

On-Time Performance

July 2022



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This report presents an analysis of July 2022 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 2017.

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.

Under these pilot and alternate schedules Metra operated 582 regularly scheduled revenue trains each weekday in July which is a 16 percent reduction from Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 275 regularly scheduled revenue trains each Saturday in July, which is a one percent increase from the 273 Saturday trains Metra operated pre-pandemic. Metra

operated 185 regularly scheduled revenue trains each Sunday in July, which is a two percent increase from the 181 Sunday revenue trains Metra operated pre-pandemic. As a result of the changes under these alternative and pilot schedules, Metra operated about 18 percent fewer total revenue trains in July 2022 than in July 2019, but about 44 percent more total revenue trains than in July 2020 and about seven percent more total revenue trains than in July 2021.

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
July 2022**

	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	24	97.3%	952	26	97.3%	1,832	50	97.3%	157	4	97.5%	127	7	94.5%	2,116	61	97.1%
ME-ML	500	5	99.0%	840	10	98.8%	1,340	15	98.9%	210	14	93.3%	144	13	91.0%	1,694	42	97.5%
ME-BI	140	0	100.0%	220	3	98.6%	360	3	99.2%	40	0	100.0%	--	--	--	400	3	99.3%
ME-SC	220	0	100.0%	620	12	98.1%	840	12	98.6%	160	7	95.6%	120	11	90.8%	1,120	30	97.3%
Subtotal	860	5	99.4%	1,680	25	98.5%	2,540	30	98.8%	410	21	94.9%	264	24	90.9%	3,214	75	97.7%
HC	100	7	93.0%	20	5	75.0%	120	12	90.0%	30	3	90.0%	--	--	--	150	15	90.0%
MD-N	360	32	91.1%	410	51	87.6%	770	83	89.2%	103	15	85.4%	111	5	95.5%	984	103	89.5%
MD-W	380	45	88.2%	424	33	92.2%	804	78	90.3%	122	5	95.9%	110	4	96.4%	1,036	87	91.6%
Subtotal	740	77	89.6%	834	84	89.9%	1,574	161	89.8%	225	20	91.1%	221	9	95.9%	2,020	190	90.6%
NCS	160	13	91.9%	80	5	93.8%	240	18	92.5%	--	--	--	--	--	--	240	18	92.5%
RI	620	34	94.5%	982	54	94.5%	1,602	88	94.5%	167	5	97.0%	170	1	99.4%	1,939	94	95.2%
SWS	180	7	96.1%	60	4	93.3%	240	11	95.4%	--	--	--	--	--	--	240	11	95.4%
UP-N	440	28	93.6%	960	47	95.1%	1,400	75	94.6%	137	2	98.5%	114	8	93.0%	1,651	85	94.9%
UP-NW	600	36	94.0%	722	16	97.8%	1,322	52	96.1%	170	6	96.5%	128	7	94.5%	1,620	65	96.0%
UP-W	320	46	85.6%	486	40	91.8%	806	86	89.3%	104	6	94.2%	112	3	97.3%	1,022	95	90.7%
Subtotal	1,360	110	91.9%	2,168	103	95.2%	3,528	213	94.0%	411	14	96.6%	354	18	94.9%	4,293	245	94.3%
System	4,900	277	94.3%	6,776	306	95.5%	11,676	583	95.0%	1,400	67	95.2%	1,136	59	94.8%	14,212	709	95.0%

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

Delays data for most recent month is final (08/15/2022) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - July 2022**

