

On-Time Performance

February 2023



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This report presents an analysis of February 2023 train delays as reported for Metra's eleven rail lines. On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule. Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late. "Extra" trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

On-Time Performance Tables

Table 1 shows the total number of scheduled and delayed trains for each line by service period for the current month and year-to-date.

Table 2 lists on-time percentages by line for each month and year since 2016.

Table 3 lists each weekday train that was less than 85% on-time for the current month, in order of line, train, and dates delayed. The codes in the *Delay Code* column of Table 3 are defined and shown sorted by cause category and carrier designation in Table 4. Effective January 1, 2020, and November 1, 2021, Metra is using an updated set of delay codes and delay cause categories. Changes to the delay cause categories used for Tables 5 through 7 have been applied retroactively to prior year data; totals by cause category for prior years may not match what was previously reported.

Table 5 shows the number of delays by cause and line for the current month, including a 5-year average. The table highlights the top two delay causes for each line.

Table 6 shows the number of delays by cause and line for year-to-date, including a 5-year average. The table highlights the top two delay causes for each line.

Table 7 shows the number of delays by cause and month for the current year and prior year. The table highlights the top two delay causes for each month.

For Tables 5 through 7, delays by cause are separated into *Metra/PSA* and *Foreign* designations, where applicable. *Metra/PSA* refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation. *Foreign* refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. *Foreign* also includes delays attributable to BNSF and Union Pacific freight operations. See Table 4 for a detailed breakdown of delay codes by cause category and carrier designation.

Table 8 shows the number of delays by duration and service period for each line.

Reporting Calculations for Temporary Schedules and Special Events

Planned construction projects or special events can adversely affect on-time performance. Metra occasionally publishes full temporary schedules, which supersede the standard published schedules, to inform riders of possible delays or modifications to regular service. Metra also may publish informational notices to accompany temporary schedules. On-time performance is calculated using the temporary schedules and any accompanying notices.

Alternate Service Schedules due to the Coronavirus (COVID-19) Pandemic

On Monday, March 23, 2020, Metra began operating alternate weekday schedules on all lines, except the Heritage Corridor (HC), to adjust for the reduced number of riders due to school closures, work-from-home mandates and other consequences of the coronavirus pandemic. Through the month of April Metra continued to operate regularly scheduled weekday service on the HC Line as well as normal weekend service. On May 4 Metra reduced weekday service on the HC, North Central Service (NCS) and SouthWest Service (SWS) lines, and on May 9 reduced Saturday service to Sunday service levels on all lines except the Metra Electric (ME), thus eliminating all SWS Saturday service. Metra increased weekday service on the ME on May 18 as required for implementation of the Positive Train Control (PTC) safety system on that line. Metra increased weekday service on the RI on June 15 and on the HC, NCS and SWS on June 29. As of July 4, Metra decreased Saturday service on the ME to match Sunday service, thus eliminating Saturday service on the ME Blue Island Branch. Beginning August 3, Metra added two weekday BNSF trains and four weekday RI trains. Metra added four weekday UP-N trains and six weekday UP-NW trains on November 2.

On January 11, 2021, Metra added two weekday MD-N trains and four weekday MD-W trains, and on February 1 added 10 weekday RI trains. Metra added four weekday BNSF and MD-N trains and two NCS trains on April 12. Metra added four weekday ME trains on May 10, four Saturday ME trains on May 15 and four Sunday ME trains on May 16. On May 29 Metra restored Saturday service on the BNSF, MD-N, MD-W, RI, UP-N, UP-NW, and UP-W lines, resulting in an increase of 46 Saturday revenue trains systemwide.

In July, Metra launched pilot schedules on the BNSF, ME and UP-N (July 12), and the RI (July 19) that added off-peak options to meet post-COVID needs for riders. Metra also implemented minor weekday peak-period service increases on all other lines and restored ME Saturday service effective July 12. These changes resulted in an increase of 148 weekday trains and 38 Saturday trains systemwide in July. Schedule adjustments on September 13 resulted two fewer weekday trains on both the UP-N and UP-W. A schedule adjustment on November 15 resulted in eight fewer weekday BNSF trains.

A schedule change on March 28, 2022, resulted in an increase of five weekday BNSF revenue trains. A schedule change on April 25 resulted in 21 additional UP-NW weekday trains and four fewer UP-N weekday trains. Two ME weekday trains were added on May 23. Schedule changes on May 31 and June 20 did not change the number of scheduled revenue trains. Metra added six Saturday HC trains on July 2 under a summer promotion, which ran through September 3. On December 5 Metra added 18 UP-W weekday trains and on December 12 added 14 MD-N weekday trains, 12 MD-W weekday trains and two NCS weekday trains. On January 16, 2023, Metra added 18 SWS weekday trains.

Under these pilot and alternate schedules Metra operated 646 regularly scheduled revenue trains each weekday in February, which is 93 percent of Metra's pre-pandemic weekday service of 692 scheduled

revenue trains. Metra operated 269 regularly scheduled revenue trains each Saturday in February, which is 99 percent of the 273 Saturday trains Metra operated pre-pandemic. Metra operated 185 regularly scheduled revenue trains each Sunday in February, which is two percent more than the 181 Sunday revenue trains Metra operated pre-pandemic. As a result of the changes under these alternative and pilot schedules, Metra operated four percent fewer total revenue trains in February 2023 than in February 2019 and eight percent fewer total revenue trains than in February 2020, but 53 percent more total revenue trains than in February 2021 and 14 percent more total revenue trains than in February 2022.

Metra has developed a set of service restoration principles to guide schedule design as service is added back. These principles will help Metra meet the needs of riders as travel demand approaches a new normal. Metra will continue to monitor ridership and will add service back incrementally throughout the system to stay ahead of the ridership growth curve and ensure that adequate service is in place to provide social distancing and encourage ridership.

**Table 1.a: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
February 2023**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	880	43	95.1%	940	28	97.0%	1,820	71	96.1%	120	4	96.7%	80	1	98.8%	2,020	76	96.2%
ME-ML	500	10	98.0%	840	26	96.9%	1,340	36	97.3%	168	5	97.0%	96	4	95.8%	1,604	45	97.2%
ME-BI	140	5	96.4%	220	5	97.7%	360	10	97.2%	32	0	100.0%	--	--	--	392	10	97.4%
ME-SC	<u>220</u>	<u>3</u>	98.6%	<u>620</u>	<u>16</u>	97.4%	<u>840</u>	<u>19</u>	97.7%	<u>128</u>	<u>3</u>	97.7%	<u>80</u>	<u>1</u>	98.8%	<u>1,048</u>	<u>23</u>	97.8%
Subtotal	860	18	97.9%	1,680	47	97.2%	2,540	65	97.4%	328	8	97.6%	176	5	97.2%	3,044	78	97.4%
HC	120	11	90.8%	--	--	--	120	11	90.8%	--	--	--	--	--	--	120	11	90.8%
MD-N	420	40	90.5%	620	37	94.0%	1,040	77	92.6%	80	2	97.5%	72	5	93.1%	1,192	84	93.0%
MD-W	<u>440</u>	<u>28</u>	93.6%	<u>600</u>	<u>28</u>	95.3%	<u>1,040</u>	<u>56</u>	94.6%	<u>96</u>	<u>3</u>	96.9%	<u>72</u>	<u>6</u>	91.7%	<u>1,208</u>	<u>65</u>	94.6%
Subtotal	860	68	92.1%	1,220	65	94.7%	2,080	133	93.6%	176	5	97.2%	144	11	92.4%	2,400	149	93.8%
NCS	160	8	95.0%	120	11	90.8%	280	19	93.2%	--	--	--	--	--	--	280	19	93.2%
RI	620	28	95.5%	980	39	96.0%	1,600	67	95.8%	132	2	98.5%	112	4	96.4%	1,844	73	96.0%
SWS	240	13	94.6%	360	17	95.3%	600	30	95.0%	--	--	--	--	--	--	600	30	95.0%
UP-N	440	19	95.7%	960	32	96.7%	1,400	51	96.4%	104	2	98.1%	72	1	98.6%	1,576	54	96.6%
UP-NW	600	37	93.8%	720	23	96.8%	1,320	60	95.5%	136	7	94.9%	84	4	95.2%	1,540	71	95.4%
UP-W	<u>520</u>	<u>35</u>	93.3%	<u>640</u>	<u>49</u>	92.3%	<u>1,160</u>	<u>84</u>	92.8%	<u>80</u>	<u>3</u>	96.3%	<u>72</u>	<u>2</u>	97.2%	<u>1,312</u>	<u>89</u>	93.2%
Subtotal	1,560	91	94.2%	2,320	104	95.5%	3,880	195	95.0%	320	12	96.3%	228	7	96.9%	4,428	214	95.2%
System	5,300	280	94.7%	7,620	311	95.9%	12,920	591	95.4%	1,076	31	97.1%	740	28	96.2%	14,736	650	95.6%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (03/28/2023) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - February 2023**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	1,804	62	96.6%	1,927	53	97.2%	3,731	115	96.9%	240	9	96.3%	200	5	97.5%	4,171	129	96.9%
ME-ML	1,025	12	98.8%	1,722	45	97.4%	2,747	57	97.9%	336	8	97.6%	241	6	97.5%	3,324	71	97.9%
ME-BI	287	11	96.2%	451	9	98.0%	738	20	97.3%	64	0	100.0%	--	--	--	802	20	97.5%
ME-SC	<u>451</u>	<u>7</u>	98.4%	<u>1,271</u>	<u>25</u>	98.0%	<u>1,722</u>	<u>32</u>	98.1%	<u>256</u>	<u>5</u>	98.0%	<u>200</u>	<u>1</u>	99.5%	<u>2,178</u>	<u>38</u>	98.3%
Subtotal	1,763	30	98.3%	3,444	79	97.7%	5,207	109	97.9%	656	13	98.0%	441	7	98.4%	6,304	129	98.0%
HC	246	15	93.9%	--	--	--	246	15	93.9%	--	--	--	--	--	--	246	15	93.9%
MD-N	861	90	89.5%	1,271	81	93.6%	2,132	171	92.0%	160	6	96.3%	180	9	95.0%	2,472	186	92.5%
MD-W	<u>902</u>	<u>57</u>	93.7%	<u>1,230</u>	<u>44</u>	96.4%	<u>2,132</u>	<u>101</u>	95.3%	<u>192</u>	<u>6</u>	96.9%	<u>180</u>	<u>10</u>	94.4%	<u>2,504</u>	<u>117</u>	95.3%
Subtotal	1,763	147	91.7%	2,501	125	95.0%	4,264	272	93.6%	352	12	96.6%	360	19	94.7%	4,976	303	93.9%
NCS	328	18	94.5%	246	24	90.2%	574	42	92.7%	--	--	--	--	--	--	574	42	92.7%
RI	1,271	63	95.0%	2,009	84	95.8%	3,280	147	95.5%	264	10	96.2%	280	8	97.1%	3,824	165	95.7%
SWS	465	33	92.9%	603	34	94.4%	1,068	67	93.7%	--	--	--	--	--	--	1,068	67	93.7%
UP-N	902	33	96.3%	1,968	59	97.0%	2,870	92	96.8%	208	4	98.1%	180	2	98.9%	3,258	98	97.0%
UP-NW	1,230	85	93.1%	1,476	50	96.6%	2,706	135	95.0%	272	11	96.0%	210	17	91.9%	3,188	163	94.9%
UP-W	<u>1,066</u>	<u>64</u>	94.0%	<u>1,312</u>	<u>105</u>	92.0%	<u>2,378</u>	<u>169</u>	92.9%	<u>160</u>	<u>6</u>	96.3%	<u>180</u>	<u>13</u>	92.8%	<u>2,718</u>	<u>188</u>	93.1%
Subtotal	3,198	182	94.3%	4,756	214	95.5%	7,954	396	95.0%	640	21	96.7%	570	32	94.4%	9,164	449	95.1%
System	10,838	550	94.9%	15,486	613	96.0%	26,324	1,163	95.6%	2,152	65	97.0%	1,851	71	96.2%	30,327	1,299	95.7%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (03/28/2023) version from TOPS.

