



Monthly Ridership

March 2026

NICTD

Northern Indiana Commuter Transportation District

Ridership

Overall – Ridership for the month was up 10.6% when compared to 2025. Passenger trips for the month were 180,430 in 2026 and 163,191 in 2025.

Weekday Travel – Average weekday peak travel was up 14.6% when compared to 2025 while average off peak travel was down 8.9% over 2025 ridership. The combined weekday average in 2026 was 6,445 rides compared to 6,060 in 2025. That is a 6.3% increase for 2026 compared to 2025.

Weekend Travel – Weekend ridership was up 24.0% when compared to 2025. The daily average in 2026 was 4,456 compared to 3,656 in 2025.

Ridership Over Last 12 Months: April through March

	2021/22	2022/23	% Change	2023/24	% Change	2024/25	% Change	2025/26	% Change
Total	1,146,195	1,487,274	29.76%	1,538,030	3.41%	1,837,408	19.47%	2,074,284	12.89%
Weekday	897,426	1,205,848	34.37%	1,262,639	4.71%	1,467,705	16.24%	1,639,903	11.73%
Peak	541,609	787,783	45.45%	833,149	5.76%	879,308	5.54%	1,053,210	19.78%
Off Peak	355,817	418,065	17.49%	429,490	2.73%	588,397	37.00%	586,693	-0.29%
Weekend	248,769	281,426	13.13%	275,391	-2.14%	369,703	34.25%	434,381	17.49%
South Bend	156,455	176,712	12.95%	143,831	-18.61%	218,143	51.67%	258,320	18.42%

Revenue

The number of tickets sold in March was up 7.8% when comparing 2026 to 2025. Ticket revenue was up 22.8% for 2026 compared to 2025. Sales from digital sources represent 88.6% of ticket sales and 94.1% of ticket revenue.

Total Ticket Sales: March						
Method of Sale	Tickets			Revenue		
	2025	2026	% Change	2025	2026	% Change
Ticket Agent	0	0	0.0%	0	0	0.0%
Vending Machine	48,259	48,714	0.9%	635,153	683,788	7.7%
Conductor	29,914	26,854	-10.2%	213,686	207,839	-2.7%
Mobile App	139,616	159,205	14.0%	2,022,547	2,634,831	30.3%
Total	217,789	234,773	7.8%	2,871,386	3,526,457	22.8%

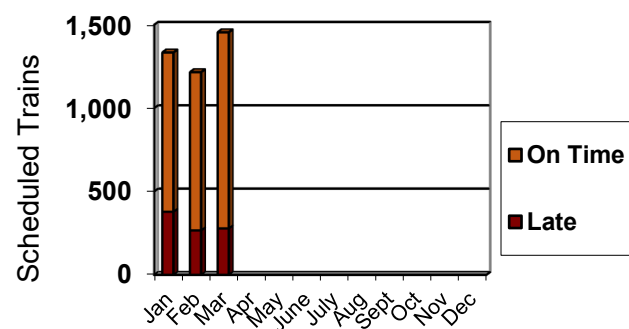
On Time Performance

Rush Hour – Overall, 82.1% of A.M. and P.M. rush hour trains were on time in March 2026 compared to 80.1% 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). 89.2% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 85.3% of westbound morning rush hour service was on time compared to 82.7% in 2025; while eastbound rush hour trains reported an on-time performance of 78.0% compared to 76.6% in 2025. A total of 42 out of 285 westbound rush hour trains were delayed in March. Of those 42, 18 experienced delays greater than 15 minutes. Eastbound rush hour trains had a total of 49 out of 223 trains delayed in March. Of those 49, 15 experienced delays greater than 15 minutes.¹

March 2026 Rush Hour

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	17	30	47	6.0%	13.5%	9.3%
11-15	7	4	11	2.5%	1.8%	2.2%
16-20	7	6	13	2.5%	2.7%	2.6%
21-30	6	6	12	2.1%	2.7%	2.4%
31-59	4	3	7	1.4%	1.3%	1.4%
60+	1	0	1	0.4%	0.0%	0.2%
Annulled	6	2	8	2.1%	0.9%	1.6%
Total Late	42	49	91	14.7%	22.0%	17.9%
On time	243	174	417	85.3%	78.0%	82.1%
Total ran	285	223	508			

Overall – The South Shore Line scheduled 1,493 trains in March and experienced 279 delays in excess of 5 minutes (ranging from 6-90) with median delay of 10 minutes. March of 2026 experienced 16 annulled trains. In March 2025, the South Shore Line scheduled 1,448 trains with 312 delays in excess of 5 minutes (ranging from 6-156 minutes) with a median delay of 11 minutes. March of 2025 experienced 7 annulled trains.