	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	6,296	186	97.0%	6,823	201	97.1%	13,119	387	97.1%	915	18	98.0%	691	15	97.8%	14,725	420	97.1%
ME-ML	3,500	52	98.5%	6,216	100	98.4%	9,716	152	98.4%	1,261	43	96.6%	817	29	96.5%	11,794	224	98.1%
ME-BI	1,036	33	96.8%	1,628	38	97.7%	2,664	71	97.3%	240	5	97.9%	--	--	--	2,904	76	97.4%
ME-SC	<u>1,628</u>	<u>44</u>	97.3%	<u>4,588</u>	<u>88</u>	98.1%	<u>6,216</u>	<u>132</u>	97.9%	<u>960</u>	<u>31</u>	96.8%	<u>680</u>	<u>25</u>	96.3%	<u>7,856</u>	<u>188</u>	97.6%
Subtotal	6,164	129	97.9%	12,432	226	98.2%	18,596	355	98.1%	2,461	79	96.8%	1,497	54	96.4%	22,554	488	97.8%
HC	740	79	89.3%	148	37	75.0%	888	116	86.9%	30	3	90.0%	--	--	--	918	119	87.0%
MD-N	2,665	191	92.8%	2,969	219	92.6%	5,634	410	92.7%	613	80	86.9%	615	29	95.3%	6,862	519	92.4%
MD-W	<u>2,812</u>	<u>250</u>	91.1%	<u>3,112</u>	<u>170</u>	94.5%	<u>5,924</u>	<u>420</u>	92.9%	<u>729</u>	<u>39</u>	94.7%	<u>614</u>	<u>33</u>	94.6%	<u>7,267</u>	<u>492</u>	93.2%
Subtotal	5,477	441	91.9%	6,081	389	93.6%	11,558	830	92.8%	1,342	119	91.1%	1,229	62	95.0%	14,129	1,011	92.8%
NCS	1,183	80	93.2%	593	35	94.1%	1,776	115	93.5%	--	--	--	--	--	--	1,776	115	93.5%
RI	4,588	183	96.0%	7,254	232	96.8%	11,842	415	96.5%	1,000	47	95.3%	954	41	95.7%	13,796	503	96.4%
SWS	1,332	72	94.6%	444	48	89.2%	1,776	120	93.2%	--	--	--	--	--	--	1,776	120	93.2%
UP-N	3,256	135	95.9%	7,422	269	96.4%	10,678	404	96.2%	791	26	96.7%	622	43	93.1%	12,091	473	96.1%
UP-NW	3,720	268	92.8%	4,370	134	96.9%	8,090	402	95.0%	1,023	62	93.9%	716	27	96.2%	9,829	491	95.0%
UP-W	<u>2,368</u>	<u>238</u>	89.9%	<u>3,558</u>	<u>288</u>	91.9%	<u>5,926</u>	<u>526</u>	91.1%	<u>610</u>	<u>26</u>	95.7%	<u>618</u>	<u>27</u>	95.6%	<u>7,154</u>	<u>579</u>	91.9%
Subtotal	9,344	641	93.1%	15,350	691	95.5%	24,694	1,332	94.6%	2,424	114	95.3%	1,956	97	95.0%	29,074	1,543	94.7%
System	35,124	1,811	94.8%	49,125	1,859	96.2%	84,249	3,670	95.6%	8,172	380	95.3%	6,327	269	95.7%	98,748	4,319	95.6%