Table 2: On-Time Performance by Line

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Feb	Annual
BNSF	2018	89.6	91.6	92.7	94.2	90.5	92.2	91.6	92.7	92.0	92.4	92.5	95.1	90.6%	92.2%
	2019	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3	96.7	96.3	95.9	97.7	90.8%	95.0%
	2020	97.3	96.6	97.5	99.5	97.2	97.4	97.7	98.1	98.6	98.8	98.2	99.5	97.0%	97.9%
	2021	99.0	90.8	99.4	98.5	98.1	98.5	97.3	96.5	94.2	96.6	98.1	99.0	95.0%	97.1%
	2022	98.0	97.6	98.1	97.8	95.2	96.3	97.1	95.8	97.4	97.2	97.1	97.7	97.8%	97.1%
	2023	97.5	96.2											96.9%	96.9%
	2018-2022 average	94.9	93.3	96.8	96.5	94.5	95.2	94.9	95.6	95.5	95.9	96.1	97.6	94.1%	95.6%
ME	2018	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2	97.7	95.9	97.5%	98.1%
	2019	96.4	90.7	99.6	99.7	98.6	99.5	97.1	98.6	98.9	99.3	98.7	98.5	93.7%	98.0%
	2020	97.5	97.3	98.2	99.3	95.7	98.1	97.1	96.7	99.0	97.8	97.4	99.1	97.4%	97.7%
	2021	99.3	96.2	98.9	98.7	98.6	98.5	96.9	98.2	97.9	98.0	97.4	97.8	97.8%	98.0%
	2022	98.4	97.0	97.9	98.4	97.3	98.1	97.7	97.8	96.8	97.4	94.3	97.6	97.7%	97.4%
	2023	98.4	97.4											98.0%	98.0%
	2018-2022 average	97.7	95.7	98.8	99.0	98.0	98.4	97.4	98.1	98.2	98.2	97.2	97.7	96.7%	97.9%
HC	2018	86.4	90.7	90.9	95.2	73.4	87.1	93.9	93.2	96.2	88.8	87.8	90.7	88.4%	89.4%
	2019	81.8	82.1	87.1	87.7	85.1	92.1	89.6	89.0	82.9	90.7	90.7	95.9	82.0%	87.9%
	2020	90.9	91.4	89.0	95.5	91.1	78.9	86.4	81.0	86.9	85.2	88.8	97.7	91.2%	89.6%
	2021	90.0	75.0	88.0	95.5	76.3	87.5	87.7	85.6	82.8	87.0	91.3	88.9	82.5%	86.5%
	2022	84.9	84.2	87.0	92.1	84.9	85.6	90.0	84.0	91.7	87.3	92.9	89.7	84.6%	87.8%
	2023	96.8	90.8											93.9%	93.9%
	2018-2022 average	86.5	85.6	88.5	93.0	81.0	87.5	89.9	87.2	88.1	88.1	90.3	92.3	86.1%	88.3%
MD-N	2018	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0	90.3	94.3	90.6%	92.7%
	2019	88.4	85.2	94.2	94.3	94.3	92.3	89.4	91.8	95.3	93.2	88.9	95.1	86.9%	91.9%
	2020	93.3	95.7	97.6	97.0	95.3	96.7	96.9	97.4	95.7	96.3	94.5	95.0	94.4%	95.8%
	2021	91.8	86.7	96.4	95.1	93.9	89.3	91.1	95.7	94.7	91.6	94.7	94.0	89.3%	93.0%
	2022	94.0	93.5	95.9	95.5	90.3	88.3	89.5	89.2	93.5	89.8	89.4	88.2	93.8%	91.4%
	2023	92.0	93.0											92.5%	92.5%
	2018-2022 average	91.7	90.3	95.8	94.3	93.2	92.0	92.1	93.5	94.2	92.5	91.1	93.4	91.0%	92.8%
MD-W	2018	94.7	91.3	96.3	97.7	95.8	96.5	97.4	96.6	96.4	95.7	93.2	96.6	93.1%	95.7%
	2019	92.3	91.9	96.4	95.7	95.5	97.0	96.7	96.0	96.2	95.5	91.0	96.1	92.1%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3	93.9	94.1	92.4	93.9%	94.7%
	2021	93.0	85.8	96.1	95.3	93.5	93.8	94.3	95.7	96.3	95.8	95.0	92.8	89.4%	94.1%
	2022	92.7	93.9	97.0	95.2	90.3	91.8	91.6	95.7	95.7	95.6	95.5	94.1	93.3%	94.1%
	2023	96.0	94.6											95.3%	95.3%
	2018-2022 average	93.9	91.1	96.4	96.2	94.5	95.2	95.2	95.5	96.2	95.4	93.6	94.7	92.6%	94.8%
NCS	2018	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	90.1%	92.9%
	2019	87.6	91.8	95.0	95.2	95.0	97.3	95.2	95.0	95.8	95.2	91.3	96.7	89.6%	94.3%
	2020	92.7	82.0	95.5	94.8	100.0	84.2	90.9	86.9	96.4	92.0	97.5	95.5	87.6%	91.7%
	2021	88.8	68.8	92.4	90.7	90.8	93.9	81.0	89.8	92.5	95.2	94.4	92.9	78.8%	90.4%
	2022	94.0	95.4	96.7	96.8	88.5	90.5	92.5	95.3	92.5	88.9	90.9	93.4	94.7%	93.0%
	2023	92.2	93.2											92.7%	92.7%
	2018-2022 average	91.6	87.1	95.5	95.1	91.9	93.6	93.4	93.2	93.9	94.2	91.7	93.0	89.5%	92.9%

Table 2 (continued): On-Time Performance by Line

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Feb	Annual
RI	2018	92.2	90.2	95.7	96.8	94.8	95.0	96.7	94.9	95.6	97.2	93.3	95.4	91.3%	94.8%
	2019	89.8	87.1	96.7	95.7	88.9	94.0	88.2	92.6	90.1	94.9	91.4	94.1	88.4%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9	95.5	96.0	97.5	95.2	98.4	92.3%	95.8%
	2021	97.7	91.9	96.2	97.7	97.6	93.5	92.8	96.1	95.6	96.1	95.5	97.5	94.7%	95.7%
	2022	96.5	93.7	98.0	98.1	97.0	95.8	95.2	95.8	95.0	94.1	97.2	95.9	95.1%	96.0%
	2023	95.4	96.0											95.7%	95.7%
	2018-2022 average		93.4	91.1	96.9	97.4	94.7	94.6	93.8	95.0	94.4	95.8	94.6	96.2	92.3%
SWS	2018	93.9	90.5	92.0	95.4	92.4	87.1	91.9	92.7	94.8	93.6	93.1	95.2	92.3%	92.7%
	2019	90.4	91.0	93.8	94.4	95.3	91.7	92.0	94.9	92.0	92.1	94.1	94.2	90.7%	93.0%
	2020	95.6	94.1	97.6	98.1	100.0	88.8	89.1	80.5	86.7	91.8	94.0	96.4	94.9%	94.0%
	2021	96.5	85.0	94.8	90.9	92.5	90.0	93.3	91.7	93.3	88.5	88.5	88.1	90.8%	91.0%
	2022	91.7	92.5	92.0	94.4	93.7	93.2	95.4	93.5	89.3	90.5	96.8	95.2	92.1%	93.2%
	2023	92.1	95.0											93.7%	93.7%
	2018-2022 average		93.4	91.4	94.1	95.1	94.0	90.0	92.2	92.2	92.1	92.0	93.4	94.1	92.4%
UP-N	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	96.0%	96.6%
	2019	90.7	89.1	96.9	97.6	97.6	95.3	94.6	94.7	97.2	95.4	94.4	99.3	89.9%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6	97.2	97.4	97.0	97.4	98.9	98.5%	98.1%
	2021	98.4	93.6	96.9	98.7	97.3	97.6	95.1	92.7	95.9	97.1	96.2	95.4	96.1%	96.0%
	2022	95.8	96.6	97.0	96.4	95.6	96.2	94.9	95.7	96.4	92.4	96.5	97.4	96.2%	95.9%
	2023	97.4	96.6											97.0%	97.0%
	2018-2022 average		96.0	94.5	97.3	97.5	97.1	96.7	96.0	95.2	96.8	95.6	95.6	97.0	95.3%
UP-NW	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	93.3%	94.9%
	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4	96.7	92.1	88.6	95.4	90.1%	93.0%
	2020	96.3	96.1	98.0	98.7	96.5	96.1	96.6	95.7	97.2	96.3	94.0	98.9	96.2%	96.7%
	2021	97.7	89.6	98.2	96.9	97.8	96.1	95.1	91.3	95.7	93.6	95.5	94.9	93.8%	95.2%
	2022	94.0	94.6	95.7	96.3	95.3	93.2	96.0	95.4	95.4	92.9	93.3	91.3	94.3%	94.4%
	2023	94.4	95.4											94.9%	94.9%
	2018-2022 average		94.7	92.3	96.4	96.5	96.1	94.0	94.6	94.4	95.9	94.4	92.5	94.8	93.5%
UP-W	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	90.8%	91.5%
	2019	90.4	77.0	90.7	94.0	92.9	95.9	91.1	95.3	95.0	95.3	92.3	95.9	84.0%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1	93.3	96.5%	94.9%
	2021	93.6	82.5	95.8	97.3	91.7	89.3	87.6	86.2	90.6	93.3	88.5	90.1	88.2%	90.5%
	2022	92.9	94.5	91.8	92.5	91.9	89.2	90.7	91.9	95.3	86.8	94.7	91.2	93.7%	91.9%
	2023	93.0	93.2											93.1%	93.1%
	2018-2022 average		92.8	88.4	94.0	94.8	91.8	93.1	90.7	91.4	93.6	92.2	91.5	91.8	90.7%
System excluding South Shore	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4	95.5	93.6	94.6	93.3%	94.8%
	2019	91.8	88.2	96.3	96.1	95.3	95.8	93.2	95.3	95.9	95.7	93.6	96.7	90.1%	94.6%
	2020	95.9	95.6	97.6	98.5	96.2	96.6	96.3	95.4	96.9	96.4	95.6	97.5	95.8%	96.5%
	2021	96.9	90.6	97.4	97.4	96.4	95.3	94.3	94.7	95.3	95.8	95.6	95.8	93.8%	95.5%
	2022	95.9	95.5	96.8	96.8	94.8	94.6	95.0	95.3	95.8	94.0	95.0	94.9	95.7%	95.4%
	2023	95.8	95.6											95.7%	95.7%
	2018-2022 average		94.8	92.5	96.7	96.8	95.3	95.3	94.8	95.2	95.8	95.4	94.6	95.8	93.7%

Delays data for most recent month is final (03/28/2023) version from TOPS.

