



Monthly Ridership

January 2026

NICTD

Northern Indiana Commuter Transportation District

Ridership

Overall - Ridership for the month was up 7.2% when compared to 2025. Passenger trips for the month were 136,115 in 2026 and 126,918 in 2025.

Weekday Travel – Average weekday peak travel was up 19.8% when compared to 2025 while average off peak travel was down 11.0% over 2025 ridership. The combined weekday average in 2026 was 5,306 rides compared to 4,889 in 2025 representing an 8.5% increase for 2026 compared to 2025.

Weekend Travel – Weekend ridership was up 14.8% when compared to 2025. The daily average in 2026 was 2,469 compared to 2,151 in 2025.

Ridership Over Last 12 Months: February through January

	2021/22	2022/23	% Change	2023/24	% Change	2024/25	% Change	2025/26	% Change
Total	1,052,875	1,445,683	37.31%	1,524,000	5.42%	1,794,417	17.74%	2,039,352	13.65%
Weekday	819,359	1,166,756	42.40%	1,256,883	7.72%	1,437,597	14.38%	1,613,834	12.26%
Peak	487,086	757,363	55.49%	830,690	9.68%	873,666	5.17%	1,022,966	17.09%
Off Peak	332,273	409,393	23.21%	426,193	4.10%	563,931	32.32%	590,868	4.78%
Weekend	233,516	278,927	19.45%	267,117	-4.23%	356,820	33.58%	425,518	19.25%
South Bend	146,249	177,434	21.32%	143,640	-19.05%	207,101	44.18%	253,410	22.36%

Revenue

The number of tickets sold in January was up 7.4% when comparing 2026 to 2025. Ticket revenue was up 10.6% for 2026 compared to 2025. Sales from digital sources represent 88.9% of ticket sales and 94.1% of ticket revenue.

Total Ticket Sales: January						
Method of Sale	Tickets			Revenue		
	2025	2026	% Change	2025	2026	% Change
Ticket Agent	0	0	0.0%	0	0	0.0%
Vending Machine	17,071	17,442	2.2%	245,706	236,279	-3.8%
Conductor	9,560	8,546	-10.6%	70,252	67,710	-3.6%
Mobile App	44,823	50,720	13.2%	718,775	840,377	16.9%
Total	71,454	76,708	7.4%	1,034,733	1,144,366	10.6%

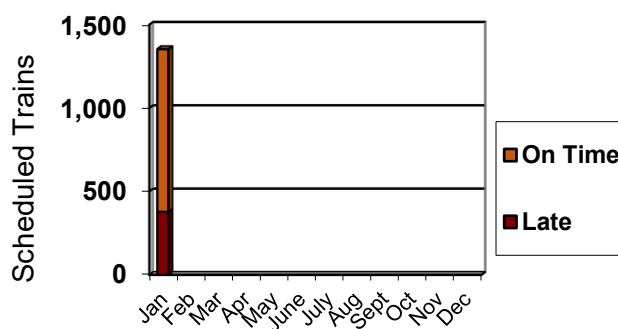
On Time Performance

Rush Hour – Overall, 72.2% of A.M. and P.M. rush hour trains were on time in January 2026 compared to 52.6% 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). 87.3% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 70.3% of westbound morning rush hour service was on time compared to 55.3% in 2025; while eastbound rush hour trains reported an on-time performance of 74.6% compared to 48.7% in 2025. A total of 74 out of 249 westbound rush hour trains were delayed in January. Of those 74, 19 experienced delays greater than 15 minutes. Eastbound rush hour trains had a total of 49 out of 193 trains delayed in January. Of those 49, 10 experienced delays greater than 15 minutes.¹