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

Delays data for most recent month is final (08/15/2022) 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-Jul	Annual
BNSF	2017	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	95.6%	94.5%
	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	91.7%	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	93.9%	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	97.5%	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	97.5%	97.1%
	2022	98.0	97.6	98.1	97.8	95.2	96.3	97.1						97.1%	97.1%
	2017-2021 average	94.5	92.9	96.4	96.2	94.6	94.6	94.7	95.3	94.5	95.2	94.9	96.4	94.8%	95.0%
ME	2017	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	98.0%	98.1%
	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	98.3%	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	97.5%	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	97.6%	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	98.2%	98.0%
	2022	98.4	97.0	97.9	98.4	97.3	98.1	97.7						97.8%	97.8%
	2017-2021 average	97.1	96.2	98.8	99.1	98.3	98.1	97.7	98.2	98.5	98.4	97.8	97.9	97.9%	98.0%
HC	2017	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4	90.7	93.6%	93.2%
	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	88.1%	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	86.5%	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	90.4%	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	86.0%	86.5%
	2022	84.9	84.2	87.0	92.1	84.9	85.6	90.0						87.0%	87.0%
	2017-2021 average	88.4	87.8	90.7	93.9	83.6	88.4	90.0	90.3	89.1	88.7	89.4	92.5	89.1%	89.5%
MD-N	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	94.5%	93.8%
	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	92.7%	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	91.3%	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	95.8%	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	92.1%	93.0%
	2022	94.0	93.5	95.9	95.5	90.3	88.3	89.5						92.4%	92.4%
	2017-2021 average	92.2	91.0	95.9	94.6	94.3	92.9	91.6	94.1	93.4	93.2	92.3	94.1	93.2%	93.3%
MD-W	2017	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	96.1%	95.5%
	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	95.7%	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	95.1%	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	95.3%	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	93.2%	94.1%
	2022	92.7	93.9	97.0	95.2	90.3	91.8	91.6						93.2%	93.2%
	2017-2021 average	94.7	91.6	96.1	96.3	95.9	96.0	96.1	95.7	96.1	95.7	94.0	93.3	95.2%	95.1%
NCS	2017	92.6	91.6	95.1	95.2	95.5	95.7	94.8	98.0	92.7	91.9	92.6	92.0	94.4%	94.0%
	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	93.3%	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	93.9%	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	91.2%	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	86.6%	90.4%
	2022	94.0	95.4	96.7	96.8	88.5	90.5	92.5						93.5%	93.5%
	2017-2021 average	91.5	87.1	95.2	94.9	93.6	94.8	93.9	94.2	93.8	94.4	92.1	92.7	92.9%	93.2%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Jul	Annual
RI	2017	95.2	97.1	97.8	98.0	94.6	96.0	95.3	95.2	95.7	95.9	94.0	92.8	96.3%	95.7%
	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	94.5%	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	91.5%	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	95.2%	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	95.3%	95.7%
	2022	96.5	93.7	98.0	98.1	97.0	95.8	95.2						96.4%	96.4%
	2017-2021 average	93.1	91.8	96.8	97.3	94.1	94.6	93.9	94.8	94.6	96.2	93.9	95.5	94.5%	94.7%
SWS	2017	96.2	94.1	96.4	97.3	92.8	97.1	97.1	94.3	96.3	93.7	90.1	93.8	95.8%	94.9%
	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	91.9%	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	92.7%	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	95.6%	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	91.9%	91.0%
	2022	91.7	92.5	92.0	94.4	93.7	93.2	95.4						93.2%	93.2%
	2017-2021 average	94.2	91.9	94.9	95.7	93.7	91.7	93.2	92.6	93.6	92.6	92.1	93.9	93.7%	93.4%
UP-N	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	97.2%	97.2%
	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	97.0%	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	94.6%	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	98.4%	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	96.7%	96.0%
	2022	95.8	96.6	97.0	96.4	95.6	96.2	94.9						96.1%	96.1%
	2017-2021 average	96.0	95.1	97.6	97.7	97.5	97.0	96.1	95.6	96.9	96.9	95.7	96.7	96.7%	96.5%
UP-NW	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	95.5%	95.1%
	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	94.7%	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	92.8%	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	96.9%	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	96.0%	95.2%
	2022	94.0	94.6	95.7	96.3	95.3	93.2	96.0						95.0%	95.0%
	2017-2021 average	95.1	93.0	96.9	95.9	96.5	94.0	93.7	94.2	95.5	94.9	93.0	95.6	95.0%	94.9%
UP-W	2017	95.0	96.5	96.1	92.9	93.8	92.4	94.8	94.3	94.7	92.9	94.8	90.7	94.5%	94.1%
	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	91.9%	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	90.4%	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	96.3%	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	91.2%	90.5%
	2022	92.9	94.5	91.8	92.5	91.9	89.2	90.7						91.9%	91.9%
	2017-2021 average	93.2	89.2	94.9	94.7	92.3	93.6	91.6	92.0	93.5	93.2	91.7	91.7	92.8%	92.6%
System excluding South Shore	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	96.2%	95.8%
	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	94.8%	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	93.9%	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	96.6%	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	95.5%	95.5%
	2022	95.9	95.5	96.8	96.8	94.8	94.6	95.0						95.6%	95.6%
	2017-2021 average	94.7	93.0	96.8	96.8	95.7	95.4	94.9	95.4	95.7	95.8	94.6	95.6	95.3%	95.4%

Delays data for most recent month is final (08/15/2022) version from TOPS.