'2018-2022 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

**Table 3: Weekday Trains less than 85% On-Time
February 2023**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Code		
BNSF	1236 80% OT	Wed, Feb 01	10	CW1	Traffic congestion at Congress Park broken rail at MP 10.	
		Wed, Feb 08	9	GX1	Late Flip off 1205 due to Protecting Crossing River Road Naperville.	
		Wed, Feb 15	21	KW	High Winds across Chicago Sub up to 60mph	
		Thu, Feb 23	6	DD1	Late flip from 1205 [Controllable Freight]	
ME-ML	111 80% OT	Fri, Feb 03	6	K	(OBSTRUCTION ON TRACKS) - 3M FORM A 2215 30MPH MP 16.90 TO 17.00, 3M FORM A 2118 20MPH MP 18.84 TO 19.11	
		Thu, Feb 09	6	CC	3" SPEED RESTRICTIONS, 3" Hyde Park w/ heavy rain and slow passenger loading	
		Tue, Feb 14	9	R	3m departing due to partial line up. 3m for door open on car 1295. 3m passenger handling.	
		Fri, Feb 17	7	IW	Passenger Handling weather. Form A speed restrictions Bulletin 2124 and 2115	
ME-ML	138 70% OT	Thu, Feb 09	10	U	4" ADA Harvey to 51st; 3" RUNNING LATE DUE TO FORM A S (2115 AND 2118) , AND ALSO 3" ACCOMMODATING PASSENGERS BETWEEN 111TH AND 75TH	
		Tue, Feb 14	11	I	5M DUE TO SPEED RESTRICTING 3M DUE TO MAKING ALL STOPS - AUTO SHOW	
		Wed, Feb 15	6	KW	5MIN SPEED RESTRICTIONS - 1MIN PASSENGER LOADING	
		Thu, Feb 16	6	KW	Delays due to arching of train enroute due to weather conditions.	
		Fri, Feb 24	10	CC	6m for passenger handling at 55th, 51st, 47th 27th McCormick and 18th street. 4m Speed restriction bulletin #2115/2124.	
		Tue, Feb 28	26	KP	26m late due to report for trespasser at MP 19.00 with Gun. ME138 held at Hazel Crest. Report 1849 cleared 1910.	
ME-SC	332 75% OT	Thu, Feb 02	6	O	ITEM 1 STONY ISLAND XING. Impedance bond	
		Fri, Feb 10	6	I	(PASSENGER HANDLING, RUNNING TIME) - RUNNING TIME 2m 51st and 2m at 18th for autoshow passengers that missed stop	
		Thu, Feb 16	12	KW	delayed due to arching of wires through out District.	
		Fri, Feb 17	8	I	Passenger Handling AUTOSHOW	
		Thu, Feb 23	10	VF	car #1274-arrived Randolph 1808-10m late due to APS Fault light on for more than 5 seconds. Crew checked equipment and wires. Mechanical ok'd 602 and DC ok'd 1806. NOTHING FOUND	
MD-N	2103 80% OT	Wed, Feb 08	10	G1	-6" Stop signal Deerfield waiting on late 2120; -6" Waiting on signal after 2120 cleared	
		Thu, Feb 09	0	XE	Annulled -18" Mechanical problems @ Edgebrook (loco #420) turbo pump issues; Broke down again @ Golf, and again @ Northbrook where it finally died and was annulled. Switch crew sent to recover disabled 2103 @ Northbrook RAIN WATER LEAK	
		Fri, Feb 17	8	G	(-8) -3" Temporary speed restrictions 25mph mp 7.8-8.3 Grayland; 3" Track construction; -6" Stop signal at Mayfair, U.P. cross traffic, track circuit, verbal permission	
		Tue, Feb 21	7	E	(-7) -14" Mechanical problems engine #414, only reaching 300 amps/50mph, Turbo charger cooling pump B/O BOOST PRESSURE TEMPERATURE PLUG CAME LOOSE	
MD-N	2118 65% OT	Tue, Feb 07	11	RA	(-10) -2" Following train ahead (2116), operating on approach signals; -2" Stop signal CN X-ing; -2" Temporary speed restriction Grayland; -3" Stop signal A-2; Stop signal CUS CP Madison St. waiting on late 2116 to vacate station track #13 & Westbound tra	
		Tue, Feb 14	6	E1	Following train ahead (2116), operating on approach signals	
		Wed, Feb 15	8	D	Temporary speed restrictions (60's/25mph); ADA Golf; -3" Stop signal A-2 CROSS TRAFFIC CN CROSSING [Controllable Freight]	
		Thu, Feb 16	7	G	(-7) Signal dropped @ Lake Forest East, restricted speed; Temporary speed restrictions (60's/25mph)	
		Fri, Feb 17	9	G	-6" Stop signal Grayslake East; -2" slow passenger loading & all flag stops; -2" Temporary speed restrictions (60's/25); -2" stop signal A-2, U.P. cross traffic	
		Mon, Feb 27	0	XE	ANNULLED @ Fox Lake due to mechanical problems. engine #84 B/O HEP alternator	
		Tue, Feb 28	8	KP	(-8) -3" Stop signal CN X-ing; -5" Notified by A-5 to stop short of Healy station per the request of Metra PD for Police activity, trespasser on the bridge; -2" Stop signal CUS CP Lake St. waiting on 2209 to depart	
MD-N	2120 75% OT	Wed, Feb 01	9	EA1	(-9) Departed Lake Forest late due to late arrival/turn of 2101	
		Thu, Feb 02	7	EA	(-7) Stop signal Deerfield waiting on late Amtrak 330; Stop signal Mayfair, U.P. cross-traffic; Following train ahead (2118) operating on approach signals Mayfair to Healy; Stop signal CUS CP Lake St. station congestion, waiting on other trains	
		Tue, Feb 07	8	RA1	(-8) Stop signal CUS CP Canal St., station congestion waiting on other trains, 2109 to vacate station track #13	
		Wed, Feb 08	8	G1	(-9) -3" Departed Lake Forest late due to late arrival/turn of 2201; -2" Stop signal A-2; -4" Restricting Oakley	
		Mon, Feb 27	8	E1	(-8) Made additional stops to accommodate 2118's passengers	
MD-N	2131 75% OT	Thu, Feb 02	6	U	7 mins late, 2 mins speed restriction, 2 mins approach Mayfair, 2 mins ADA N Glenview.	
		Thu, Feb 09	11	A	12 mins late, 6 mins enroute Cus-A-2 following a late 2227, 5 mins copying and cancelling TB 8133 for crossing gate malfunction Devon, Caldwell and Central.	
		Wed, Feb 15	12	GX	4m Congestion acct trains ahead due to Morton Grove. 2 gate malfunctions-3m Oakton and 3m Round Lake .	
		Thu, Feb 16	7	IW	(-7) 7 mins late, 3 mins Cus engaging PTC, 2 mins speed restrictions, 2 mins stop signal CN. REPORTED AT 815 SLOW PASSENGERS FOR WEATHER	
		Fri, Feb 17	6	A	-6 Mayfair stop signal -2 Grayland speed restriction	
MD-N	2152 65% OT	Thu, Feb 02	7	AM	7 mins late, 4 mins Rondout waiting on Amtrak 340 to clear, 1 mins Northbrook meeting 2145, 2 mins Golf meeting 2147, 3 mins A-2 Nirc 7.	
		Tue, Feb 07	7	AM	7 mins late, 4 mins Rondout waiting on Amtrak 340 to clear, 2 mins stop signal Mayfair, 2 mins stop signal A-3.	
		Tue, Feb 14	11	K1	11 mins late, 6 mins late turn from 2141, 2 mins 8 car train and copy TB 8144 delayed at A20 due to car on tracks at Dempster Street. Follow Amtrak 340 into city.	
		Wed, Feb 15	29	UF1	Late flip from 2141 with ADA lift issues on car 6175 and PTC issues.	
		Thu, Feb 16	9	IW	(-9) , 7 mins Rondout late turn from 2141, 2 mins holding for Amtrak 340 at Lake Cook, 2 mins stop signal A-2.	
		Fri, Feb 17	7	AM	9 mins late, 5 mins Rondout late turn from 2141, 6 mins holding for Amtrak 340.	
		Wed, Feb 22	13	ZA1	(-14) following Amtrak 340. 340 had PTC issues.	

**Table 3 (continued): Weekday Trains less than 85% On-Time
February 2023**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
MD-N	2154 80% OT	Wed, Feb 15	8	UF1	Late flip from 2145
		Mon, Feb 20	10	G	10 mins late, 4 mins waiting on signal Libertyville, 6 mins restricting Forest Glen to Mayfair GREEN AND YELLOW ASPECTS BURNED OUT, 2 mins Speed restriction.
		Tue, Feb 21	6	CC1	-6 mins stopped at Libertyville waiting for 2147, DELAYED GOING THROUGH SHOEFLEY
		Thu, Feb 23	6	A	DEPARTED 4m LATE OUT OF GRAYSLAKE ACCT INSUFFICIENT 7M FLIP and meeting 2147 running 5m late (delayed between morton grove and golf)
MD-W	2222 50% OT	Wed, Feb 01	11	EW	(-13) Mechanical problems engine #98, low MR -REPLACED AIR DRYER
		Thu, Feb 02	7	U	(-8) ADA Bartlett to CUS; Stop signal B-12; Stop signal A-2, U.P. cross-traffic
		Fri, Feb 03	8	FW	(-8) Door problems (#7450) B-R door SPRAYED DOOR WITH METHANOL TO CLEAR ICE
		Tue, Feb 07	7	RA1	(-7) Stop signal CUS, station congestion, waiting on other trains
		Wed, Feb 08	15	GA	(-14) SWITCH FAILURE CUS; Slow passenger loading/slow loading engine (#73), proper door procedures with 9 car train/1 engine; -3" Stop signal A-2; -3" Restricting signal A-2; -2" Stop signal CUS CP Madison St.
		Thu, Feb 09	11	U	(-10) -5" ADA Bartlett to CUS; -2" Stop signal CUS CP Canal St.; -4" Door procedures, 9 cars 2 crew members
		Mon, Feb 13	7	I	(-7) -1" Stop signal A-2; -6" Slow passenger loading 9 car consist
		Tue, Feb 14	8	A1	Following train ahead (2218 who was following tardy 2216 and 2209 pulling out ahead at CUS)
		Thu, Feb 23	14	GM	7m delayed for crossing malfunction harlem ave which put train out of slot
		Mon, Feb 27	9	IW	(-9) Slow passenger loading, weather related; Meet with 2205 @ Franklin Park; Stop signal A-2
MD-W	2402 60% OT	Thu, Feb 02	10	AM	10 mins late, 10 mins stop signal B-6 waiting on Amtrak to clear.
		Wed, Feb 08	6	A	6 mins late, 8 mins stop signal B-6 DUE TO 2144 DEPARTING 4M LATE DUE TO SHORT FLIP
		Thu, Feb 09	6	A	6 mins late, 8 mins stop signal B-6 DUE TO 2144 WHO DEPARTED 7M LATE DUE TO SHORT FLIP
		Fri, Feb 10	6	A	6 mins late, 8 mins stop signal B-6 DUE TO 2144 DEPARTING 4M LATE DUE TO SHORT FLIP
		Thu, Feb 16	7	IW1	(-7) mins late, stop signal A-5 waiting on 2144 WHO DEPARTED 5 MINS DOWN DUE TO SHORT FLIP
		Tue, Feb 21	8	ZR	-8 mins: -6 mins stopped at A5, -7 mins PTC issues between A5 and A4 dumped air difficult time recovering it.
		Wed, Feb 22	8	A	-9 down held at A-5 for 2144 (who was 9 minutes late) and 113
		Thu, Feb 23	9	J1	-10 Late turn off of 2405
NCS	108 70% OT	Thu, Feb 02	12	GW	(-12) Switch failure B-12 (#11 X/O)
		Wed, Feb 08	15	D	(-15) CP dispatched a 7,558 foot CP Freight train I-52 - delaying 108; Two Automatic Grade Crossing Malfunctions @ Oakton St. & Frontage Rd. [CONTROLLABLE FREIGHT]
		Thu, Feb 16	10	D	(-10) Arrived CUS @ 8:13am. Slow Loading engine #401 CROSS TRAFFIC DEVAL [Controllable Freight]
		Thu, Feb 23	31	RF	(-31) -12 Waiting for signal @ Deval - 3 trains - computer on automatic and would have taken longer to undo rather than just waiting on trains to go by, -8 Foreman in charge of planned work on wrong channel, -2 30 MPH speed restriction, -5 PTC rule 18, -5
		Mon, Feb 27	7	IW	(-8) -7" Weather related (rain), slow passenger loading
		Tue, Feb 28	7	CD	(-7) Speed restrictions, enhanced focus PER RPO
NCS	116 80% OT	Fri, Feb 03	11	I	11 mins late, mins prospect Hts passenger on wrong platform, 8 mins cross traffic Deval, 5 mins approach signals A-3 stop signal A-2.
		Thu, Feb 16	6	D	(-6) 3 mins stop signal Antioch yard, 5 mins stop signal Trafton, 6 mins cross traffic Deval, 2 mins stop signal A-2 following 2142. [Controllable Freight]
		Tue, Feb 21	36	GF	-36 mins, -34 mins Signal problems had restricted speed from Des Plaines to Prospect Heights, hand-lined route at Prospect Heights, -2 mins lost HEP coming up to A5 before the curve.
		Thu, Feb 23	7	J1	-7 Held 9 min at B-12 for late 2225 and 2405 that were delayed for police involvement at western ave
RI	417 80% OT	Wed, Feb 01	12	H	LOOSING HEP ENROUTE, PICKED UP MECHANICAL AT 47TH. STILL HAVING ISSUES.
		Tue, Feb 07	6	U	4M ADA AT MOKENA; 2M 35TH HEAVY LOADING AND UNLOADING 2M ROBBINS LOADING AND UNLOADING
		Wed, Feb 08	13	ZH	PCS LIGHT VALVE OPEN (software was not installed)
		Thu, Feb 16	6	I	(PASSENGER HANDLING, RUNNING TIME) - WEATHER
RI	419 80% OT	Thu, Feb 02	7	U	FOUR FORM A S, 2 FLAG STOPS AND 1 ADA @ Oak Forest
		Mon, Feb 20	7	U	(2) ADA's BI to Tinley Park, Tinley Park to Oak Park Ave
		Thu, Feb 23	13	J	Delayed Blue Island acct unruly passenger. Waiting on Metra PD to remove.
		Tue, Feb 28	6	C	7m following NIRC 10 going to Joliet to get Bad Order Coach Car. 2m Form A 1187 and 1128. 2m flag stops at 35th and Robbins. 2m Form A 1144.
RI	621 80% OT	Wed, Feb 08	6	CD	3M 10 MPH 16TH ST 3M YARD DROP OFF 2M door light 35th st.
		Thu, Feb 09	9	CD	PER TTR1 3M 10 MPH 16TH ST 3M YARD DROP OFF 2M DOOR PROBLEM CAR # 8224
		Thu, Feb 16	7	KW	3m for speed restriction 10mph at 16th Street. 3m for yard stop. 3m for wheel slip down the the Beverly Branch.
		Thu, Feb 23	9	CM	5m flagged at CP 46th Street due to switch 1 failing normal. 2m Yard Drop off. 2m 10mph at 16th Street.
UP-N	362 80% OT	Wed, Feb 08	7	ZT	-7" Had to cut out PTC at Zion to be able to pass signal then ran restricted speed
		Fri, Feb 17	29	K1	(-29) Late turn off of M347
		Wed, Feb 22	0	XE	Annulled on acct. of loading issues on METX147 GROUNDED MAIN GEN -insulation rubbed off cable
		Tue, Feb 28	9	JM	-9" Delayed @Highland Park for a medical emergency (-15)
UP-NW	610 75% OT	Fri, Feb 03	10	ZF	-10" Brake pipe sensor failure on PTC, had to cut out system & brake pipe REPLACED B/O TMC CAR 8454
		Mon, Feb 06	12	D	Delayed following GSEVTE [Controllable Freight]
		Thu, Feb 09	10	R1	-10" Waited on M608 @ Crystal Lake JCT, no signal at T038, and XH @ Hicks RD; emp on #606 left switch open to mainline
		Fri, Feb 17	7	ZF	-7" PTC PRESSURE VALVE failure at Seeger, Mayfair and CY B/O BRAKE PIPE SENSOR, REPLACED
		Thu, Feb 23	11	NW	-11 Multiple XH's between M.P. 35.14 - Harvard, also PTC failure

