,551	6.33%	1,444,395	13.95%	1,626,838	12.63%
Peak	507,748	777,237	53.08%	838,441	7.87%	870,863	3.87%	1,037,832	19.17%
Off Peak	341,765	414,834	21.38%	429,110	3.44%	573,532	33.66%	589,006	2.70%
Weekend	240,215	282,307	17.52%	266,618	-5.56%	360,593	35.25%	430,207	19.31%
South Bend	150,257	177,323	18.01%	143,323	-19.17%	211,454	47.54%	255,787	20.97%

Revenue

The number of tickets sold in February was up 9.6% when comparing 2026 to 2025. Ticket revenue was up 31.5% for 2026 compared to 2025. Sales from digital sources represent 88.4% of ticket sales and 94.1% of ticket revenue.

Total Ticket Sales: February

Method of Sale	Tickets			Revenue		
	2025	2026	% Change	2025	2026	% Change
Ticket Agent	0	0	0.0%	0	0	0.0%
Vending Machine	31,065	32,653	5.1%	384,840	455,829	18.4%
Conductor	19,364	17,591	-9.2%	137,881	136,013	-1.4%
Mobile App	87,496	100,923	15.3%	1,216,885	1,695,513	39.3%
Total	137,925	151,167	9.6%	1,739,606	2,287,355	31.5%

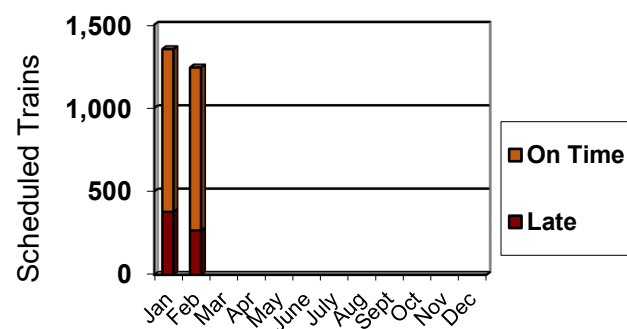
On Time Performance

Rush Hour – Overall, 76.2% of A.M. and P.M. rush hour trains were on time in February 2026 compared to 65.9% in 2025. 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). 88.0% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 72.3% of westbound morning rush hour service was on time compared to 75.4% in 2025; while eastbound rush hour trains reported an on-time performance of 82.1% compared to 52.9% in 2025. A total of 70 out of 253 westbound rush hour trains were delayed in February. Of those 70, 19 experienced delays greater than 15 minutes. Eastbound rush hour trains had a total of 35 out of 196 trains delayed in February. Of those 35, 9 experienced delays greater than 15 minutes.¹

February 2026 Rush Hour

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	36	18	54	14.5%	9.3%	12.2%
11-15	15	8	23	6.0%	4.1%	5.2%
16-20	7	1	8	2.8%	0.5%	1.8%
21-30	7	3	10	2.8%	1.6%	2.3%
31-59	5	1	6	2.0%	0.5%	1.4%
60+	0	4	4	0.0%	2.1%	0.9%
Annulled	7	4	11	2.8%	2.1%	2.5%
Total Late	70	35	105	28.1%	18.1%	23.8%
On time	179	158	337	71.9%	81.9%	76.2%
Total ran	249	193	442			

Overall – The South Shore Line scheduled 1,264 trains in February and experienced 267 delays in excess of 5 minutes (ranging from 6-227) with median delay of 11 minutes. February of 2026 experienced 20 annulled trains. In February 2025, the South Shore Line scheduled 1,344 trains with 446 delays in excess of 5 minutes (ranging from 6-204 minutes) with a median delay of 11 minutes. February of 2025 experienced 13 annulled trains.



¹ Weekday rush-hour trains operate 12 westbound and 10 eastbound per day.

Cumulative On Time Comparison

Thru February	2025	2026
Weekday	62.5%	78.5%
Peak	60.5%	74.4%
Off-Peak	63.8%	81.2%
Weekend	63.6%	52.4%
Overall	62.7%	75.1%