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

Cumulative On Time Comparison

Thru March	2025	2026
Weekday	68.2%	79.4%
Peak	67.1%	76.1%
Off-Peak	68.9%	81.4%
Weekend	66.8%	60.8%
Overall	68.0%	76.9%

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.

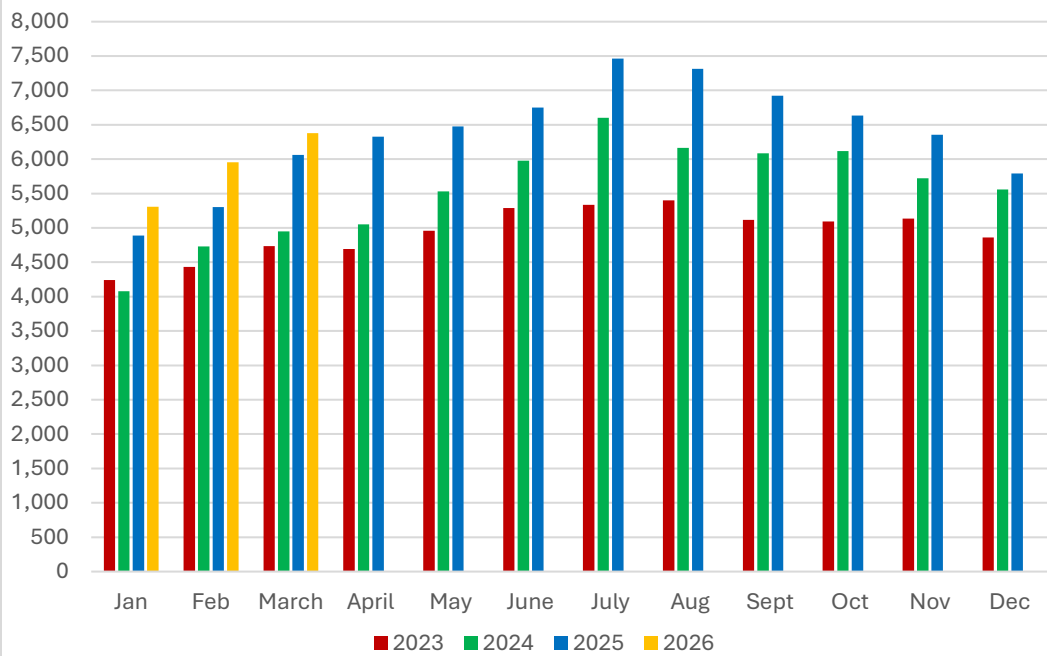
Annulled Trains or Delays in Excess of 59 Minutes

<u>Date</u>	<u>Train</u>	<u>Min. Late</u>	<u>Reason</u>
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.
3/4/26	126	83	Mechanical inspection after wheel slip at MC 11th Street Station.
3/9/26	218	A	Mechanical inspection resulting in train being combined.
3/11/26	400	A	Inclement weather resulting in train being cancelled.
3/12/26	112	A	Mechanical inspection resulting in train being combined.
3/13/26	24	90	Overhead wire damage from inclement weather.
3/13/26	403	A	Overhead wire damage from inclement weather.
3/13/26	405	A	Overhead wire damage from inclement weather.
3/13/26	430	A	Overhead wire damage from inclement weather.
3/18/26	25	A	Mechanical inspection resulting in train being combined.
3/24/26	10	66	Delayed from previous train breaking down and making all stops.
3/24/26	108	A	Mechanical inspection resulting in train being combined.
3/30/26	35	A	Overhead wire damage on Metra Line.
3/30/26	118	A	Mechanical inspection resulting in train being combined.
3/30/26	225	A	Mechanical inspection resulting in train being combined.
3/30/26	232	A	Mechanical inspection resulting in train being combined.
3/31/26	30	A	Train annulled resulting from trees down on overhead wire.
3/31/26	301	A	Monon Corridor Ribbon Cutting.
3/31/26	310	A	Monon Corridor Ribbon Cutting.
3/31/26	430	A	Train annulled resulting from trees down on overhead wire.