January 2026 Rush Hour

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	39	28	67	15.7%	14.5%	15.2%
11-15	16	11	27	6.4%	5.7%	6.1%
16-20	10	4	14	4.0%	2.1%	3.2%
21-30	7	1	8	2.8%	0.5%	1.8%
31-59	2	3	5	0.8%	1.6%	1.1%
60+	0	2	2	0.0%	1.0%	0.5%
Annulled	11	7	18	4.4%	3.6%	4.1%
Total Late	74	49	123	29.7%	25.4%	27.8%
On time	175	144	319	70.3%	74.6%	72.2%
Total ran	249	193	442			

Overall – The South Shore Line scheduled 1,413 trains in January and experienced 379 delays in excess of 5 minutes (ranging from 6-296) with median delay of 12 minutes. January of 2026 experienced 59 annulled trains. In January 2025, the South Shore Line scheduled 1,505 trains with 601 delays in excess of 5 minutes (ranging from 6-243 minutes) with a median delay of 11 minutes. January of 2025 experienced 31 annulled trains.



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

Cumulative On Time Comparison

Thru January	2025	2026
Weekday	57.1%	75.5%
Peak	52.6%	72.2%
Off-Peak	59.9%	77.7%
Weekend	72.0%	55.2%
Overall	59.2%	72.0%

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.

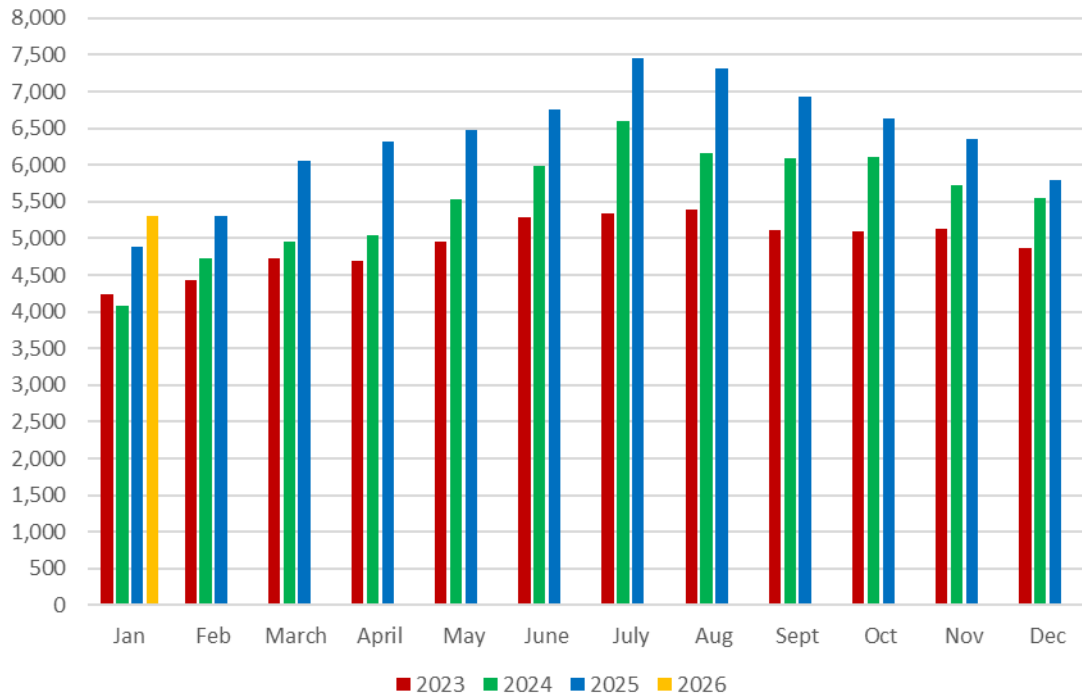
Annulled Trains or Delays in Excess of 59 Minutes

<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.