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

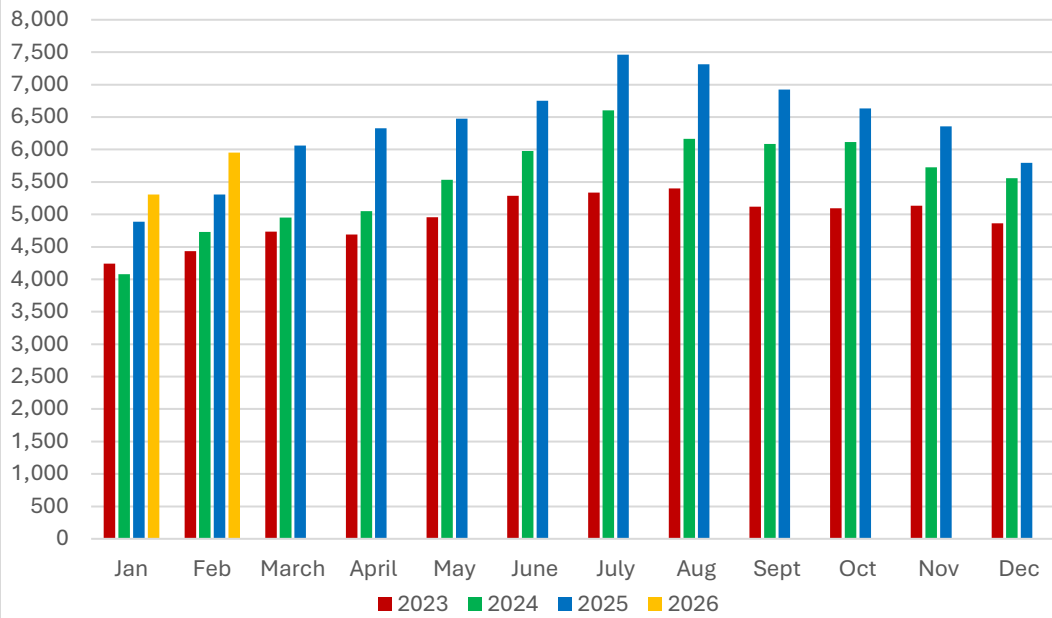
<u>Date</u>	<u>Train</u>	<u>Min. Late</u>	<u>Reason</u>
1/1/26	601	296	Metra wire issues.
1/4/26	510	62	Speed restrictions due to switch problems.
1/6/26	32	62	Late turn of equipment leaving South Bend.
1/8/26	400	A	Mechanical issues with train consist.
1/13/26	32	82	Mechanical issues with train consist.
1/14/26	25	72	Car stuck on track west of South Bend Airport.
1/14/26	112	A	Mechanical issues with train consist.
1/15/26	33	98	Mechanical issues with train consist.
1/18/26	509	70	Mechanical issues with train consist.
1/20/26	7	74	PTC and signal issue between Michigan City and South Bend.
1/20/26	24	83	Late turn of equipment resulting from train #7.
1/20/26	111	A	Passenger train interference with train 24.
1/20/26	127	A	Train annulled due to temporary track and signal issues.
1/20/26	228	A	Train annulled due to temporary track and signal issues.
1/23/26	515	181	Mechanical issues with train consist.
1/23/26	703	A	Weather related cancellation. Sub-zero temperatures.
1/23/26	705	A	Weather related cancellation. Sub-zero temperatures.
1/23/26	956	A	Weather related cancellation. Sub-zero temperatures.
1/23/26	958	A	Weather related cancellation. Sub-zero temperatures.
1/24/26	601	92	Metra wire issues.
1/24/26	701	A	Weather related cancellation. Sub-zero temperatures.
1/24/26	703	A	Weather related cancellation. Sub-zero temperatures.
1/24/26	705	A	Weather related cancellation. Sub-zero temperatures.
1/24/26	952	A	Weather related cancellation. Sub-zero temperatures.
1/24/26	956	A	Weather related cancellation. Sub-zero temperatures.
1/24/26	958	A	Weather related cancellation. Sub-zero temperatures.
1/25/26	701	A	Weather related cancellation. Sub-zero temperatures.
1/25/26	703	A	Weather related cancellation. Sub-zero temperatures.
1/25/26	705	A	Weather related cancellation. Sub-zero temperatures.
1/25/26	952	A	Weather related cancellation. Sub-zero temperatures.
1/25/26	956	A	Weather related cancellation. Sub-zero temperatures.
1/25/26	958	A	Weather related cancellation. Sub-zero temperatures.
1/25/26	960	A	Weather related cancellation. Sub-zero temperatures.
1/26/26	104	A	Weather related cancellation. Sub-zero temperatures.
1/26/26	105	A	Weather related cancellation. Sub-zero temperatures.
1/26/26	108	A	Weather related cancellation. Sub-zero temperatures.
1/26/26	110	A	Weather related cancellation. Sub-zero temperatures.
1/26/26	112	A	Weather related cancellation. Sub-zero temperatures.
1/26/26	117	A	Weather related cancellation. Sub-zero temperatures.
1/26/26	121	A	Weather related cancellation. Sub-zero temperatures.
1/26/26	127	A	Weather related cancellation. Sub-zero temperatures.
1/26/26	201	A	Weather related cancellation. Sub-zero temperatures.
1/26/26	205	A	Weather related cancellation. Sub-zero temperatures.
1/26/26	214	A	Weather related cancellation. Sub-zero temperatures.
1/26/26	226	A	Weather related cancellation. Sub-zero temperatures.
1/26/26	400	A	Weather related cancellation. Sub-zero temperatures.
1/27/26	104	A	Temporary operating conditions from inclement weather.
1/27/26	112	A	Temporary operating conditions from inclement weather.
1/27/26	117	A	Temporary operating conditions from inclement weather.
1/27/26	127	A	Temporary operating conditions from inclement weather.
1/27/26	203	A	Temporary operating conditions from inclement weather.
1/27/26	205	A	Temporary operating conditions from inclement weather.
1/27/26	218	A	Temporary operating conditions from inclement weather.
1/27/26	226	A	Temporary operating conditions from inclement weather.
1/27/26	405	A	Temporary operating conditions from inclement weather.
1/28/26	105	A	Temporary operating conditions from inclement weather.
1/28/26	109	A	Temporary operating conditions from inclement weather.
1/28/26	120	A	Temporary operating conditions from inclement weather.
1/29/26	22	90	Mechanical issues with train consist.
1/29/26	209	A	Train annulled from earlier mechanical issues.
1/29/26	224	A	Train annulled from earlier mechanical issues.
1/29/26	226	A	Train annulled from earlier mechanical issues.
1/30/26	25	77	Train delayed from earlier train/vehicle collision.
1/30/26	33	166	PTC issue causing train to dump brake system.
1/30/26	35	76	Late turn of equipment from earlier PTC Issue.
1/30/26	130	A	Train struck a vehicle west of Miller Station.
1/30/26	131	A	Train annulled and combined with other train as a result of accident.
1/30/26	225	A	Train annulled and combined with other train as a result of accident.
1/30/26	232	A	Train annulled and combined with other train as a result of accident.
1/31/26	601	173	Positive Train Control issue.