**Table 3 (continued): Weekday Trains less than 85% On-Time
February 2023**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UP-NW	622 80% OT	Wed, Feb 08	31	K	-30" Delayed at Park Ridge vehicle stuck on track at M.P. 11.7	
		Thu, Feb 09	36	K	-36" Delayed @ Barrington, car stuck on the tracks @ M.P. 51.20	
		Thu, Feb 16	0	XE	Was ANNULLED at Mount Prospect due to METX 159 stop loading mb motor CHANGED OUT MB MOTOR	
		Thu, Feb 23	13	NW1	-13 Multiple XH's between M.P. 35.14 - Harvard, also PTC failure	
UP-NW	641 80% OT	Mon, Feb 06	7	GF	Delayed following trains ahead (TRACK LIGHT AT CN BARRINGTON)	
		Mon, Feb 13	8	D1	-8" Delayed following trains ahead CN CROSS TRAFFIC AT BARRINGTON	
		Tue, Feb 14	105	K	Delayed just short of MP 22.3 on acct of a vehicle on the tracks @ MP 22.3	
		Wed, Feb 22	300	KW	-300 down Delayed due to two trees were down on the McHenry Sub MP58.7	
UP-W	13 80% OT	Wed, Feb 01	25	DE	-15" Stopped at Kress due to MCHCB-31 had broken gasket and broken draw bar at Peck. Waited for M30 to clear (5,036 FOOT TRAIN)	
		Mon, Feb 20	50	M1	-64" Delayed due to M14 struck a trespasser	
		Tue, Feb 21	13	ZR1	-27" Waited for M30 to clear Elburn	
		Fri, Feb 24	33	C	-47" Held at Kress for M28/M30 to clear, broken rail on trk #2 @MP 35.38	
UP-W	25 80% OT	Wed, Feb 15	21	GT	-21" No signal @ CP Y042 per DISP 349 possible code line failure	
		Mon, Feb 20	7	M1	-7" Late turn due to M14 struck a trespasser also waited for cross traffic @ the CN W. Chgo to clear	
		Tue, Feb 21	16	R	-16" Delayed due to missing Kedzie stop. Stop to shove back	
		Mon, Feb 27	27	KW	-27" Stopped at College Ave due to tornado warnings	
UP-W	32 70% OT	Wed, Feb 01	28	DE1	-28" MCHCB-31 had broken gasket then broken draw bar at Peck M5901 turned at Geneva and operated as M32.	
		Mon, Feb 20	0	M1	Annulled due to trespasser strike at 25th, no crew or equipment	
		Tue, Feb 21	10	ZR1	-10" Late arrival of M13 at Elburn	
		Fri, Feb 24	28	C	-28" Departed Elburn 25 mins late trains ahead from broken rail trk #2 @ MP35.38	
		Mon, Feb 27	10	ZT	-10" PTC problems	
		Tue, Feb 28	21	G	-21" Departed Elburn late turn from M13 due to new schedule also had #65 switch failure @ Western	
UP-W	34 80% OT	Wed, Feb 01	40	DE1	-40" M15 crew and equipment turned at Geneva and operated as M34.	
		Mon, Feb 20	0	M1	Annulled due to trespasser strike at 25th, no crew or equipment	
		Fri, Feb 24	29	C	-29" Ran on M36 schedule due to broken rail on trk #2 @MP35.38	
		Tue, Feb 28	8	U	-8" Delayed due to ADA lift enroute	
UP-W	42 80% OT	Tue, Feb 14	11	D	Delayed following IG3SK [CONTROLLABLE FREIGHT]	
		Thu, Feb 16	29	DD	(-29) Followed Freight Train (ILTG2) thr entire trip in. (follow up: Dispatcher could have operated freight on MT2 towards G2. Train should have never operated in front of M42.) [Controllable Freight]	
		Tue, Feb 21	7	RF	-7" Waiting on a signal @ Peck & @ Washington St.	
		Mon, Feb 27	33	KW	-33" Stopped Wheaton due to tornado warnings	
UP-W	44 70% OT	Wed, Feb 01	10	D	-10" Delayed at Peck due to Freight interference (ZG2LT) [CONTROLLABLE FREIGHT]	
		Wed, Feb 08	10	ZT	-10" PTC failure leaving Bellwood, ADA lift, and short x-overs @ Kedzie	
		Wed, Feb 15	7	GT1	-7" Late turn off of M25	
		Tue, Feb 21	30	R1	-30" Late turn from M25	
		Thu, Feb 23	30	D	-30 Freight train interference (IG3SK) [Controllable Freight]	
		Mon, Feb 27	20	KW	-20" Late turn from M25 due to tornado warnings	

Data is final (03/28/2023) version from TOPS.

Table 4: Delay Codes by Cause Category & Carrier

METRA/PSA		METRA/PSA (continued)		Foreign Carrier	
Category	Delay	Category	Delay	Category	Delay
Code	Definition	Code	Definition	Code	Definition
Passenger Train Interference		Human Error		Passenger Train Interference	
A	Passenger Train/Interline Interference	B	Human Error, Eng. Dept.	AM	Amtrak Caused Delay
AA	Rule 9.9 Delayed in Block / Rule 6.30 [obsolete Jan. 2020]	H	Human Error, Mechanical Department	AS	NICTD Train Interference
AD	Non-Revenue Passenger Train Interference [obsolete Jan. 2020]	Q	Late Issuance of Track Warrant	Freight Interference - Peak & Off-Peak	
Accident		R	Human Error, Transportation	D	General Freight Interference
M	Right of Way Accident / Misc.	RD	Metra Dispatcher Error (dispatching Metra trains)	DD	Freight Dispatcher Error (dispatching freight trains)
YC	Derailment - Engineering	RL	Human Error, Job Action / Employee No Show (CMS Error)	DE	Freight Mechanical Malfunction
YE	Derailment - Mechanical	RN	Human Error, Job Action / Employee No Show (Non-CMS)	DR	Freight-Human Error
YM	Derailment - Accident	RO	Human Error, Metra Tower Operator	Accident	
Passenger Related		YB	Derailment - Human Error, Engineering	DM	Freight-Accident / Incident
I	Passenger Handling, Running Time	YH	Derailment - Human Error, Mechanical	YF	Derailment - Accident, Foreign Line
IB	Passenger Handling, Bicycle	YR	Derailment - Human Error, Transportation	Passenger Related	
J	Passenger Problems / Removal	Weather		JA	Amtrak Passenger Problems / Removal
JM	Passenger Medical Emergency	AW	Pass. Train Interference, Weather [obsolete Jan. 2020]	Signal/Switch Failure	
U	Accessibility Related (ADA)	CW	M of W Work, Weather	GA	Signal / Switch Failure Amtrak (Signal Dept.)
Obstruction/Debris		EW	Locomotive Malfunction, Weather	GF	Gate Crossing / Signal / Switch Foreign Line
K	Obstruction On Tracks	FW	Cab Car / TRL / MU Malfunction, Weather	Track Work	
KD	Train Struck Debris	GW	Signal / Switch Malfunction Weather (Signal Dept.)	CA	Amtrak Engineering
L	Unauthorized People On Tracks / Near Miss	IW	Passenger Handling, Weather	CD	Track Work by Freight Carrier
KP	Suspicious Package(s) / Person(s) / Activity	KW	Obstruction On Tracks, Weather	Non-Locomotive Equipment Issue	
Signal/Switch Failure		MW	Right of Way Accident / Misc., Weather [obsolete Jan. 2020]	FS	NICTD MU Malfunction
CM	Switch Malfunction (Track Dept.)	NW	Utility Failure, Weather	Locomotive Issue	
G	Metra / PSA Signal / Switch Malfunction (Signal Dept.)	OW	AC/DC System Failure, Weather	EA	Amtrak Locomotive/Car Malfunction
GM	Metra / PSA Gate Crossing Malfunction	RW	Train Crew Issues, Weather	Human Error	
GT	Metra / PSA Telecom / CAD failure	UW	Accessibility, Weather	BA	Amtrak Engineering Human Error
GX	Metra / PSA Broken Gate Crossing	YW	Derailment Accident, Weather	HS	Human Error, NICTD Mechanical Dept. [obsolete Jan. 2020]
VG	Signal / Switch / Gate Crossing Failure, Nothing Found	ZW	PTC Weather	RA	Human Error, Amtrak Transportation
Track Work		Other		RF	Foreign/PSA Dispatcher Error (dispatching Metra trains)
C	Unscheduled Track Work	N	Utility Failure	RS	Human Error, NICTD Transportation
CC	Scheduled Track Work	S	Operational (Efficiency) Testing	Weather	
CF	Engineering Equipment Malfunction	T	Property Vandalism	DW	Freight Train Interference, Weather
CG	Scheduled Signal Work	W	Gas Leak (non-loco fuel)	PTC Related	
CH	Contractor Failure	PTC Related		ZA	PTC Amtrak Train (On-Board)
Catenary Failure		ZB	PTC Human Error, Engineering Dept.	ZD	PTC Foreign Line Transportation
CO	Scheduled Wire Work	ZC	PTC Construction / Maintenance	ZN	PTC Foreign Line Engineering
O	AC/DC System Failure	ZE	PTC Malfunction Locomotive Hardware	ZS	PTC NICTD MU Train (On-Board)
Non-Locomotive Equipment Issue		ZF	PTC Malfunction Coach Hardware		
F	Cab Car / Trailer / MU Malfunction	ZG	PTC Wayside		
UF	ADA Lift Failure	ZH	PTC Human Error, Mechanical		
VF	Cab Car Problem Reported, Nothing Found	ZP	PTC Dispatcher		
Locomotive Issue		ZR	PTC Human Error, Metra Transportation		
E	Locomotive Malfunction	ZT	PTC Back Office/Software		
VE	Locomotive Problem Reported, Nothing Found	ZV	Metra / PSA PTC On-Board Software		