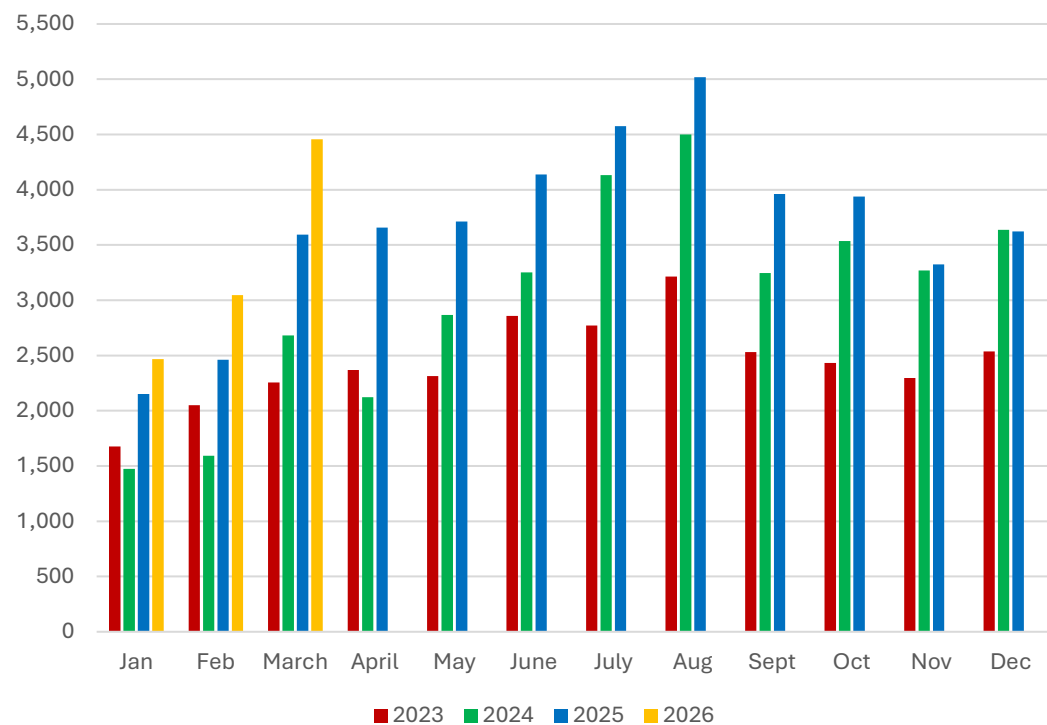
Ridership Report

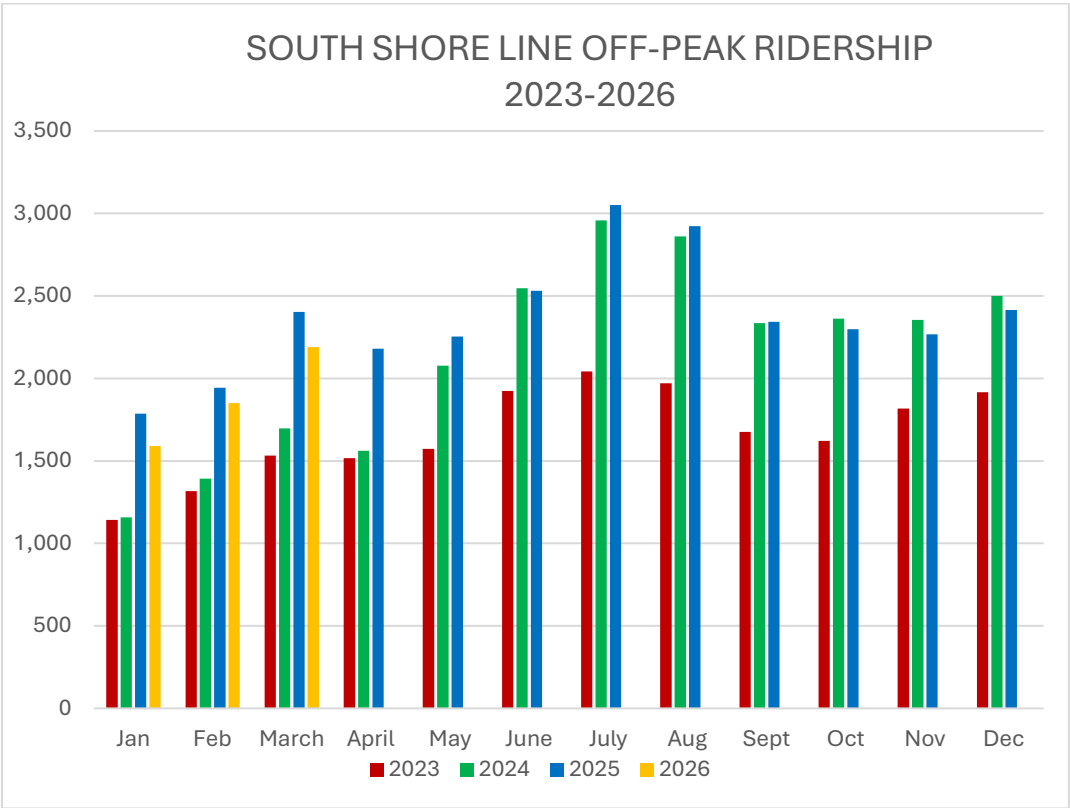
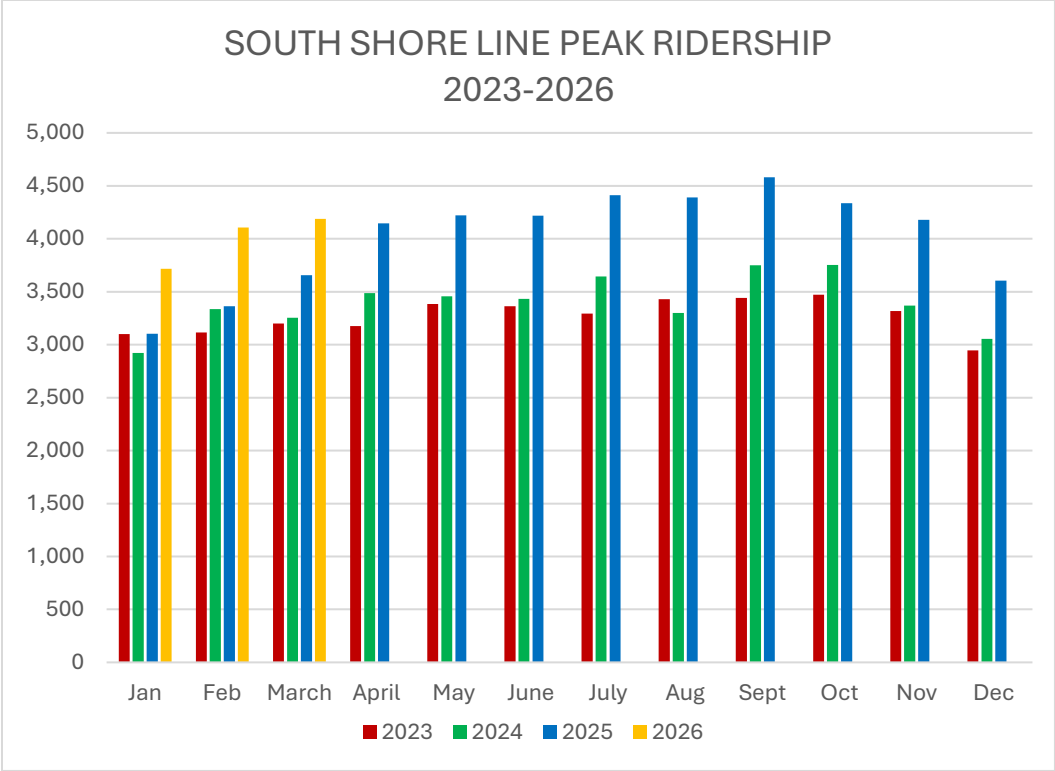
	2023	Work	2024		2025		2026		Change
	Passengers	Days	Passengers	Days	Passengers	Days	Passengers	Days	25/26
Monthly Ridership									
January	105,869	21	103,033	22	126,918	22	136,115	21	7.2%
February	105,045	20	115,214	21	125,785	20	143,478	20	14.1%
March	126,910	23	130,771	21	163,191	21	180,430	22	10.6%
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	460,023	63	10.6%
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		12.4%
March	4,733		4,950		6,060		6,379		5.3%
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		22.1%
March	3,201		3,254		3,656		4,189		14.6%
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		2,190		-8.9%
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		4,456		24.0%
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		22,649		12.6%
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