Annulled Trains or Delays in Excess of 59 Minutes			
Date	Train	Min. Late	Reason
2/2/26	127	A	Train annulled due to mechanical issue with cars.
2/2/26	226	A	Train annulled due to mechanical issue with cars.
2/2/26	228	A	Train annulled due to mechanical issue with cars.
2/3/26	101	227	Mechanical issue with train cars.
2/3/26	112	A	Train annulled due to mechanical issue with cars.
2/4/26	101	150	Mechanical issue with train cars.
2/5/26	112	A	Train annulled due to mechanical issue with cars.
2/9/26	131	96	Trepasser struck by train on Metra Property.
2/9/26	205	A	Train annulled due to mechanical issue with cars.
2/9/26	108	A	Train annulled due to mechanical issue with cars.
2/10/26	201	A	Train annulled due to unforeseen operational conditions.
2/11/26	201	A	Train annulled due to mechanical issue with cars.
2/11/26	102	A	Train annulled due to mechanical issue with cars.
2/12/26	201	A	Train annulled due to extreme weather conditions.
2/12/26	32	79	Mechanical issue with train cars.
2/19/26	110	A	Train annulled due to mechanical issue with cars.
2/27/26	127	A	Train annulled due to Metra power outage.
2/27/26	129	A	Train annulled due to Metra power outage.
2/27/26	130	93	Metra had a power outage.
2/27/26	131	A	Train annulled due to Metra power outage.
2/27/26	205	A	Train annulled due to mechanical issue with cars.
2/27/26	228	161	Metra had a power outage.
2/27/26	232	A	Train annulled due to Metra power outage.
2/27/26	25	138	Metra had a power outage.
2/27/26	30	160	Metra had a power outage.
2/27/26	104	A	Mechanical issue with train cars.
2/27/26	119	147	Metra had a power outage.
2/27/26	121	180	Metra had a power outage.
2/27/26	123	138	Metra had a power outage.