Effective November 1, 2021

'Metra/PSA' refers to delays that either directly affect or are directly attributable to Metra or its Purchase of Service Agreement partners (BNSF and Union Pacific) on Metra or PSA-controlled rail lines or trains in commuter operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

The delay codes listed above are used for primary delayed trains; primary annulled trains (trains that fail to reach their scheduled destination station) use a primary delay code preceded by an "X" (e.g., XE, XGA, etc.);

All secondary trains, including annulled, use primary delay code followed by a "1" (e.g., E1, GA1, etc.); secondary annulled trains do not use a delay code preceded by an "X".

Table 5.a: Train Delays by Cause and Line
February 2023

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	16	-	-	-	3	3	3	6	-	5	2	4	22	64
Freight Interference - Peak	4	-	-	-	3	1	1	3	-	1	2	3	8	26
Primary	1	-	-	-	3	1	1	3	-	1	2	1	3	16
Secondary	3	-	-	-	-	-	-	-	-	-	-	2	5	10
Freight Interference - Off-Peak	12	-	-	-	-	2	2	3	-	4	-	1	14	38
Primary	9	-	-	-	-	2	2	2	-	3	-	1	10	29
Secondary	3	-	-	-	-	-	-	1	-	1	-	-	4	9
Signal/Switch Failure - Total	4	3	3	5	1	20	13	4	14	6	-	1	4	78
Signal/Switch Failure - Metra/PSA	4	3	3	5	-	20	12	1	14	-	-	-	4	66
Primary	3	3	3	5	-	16	9	1	14	-	-	-	3	57
Secondary	1	-	-	-	-	4	3	-	-	-	-	-	1	9
Signal/Switch Failure - Foreign	-	-	-	-	1	-	1	3	-	6	-	1	-	12
Primary	-	-	-	-	1	-	1	3	-	3	-	1	-	9
Secondary	-	-	-	-	-	-	-	-	-	3	-	-	-	3
Mechanical Failure - Total	12	1	-	3	1	20	9	-	12	11	5	4	3	81
Mechanical Failure - Metra/PSA	12	1	-	3	1	15	9	-	12	10	5	4	3	75
Non-Locomotive Equipment Issue - Metra/PSA	3	1	-	3	-	6	3	-	3	4	-	1	-	24
Primary	1	1	-	2	-	1	3	-	1	2	-	1	-	12
Secondary	2	-	-	1	-	5	-	-	2	2	-	-	-	12
Locomotive Issue - Metra/PSA	9	-	-	-	1	9	6	-	9	6	5	3	3	51
Primary	4	-	-	-	1	4	4	-	3	2	2	3	2	25
Secondary	5	-	-	-	-	5	2	-	6	4	3	-	1	26
Mechanical Failure - Foreign	-	-	-	-	-	5	-	-	-	1	-	-	-	6
Passenger Train Interference - Total	2	-	1	-	-	16	7	-	-	1	-	-	-	27
Passenger Train Interference - Metra/PSA	-	-	-	-	-	8	5	-	-	-	-	-	-	13
Passenger Train Interference - Foreign	2	-	1	-	-	8	2	-	-	1	-	-	-	14
Accident - Total	-	-	-	-	-	5	1	1	-	-	-	-	18	25
Accident - Metra/PSA	-	-	-	-	-	5	1	1	-	-	-	-	18	25
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Track Work - Total	5	6	-	-	-	1	2	1	7	-	2	12	8	44
Track Work - Metra/PSA	5	6	-	-	-	1	2	-	5	-	2	12	8	41
Track Work - Foreign	-	-	-	-	-	-	-	1	2	-	-	-	-	3
Human Error - Total	7	2	1	1	2	5	4	2	8	3	1	3	4	43
Human Error - Metra/PSA	7	2	1	1	1	2	3	1	8	-	1	3	3	33
Human Error - Foreign	-	-	-	-	1	3	1	1	-	3	-	-	1	10
PTC Related - Total	6	2	1	-	2	5	2	-	8	2	1	4	12	45
PTC Related - Metra/PSA	4	2	1	-	1	4	2	-	7	-	1	4	12	38
PTC Related - Foreign	2	-	-	-	1	1	-	-	1	2	-	-	-	7
Weather - Total	24	6	3	5	1	2	10	3	8	-	28	13	5	108
Weather - Metra/PSA	21	6	3	5	1	2	10	3	8	-	28	13	5	105
Weather - Foreign	3	-	-	-	-	-	-	-	-	-	-	-	-	3
Passenger Related - Total	-	15	-	3	-	3	6	2	10	-	5	3	7	54
Obstruction/Debris - Total	-	4	1	3	1	4	8	-	6	2	10	27	6	72
Catenary Failure - Total	-	6	-	3	-	-	-	-	-	-	-	-	-	9
Other - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Trains Delayed	76	45	10	23	11	84	65	19	73	30	54	71	89	650
Total Metra/PSA Delays	53	45	9	23	5	64	58	8	70	12	52	66	66	531
Total Foreign Carrier Delays	23	0	1	0	6	20	7	11	3	18	2	5	23	119

Data for current month is final (03/28/2023) version of TOPS

'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

Table 5.b: Train Delays by Cause and Line
Average February Over Previous Five Years: 2018-2022

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	8	-	-	-	6	10	17	3	5	7	1	7	33	98
Freight Interference - Peak	2	-	-	-	5	3	5	1	3	3	-	4	11	37
Primary	2	-	-	-	5	1	4	1	2	2	-	3	6	25
Secondary	0	-	-	-	0	2	2	-	1	1	-	1	5	12
Freight Interference - Off-Peak	6	-	-	-	1	7	11	2	3	4	1	3	22	61
Primary	5	-	-	-	1	4	8	2	3	3	1	2	17	45
Secondary	1	-	-	-	-	4	3	0	0	1	0	0	5	15
Signal/Switch Failure - Total	26	9	5	4	4	17	14	12	30	11	7	9	8	157
Signal/Switch Failure - Metra/PSA	14	9	5	4	1	15	13	2	30	1	7	7	4	113
Primary	12	7	3	4	1	9	10	2	22	1	3	4	3	81
Secondary	3	2	2	1	0	6	3	0	8	-	3	3	2	32
Signal/Switch Failure - Foreign	11	-	-	-	3	1	1	11	-	10	-	3	4	44
Primary	9	-	-	-	3	1	1	10	-	7	-	2	3	36
Secondary	3	-	-	-	0	1	0	0	-	3	-	0	1	8
Mechanical Failure - Total	14	4	1	1	-	18	9	5	12	2	7	13	17	105
Mechanical Failure - Metra/PSA	14	1	1	1	-	14	9	5	12	2	7	13	17	97
Non-Locomotive Equipment Issue - Metra/PSA	5	1	1	1	-	2	2	2	4	2	6	6	6	38
Primary	2	0	-	0	-	1	1	1	1	1	3	2	3	16
Secondary	3	1	1	1	-	1	1	1	2	1	3	4	4	22
Locomotive Issue - Metra/PSA	9	-	-	-	-	12	7	3	9	1	2	7	11	59
Primary	2	-	-	-	-	4	3	1	6	0	1	2	2	21
Secondary	7	-	-	-	-	8	3	2	3	0	1	5	9	38
Mechanical Failure - Foreign	-	3	0	0	-	3	0	1	-	-	-	-	-	8
Passenger Train Interference - Total	1	0	-	0	0	3	-	2	0	1	-	-	-	8
Passenger Train Interference - Metra/PSA	-	-	-	0	-	2	-	2	-	-	-	-	-	4
Passenger Train Interference - Foreign	1	0	-	0	0	1	-	0	0	1	-	-	-	4
Accident - Total	8	16	2	1	-	5	5	1	4	2	10	5	7	67
Accident - Metra/PSA	7	3	0	1	-	5	5	1	4	2	10	5	3	46
Accident - Foreign	1	13	2	-	-	-	1	-	-	-	-	-	4	21
Track Work - Total	6	5	1	2	1	7	3	1	4	1	4	2	2	39
Track Work - Metra/PSA	6	5	1	2	1	7	2	1	4	-	4	2	2	36
Track Work - Foreign	-	-	-	-	-	0	1	-	-	1	-	0	-	2
Human Error - Total	21	4	2	2	2	14	13	5	10	6	6	9	10	102
Human Error - Metra/PSA	8	4	2	2	0	4	7	1	10	1	6	8	9	60
Human Error - Foreign	13	-	-	-	2	10	6	3	0	5	-	1	2	42
PTC Related - Total	3	3	1	1	2	4	2	1	7	1	13	5	14	57
PTC Related - Metra/PSA	2	3	1	1	1	4	2	1	7	0	13	5	13	54
PTC Related - Foreign	0	-	-	0	0	0	-	-	0	1	0	-	1	3
Weather - Total	30	30	10	14	1	25	29	4	42	5	19	30	20	260
Weather - Metra/PSA	28	30	10	14	1	24	28	4	41	4	19	29	18	253
Weather - Foreign	3	-	-	-	0	1	1	-	1	0	-	1	1	7
Passenger Related - Total	4	6	2	1	0	6	8	2	13	0	9	8	17	77
Obstruction/Debris - Total	3	3	2	6	0	4	4	3	15	3	4	12	6	64
Catenary Failure - Total	-	0	-	-	-	-	-	-	-	-	-	-	-	0
Other - Total	-	-	-	1	-	0	-	-	0	0	-	2	-	4
Total Trains Delayed	124	80	27	33	18	113	103	39	143	40	80	102	134	1,038
Total Metra/PSA Delays	86	64	25	33	5	86	77	21	136	14	79	91	90	808
Total Foreign Carrier Delays	37	16	2	1	13	27	26	18	7	26	1	11	44	229

Data for current month is final (03/21/2022) version of TOPS

'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

Effective January 2020, Metra has updated the delay cause categories in this table; totals by cause category for prior years may not match what was previously reported.