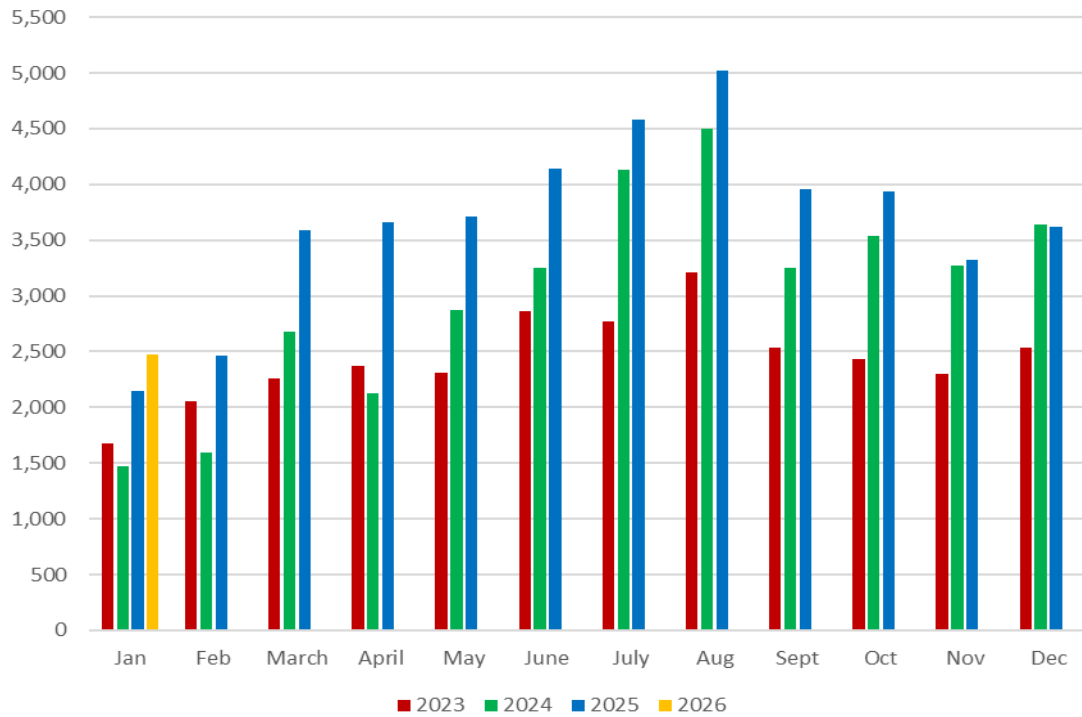
Ridership Report

	2023	Work	2024	Work	2025	Work	2026	Work	Change
	Passengers	Days	Passengers	Days	Passengers	Days	Passengers	Days	25/26
Monthly Ridership									
January	105,869	21	103,033	22	126,918	22	136,013	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	136,013	20	7.2%
February	210,914	41	218,247	43	252,703	42	279,491	40	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		5,492		12.3%
February	4,432		4,729		5,300				
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		3,868		24.7%
February	3,115		3,335		3,362				
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		1,624		-9.2%
February	1,317		1,393		1,943				
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		2,380		10.7%
February	2,052		1,989		2,461				
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				
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				