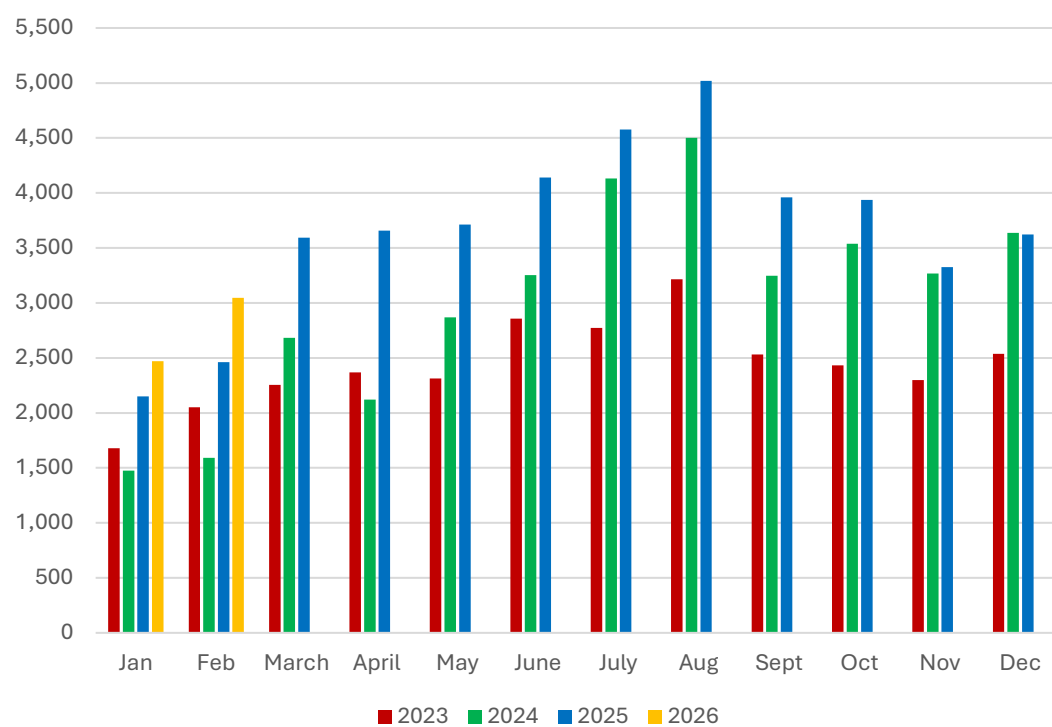
Ridership Report

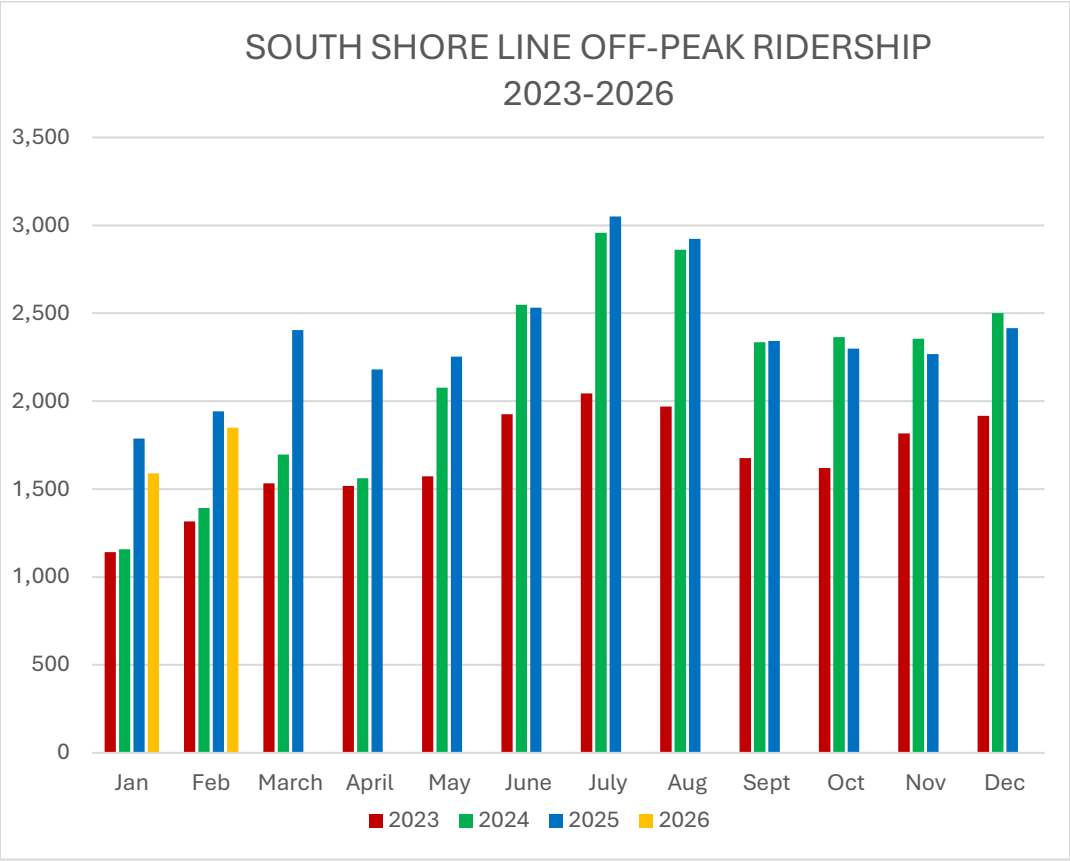
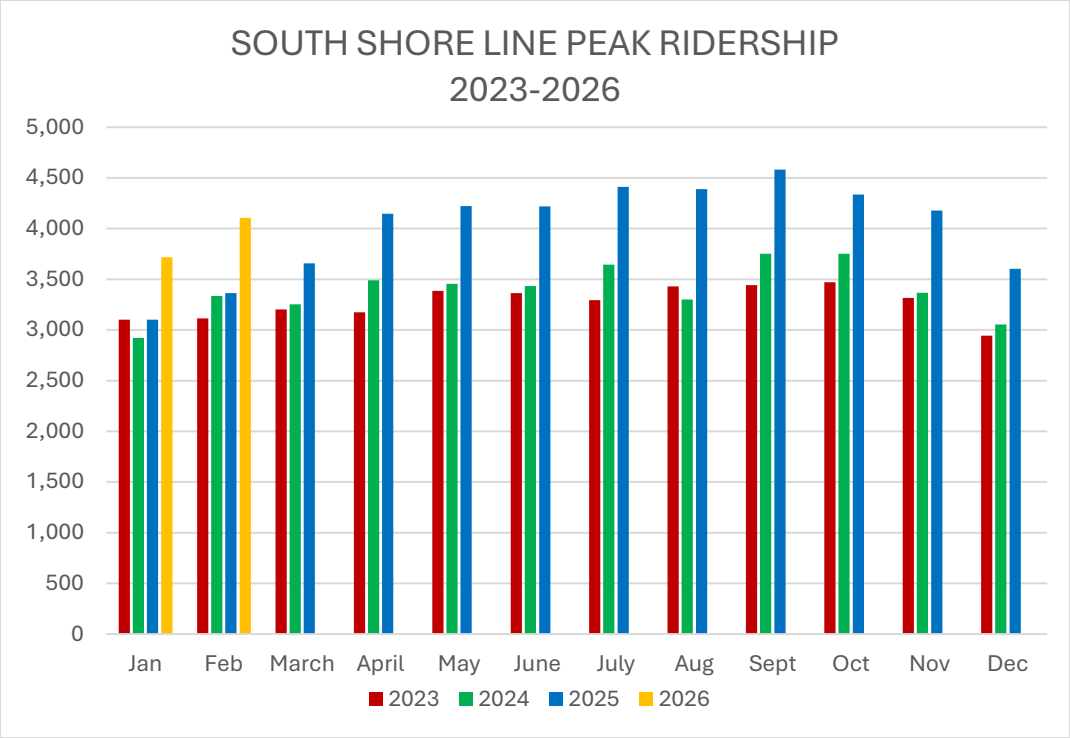
	2023	Work	2024		2025		2026		Change
	Passengers	Days	Passengers	Days	Passengers	Days	Passengers	Days	25/26
Monthly Ridership									
January	105,869	21	103,033	22	126,918	22	136,115	21	7.2%
February	105,045	20	115,214	21	125,785	20	143,478	20	14.1%
March	126,910	23	130,771	21	163,191	21			
April	117,539	20	130,179	22	168,447	22			
May	129,890	22	147,524	22	173,096	22			
June	139,216	22	155,377	20	179,000	21			
Cumulative Comparison									
January	105,869	21	103,033	22	126,918	22	136,115	21	7.2%
February	210,914	41	218,247	43	252,703	42	279,593	41	10.6%
March	337,824	64	349,018	64	415,894	63			
April	455,363	84	479,197	86	584,341	85			
May	585,253	106	626,721	108	757,437	107			
June	724,469	128	782,098	128	936,437	128			
Average Weekday Ridership									
January	4,243		4,123		4,889		5,306		8.5%
February	4,432		4,729		5,300		5,955		
March	4,733		4,950		6,060				
April	4,723		5,049		6,327				
May	4,957		5,532		6,475				
June	5,289		5,980		6,750				
Average Weekday Peak Period Ridership									
January	3,101		2,923		3,102		3,716		19.8%
February	3,115		3,335		3,362		4,105		
March	3,201		3,254		3,656				
April	3,175		3,488		4,146				
May	3,384		3,455		4,221				
June	3,364		3,433		4,218				
Average Weekday Off-Peak Ridership									
January	1,142		1,158		1,788		1,590		-11.1%
February	1,317		1,393		1,943		1,850		-4.8%
March	1,532		1,696		2,404				
April	1,549		1,561		2,180				
May	1,573		2,077		2,254				
June	1,925		2,547		2,532				
Average Weekend/Holiday Ridership (per day)									
January	1,864		1,474		2,151		2,469		14.8%
February	2,052		1,989		2,461		3,047		23.8%
March	2,256		2,682		3,593				
April	2,306		1,910		3,657				
May	2,314		2,868		3,712				
June	2,858		3,578		4,139				
Monthly South Bend Ridership									
January	9,775		8,213		13,816		15,478		12.0%
February	8,829		8,510		12,865		15,242		18.5%
March	12,919		13,427		20,116				
April	13,773		12,596		21,299				
May	11,791		16,802		22,766				
June	12,175		17,947		20,520				