'2017-2021 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
July 2022**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
HC	915 75% OT	Tue, Jul 05	60	N	STOPPED FOR COMED POWER LINES DOWN ON CN TKS MP 4.4	
		Thu, Jul 07	14	G1	RID No. 424 ran 7 minutes intermediate time on run but arrived on time, delaying No. CN L536's operation for 10 minutes in a prearranged slot. That cascaded into a slot unavailable unplanned for No. 915.	
		Fri, Jul 08	12	D	(GENERAL FREIGHT INTERFERENCE) - UP IG388 11000 GOING INTO ASHLAND TRAIN WAITED 15 MIN FOR FREIGHT TO CLEAR. [Controllable Freight]	
		Fri, Jul 22	14	CD	15M NS-BRIGHTON PK., MOW IN FOUL OF TRACK (WORK ON DIAMONDS)	
		Mon, Jul 25	9	RF	(FOREIGN/PSA DISPATCH ERROR) - 10M NS-BRIGHTON PARK, WAITING FOR AUTHORIZATION FROM THE CN DISP. [Controllable Freight]	
MD-N	2126 60% OT	Wed, Jul 06	16	E1	(-16)-23" Departed Deerfield late due to late arrival/turn of 2105	
		Thu, Jul 14	7	RF1	-8; ARRIVED CUS @9:30AM; DEPARTED DEERFIELD LATE DUE TO WAITING ON LATE 2124	
		Thu, Jul 21	8	A1	(-8) -3" Departed Deerfield late due to late arrival/turn of 2105(who was delayed at Mayfair); -3" Stop signal Mayfair; -2" Stop signal A-2	
		Fri, Jul 22	6	A	(-7) -9" Departed Deerfield late due to late arrival/turn of 2105, MEETING UPNW TRAINS	
		Mon, Jul 25	13	GW1	-13" -9" Waiting 2124; -4 2105 Late;	
		Tue, Jul 26	7	A1	(-7) -6" Departed Deerfield late due to late arrival/turn of 2105; -2" Accommodating passengers	
		Wed, Jul 27	15	GM1	(-16) -7" Departed Deerfield late due to late arrival/turn of 2105; -6" Stop signal Mayfair; 3" Stop signal A-2	
		Thu, Jul 28	12	ZG1	-12" Departed Deerfield late due late arrival/turn of 2205 (MOUSE NEST IN SIGNAL BUNGALOW)	
MD-N	2143 80% OT	Tue, Jul 12	35	VE1	36 min late, 33 min CUS late arrival of equipment and mechanical/PTC issues needed to swap equipment.	
		Tue, Jul 19	7	ZG1	7 min late, 6 min Rondout waiting on Amtrak 340 to clear. WIU ISSUES RONDOUT	
		Thu, Jul 21	15	GF	12 min late, 12 min CN signal issues talked by restricted speed.	
		Thu, Jul 28	17	G1	17 min late, 5 min stop signal Mayfair, 3 min item 2's, 5 min Rondout waiting on 2152, 6 min CN cross traffic.	
MD-N	2146 75% OT	Wed, Jul 20	7	VG	7 min late, 3 min ADA, 5 min stop signal Libertyville.	
		Fri, Jul 22	7	AM	7 min late, 5 min Libertyville waiting on 2125, 4 min stop signal Rondout, 2 min passenger loading (AM008 was ran in front of MW2146 at Rondout)	
		Mon, Jul 25	8	GW1	9 min late, 4 min Fox Lake late turn from 2121, 5 min Libertyville waiting on a tardy 2125, 5 min enroute track circuit between Lake Forest and Deerfield, 2 min ADA.	
		Thu, Jul 28	29	G	Track circuit, Rondout	
		Fri, Jul 29	16	I	HEAVY PASSENGER LOADING	
MD-N	2152 55% OT	Fri, Jul 01	41	M1	41 min late. Due to Amtrak 340 striking a cyclist at North Glenview the following North line trains were delayed. (FATALITY)	
		Tue, Jul 05	11	GW	11 min late, 6 min Rondout late turn from 2141, 7 min switch (11 switch) failure A-5.	
		Wed, Jul 13	9	ZV1	9 min late, late turn from 2141.	
		Mon, Jul 18	11	A1	-11" Stop @ A2 (-2); Stop @ Mayfair (-2); Flip @ Rondout (-7)	