Table 5.c: Train Delays by Cause and Line
February 2023 Compared to Average February Over Previous Five Years: 2018-2022

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	8	-	-	-	(3)	(7)	(14)	3	(5)	(2)	1	(3)	(11)	(34)
Freight Interference - Peak	2	-	-	-	(2)	(2)	(4)	2	(3)	(2)	2	(1)	(3)	(11)
Primary	(1)	-	-	-	(2)	0	(3)	2	(2)	(1)	2	(2)	(3)	(9)
Secondary	3	-	-	-	(0)	(2)	(2)	-	(1)	(1)	-	1	-	(2)
Freight Interference - Off-Peak	6	-	-	-	(1)	(5)	(9)	1	(3)	(0)	(1)	(2)	(8)	(23)
Primary	4	-	-	-	(1)	(2)	(6)	0	(3)	-	(1)	(1)	(7)	(16)
Secondary	2	-	-	-	-	(4)	(3)	1	(0)	(0)	(0)	(0)	(1)	(6)
Signal/Switch Failure - Total	(22)	(6)	(2)	1	(3)	3	(1)	(8)	(16)	(5)	(7)	(8)	(4)	(79)
Signal/Switch Failure - Metra/PSA	(10)	(6)	(2)	1	(1)	5	(1)	(1)	(16)	(1)	(7)	(7)	(0)	(47)
Primary	(9)	(4)	(0)	1	(1)	7	(1)	(1)	(8)	(1)	(3)	(4)	0	(24)
Secondary	(2)	(2)	(2)	(1)	(0)	(2)	-	(0)	(8)	-	(3)	(3)	(1)	(23)
Signal/Switch Failure - Foreign	(11)	-	-	-	(2)	(1)	0	(8)	-	(4)	-	(2)	(4)	(32)
Primary	(9)	-	-	-	(2)	(1)	0	(7)	-	(4)	-	(1)	(3)	(27)
Secondary	(3)	-	-	-	(0)	(1)	(0)	(0)	-	0	-	(0)	(1)	(5)
Mechanical Failure - Total	(2)	(3)	(1)	2	1	2	-	(5)	(0)	9	(2)	(9)	(14)	(24)
Mechanical Failure - Metra/PSA	(2)	(0)	(1)	2	1	1	0	(5)	(0)	8	(2)	(9)	(14)	(22)
Non-Locomotive Equipment Issue - Metra/PSA	(2)	(0)	(1)	2	-	4	1	(2)	(1)	2	(6)	(5)	(6)	(14)
Primary	(1)	1	-	2	-	-	2	(1)	(0)	1	(3)	(1)	(3)	(4)
Secondary	(1)	(1)	(1)	0	-	4	(1)	(1)	(0)	1	(3)	(4)	(4)	(10)
Locomotive Issue - Metra/PSA	(0)	-	-	-	1	(3)	(1)	(3)	0	5	3	(4)	(8)	(8)
Primary	2	-	-	-	1	0	1	(1)	(3)	2	1	1	-	4
Secondary	(2)	-	-	-	-	(3)	(1)	(2)	3	4	2	(5)	(8)	(12)
Mechanical Failure - Foreign	-	(3)	(0)	(0)	-	2	(0)	(1)	-	1	-	-	-	(2)
Passenger Train Interference - Total	1	(0)	1	(0)	(0)	13	7	(2)	(0)	(0)	-	-	-	19
Passenger Train Interference - Metra/PSA	-	-	-	(0)	-	6	5	(2)	-	-	-	-	-	9
Passenger Train Interference - Foreign	1	(0)	1	(0)	(0)	7	2	(0)	(0)	(0)	-	-	-	10
Accident - Total	(8)	(16)	(2)	(1)	-	0	(4)	-	(4)	(2)	(10)	(5)	11	(42)
Accident - Metra/PSA	(7)	(3)	(0)	(1)	-	0	(4)	-	(4)	(2)	(10)	(5)	15	(21)
Accident - Foreign	(1)	(13)	(2)	-	-	-	(1)	-	-	-	-	-	(4)	(21)
Track Work - Total	(1)	1	(1)	(2)	(1)	(6)	(1)	0	3	(1)	(2)	10	6	5
Track Work - Metra/PSA	(1)	1	(1)	(2)	(1)	(6)	0	(1)	1	-	(2)	10	6	5
Track Work - Foreign	-	-	-	-	-	(0)	(1)	1	2	(1)	-	(0)	-	1
Human Error - Total	(14)	(2)	(1)	(1)	-	(9)	(9)	(3)	(2)	(3)	(5)	(6)	(6)	(59)
Human Error - Metra/PSA	(1)	(2)	(1)	(1)	1	(2)	(4)	(0)	(2)	(1)	(5)	(5)	(6)	(27)
Human Error - Foreign	(13)	-	-	-	(1)	(7)	(5)	(2)	(0)	(2)	-	(1)	(1)	(32)
PTC Related - Total	3	(1)	-	(1)	0	1	-	(1)	1	1	(12)	(1)	(2)	(12)
PTC Related - Metra/PSA	2	(1)	-	(1)	(0)	-	-	(1)	0	(0)	(12)	(1)	(1)	(16)
PTC Related - Foreign	2	-	-	(0)	1	1	-	-	1	1	(0)	-	(1)	4
Weather - Total	(6)	(24)	(7)	(9)	(0)	(23)	(19)	(1)	(34)	(5)	9	(17)	(15)	(152)
Weather - Metra/PSA	(7)	(24)	(7)	(9)	-	(22)	(18)	(1)	(33)	(4)	9	(16)	(13)	(148)
Weather - Foreign	0	-	-	-	(0)	(1)	(1)	-	(1)	(0)	-	(1)	(1)	(4)
Passenger Related - Total	(4)	9	(2)	2	(0)	(3)	(2)	0	(3)	(0)	(4)	(5)	(10)	(23)
Obstruction/Debris - Total	(3)	1	(1)	(3)	1	-	4	(3)	(9)	(1)	6	15	(0)	8
Catenary Failure - Total	-	6	-	3	-	-	-	-	-	-	-	-	-	9
Other - Total	-	-	-	(1)	-	(0)	-	-	(0)	(0)	-	(2)	-	(4)
Total Trains Delayed	(48)	(35)	(17)	(10)	(7)	(29)	(38)	(20)	(70)	(10)	(26)	(31)	(45)	(388)
Total Metra/PSA Delays	-33	-19	-16	-10	0	-22	-19	-13	-66	-2	-27	-25	-24	-277
Total Foreign Carrier Delays	-14	-16	-1	-1	-7	-7	-19	-7	-4	-8	1	-6	-21	-110

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'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

Effective January 2020, Metra has updated the delay cause categories in this table; totals by cause category for prior years may not match what was previously reported.

Table 6.a: Train Delays by Cause and Line - YTD
January - February 2023

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	34	-	-	-	7	11	8	8	6	5	2	12	40	133
Freight Interference - Peak	5	-	-	-	7	6	3	4	-	1	2	10	13	51
Primary	2	-	-	-	7	4	3	4	-	1	2	4	7	34
Secondary	3	-	-	-	-	2	-	-	-	-	-	6	6	17
Freight Interference - Off-Peak	29	-	-	-	-	5	5	4	6	4	-	2	27	82
Primary	20	-	-	-	-	3	5	3	4	3	-	2	21	61
Secondary	9	-	-	-	-	2	-	1	2	1	-	-	6	21
Signal/Switch Failure - Total	6	5	5	14	1	42	17	7	21	10	-	2	13	143
Signal/Switch Failure - Metra/PSA	5	5	5	14	-	39	15	3	21	1	-	1	13	122
Primary	4	5	5	14	-	27	10	3	21	1	-	1	11	102
Secondary	1	-	-	-	-	12	5	-	-	-	-	-	2	20
Signal/Switch Failure - Foreign	1	-	-	-	1	3	2	4	-	9	-	1	-	21
Primary	1	-	-	-	1	3	1	4	-	5	-	1	-	16
Secondary	-	-	-	-	-	-	1	-	-	4	-	-	-	5
Mechanical Failure - Total	19	2	2	3	1	31	15	3	33	13	10	28	6	166
Mechanical Failure - Metra/PSA	19	2	2	3	1	26	15	3	33	12	10	28	6	160
Non-Locomotive Equipment Issue - Metra/PSA	10	2	2	3	-	8	3	1	4	5	5	5	2	50
Primary	2	2	-	2	-	1	3	1	2	3	2	4	2	24
Secondary	8	-	2	1	-	7	-	-	2	2	3	1	-	26
Locomotive Issue - Metra/PSA	9	-	-	-	1	18	12	2	29	7	5	23	4	110
Primary	4	-	-	-	1	10	7	2	11	3	2	8	3	51
Secondary	5	-	-	-	-	8	5	-	18	4	3	15	1	59
Mechanical Failure - Foreign	-	-	-	-	-	5	-	-	-	1	-	-	-	6
Passenger Train Interference - Total	9	-	1	-	-	39	10	2	1	3	-	-	1	66
Passenger Train Interference - Metra/PSA	-	-	-	-	-	25	8	2	1	1	-	-	1	38
Passenger Train Interference - Foreign	9	-	1	-	-	14	2	-	-	2	-	-	-	28
Accident - Total	-	-	-	-	-	5	5	1	18	-	20	17	49	115
Accident - Metra/PSA	-	-	-	-	-	5	5	1	18	-	20	17	20	86
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	29	29
Track Work - Total	5	6	-	-	-	8	2	1	8	6	2	12	13	63
Track Work - Metra/PSA	5	6	-	-	-	8	2	-	6	-	2	12	13	54
Track Work - Foreign	-	-	-	-	-	-	-	1	2	6	-	-	-	9
Human Error - Total	9	4	4	4	2	23	6	7	10	12	7	16	6	110
Human Error - Metra/PSA	9	4	4	4	1	5	3	6	10	3	6	6	5	66
Human Error - Foreign	-	-	-	-	1	18	3	1	-	9	1	10	1	44
PTC Related - Total	6	5	2	2	2	7	3	4	20	11	8	6	18	94
PTC Related - Metra/PSA	4	4	1	2	1	6	3	3	19	4	8	6	17	78
PTC Related - Foreign	2	1	1	-	1	1	-	1	1	7	-	-	1	16
Weather - Total	28	6	3	5	1	7	22	5	19	2	28	15	11	152
Weather - Metra/PSA	25	6	3	5	1	7	22	5	19	2	28	15	11	149
Weather - Foreign	3	-	-	-	-	-	-	-	-	-	-	-	-	3
Passenger Related - Total	5	28	1	4	-	5	18	2	12	3	10	7	11	106
Obstruction/Debris - Total	8	8	1	3	1	7	10	1	17	2	11	48	20	137
Catenary Failure - Total	-	7	-	3	-	-	-	-	-	-	-	-	-	10
Other - Total	-	-	1	-	-	1	1	1	-	-	-	-	-	4
Total Trains Delayed	129	71	20	38	15	186	117	42	165	67	98	163	188	1,299
Total Metra/PSA Delays	78	70	18	38	5	134	102	27	156	28	95	140	117	1,008
Total Foreign Carrier Delays	51	1	2	0	10	52	15	15	9	39	3	23	71	291

Data for current month is final (03/28/2023) version of TOPS

'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

Table 6.b: Train Delays by Cause and Line - YTD
January - February Average Over Previous Five Years: 2018-2022