SOUTH SHORE LINE WEEKDAY RIDERSHIP 2023-2026

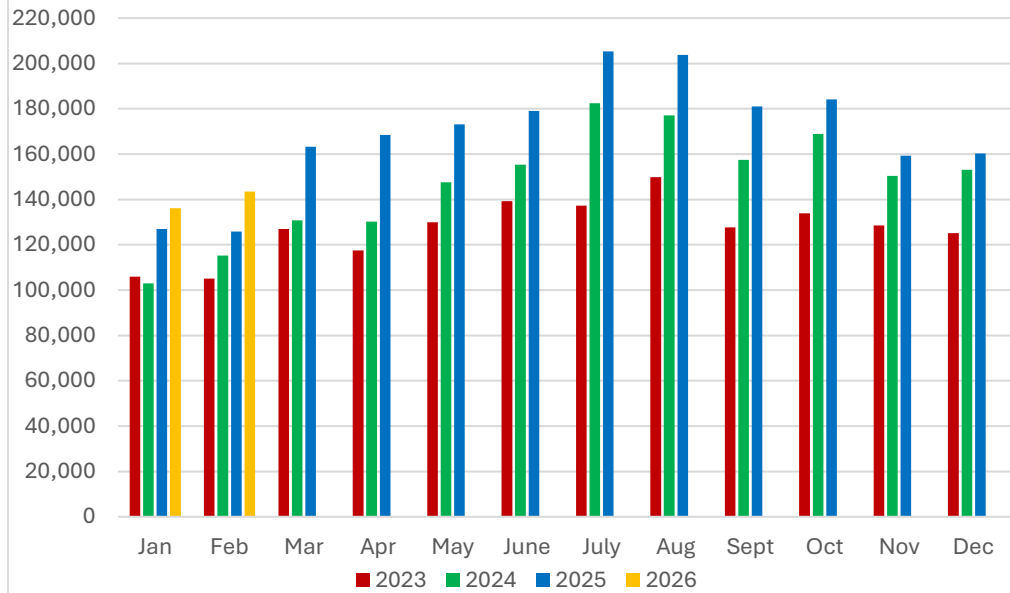


SOUTH SHORE WEEKEND RIDERSHIP 2023-2026





SOUTH SHORE LINE MONTHLY RIDERSHIP 2023-2026



Percent on Time:February, 2026

Peak

Train	Days Late	% on Time
102	7	63.2%
104	6	68.4%
106	3	85.0%
108	9	52.6%
10	5	75.0%
110	10	47.4%
112	4	77.8%
114	4	80.0%
214	4	0.0%
16	5	75.0%
118	7	0.0%
218	6	68.4%
115	0	0.0%
17	0	100.0%
117	4	80.0%
119	4	80.0%
121	5	75.0%
123	4	80.0%
25	9	55.0%
225	3	84.2%
127	2	88.9%
129	4	78.9%
Total	105	76.6%
Westbound	70	72.3%
Eastbound	35	82.1%