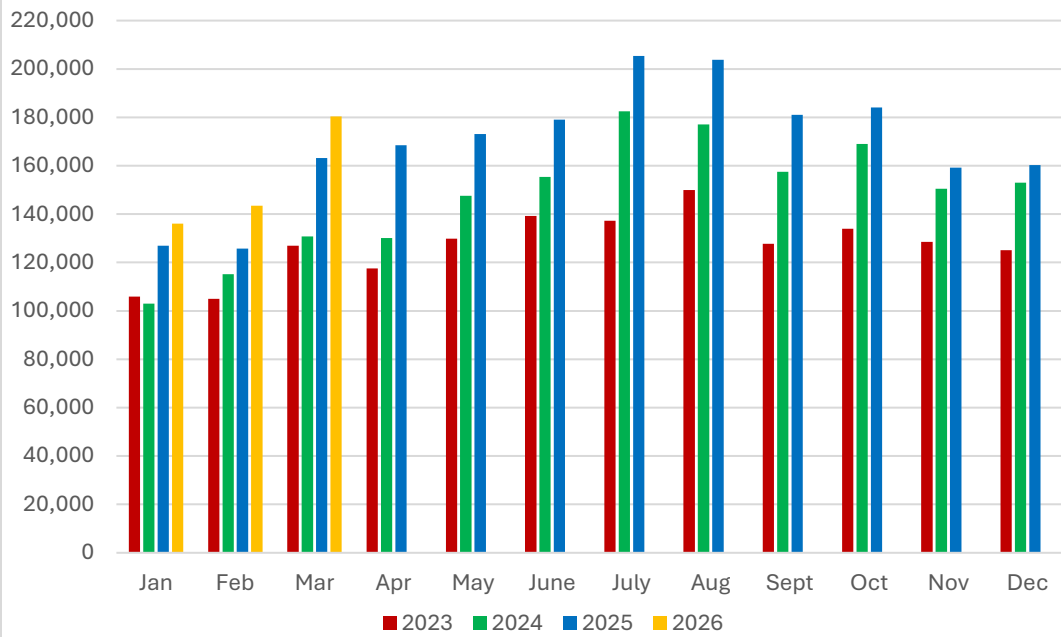


SOUTH SHORE WEEKEND RIDERSHIP 2023-2026





SOUTH SHORE LINE MONTHLY RIDERSHIP 2023-2026



Percent on Time:March, 2026

Peak		
Train	Days Late	% on Time
102	5	77.3%
302	0	100.0%
104	1	95.5%
304	0	100.0%
106	2	90.9%
108	5	76.2%
10	3	86.4%
306	0	100.0%
110	3	86.4%
112	5	76.2%
308	0	100.0%
114	4	81.8%
214	3	86.4%
16	3	86.4%
310	0	100.0%
118	4	81.0%
218	2	90.5%
303	0	100.0%
115	2	90.9%
17	0	100.0%
305	0	100.0%
117	6	72.7%
119	7	68.2%
307	0	100.0%
121	8	63.6%
123	3	86.4%
25	7	66.7%
309	0	100.0%
225	5	76.2%
127	4	81.8%
311	0	100.0%
129	7	68.2%
Total	91	83.9%
Westbound	42	86.7%
Eastbound	49	80.2%