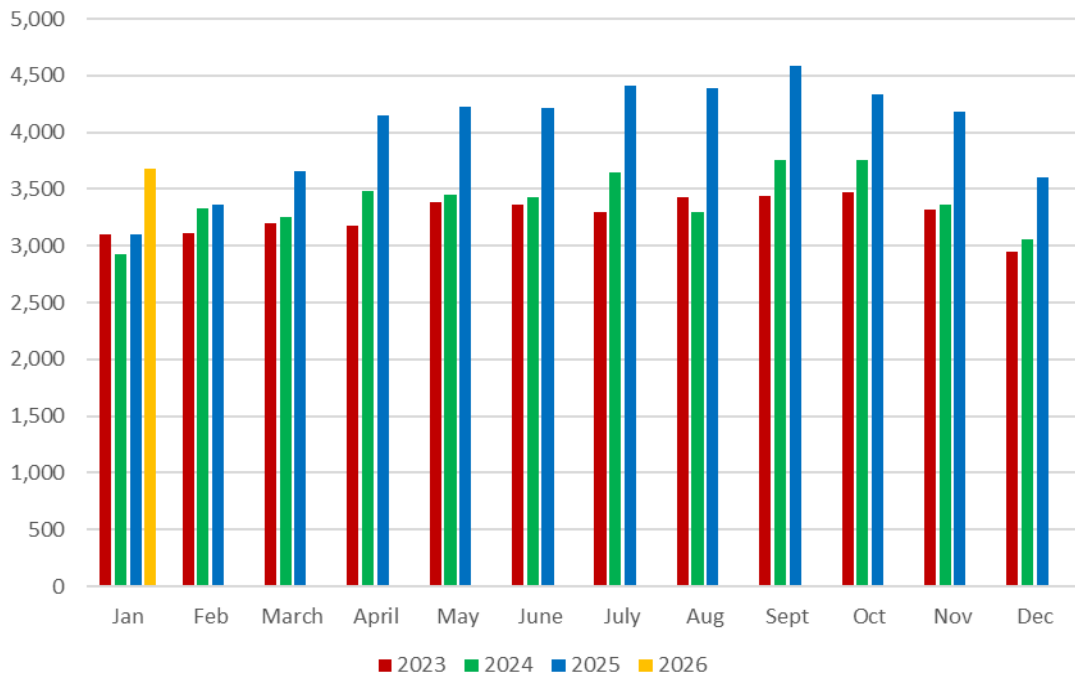
SOUTH SHORE LINE WEEKDAY RIDERSHIP 2023-2026