Off-Peak

Train	Days Late	% on Time
400	0	100.0%
120	10	50.0%
22	5	75.0%
122	4	80.0%
222	0	100.0%
24	5	75.0%
224	0	100.0%
126	5	75.0%
226	1	94.7%
128	1	95.0%
228	5	73.7%
30	5	75.0%
130	10	50.0%
430	0	100.0%
232	7	63.2%
32	5	75.0%
432	2	90.0%
401	0	100.0%
403	1	95.0%
201	1	94.1%
203	4	80.0%
205	2	88.9%
405	0	100.0%
105	3	85.0%
7	5	75.0%
207	1	95.0%
109	1	95.0%
209	0	100.0%
11	6	70.0%
111	3	85.0%
113	0	100.0%
131	2	89.5%
33	4	80.0%
133	2	90.0%
35	3	85.0%
101	3	85.0%
Total	106	84.7%
Westbound	65	79.5%
Eastbound	41	89.0%

Weekend/Holiday

Train	Days Late	% on Time
600	0	100.0%
502	4	50.0%
504	4	50.0%
506	1	87.5%
608	2	75.0%
508	4	50.0%
610	1	87.5%
510	2	75.0%
612	1	87.5%
512	2	75.0%
701	0	100.0%
703	0	100.0%
705	1	87.5%
503	3	62.5%
505	3	62.5%
507	4	50.0%
609	4	50.0%
509	3	62.5%
511	3	62.5%
513	5	37.5%
515	5	37.5%
517	2	75.0%
601	2	75.0%
Total	56	69.6%
Westbound	21	73.8%
Eastbound	35	66.3%

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

Reason for Delay

REASONS (weekday)		
AMT	1	0.5%
CAR	22	10.4%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	0	0.0%
DSR	7	3.3%
DSS	7	3.3%
FRR	2	0.9%
FTI	0	0.0%
HLD	3	1.4%
LMU	3	1.4%
MET	57	26.9%
OET	0	0.0%
OPR	28	13.2%
OTH	3	1.4%
PAS	47	22.2%
POL	1	0.5%
PTC	2	0.9%
PTI	15	7.1%
SUB	0	0.0%
SVS	0	0.0%
TOD	0	0.0%
TRK	0	0.0%
TRS	5	2.4%
UTL	0	0.0%
VAN	0	0.0%
WTR	9	4.2%
TOTAL	212	100.0%

REASONS (weekend)		
AMT	0	0.0%
CAR	13	23.2%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	0	0.0%
DSR	2	3.6%
DSS	2	3.6%
FRR	0	0.0%
FTI	1	1.8%
HLD	4	7.1%
LMU	2	3.6%
MET	3	5.4%
OET	0	0.0%
OPR	1	1.8%
OTH	2	3.6%
PAS	21	37.5%
POL	1	1.8%
PTC	0	0.0%
PTI	3	5.4%
SUB	0	0.0%
SVS	0	0.0%
TOD	0	0.0%
TRK	0	0.0%
TRS	0	0.0%
UTL	0	0.0%
VAN	0	0.0%
WTR	1	1.8%
TOTAL	56	100.0%

AMT – Amtrak Delay

CAR – Car or equipment failure/malfunction

CAT – Catenary problems or power outages

DBS – Delays due to busing

DMW – Maintenance along the rail line delays

DSR – Speed Restrictions

DSS – Reduced Speed due to restrictive signals

FRR – Freight train interference from crossing

FTI – Freight train interference on NICTD track

HLD – Delays related to passenger assistance

LMU – Late make up (includes equipment turns)

MET – Metra delays, including switch problems

OET – Operational efficiency testing

OPR – Operational delay

OTH – Other delays

PAS – Passenger boarding

POL – Police related delays

PTC – Positive train control delays

PTI – Passenger train interference

SUB – Substation associated delays

SVS – Servicing including adding/subtracting equipment

TOD – Train order delays

TRK – Track/wayside malfunction

TRS – Trespasser incidents

UTL – Utility power outage

VAN – Vandalism

WTR – Delays related to inclement weather

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

Cumulative Percent on Time Thru February, 2026

Peak		
Train	Days Late	% on Time
400	1	97.4%
102	17	56.4%
104	13	64.9%
106	6	85.0%
108	19	50.0%
10	12	70.0%
110	21	44.7%
112	7	80.0%
114	9	77.5%
214	7	82.1%
16	11	72.5%
118	12	70.0%
218	9	76.3%
115	3	0.0%
17	0	100.0%
117	13	65.8%
119	12	70.0%
121	9	76.9%
123	10	75.0%
25	18	55.0%
225	7	81.6%
127	6	82.9%
129	6	84.6%
Total	228	74.4%
Westbound	147	72.9%
Eastbound	81	76.8%