		Tue, Jul 19	14	ZG1	14 min late, waiting at Rondout for Amtrak 340 with PTC issues to clear. WIU ISSUES RONDOUT	
		Thu, Jul 21	7	A1	7 min late, 6 min Rondout late turn from 2141 (from cross traffic at mayfair)	
		Mon, Jul 25	8	GW1	8 min late, 6 min Rondout waiting on Amtrak 8, 6 min track circuit 2 main lake Forest.	
		Tue, Jul 26	13	GX1	13 min late, 8 min late turn from 2141, 8 min following Amtrak 340 and item 1 at Everett Rd.	
		Thu, Jul 28	18	G1	18 min late, late turn from 2141.	
MD-N	2156 70% OT	Fri, Jul 01	22	M1	20 min late, 10 min late turn from 2147, 8 min CN cross (Northbound freight) traffic, 4 min enroute used 1 main A-20 Morton Grove.	
		Tue, Jul 05	9	GW1	11 min late, 5 min Libertyville waiting on 2151, 6 min stop signal Mayfair.	
		Tue, Jul 19	7	ZG1	7 min late, 10 min signal issues at Libertyville. WIU ISSUES RONDOUT	
		Thu, Jul 21	9	D	11 min late, 4 min stop signal Fox Lake east, 8 min freight interference CN crossing. [Controllable Freight]	
		Thu, Jul 28	30	G1	30 min late, 14 min late turn from 2147, 6 min meeting 2151 Grayslake, 11 min stop signal CN.	
		Fri, Jul 29	10	D1	9 min Fox Lake late turn from 2147 and PTC issues train 2156 wasn't in the system. [Controllable Freight]	
MD-W	2203 50% OT	Fri, Jul 01	13	ZT1	(-11) -2" Departed CUS late due to difficulties waking a passenger left over from 2202, called Amtrak Police for assistance; Meets with Eastbound trains; -18" Stop signal Elgin East Waiting on 2226	
		Tue, Jul 05	36	E1	(-35) -34" Departed CUS late due to late arrival/turn of 2202 due to earlier delays	
		Wed, Jul 06	12	U1	(-13) -10" Departed CUS late due to late arrival/turn of 2202; -3" Slow closing doors, slow loading Amtrak engine #77	
		Fri, Jul 08	8	CC1	(-8) -3" Departed CUS late due to late arrival/turn of 2202; Meets with Eastbound trains, no intertrack fencing	
		Tue, Jul 12	18	CC	(-19) -3" Departed CUS late due to late arrival/turn of 2202; -1" Door problems @ Wood Dale; -15" In Out of Service Limits, MAKING MEETS WITH INBOUNDS AND NO FENCING DUE TO TRACKWORK	
		Wed, Jul 13	14	CC1	(-14) -6" Departed CUS late due to late arrival/turn of 2202; Meets with Eastbound trains; Open another ADA car for extra bikes; -5" Restricted speed for 2 miles in the Out of Service Limits, PTC disengaged	
		Fri, Jul 22	11	GM	(-11) -3" Departing CUS waiting on the signal; -3" Temporary speed restrictions; -1" Three Automatic Grade Crossing Malfunctions Item #2's @ Franklin Park; -4" Meets with Eastbound trains, holding out of stations due to no intertrack fencing	
		Wed, Jul 27	9	CC1	(-10) -4" Departed CUS late due to late arrival/turn of 2202; -3" PTC disengaged @ CP Morgan St.; -1" Meets with Eastbound trains, no intertrack fencing; Temporary speed restrictions	
		Thu, Jul 28	9	ZH1	(-6) -2" Departed CUS late due to late arrival/turn of 2202; -4" Stop CUS CP Lake St. waiting on late arriving 2102; -3" Meets enroute with Eastbound trains, no intertrack fencing; Temporary speed restrictions	
		Fri, Jul 29	7	CC1	(-8) -1" Departed CUS late due to late turn of 2202; Meets enroute with Eastbound trains, no intertrack fencing; Temporary speed restrictions	