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

Off-Peak		
Train	Days Late	% on Time
1000	0	100.0%
400	2	90.5%
1120	0	100.0%
120	10	54.5%
1022	0	100.0%
22	4	81.8%
1122	0	100.0%
122	5	77.3%
222	2	90.9%
1024	0	100.0%
24	11	50.0%
224	1	95.5%
1126	0	100.0%
126	7	68.2%
1226	0	100.0%
226	4	81.8%
128	3	86.4%
228	11	50.0%
312	1	83.3%
30	10	52.4%
130	6	72.7%
430	1	95.0%
1060	0	100.0%
232	6	71.4%
1032	0	100.0%
32	6	72.7%
1062	0	100.0%
432	3	86.4%
1064	0	100.0%
101	4	81.8%
1101	0	100.0%
401	0	100.0%
403	0	100.0%
201	2	90.9%
301	0	100.0%
203	4	81.8%
405	0	100.0%
105	2	90.9%
1105	0	100.0%
7	6	72.7%
205	0	100.0%
207	0	100.0%
1207	0	100.0%
109	2	90.9%
1109	0	100.0%
209	0	100.0%
11	6	72.7%
1011	0	100.0%
111	11	50.0%
1111	0	100.0%
113	3	86.4%
1113	0	100.0%
131	5	77.3%
1131	0	100.0%
33	0	100.0%
1033	0	100.0%
133	2	90.9%
1133	0	100.0%
35	0	100.0%
1035	0	100.0%
Total	138	84.7%
Westbound	91	78.0%
Eastbound	47	90.3%

Weekend/Holiday		
Train	Days Late	% on Time
1600	0	100.0%
600	0	100.0%
1502	0	100.0%
502	3	66.7%
1504	0	100.0%
504	7	22.2%
1506	0	100.0%
506	1	88.9%
608	2	77.8%
1508	0	100.0%
508	3	66.7%
1610	0	100.0%
610	1	88.9%
1510	0	100.0%
510	1	88.9%
1612	0	100.0%
612	0	100.0%
1014	0	100.0%
1512	0	100.0%
512	1	88.9%
1016	0	100.0%
1018	0	100.0%
701	0	100.0%
703	0	100.0%
1001	0	100.0%
705	0	100.0%
1501	0	100.0%
503	5	44.4%
1503	0	100.0%
505	4	55.6%
1505	0	100.0%
507	5	44.4%
1507	0	100.0%
609	2	77.8%
1609	0	100.0%
509	5	44.4%
1509	0	100.0%
511	2	77.8%
1511	0	100.0%
513	3	66.7%
1513	0	100.0%
515	2	77.8%
1515	0	100.0%
517	2	77.8%
1517	0	100.0%
601	0	100.0%
1601	0	100.0%
Total	49	80.8%
Westbound	19	83.3%
Eastbound	30	78.7%

Reason for Delay

REASONS (weekday)		
AMT	2	0.9%
CAR	21	9.2%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	1	0.4%
DSR	2	0.9%
DSS	13	5.7%
FRR	7	3.1%
FTI	3	1.3%
HLD	1	0.4%
LMU	9	3.9%
MET	41	17.9%
OET	2	0.9%
OPR	20	8.7%
OTH	14	6.1%
PAS	47	20.5%
POL	6	2.6%
PTC	0	0.0%
PTI	29	12.7%
SUB	0	0.0%
SVS	0	0.0%
TOD	0	0.0%
TRK	5	2.2%
TRS	0	0.0%
UTL	0	0.0%
VAN	0	0.0%
WTR	6	2.6%
TOTAL	229	

REASONS (weekend)		
AMT	0	0.0%
CAR	4	7.8%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	0	0.0%
DSR	1	2.0%
DSS	1	2.0%
FRR	1	2.0%
FTI	1	2.0%
HLD	0	0.0%
LMU	1	2.0%
MET	5	9.8%
OET	0	0.0%
OPR	1	2.0%
OTH	2	3.9%
PAS	31	60.8%
POL	0	0.0%
PTC	0	0.0%
PTI	3	5.9%
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	0	0.0%
TOTAL	51	

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 March, 2026

Peak		
Train	Days Late	% on Time
1000	0	100.0%
400	3	94.9%
102	22	63.9%
302	0	100.0%
104	14	76.3%
304	0	100.0%
106	8	87.1%
108	24	59.3%
10	15	75.8%
306	0	100.0%
110	24	60.0%
112	12	78.6%
308	0	100.0%
114	13	79.0%
214	10	83.6%
16	14	77.4%
310	0	100.0%
118	16	73.8%
218	11	81.4%
303	0	100.0%
115	5	91.9%
17	0	100.0%
305	0	100.0%
117	19	68.3%
119	19	69.4%
307	0	100.0%
121	17	72.1%
123	13	79.0%
25	25	59.0%
309	0	100.0%
225	12	79.7%
127	10	82.5%
311	0	100.0%
129	13	78.7%
Total	319	78.1%
Westbound	189	78.0%
Eastbound	130	78.2%