Off-Peak		
Train	Days Late	% on Time
120	18	53.8%
22	19	52.5%
122	8	80.0%
222	3	92.5%
24	20	50.0%
224	2	94.9%
126	14	65.0%
226	2	94.4%
128	4	90.0%
228	12	68.4%
30	14	65.0%
130	17	56.4%
430	5	87.5%
232	9	76.3%
32	9	77.5%
432	2	95.0%
401	0	100.0%
403	4	90.0%
201	6	83.3%
203	8	79.5%
205	3	91.7%
405	0	100.0%
105	9	76.3%
7	14	65.0%
207	4	90.0%
109	4	89.7%
209	2	94.9%
11	11	72.5%
111	5	87.5%
113	4	90.0%
131	3	92.1%
33	8	80.0%
133	3	92.5%
35	7	82.5%
101	6	85.0%
Total	259	81.1%
Westbound	158	74.9%
Eastbound	101	86.4%

Weekend/Holiday		
Train	Days Late	% on Time
600	2	89.5%
502	12	36.8%
504	10	47.4%
506	6	68.4%
608	7	63.2%
508	11	42.1%
610	4	78.9%
510	7	63.2%
612	5	73.7%
512	7	63.2%
701	0	100.0%
703	0	100.0%
705	1	93.8%
503	7	63.2%
505	9	52.6%
507	11	42.1%
609	8	57.9%
509	10	47.4%
511	10	47.4%
513	11	42.1%
515	12	36.8%
517	5	73.7%
601	7	63.2%
Total	162	62.1%
Westbound	71	57.7%
Eastbound	91	61.8%

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

Cumulative Reason for Delay

Reasons (weekday)		
AMT	3	0.6%
CAR	75	15.5%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	0	0.0%
DSR	24	4.9%
DSS	29	6.0%
FRR	3	0.6%
FTI	3	0.6%
HLD	7	1.4%
LMU	13	2.7%
MET	89	18.4%
OET	2	0.4%
OPR	37	7.6%
OTH	9	1.9%
PAS	88	18.1%
POL	4	0.8%
PTC	2	0.4%
PTI	38	7.8%
SUB	0	0.0%
SVS	0	0.0%
TOD	2	0.4%
TRK	8	1.6%
TRS	10	2.1%
UTL	0	0.0%
VAN	0	0.0%
WTR	39	8.0%
TOTAL	485	100.0%

REASONS (weekend)		
AMT	0	0.0%
CAR	32	19.6%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	0	0.0%
DSR	5	3.1%
DSS	5	3.1%
FRR	0	0.0%
FTI	2	1.2%
HLD	5	3.1%
LMU	3	1.8%
MET	17	10.4%
OET	0	0.0%
OPR	3	1.8%
OTH	3	1.8%
PAS	38	23.3%
POL	2	1.2%
PTC	0	0.0%
PTI	10	6.1%
SUB	0	0.0%
SVS	0	0.0%
TOD	0	0.0%
TRK	0	0.0%
TRS	0	0.0%
UTL	0	0.0%
VAN	0	0.0%
WTR	38	23.3%
TOTAL	163	100.0%

TOTAL		
AMT	3	0.5%
CAR	107	16.5%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	0	0.0%
DSR	29	4.5%
DSS	34	5.2%
FRR	3	0.5%
FTI	5	0.8%
HLD	12	1.9%
LMU	16	2.5%
MET	106	16.4%
OET	2	0.3%
OPR	40	6.2%
OTH	12	1.9%
PAS	126	19.4%
POL	6	0.9%
PTC	2	0.3%
PTI	48	7.4%
SUB	0	0.0%
SVS	0	0.0%
TOD	2	0.3%
TRK	8	1.2%
TRS	10	1.5%
UTL	0	0.0%
VAN	0	0.0%
WTR	77	11.9%
TOTAL	648	100.0%

AMT – Amtrak Delay

CAR – Car or equipment failure/malfunction

CAT – Catenary problems or power outages

DBS – Delays due to busing

DMW – Maintenance along the rail line delays

DSR – Speed Restrictions

DSS – Reduced Speed due to restrictive signals

FRR – Freight train interference from crossing

FTI – Freight train interference on NICTD track

HLD –Delays related to passenger assistance

LMU – Late make up (includes equipment turns)

MET – Metra delays, including switch problems

OET – Operational efficiency testing

OPR – Operational delay

OTH – Other delays

PAS – Passenger boarding

POL – Police related delays

PTC – Positive train control delays

PTI – Passenger train interference

SUB – Substation associated delays

SVS – Servicing including adding/subtracting equipment

TOD – Train order delays

TRK – Track/wayside malfunction

TRS – Trespasser incidents

UTL – Utility power outage

VAN – Vandalism

WTR – Delays related to inclement weather

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

RUSH HOUR* TRAIN DELAYS - February 2026 (minutes late)