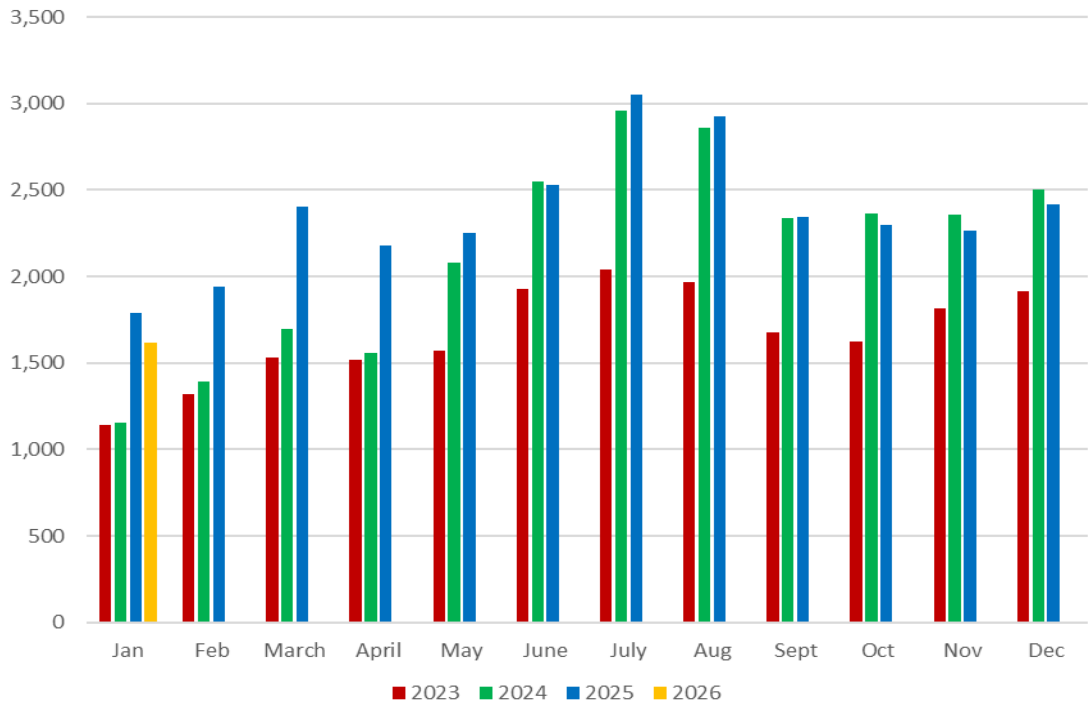
SOUTH SHORE WEEKEND RIDERSHIP 2023-2026



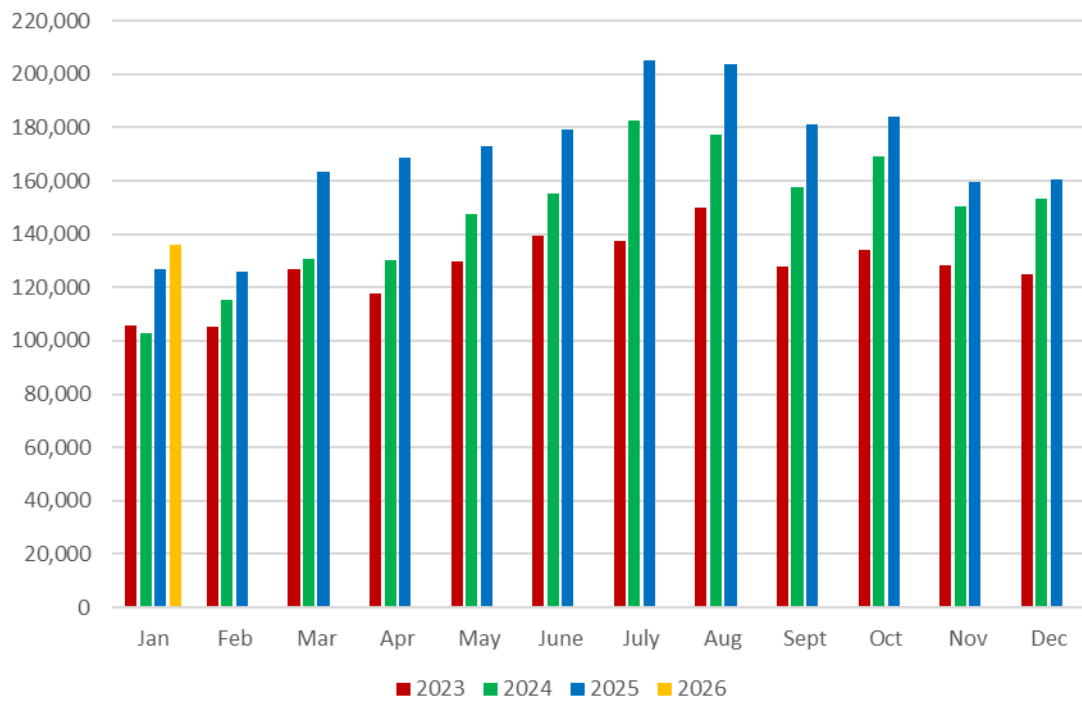
SOUTH SHORE LINE PEAK RIDERSHIP 2023-2026



SOUTH SHORE LINE OFF-PEAK RIDERSHIP 2023-2026



SOUTH SHORE LINE MONTHLY RIDERSHIP 2023-2026



Percent on Time: January, 2026

Peak

Train	Days Late	% on Time
400	1	94.4%
102	10	50.0%
104	7	61.1%
106	3	85.0%
108	10	47.4%
10	7	65.0%
110	11	42.1%
112	3	82.4%
114	5	75.0%
214	3	84.2%
16	6	70.0%
118	5	75.0%
218	3	84.2%
115	3	85.0%
17	0	100.0%
117	9	50.0%
119	8	60.0%
121	4	78.9%
123	6	70.0%
25	9	55.0%
225	4	78.9%
127	4	76.5%
129	2	90.0%
Total	123	71.6%
Westbound	77	72.5%
Eastbound	46	69.9%