**Table 3 (continued): Weekday Trains less than 85% On-Time
July 2022**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
MD-W	2210	Tue, Jul 05	26	GW1	(-26) Departed Elgin late due to following other late trains; Temporary speed restrictions; Track circuit, stop signal Spaulding, verbal permission by, restricted speed; Three Automatic Grade Crossing Malfunctions Naperville Rd., Harlem Ave., Neva	
		65% OT	Wed, Jul 06	26	F	(-15) Mechanical problems, stuck brakes on cab car #8546, C/O 2nd truck -J1 EXHAUST CONE
		Mon, Jul 11	13	CC	(-8) Mechanical problems, door problems coach #6168 @ Big Timber; Track construction, temporary speed restrictions	
		Tue, Jul 12	10	U	(-10) ADA Schaumburg to CUS; Track construction, temporary speed restrictions	
		Fri, Jul 22	13	GM	(-13) PTC issues, loaded three Automatic Grade Crossing Malfunctions Item #2's in Franklin Park then canceled but not removed from PTC	
		Tue, Jul 26	15	D	(-15) Temporary speed restrictions; Stop signal B-12 freight interference (2i52) {Controlling Freight}	
MD-W	2212	Tue, Jul 05	27	GW1	(-23) Following late 2210; Track circuit, stop signal Spaulding, verbal permission by, restricted speed; Automatic Grade Crossing Malfunction Item #2 @ Naperville Rd. mp 31.87; -5" Copying/complying with two Automatic Grade Crossing Malfunction Item #2 @	
		55% OT	Wed, Jul 06	18	F1	(-18) Following late 2210
		Thu, Jul 07	7	CC1	(-7) Following train ahead (2210); Temporary speed restrictions	
		Mon, Jul 11	9	CC1	(-10) Following trains ahead (2210); Temporary speed restrictions	
		Tue, Jul 12	11	U1	(-11) Following train ahead (2210); Temporary speed restrictions	
		Wed, Jul 13	9	CC1	(-9) Following train ahead (2210); Temporary speed restrictions	
		Fri, Jul 22	8	GM1	(-9) -5" Following train ahead (2210)	
		Wed, Jul 27	7	CC1	(-7) Following train ahead (2210)	
		Thu, Jul 28	8	CC1	(-9) Following train ahead (2210)	
		MD-W	2227	Wed, Jul 20	11	S
80% OT	Thu, Jul 21			13	D	14 min late, freight interference B-17. {Controllable Freight}
Wed, Jul 27	12			H	19 min late, 8 min B-12 following NCS 109, 14 min locomotive issues 217 low power couldn't make track speed (HUMAN ERROR MECHANICAL)	
Thu, Jul 28	8			D1	14 min late, 3 min A-5 cross traffic, 5 min speed restrictions, following 2225. [Controllable Freight]	
NCS	108	Tue, Jul 05	14	GW	(-14) X/O Vernon Hills 2MT waiting for passengers; Two Automatic Grade Crossing Malfunctions @ Harlem Ave. & Neva, Meet with 2205 @ Mont Clare; 528 (A) Oakton St.	
		80% OT	Fri, Jul 15	8	A	cross traffic at Deval
		Fri, Jul 22	8	A	(-8) -5" Stop signal Deval; -3" Stop signal A-2	
NCS	113	Thu, Jul 14	0	XE	113 was annulled at Mundelein. 19 min delay loco 120 failed to load at Schiller Pk. crew activated lead loco 88, loco 88 failed at Mundelein remaining passengers continued to Antioch on 115 B/O BRAKE PIPE PRESSURE SWITCH	