		Mon	Tues	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tues	Wed	Thu	Fri	Mon	Tues	Wed	Thu	Fri	Days	Days	%
Train	Arrive	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	Late	Ran	On Time
400	2:08 AM																					0	20	100.0%
102	5:32 AM	6	7					59	A	50	8				7		7					7	19	63.2%
104	6:08 AM		6					28	9	28	7			27							A	6	19	68.4%
106	6:24 AM							16		13				16								3	20	85.0%
108	6:35 AM		27				A	11	7					15	11	6			6	9	8	9	19	52.6%
10	6:52 AM		17										13	6			10		7			5	20	75.0%
110	7:14 AM	10	6	7			10	12	11	8				11	A		10	10				10	19	47.4%
112	7:36 AM		A	11	A									34	20						9	4	18	77.8%
114	7:54 AM													21	8	6					12	4	20	80.0%
214	8:10 AM								8	7				35	6							4	20	80.0%
16	8:18 AM					10				7		15	6	40								5	20	75.0%
118	8:38 AM	11								17	14			20	6			20			29	7	20	65.0%
218	8:59 AM	A			12	6					8			22			6				15	6	19	68.4%
Train	Depart																							
115	3:40 PM																					0	20	100.0%
17	4:04 PM																					0	20	100.0%
117	4:22 PM		6					6		7		15										4	20	80.0%
119	4:37 PM										13	9		6							147	4	20	80.0%
121	5:00 PM	8		6			8					6									180	5	20	75.0%
123	5:15 PM	7							11							7					138	4	20	80.0%
25	5:30 PM			7		12			13	11	27			6					8	8	138	9	20	55.0%
225	5:49 PM					12			22	6											A	3	19	84.2%
127	6:01 PM	A				12			24												A	2	18	88.9%
129	6:25 PM							8	17	8							33				A	4	19	78.9%
High temp		27	29	23	23	35	31	42	35	36	46	59	55	65	59	48	26	35	35	37	57			
Low temp		-10	21	16	19	19	15	30	16	12	19	25	38	38	33	28	22	14	17	13	23			

MONTHLY SUMMARY OF RUSH HOUR ON TIME PERFORMANCE

[illegible]

Cumulative

Arrive	Train #	Days Late	Days Ran	% On Time
2:08a	400	1	38	97.4%
5:32a	102	17	39	56.4%
6:08a	104	13	37	64.9%
6:24a	106	6	40	85.0%
6:35a	108	19	38	50.0%
6:52a	10	12	40	70.0%
7:14a	110	21	38	44.7%
7:36a	112	7	35	80.0%
7:54a	114	9	40	77.5%
8:10a	214	7	39	82.1%
8:18a	16	11	40	72.5%
8:38a	118	12	40	70.0%
8:59a	218	9	38	76.3%
Depart	Train			
3:40p	115	3	40	92.5%
4:04p	17	0	40	100.0%
4:22p	117	13	38	65.8%
4:37p	119	12	40	70.0%
5:00p	121	9	39	76.9%
5:15p	123	10	40	75.0%
5:30p	25	18	40	55.0%
5:49p	225	7	38	81.6%
6:01p	127	6	35	82.9%
6:25p	129	6	39	84.6%

Cumulative Rush Hour Thru February

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	75	46	121	14.9%	11.8%	13.6%
11-15	31	19	50	6.2%	4.9%	5.6%
16-20	17	5	22	3.4%	1.3%	2.5%
21-30	14	4	18	2.8%	1.0%	2.0%
31-59	7	4	11	1.4%	1.0%	1.2%
60+	0	6	6	0.0%	1.5%	0.7%
Annulled	18	11	29			
Total Late	144	84	228	28.7%	21.6%	25.6%
On time	358	305	663	71.3%	78.4%	74.4%
Total ran	502	389	891	100.0%	100.0%	100.0%

February 2026 Rush Hour

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	36	18	54	14.5%	9.3%	12.2%
11-15	15	8	23	6.0%	4.1%	5.2%
16-20	7	1	8	2.8%	0.5%	1.8%
21-30	7	3	10	2.8%	1.6%	2.3%
31-59	5	1	6	2.0%	0.5%	1.4%
60+	0	4	4	0.0%	2.1%	0.9%
Annulled	7	4	11	2.8%	2.1%	2.5%
Total Late	70	35	105	28.1%	18.1%	23.8%
On time	179	158	337	71.9%	81.9%	76.2%
Total ran	249	193	442			

Grand Total All Trains Thru February, 2026

Range	Peak		Off	Wkend	Total	%
	WB	EB				
6-10	75	46	123	62	306	11.8%
11-15	31	19	44	35	129	5.0%
16-20	17	5	29	23	74	2.8%
21-30	14	4	29	23	70	2.7%
31-59	7	4	17	11	39	1.5%
60+	0	6	16	6	28	1.1%
Annulled	18	11	29	21	79	3.0%
Total	144	84	258	160	646	24.9%
On Time	358	305	1,113	176	1,952	75.1%
Total ran	502	389	1,371	336	2,598	100.0%
%On Time	71.3%	78.4%	81.2%	52.4%	75.1%	

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	144	502	71.3%
EB Rush	84	389	78.4%
Total Rush	228	891	74.4%