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

Off-Peak

Train	Days Late	% on Time
120	8	57.9%
22	14	30.0%
122	4	80.0%
222	3	85.0%
24	15	25.0%
224	2	89.5%
126	9	55.0%
226	1	94.1%
128	3	85.0%
228	7	63.2%
30	9	55.0%
130	7	63.2%
430	5	75.0%
232	2	89.5%
32	4	80.0%
432	0	100.0%
401	0	100.0%
403	3	85.0%
201	5	73.7%
203	4	78.9%
205	1	94.4%
405	0	100.0%
105	6	66.7%
7	9	55.0%
207	3	85.0%
109	3	84.2%
209	2	89.5%
11	5	75.0%
111	2	90.0%
113	4	80.0%
131	1	94.7%
33	4	80.0%
133	1	95.0%
35	4	80.0%
101	3	85.0%
Total	153	77.6%
Westbound	93	70.2%
Eastbound	60	83.8%

Weekend/Holiday

Train	Days Late	% on Time
600	2	81.8%
502	8	27.3%
504	6	45.5%
506	5	54.5%
608	5	54.5%
508	7	36.4%
610	3	72.7%
510	5	54.5%
612	4	63.6%
512	5	54.5%
701	0	100.0%
703	0	100.0%
705	0	100.0%
503	4	63.6%
505	6	45.5%
507	7	36.4%
609	4	63.6%
509	7	36.4%
511	7	36.4%
513	6	45.5%
515	7	36.4%
517	3	72.7%
601	5	54.5%
Total	106	56.6%
Westbound	50	43.2%
Eastbound	56	58.2%

Reason for Delay

Reasons (weekday)		
AMT	2	0.7%
CAR	53	19.2%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	0	0.0%
DSR	17	6.2%
DSS	22	8.0%
FRR	1	0.4%
FTI	3	1.1%
HLD	4	1.4%
LMU	10	3.6%
MET	32	11.6%
OET	2	0.7%
OPR	8	2.9%
OTH	7	2.5%
PAS	42	15.2%
POL	3	1.1%
PTC	0	0.0%
PTI	25	9.1%
SUB	0	0.0%
SVS	0	0.0%
TOD	2	0.7%
TRK	8	2.9%
TRS	5	1.8%
UTL	0	0.0%
VAN	0	0.0%
WTR	30	10.9%
TOTAL	276	100.0%

REASONS (weekend)		
AMT	0	0.0%
CAR	19	17.8%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	0	0.0%
DSR	3	2.8%
DSS	3	2.8%
FRR	0	0.0%
FTI	1	0.9%
HLD	1	0.9%
LMU	1	0.9%
MET	14	13.1%
OET	0	0.0%
OPR	2	1.9%
OTH	1	0.9%
PAS	17	15.9%
POL	1	0.9%
PTC	0	0.0%
PTI	7	6.5%
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	37	34.6%
TOTAL	107	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 - January 2026 (minutes late)																												
		Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri			Days	Days	%
Train	Arrive	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	23	26	27	28	29	30			Late	Ran	On Time
400	2:08 AM					13	A												A							1	18	94.4%
102	5:32 AM			16			8		6		9		9	18	8	32			25		6					10	20	50.0%
104	6:08 AM				7	7	6	10					7	23					A	A	7					7	18	61.1%
106	6:24 AM													14					25	20						3	20	85.0%
108	6:35 AM							6	9			8	7	6	24	8			A	20	8	6				10	19	47.4%
10	6:52 AM			20										8	12	8			33	7	9					7	20	65.0%
110	7:14 AM			12	7		7	7			10			23		12			A	22	13	11	12			11	19	42.1%
112	7:36 AM								7		A			14					A	A		16				3	17	82.4%
114	7:54 AM									14	8			10		8			12							5	20	75.0%
214	8:10 AM									6	10					20			A							3	19	84.2%
16	8:18 AM							7						16	18	11	14		23							6	20	70.0%
118	8:38 AM		12								12	6			16				10							5	20	75.0%
218	8:59 AM												10						13	A		6				3	19	84.2%
Train	Depart																											
115	3:40 PM			10											8						9					3	20	85.0%
17	4:04 PM																									0	20	100.0%
117	4:22 PM			8		6				7	8	11			21		9		A	A	8	7				9	18	50.0%
119	4:37 PM			7	8	8	10				8	14			17				18							8	20	60.0%
121	5:00 PM										6			20					A	8	6					4	19	78.9%
123	5:15 PM									8				11		6			11	12	8					6	20	70.0%
25	5:30 PM			6	58						72	11	8	15							19	11	77			9	20	55.0%
225	5:49 PM				9		6							11		6					19		A			4	19	78.9%
127	6:01 PM				15							11	7		A				A	A			54			4	17	76.5%
129	6:25 PM																			7			36			2	20	90.0%
High temp		22	23	40	44	43	60	62	39	47	41	25	34	17	19	34	31	15	14	16	16	18	20					
Low temp		18	11	30	33	35	35	34	24	30	21	2	19	3	1	19	13	-5	0	2	-4	11	2					