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	21	-	-	-	11	18	29	6	9	18	3	12	55	182
Freight Interference - Peak	10	-	-	-	8	5	10	4	3	7	1	7	18	73
Primary	6	-	-	-	8	3	8	3	2	5	1	6	10	50
Secondary	4	-	-	-	1	2	2	1	1	2	0	2	8	23
Freight Interference - Off-Peak	11	-	-	-	3	13	19	3	6	11	2	5	37	109
Primary	7	-	-	-	3	7	15	2	5	7	1	3	27	77
Secondary	3	-	-	-	-	6	4	0	1	4	1	2	10	32
Signal/Switch Failure - Total	41	12	8	8	9	33	29	20	47	19	9	13	13	259
Signal/Switch Failure - Metra/PSA	23	12	8	8	2	27	26	6	46	5	8	8	7	187
Primary	18	10	6	7	1	19	21	5	34	4	5	5	5	139
Secondary	5	2	2	1	0	8	5	1	12	1	4	3	3	48
Signal/Switch Failure - Foreign	17	-	-	-	7	6	3	14	1	14	0	4	6	72
Primary	12	-	-	-	6	2	1	12	1	10	-	3	4	52
Secondary	5	-	-	-	1	4	2	2	-	4	0	1	1	20
Mechanical Failure - Total	41	4	3	1	0	37	26	8	24	6	14	27	22	213
Mechanical Failure - Metra/PSA	40	1	2	1	0	32	25	7	24	6	14	27	22	203
Non-Locomotive Equipment Issue - Metra/PSA	14	1	2	1	-	4	3	2	4	3	7	11	9	63
Primary	5	0	1	0	-	2	2	1	2	2	3	5	4	27
Secondary	8	1	2	1	-	2	1	1	3	1	4	7	5	35
Locomotive Issue - Metra/PSA	27	-	-	-	0	29	22	6	19	2	7	15	13	140
Primary	6	-	-	-	0	7	8	2	8	1	3	4	3	43
Secondary	21	-	-	-	-	22	14	4	11	1	4	11	10	97
Mechanical Failure - Foreign	0	3	1	0	-	5	0	1	-	-	-	-	-	10
Passenger Train Interference - Total	1	1	0	1	1	7	0	2	0	3	-	-	0	18
Passenger Train Interference - Metra/PSA	-	0	-	0	-	5	0	2	-	-	-	-	0	8
Passenger Train Interference - Foreign	1	0	0	1	1	2	-	0	0	3	-	-	-	9
Accident - Total	12	19	3	3	1	9	7	2	8	4	15	11	22	115
Accident - Metra/PSA	9	5	1	3	-	9	7	2	8	2	15	8	15	82
Accident - Foreign	3	13	2	-	1	-	1	-	-	2	-	3	8	33
Track Work - Total	7	6	2	3	2	9	3	1	8	1	6	3	5	53
Track Work - Metra/PSA	7	6	2	3	2	9	2	1	8	-	6	2	5	50
Track Work - Foreign	-	-	-	-	-	0	1	-	-	1	-	1	-	3
Human Error - Total	28	10	3	4	4	29	16	7	21	7	14	16	17	176
Human Error - Metra/PSA	13	10	3	4	1	16	10	4	20	1	13	13	15	124
Human Error - Foreign	15	-	-	-	3	12	6	4	0	6	0	3	2	52
PTC Related - Total	4	4	1	3	4	8	4	2	11	2	22	8	23	96
PTC Related - Metra/PSA	3	4	1	3	2	8	4	1	10	1	22	8	22	89
PTC Related - Foreign	1	-	-	0	2	0	0	1	0	2	0	-	1	8
Weather - Total	57	43	16	24	3	49	44	10	79	8	40	50	30	452
Weather - Metra/PSA	54	43	16	24	2	48	43	10	79	7	40	49	29	443
Weather - Foreign	3	-	-	-	0	1	1	-	1	1	-	1	1	8
Passenger Related - Total	8	10	4	2	0	10	12	2	19	0	14	15	23	119
Obstruction/Debris - Total	8	6	3	8	0	7	9	6	27	4	8	21	16	124
Catenary Failure - Total	-	3	1	1	-	-	-	-	-	-	-	-	-	4
Other - Total	0	-	1	1	-	0	1	0	3	0	0	2	-	10
Total Trains Delayed	226	118	43	58	36	217	181	68	254	73	143	178	226	1,821
Total Metra/PSA Delays	166	101	40	57	10	172	139	42	242	25	140	155	154	1,443
Total Foreign Carrier Delays	60	17	3	1	26	45	42	25	11	48	3	24	72	377

Data for current month is final (03/21/2022) version of TOPS

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'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

Effective January 2020, Metra has updated the delay cause categories in this table; totals by cause category for prior years may not match what was previously reported.

Table 6.c: Train Delays by Cause and Line - YTD
January - February 2023 Compared to Average January - February Average Over Previous Five Years: 2018-2022

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	13	-	-	-	(4)	(7)	(21)	2	(3)	(13)	(1)	(0)	(15)	(49)
Freight Interference - Peak	(5)	-	-	-	(1)	1	(7)	0	(3)	(6)	1	3	(5)	(22)
Primary	(4)	-	-	-	(1)	1	(5)	1	(2)	(4)	1	(2)	(3)	(16)
Secondary	(1)	-	-	-	(1)	-	(2)	(1)	(1)	(2)	(0)	4	(2)	(6)
Freight Interference - Off-Peak	18	-	-	-	(3)	(8)	(14)	1	(0)	(7)	(2)	(3)	(10)	(27)
Primary	13	-	-	-	(3)	(4)	(10)	1	(1)	(4)	(1)	(1)	(6)	(16)
Secondary	6	-	-	-	-	(4)	(4)	1	1	(3)	(1)	(2)	(4)	(11)
Signal/Switch Failure - Total	(35)	(7)	(3)	6	(8)	9	(12)	(13)	(26)	(9)	(9)	(11)	-	(116)
Signal/Switch Failure - Metra/PSA	(18)	(7)	(3)	6	(2)	12	(11)	(3)	(25)	(4)	(8)	(7)	6	(65)
Primary	(14)	(5)	(1)	7	(1)	8	(11)	(2)	(13)	(3)	(5)	(4)	6	(37)
Secondary	(4)	(2)	(2)	(1)	(0)	4	0	(1)	(12)	(1)	(4)	(3)	(1)	(28)
Signal/Switch Failure - Foreign	(16)	-	-	-	(6)	(3)	(1)	(10)	(1)	(5)	(0)	(3)	(6)	(51)
Primary	(11)	-	-	-	(5)	1	(0)	(8)	(1)	(5)	-	(2)	(4)	(36)
Secondary	(5)	-	-	-	(1)	(4)	(1)	(2)	-	0	(0)	(1)	(1)	(15)
Mechanical Failure - Total	(22)	(2)	(1)	2	1	(6)	(11)	(5)	9	7	(4)	1	(16)	(47)
Mechanical Failure - Metra/PSA	(21)	1	(0)	2	1	(6)	(10)	(4)	9	6	(4)	1	(16)	(43)
Non-Locomotive Equipment Issue - Metra/PSA	(4)	1	(0)	2	-	4	-	(1)	(0)	2	(2)	(6)	(7)	(13)
Primary	(3)	2	(1)	2	-	(1)	1	-	0	1	(1)	(1)	(2)	(3)
Secondary	(0)	(1)	0	0	-	5	(1)	(1)	(1)	1	(1)	(6)	(5)	(9)
Locomotive Issue - Metra/PSA	(18)	-	-	-	1	(11)	(10)	(4)	10	5	(2)	8	(9)	(30)
Primary	(2)	-	-	-	1	3	(1)	0	3	2	(1)	4	(0)	8
Secondary	(16)	-	-	-	-	(13)	(9)	(4)	7	3	(1)	4	(9)	(38)
Mechanical Failure - Foreign	(0)	(3)	(1)	(0)	-	0	(0)	(1)	-	1	-	-	-	(4)
Passenger Train Interference - Total	8	(1)	1	(1)	(1)	32	10	(0)	1	(0)	-	-	1	48
Passenger Train Interference - Metra/PSA	-	(0)	-	(0)	-	20	8	(0)	1	1	-	-	1	30
Passenger Train Interference - Foreign	8	(0)	1	(1)	(1)	12	2	(0)	(0)	(1)	-	-	-	19
Accident - Total	(12)	(19)	(3)	(3)	(1)	(4)	(2)	(1)	10	(4)	5	6	27	(0)
Accident - Metra/PSA	(9)	(5)	(1)	(3)	-	(4)	(2)	(1)	10	(2)	5	9	5	4
Accident - Foreign	(3)	(13)	(2)	-	(1)	-	(1)	-	-	(2)	-	(3)	21	(4)
Track Work - Total	(2)	-	(2)	(3)	(2)	(1)	(1)	(0)	0	5	(4)	9	8	10
Track Work - Metra/PSA	(2)	-	(2)	(3)	(2)	(1)	0	(1)	(2)	-	(4)	10	8	4
Track Work - Foreign	-	-	-	-	-	(0)	(1)	1	2	5	-	(1)	-	6
Human Error - Total	(19)	(6)	1	-	(2)	(6)	(10)	(0)	(11)	5	(7)	(0)	(11)	(66)
Human Error - Metra/PSA	(4)	(6)	1	-	(0)	(11)	(7)	2	(10)	2	(7)	(7)	(10)	(58)
Human Error - Foreign	(15)	-	-	-	(2)	6	(3)	(3)	(0)	3	1	7	(1)	(8)
PTC Related - Total	2	1	1	(1)	(2)	(1)	(1)	2	9	9	(14)	(2)	(5)	(2)
PTC Related - Metra/PSA	1	-	(0)	(1)	(1)	(2)	(1)	2	9	3	(14)	(2)	(5)	(11)
PTC Related - Foreign	1	1	1	(0)	(1)	1	(0)	0	1	5	(0)	-	0	8
Weather - Total	(29)	(37)	(13)	(19)	(2)	(42)	(22)	(5)	(60)	(6)	(12)	(35)	(19)	(300)
Weather - Metra/PSA	(29)	(37)	(13)	(19)	(1)	(41)	(21)	(5)	(60)	(5)	(12)	(34)	(18)	(294)
Weather - Foreign	0	-	-	-	(0)	(1)	(1)	-	(1)	(1)	-	(1)	(1)	(5)
Passenger Related - Total	(3)	18	(3)	2	(0)	(5)	6	(0)	(7)	3	(4)	(8)	(12)	(13)
Obstruction/Debris - Total	-	2	(2)	(5)	1	(0)	1	(5)	(10)	(2)	3	27	4	13
Catenary Failure - Total	-	4	(1)	2	-	-	-	-	-	-	-	-	-	6
Other - Total	(0)	-	0	(1)	-	1	0	1	(3)	(0)	(0)	(2)	-	(6)
Total Trains Delayed	(97)	(47)	(23)	(20)	(21)	(31)	(64)	(26)	(89)	(6)	(45)	(15)	(38)	(522)
Total Metra/PSA Delays	-88	-31	-22	-19	-5	-38	-37	-15	-86	3	-45	-15	-37	-435
Total Foreign Carrier Delays	-9	-16	-1	-1	-16	7	-27	-10	-2	-9	0	-1	-1	-86

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Effective January 2020, Metra has updated the delay cause categories in this table; totals by cause category for prior years may not match what was previously reported.