		80% OT	Tue, Jul 19	13	ZA1	13 min late, following 2131, 2133 and 2233 CUS-A-2.
		Thu, Jul 21	8	D	8 min UP cross traffic Deval. {Controllable Freight}	
		Fri, Jul 29	14	L	Elmwood Pk - 2 youths playing chicken with train, reported to dispatcher	
RI	403	Wed, Jul 13	11	GM	(METRA/PSA GATE XING MALFUNCTION) - DELAYED 10 MINUTES AT ROBBINS ACCOUNT MAINTAINER WORKING ON GATE MALFUNCTION (ITEM 1 S)	
		70% OT	Thu, Jul 14	12	GM	(METR/PSA SIG/SWX MALFCN-SIG DEPT) - 12 MINS LATE DUE TO TWO ITEMS 1 S WOLF RD AND MOKENA
		Wed, Jul 20	20	E1	(LOCOMOTIVE MALFUNCTION) - DELAYED 20 MINUTES AT ROBBINS ACCOUNT WAITING FOR R1302 AND R1702 TO CLEAR AND RUNNING AROUND R1404.	
		Mon, Jul 25	14	E1	(LOCOMOTIVE MALFUNCTION) - 15M DUE TO R1601 MECH ISSUES W/LOCO 412	
		Tue, Jul 26	10	ZR	(PTC BACK OFFICE/SOFTWARE) - 10M LATE DEPARTING LSS DUE TO SYSTEM CONFIGURATION ISSUES W/425. HAD TO DO RECYCLING BRAKERS & THE TESTING TOOK	
		Thu, Jul 28	9	I1	ARRIVED 6 MINUTES LATE AT TINLEY PARK OAK PARK (waiting on extra lolla trains)	
RI	409	Thu, Jul 07	17	G	(METR/PSA SIG/SWX MALFCN-SIG DEPT) - 15M CP 54TH DUE TO #3 SW FAILING REVERSE/CREW HAD TO HAND LINE THE SWITCHES DUE TO T& T ON TRK #2	
		80% OT	Tue, Jul 12	8	K	(OBSTRUCTION ON TRACKS) - DELAYED 20 MINUTES ACCOUNT HOUSE FIRE (RUNNING DOWN BEVERLY SUB AND GATE MALFUNCTION).
		Thu, Jul 14	20	W	ALL STOP NEW LENOX PER DISPATCHER FOR A GAS LEAK	
UP-N	354	Thu, Jul 14	72	M1	-72; DELAYED ON ACCT OF 342 PEDESTRIAN INCIDENT AT MP 13.5	
		80% OT	Mon, Jul 18	13	VF	-13" ADA lift deploy light came on several times @ Hubbard Woods & two ADA lifts NO ISSUES FOUND
		Thu, Jul 21	14	R	-14" Delayed @ Lake Bluff on acct. of engine issues (white smoke coming from the engine & engine slow loading - BRAKES APPLIED CAUSING ISSUES)	
		Wed, Jul 27	81	M1	-81" Delayed on acct. of M346 vehicle incident @ Ravinia	
UP-N	355	Thu, Jul 07	8	I	-8" Slow passenger loading/unloading enroute	
		80% OT	Thu, Jul 14	23	M1	-23; DELAYED ON ACCT OF 342 PEDESTRIAN INCIDENT AT MP 13.5
		Thu, Jul 21	15	ZT	-15" PTC issues from MP33.7-MP38 (switch position unknown -cutout PTC & operated restricted speed from MP34-MP38)	
UP-NW	635	Wed, Jul 27	41	M1	-41" Delayed on acct. of M346 vehicle incident @ Ravinia	
		80% OT	Fri, Jul 01	7	I1	-7" Running on approaches from Barrington to C.L. JCT
		Thu, Jul 07	15	ZR	-15" Delayed @ Crystal Lake Junction on acct. of Form C 38343 MP33.5-MP34.5 (30MPH) & waited for a line up @ Crystal Lake Junction	
		Thu, Jul 14	10	GT	-10; XH AT MP20.12 TRAINS AHEAD	
Wed, Jul 20	10	M1	-10" Restricted speed @ MP27.27 (M625 struck a vehicle); XG @ MP27.27			