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

Off-Peak		
Train	Days Late	% on Time
1120	0	100.0%
120	28	54.1%
1022	0	100.0%
22	23	62.9%
1122	0	100.0%
122	13	79.0%
222	5	91.9%
1024	0	100.0%
24	31	50.0%
224	3	95.1%
1126	0	100.0%
126	21	66.1%
1226	0	100.0%
226	6	89.7%
128	7	88.7%
228	23	61.7%
312	1	83.3%
30	24	60.7%
130	23	62.3%
430	6	90.0%
1060	0	100.0%
232	15	74.6%
1032	0	100.0%
32	15	75.8%
1062	0	100.0%
432	5	91.9%
1064	0	100.0%
101	10	83.9%
1101	0	100.0%
401	0	100.0%
403	4	93.4%
201	8	86.2%
301	0	100.0%
203	12	80.3%
405	0	100.0%
105	11	81.7%
1105	0	100.0%
7	20	67.7%
205	3	94.8%
207	4	93.5%
1207	0	100.0%
109	6	90.2%
1109	0	100.0%
209	2	96.7%
11	17	72.6%
1011	0	100.0%
111	16	74.2%
1111	0	100.0%
113	7	88.7%
1113	0	100.0%
131	8	86.7%
1131	0	100.0%
33	8	87.1%
1033	0	100.0%
133	5	91.9%
1133	0	100.0%
35	7	88.5%
1035	0	100.0%
Total	397	82.5%
Westbound	249	76.1%
Eastbound	142	88.1%

Weekend/Holiday		
Train	Days Late	% on Time
1600	0	100.0%
600	2	92.9%
1502	0	100.0%
502	15	46.4%
1504	0	100.0%
504	17	39.3%
1506	0	100.0%
506	7	75.0%
608	9	67.9%
1508	0	100.0%
508	14	50.0%
1610	0	100.0%
610	5	82.1%
1510	0	100.0%
510	8	71.4%
1612	0	100.0%
612	5	82.1%
1014	0	100.0%
1512	0	100.0%
512	8	71.4%
1016	0	100.0%
1018	0	100.0%
701	0	100.0%
703	0	100.0%
1001	0	100.0%
705	1	96.0%
1501	0	100.0%
503	12	57.1%
1503	0	100.0%
505	13	53.6%
1505	0	100.0%
507	16	42.9%
1507	0	100.0%
609	10	64.3%
1609	0	100.0%
509	15	46.4%
1509	0	100.0%
511	12	57.1%
1511	0	100.0%
513	14	50.0%
1513	0	100.0%
515	14	50.0%
1515	0	100.0%
517	7	75.0%
1517	0	100.0%
601	7	75.0%
1601	0	100.0%
Total	211	69.1%
Westbound	90	70.4%
Eastbound	121	68.1%

Cumulative Reason for Delay

REASONS (weekday)		
AMT	5	2.2%
CAR	96	41.9%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	1	0.4%
DSR	26	11.4%
DSS	42	18.3%
FRR	10	4.4%
FTI	6	2.6%
HLD	8	3.5%
LMU	22	9.6%
MET	130	56.8%
OET	4	1.7%
OPR	57	24.9%
OTH	23	10.0%
PAS	135	59.0%
POL	10	4.4%
PTC	2	0.9%
PTI	67	29.3%
SUB	0	0.0%
SVS	0	0.0%
TOD	2	0.9%
TRK	13	5.7%
TRS	10	4.4%
UTL	0	0.0%
VAN	0	0.0%
WTR	45	19.7%
TOTAL	714	

REASONS (weekend)		
AMT	0	0.0%
CAR	36	70.6%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	0	0.0%
DSR	6	11.8%
DSS	6	11.8%
FRR	1	2.0%
FTI	3	5.9%
HLD	5	9.8%
LMU	4	7.8%
MET	22	43.1%
OET	0	0.0%
OPR	4	7.8%
OTH	5	9.8%
PAS	69	135.3%
POL	2	3.9%
PTC	0	0.0%
PTI	13	25.5%
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	38	74.5%
TOTAL	214	