**Table 7.a: Train Delays by Cause and Month
2023**

Top 2 causes for each month and year-to-date are shaded													
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Feb
Freight Interference - Total	69	64											133 10.2%
Freight Interference - Peak	25	26											51 3.9%
<i>Primary</i>	18	16											34 2.6%
<i>Secondary</i>	7	10											17 1.3%
Freight Interference - Off-Peak	44	38											82 6.3%
<i>Primary</i>	32	29											61 4.7%
<i>Secondary</i>	12	9											21 1.6%
Signal/Switch Failure - Total	65	78											143 11.0%
Signal/Switch Failure - Metra/PSA	56	66											122 9.4%
<i>Primary</i>	45	57											102 7.9%
<i>Secondary</i>	11	9											20 1.5%
Signal/Switch Failure - Foreign	9	12											21 1.6%
<i>Primary</i>	7	9											16 1.2%
<i>Secondary</i>	2	3											5 0.4%
Mechanical Failure - Total	85	81											166 12.8%
Mechanical Failure - Metra/PSA	85	75											160 12.3%
Non-Locomotive Equipment Issue - Metra/PSA	26	24											50 3.8%
<i>Primary</i>	12	12											24 1.8%
<i>Secondary</i>	14	12											26 2.0%
Locomotive Issue - Metra/PSA	59	51											110 8.5%
<i>Primary</i>	26	25											51 3.9%
<i>Secondary</i>	33	26											59 4.5%
Mechanical Failure - Foreign	-	6											6 0.5%
Passenger Train Interference - Total	39	27											66 5.1%
Passenger Train Interference - Metra/PSA	25	13											38 2.9%
Passenger Train Interference - Foreign	14	14											28 2.2%
Accident - Total	90	25											115 8.9%
Accident - Metra/PSA	61	25											86 6.6%
Accident - Foreign	29	-											29 2.2%
Track Work - Total	19	44											63 4.8%
Track Work - Metra/PSA	13	41											54 4.2%
Track Work - Foreign	6	3											9 0.7%
Human Error - Total	67	43											110 8.5%
Human Error - Metra/PSA	33	33											66 5.1%
Human Error - Foreign	34	10											44 3.4%
PTC Related - Total	49	45											94 7.2%
PTC Related - Metra/PSA	40	38											78 6.0%
PTC Related - Foreign	9	7											16 1.2%
Weather - Total	44	108											152 11.7%
Weather - Metra/PSA	44	105											149 11.5%
Weather - Foreign	-	3											3 0.2%
Passenger Related - Total	52	54											106 8.2%
Obstruction/Debris - Total	65	72											137 10.5%
Catenary Failure - Total	1	9											10 0.8%
Other - Total	4	-											4 0.3%
Total Trains Delayed	649	650											1,299 100.0%
Total Metra/PSA Delays	477	531											1,008 77.6%
Total Foreign Carrier Delays	172	119											291 22.4%

Data for current month is final (03/28/2023) version of TOPS

'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

**Table 7.b: Train Delays by Cause and Month
2022**

Top 2 causes for each month and year-to-date are shaded													
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Feb
Freight Interference - Total	67	62	80	90	79	69	95	93	47	100	46	63	129 11.1%
Freight Interference - Peak	26	18	35	42	45	27	29	28	21	46	20	24	44 3.8%
Primary	20	16	30	34	41	24	24	18	15	31	15	23	36 3.1%
Secondary	6	2	5	8	4	3	5	10	6	15	5	1	8 0.7%
Freight Interference - Off-Peak	41	44	45	48	34	42	66	65	26	54	26	39	85 7.3%
Primary	31	36	37	43	31	35	44	50	24	40	23	29	67 5.8%
Secondary	10	8	8	5	3	7	22	15	2	14	3	10	18 1.6%
Signal/Switch Failure - Total	92	101	46	55	137	150	86	94	87	124	197	109	193 16.6%
Signal/Switch Failure - Metra/PSA	76	90	42	48	121	133	72	83	67	112	174	77	166 14.3%
Primary	62	67	39	40	92	101	42	68	59	77	108	58	129 11.1%
Secondary	14	23	3	8	29	32	30	15	8	35	66	19	37 3.2%
Signal/Switch Failure - Foreign	16	11	4	7	16	17	14	11	20	12	23	32	27 2.3%
Primary	10	10	4	4	13	11	7	10	17	10	12	21	20 1.7%
Secondary	6	1	-	3	3	6	7	1	3	2	11	11	7 0.6%
Mechanical Failure - Total	55	74	52	56	79	58	75	51	52	103	64	78	129 11.1%
Mechanical Failure - Metra/PSA	55	72	48	56	79	58	73	48	52	103	64	77	127 10.9%
Non-Locomotive Equipment Issue - Metra/PSA	10	23	9	15	20	17	16	16	18	27	14	27	33 2.8%
Primary	7	15	7	11	12	13	15	10	11	13	6	17	22 1.9%
Secondary	3	8	2	4	8	4	1	6	7	14	8	10	11 0.9%
Locomotive Issue - Metra/PSA	45	49	39	41	59	41	57	32	34	76	50	50	94 8.1%
Primary	25	17	19	19	26	25	23	18	14	29	19	22	42 3.6%
Secondary	20	32	20	22	33	16	34	14	20	47	31	28	52 4.5%
Mechanical Failure - Foreign	-	2	4	-	-	-	2	3	-	-	-	1	2 0.2%
Passenger Train Interference - Total	4	1	2	4	4	8	13	12	12	10	17	32	5 0.4%
Passenger Train Interference - Metra/PSA	2	-	-	3	4	4	10	7	10	6	9	26	2 0.2%
Passenger Train Interference - Foreign	2	1	2	1	-	4	3	5	2	4	8	6	3 0.3%
Accident - Total	81	30	11	26	106	43	87	45	67	48	55	80	111 9.6%
Accident - Metra/PSA	66	30	5	25	99	37	61	44	61	34	55	80	96 8.3%
Accident - Foreign	15	-	6	1	7	6	26	1	6	14	-	-	15 1.3%
Track Work - Total	12	59	30	42	60	85	54	128	51	74	36	24	71 6.1%
Track Work - Metra/PSA	11	57	26	42	54	70	51	124	46	73	34	22	68 5.9%
Track Work - Foreign	1	2	4	-	6	15	3	4	5	1	2	2	3 0.3%
Human Error - Total	31	24	42	43	69	50	63	78	49	69	36	83	55 4.7%
Human Error - Metra/PSA	22	10	29	33	47	24	43	54	25	40	20	49	32 2.8%
Human Error - Foreign	9	14	13	10	22	26	20	24	24	29	16	34	23 2.0%
PTC Related - Total	34	43	38	55	55	72	63	51	39	63	41	26	77 6.6%
PTC Related - Metra/PSA	23	38	36	50	47	65	54	44	34	53	26	21	61 5.3%
PTC Related - Foreign	11	5	2	5	8	7	9	7	5	10	15	5	16 1.4%
Weather - Total	141	84	28	15	20	99	43	31	17	127	70	100	225 19.4%
Weather - Metra/PSA	141	83	28	15	20	98	43	31	17	127	70	99	224 19.3%
Weather - Foreign	-	1	-	-	-	1	-	-	-	-	-	1	1 0.1%
Passenger Related - Total	21	38	44	31	50	60	79	88	54	71	47	65	59 5.1%
Obstruction/Debris - Total	33	71	81	30	58	71	36	49	70	65	63	88	104 9.0%
Catenary Failure - Total	-	-	14	-	2	-	10	1	38	4	10	2	- 0.0%
Other - Total	1	1	8	2	23	18	5	1	17	5	28	6	2 0.2%
Total Trains Delayed	572	588	476	449	742	783	709	722	600	863	710	756	1,160 100.0%
Total Metra/PSA Delays	451	490	361	335	604	638	537	574	491	693	600	612	941 81.1%
Total Foreign Carrier Delays	121	98	115	114	138	145	172	148	109	170	110	144	219 18.9%

Data for current month is final (03/21/2022) version of TOPS

'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

Effective January 2020, Metra has updated the delay cause categories in this table; totals by cause category for prior years may not match what was previously reported.

**Table 8: Train Delays by Duration
February 2023**

<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
Weekday Peak *														
6-10	19	5	5	3	7	27	18	5	18	6	1	12	11	137
11-15	11	1	0	0	1	6	8	2	5	2	6	5	4	51
16-20	3	1	0	0	2	3	1	0	1	3	1	4	1	20
21+	2	0	0	0	1	1	1	1	4	2	9	15	14	50
Annulled	<u>8</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>5</u>	<u>22</u>
Sub-Total	43	10	5	3	11	40	28	8	28	13	19	37	35	280
Weekday Off-Peak **														
6-10	13	17	3	9	0	21	19	5	23	7	4	4	12	137
11-15	7	4	1	5	0	9	4	2	7	2	4	0	6	51
16-20	2	3	0	0	0	1	0	0	3	2	2	7	8	28
21+	4	2	1	2	0	3	5	4	5	5	15	9	16	71
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>7</u>	<u>3</u>	<u>7</u>	<u>24</u>
Sub-Total	28	26	5	16	0	37	28	11	39	17	32	23	49	311
Saturday														
6-10	0	4	0	1	0	1	0	0	2	0	2	3	2	15
11-15	3	1	0	0	0	1	1	0	0	0	0	4	1	11
16-20	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21+	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
Sub-Total	4	5	0	3	0	2	3	0	2	0	2	7	3	31
Sunday-Holiday														
6-10	0	3	0	1	0	1	2	0	4	0	1	2	2	16
11-15	0	1	0	0	0	0	2	0	0	0	0	0	0	3
16-20	0	0	0	0	0	2	0	0	0	0	0	1	0	3
21+	1	0	0	0	0	2	2	0	0	0	0	1	0	6
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Sub-Total	1	4	0	1	0	5	6	0	4	0	1	4	2	28
February 2023 Total														
6-10	32	29	8	14	7	50	39	10	47	13	8	21	27	305
11-15	21	7	1	5	1	16	15	4	12	4	10	9	11	116
16-20	6	4	0	0	2	6	1	0	4	5	3	12	9	52
21+	7	2	1	2	1	6	10	5	9	7	24	25	30	129
Annulled	<u>10</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>6</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>9</u>	<u>4</u>	<u>12</u>	<u>48</u>
TOTAL	76	45	10	23	11	84	65	19	73	30	54	71	89	650
2023 Year-to-Date														
6-10	42	46	17	24	9	110	76	23	93	33	17	37	55	582
11-15	32	11	2	9	1	35	22	7	24	13	16	19	27	218
16-20	14	7	0	0	3	17	2	2	11	9	7	23	19	114
21+	28	4	1	3	2	18	15	8	28	11	38	71	65	292
Annulled	<u>13</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>6</u>	<u>2</u>	<u>2</u>	<u>9</u>	<u>1</u>	<u>20</u>	<u>13</u>	<u>22</u>	<u>93</u>
TOTAL	129	71	20	38	15	186	117	42	165	67	98	163	188	1,299
Share of Delays by Duration														
<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
February 2023 Total														
6-10	42.1%	64.4%	80.0%	60.9%	63.6%	59.5%	60.0%	52.6%	64.4%	43.3%	14.8%	29.6%	30.3%	46.9%
11-15	27.6%	15.6%	10.0%	21.7%	9.1%	19.0%	23.1%	21.1%	16.4%	13.3%	18.5%	12.7%	12.4%	17.8%
16-20	7.9%	8.9%	0.0%	0.0%	18.2%	7.1%	1.5%	0.0%	5.5%	16.7%	5.6%	16.9%	10.1%	8.0%
21+	9.2%	4.4%	10.0%	8.7%	9.1%	7.1%	15.4%	26.3%	12.3%	23.3%	44.4%	35.2%	33.7%	19.8%
Annulled	<u>13.2%</u>	<u>6.7%</u>	<u>0.0%</u>	<u>8.7%</u>	<u>0.0%</u>	<u>7.1%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.4%</u>	<u>3.3%</u>	<u>16.7%</u>	<u>5.6%</u>	<u>13.5%</u>	<u>7.4%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2023 Year-to-Date Delays By Duration														
6-10	32.6%	64.8%	85.0%	63.2%	60.0%	59.1%	65.0%	54.8%	56.4%	49.3%	17.3%	22.7%	29.3%	44.8%
11-15	24.8%	15.5%	10.0%	23.7%	6.7%	18.8%	18.8%	16.7%	14.5%	19.4%	16.3%	11.7%	14.4%	16.8%
16-20	10.9%	9.9%	0.0%	0.0%	20.0%	9.1%	1.7%	4.8%	6.7%	13.4%	7.1%	14.1%	10.1%	8.8%
21+	21.7%	5.6%	5.0%	7.9%	13.3%	9.7%	12.8%	19.0%	17.0%	16.4%	38.8%	43.6%	34.6%	22.5%
Annulled	<u>10.1%</u>	<u>4.2%</u>	<u>0.0%</u>	<u>5.3%</u>	<u>0.0%</u>	<u>3.2%</u>	<u>1.7%</u>	<u>4.8%</u>	<u>5.5%</u>	<u>1.5%</u>	<u>20.4%</u>	<u>8.0%</u>	<u>11.7%</u>	<u>7.2%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.

Data for most recent month is final (03/28/2023) version from TOPS.