[illegible]

Cumulative

Arrive	Train #	Days Late	Days Ran	% On Time
2:08a	400	1	18	94.4%
5:32a	102	10	20	50.0%
6:08a	104	7	18	61.1%
6:24a	106	3	20	85.0%
6:35a	108	10	19	47.4%
6:52a	10	7	20	65.0%
7:14a	110	11	19	42.1%
7:36a	112	3	17	82.4%
7:54a	114	5	20	75.0%
8:10a	214	3	19	84.2%
8:18a	16	6	20	70.0%
8:38a	118	5	20	75.0%
8:59a	218	3	19	84.2%
Depart	Train			
3:40p	115	3	20	85.0%
4:04p	17	0	20	100.0%
4:22p	117	9	18	50.0%
4:37p	119	8	20	60.0%
5:00p	121	4	19	78.9%
5:15p	123	6	20	70.0%
5:30p	25	9	20	55.0%
5:49p	225	4	19	78.9%
6:01p	127	4	17	76.5%
6:25p	129	2	20	90.0%

Cumulative Rush Hour Thru January

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	39	28	67	15.7%	14.5%	15.2%
11-15	16	11	27	6.4%	5.7%	6.1%
16-20	10	4	14	4.0%	2.1%	3.2%
21-30	7	1	8	2.8%	0.5%	1.8%
31-59	2	3	5	0.8%	1.6%	1.1%
60+	0	2	2	0.0%	1.0%	0.5%
Annulled	11	7	18			
Total Late	74	49	123	29.7%	25.4%	27.8%
On time	175	144	319	70.3%	74.6%	72.2%
Total ran	249	193	442	100.0%	100.0%	100.0%

January 2026 Rush Hour

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	39	28	67	15.7%	14.5%	15.2%
11-15	16	11	27	6.4%	5.7%	6.1%
16-20	10	4	14	4.0%	2.1%	3.2%
21-30	7	1	8	2.8%	0.5%	1.8%
31-59	2	3	5	0.8%	1.6%	1.1%
60+	0	2	2	0.0%	1.0%	0.5%
Annulled	11	7	18	4.4%	3.6%	4.1%
Total Late	74	49	123	29.7%	25.4%	27.8%
On time	175	144	319	70.3%	74.6%	72.2%
Total ran	249	193	442			

Grand Total All Trains Thru January, 2026

Range	Peak		Off	Wkend	Total	%
	WB	EB				
6-10	39	28	68	40	175	12.9%
11-15	16	11	29	20	76	5.6%
16-20	10	4	18	18	50	3.7%
21-30	7	1	19	14	41	3.0%
31-59	2	3	9	6	20	1.5%
60+	0	2	9	6	17	1.3%
Annulled	11	7	20	21	59	4.4%
Total	74	49	152	104	379	28.0%
On Time	175	144	528	128	975	72.0%
Total ran	249	193	680	232	1,354	100.0%
%On Time	70.3%	74.6%	77.6%	55.2%	72.0%	

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	74	249	70.3%
EB Rush	49	193	74.6%
Total Rush	123	442	72.2%