TOTAL		
AMT	5	0.5%
CAR	132	14.2%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	1	0.1%
DSR	32	3.4%
DSS	48	5.2%
FRR	11	1.2%
FTI	9	1.0%
HLD	13	1.4%
LMU	26	2.8%
MET	152	16.4%
OET	4	0.4%
OPR	61	6.6%
OTH	28	3.0%
PAS	204	22.0%
POL	12	1.3%
PTC	2	0.2%
PTI	80	8.6%
SUB	0	0.0%
SVS	0	0.0%
TOD	2	0.2%
TRK	13	1.4%
TRS	10	1.1%
UTL	0	0.0%
VAN	0	0.0%
WTR	83	8.9%
TOTAL	928	

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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

Arrive	Train #	Days Late	Days Ran	% On Time
5:32a	102	22	61	63.9%
5:42a	302	0	1	100.0%
6:08a	104	14	59	76.3%
6:17a	304	0	1	100.0%
6:24a	106	8	62	87.1%
6:35a	108	24	59	59.3%
6:52a	10	15	62	75.8%
7:05a	306	0	1	100.0%
7:14a	110	24	60	60.0%
7:36a	112	12	56	78.6%
7:46a	308	0	1	100.0%
7:54a	114	13	62	79.0%
8:10a	214	10	61	83.6%
8:18a	16	14	62	77.4%
8:35a	310	0	0	
8:38a	118	16	61	73.8%
8:59a	218	11	59	81.4%
Depart	Train			
3:30p	303	0	1	100.0%
3:40p	115	5	62	91.9%
4:04p	17	0	62	100.0%
4:06p	305	0	1	100.0%
4:22p	117	19	60	68.3%
4:37p	119	19	62	69.4%
4:49p	307	0	1	100.0%
5:00p	121	17	61	72.1%
5:15p	123	13	62	79.0%
5:30p	25	25	61	59.0%
5:40p	309	0	1	100.0%
5:49p	225	12	59	79.7%
6:01p	127	10	57	82.5%
6:25p	311	0	1	100.0%
6:25p	129	13	61	78.7%

Cumulative Rush Hour Thru March

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	92	76	168	12.7%	12.4%	12.6%
11-15	38	23	61	5.2%	3.8%	4.6%
16-20	24	11	35	3.3%	1.8%	2.6%
21-30	20	10	30	2.8%	1.6%	2.2%
31-59	11	7	18	1.5%	1.1%	1.3%
60+	1	6	7	0.1%	1.0%	0.5%
Annulled	24	13	37			
Total Late	186	133	319	25.7%	21.7%	23.9%
On time	539	479	1,018	74.3%	78.3%	76.1%
Total ran	725	612	1,337	100.0%	100.0%	100.0%

March 2026 Rush Hour

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	17	30	47	6.0%	13.5%	9.3%
11-15	7	4	11	2.5%	1.8%	2.2%
16-20	7	6	13	2.5%	2.7%	2.6%
21-30	6	6	12	2.1%	2.7%	2.4%
31-59	4	3	7	1.4%	1.3%	1.4%
60+	1	0	1	0.4%	0.0%	0.2%
Annulled	6	2	8	2.1%	0.9%	1.6%
Total Late	42	49	91	14.7%	22.0%	17.9%
On time	243	174	417	85.3%	78.0%	82.1%
Total ran	285	223	508			

Grand Total All Trains Thru March, 2026

Range	Peak		Off	Wkend	Total	%
	WB	EB				
6-10	92	76	201	89	458	11.4%
11-15	38	23	69	47	177	4.4%
16-20	24	11	43	30	108	2.7%
21-30	20	10	39	26	95	2.4%
31-59	11	7	26	12	56	1.4%
60+	1	6	18	6	31	0.8%
Annulled	24	13	37	21	95	2.4%
Total	186	133	396	210	925	23.1%
On Time	539	479	1,737	325	3,080	76.9%
Total ran	725	612	2,133	535	4,005	100.0%
%On Time	74.3%	78.3%	81.4%	60.7%	76.9%	

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	186	787	76.4%
EB Rush	133	621	78.3%
Total Rush	319	1,399	77.2%

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	183	728	74.9%
EB Rush	133	612	78.3%
Total Rush	316	1,340	76.4%