**Table 3 (continued): Weekday Trains less than 85% On-Time
July 2022**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
UP-NW	639	Tue, Jul 05	18	KW	-18" Delayed @ MP52 on acct. of tornado warnings MP45-MP56 (operated restricted speed); PTC issues between MP51-MP58 (cutout PTC @ MP58)
		Fri, Jul 08	18	RF	-18" Delayed @ Harvard, Dispatcher issued out the wrong signal had to time signal out and issue new signal
		Thu, Jul 14	17	C	-17; 10MPH AT MP6-P6.25; CROSS TRAFFIC AT DEVAL; WAITED FOR M641 TO CLEAR BARRINGTON
		Wed, Jul 20	8	M1	-8" Delayed on acct. of M625 struck a vehicle @ MP 27.27
UP-NW	641	Wed, Jul 06	15	RF	-15" Delayed @ Crystal Lake Junction to get track warrant from Dispatcher 342
		Thu, Jul 07	7	CC	-7" Form C 38343 MP33.5-MP34.5
		Thu, Jul 14	22	C	-22; DELAYED FOLLOWING M637 tie replacement
		Wed, Jul 20	18	M1	-18" Delayed on acct. of M625 struck a vehicle @ MP 27.27
		Wed, Jul 27	12	GT	-12" Delayed @ Crystal Lake Junction waiting for a track warrant from Disp 342
UP-W	10	Fri, Jul 01	8	VG	-8" Delayed due to no signal @ Western Ave
		Wed, Jul 13	10	I	-10" Passengers on wrong side @ Villa, Berkeley, River Forest, Oak Park, also no signal @ Western
		Thu, Jul 14	39	D	-39; FREIGHT TRAIN INTERFERENCE AT OAK PARK (MPRAS-13) GOING ONTO ROCKWELL SUB [Controllable Freight]
		Fri, Jul 29	25	D	-25" Stopped @ 25th Avenue waiting for freight train MASPR-27 to clear into Proviso [Controllable Freight]
UP-W	15	Fri, Jul 08	12	CC	-12" Delayed due to speed restriction for Form B M.P. 13-14.5
		Thu, Jul 14	20	D1	-25; LATE TURN OFF M10 [Controllable Freight]
		Tue, Jul 19	15	ZT	-15" Delayed due to PTC issues had to cut out the PTC @ Elmhurst
		Mon, Jul 25	15	JM1	-15" Stopped at Villa Park due to medical emergency on M18
		Fri, Jul 29	10	D1	-15" Late arrival of M10 crew & equipment [Controllable Freight]
UP-W	20	Mon, Jul 11	9	ZR	-9" Loading door issues @ Geneva also PTC issues (ENGINEER SELECTED WRONG TRACK)
		Tue, Jul 19	14	VE	-14" Delayed due to slow loading METX 74 -INSPECTED, NO ISSUES FOUND; PHI GEARING, ACCELERATE SLOWLY BY DESIGN
		Mon, Jul 25	16	JM1	-16" Picked up passengers from M18 (250 passengers) 4 ADA @ Villa Park; Slow passenger loading at River Forest and Oak Park
		Thu, Jul 28	26	K1	-26" Following M18, also waited on Freight Train to clear Kedzie
UP-W	24	Tue, Jul 19	7	VE1	-7" Followed M20 from Berkeley
		Wed, Jul 20	9	D	-9" Delayed following Freight from Geneva to Elmhurst, also heavy passenger loading [Controllable Freight]
		Mon, Jul 25	10	JM1	-10" Medical emergency on M18, followed M20 from Glen Ellyn.
		Thu, Jul 28	15	K1	-15" Following M20
UP-W	26	Wed, Jul 06	6	U	-6" ADA @ Glen Ellyn to Lombard
		Wed, Jul 20	9	D1	-9" Delayed following M24 which was delayed by Freight Train [Controllable Freight]
		Mon, Jul 25	14	JM1	-14" Stopped at Wheaton due to medical emergency on M18
		Wed, Jul 27	7	D	-7" Delayed @ Peck waited on Freight LG2G2 [Controllable Freight]
UP-W	32	Fri, Jul 01	20	D	-8" Departed Elburn 8 mins down waited for the IG1LA to clear [Controllable Freight]
		Tue, Jul 05	11	E	-11" Delayed due to head end power issues also ran @restricted speed through the short crossovers @ Kedzie
		Wed, Jul 06	22	E1	-22" Delayed @ Western due to Metra train blocking interlocking -MDN 2105 DIED WHILE YARDING
		Fri, Jul 15	13	DE	-13" Delayed @ Peck due to MNPCH stopped on trk 1 in emergency waited for the MCHCB to clear on trk 2 [Controllable Freight]
UP-W	45	Wed, Jul 06	9	F	-9" Delayed on acct. of sticky doors on coach car 8238 (southside loading doors) ADJUSTED TRIM AND DOOR ARM; CLEANED POCKET
		Thu, Jul 07	11	CC	-11" 10MPH MP 13-MP14.5 & 1 ADA lift
		Wed, Jul 13	9	CC	-9" 40MPH between MP14.25-MP19.00 & XH @ MP18.21
		Fri, Jul 22	9	D1	-9" Delayed @ Elburn waiting on M58 to depart [Controllable Freight]
		Thu, Jul 28	14	E1	-14" Delayed on acct. of picked up M39 passengers @ River Forest & made all stops to Elburn, due to M39 mechanical issues @ River Forest
UP-W	55	Tue, Jul 12	18	CC	-18" 10MPH speed restriction from MP13-MP15
		Mon, Jul 18	10	U	-10" Two ADA lifts & 30MPH @ MP
		Tue, Jul 19	8	U	-8" 4 ADA lifts, following M555 & sticky loading doors @ College Ave
		Fri, Jul 22	9	UF	-9" Delayed @ College Ave ADA lift issues, also slow order MP 37.5 REPLACED BRAIN BOX
UP-W	56	Fri, Jul 01	18	VG	-18" Delayed due to late arrival of equipment
		Wed, Jul 06	20	F	-20" Delayed @ MP40 on acct of mechanical issues on cab car 8423 (BAD ORDER BATTERY CHARGER) -REPLACED BATTERY CHARGER
		Fri, Jul 15	16	DE1	-16" Late turn from M37 [Controllable Freight]
		Tue, Jul 19	18	D	-18" Freight interference @ West Chicago (MBUG3X) & cross traffic @ Western Ave [Controllable Freight]
UP-W	58	Tue, Jul 12	7	D	-7" Delayed @ Peck, waited for M47 to clear on acct. of MPRNP on track 1 & cross traffic @ Western Ave [Controllable Freight]
		Fri, Jul 15	25	DE	-25" Following Freight from Elburn to West Chicago, restricted speed by freight in emergency @ Kedzie, also late turn off M39 Delayed at Kedzie due to freight MG3AH in emergency [Controllable Freight]
		Tue, Jul 19	7	ZA1	-7" Cross traffic @ Western Ave
		Fri, Jul 22	11	D1	-11" Delayed @ Elburn late turn off M39 [Controllable Freight]
		Wed, Jul 27	9	GT	-9" Delayed @ Peck on acct. of CAD system failure (17:30-17:37) operated restricted speed to the next signal, once on the move & cross traffic @ Western Ave
		Thu, Jul 28	31	E1	-31" Late departure from Elburn -used M45 equipment on acct. of M39 mechanical issues @ River Forest

Data is final (08/15/2022) 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
July 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	9	-	-	-	6	14	12	2	1	2	-	9	40	95
Freight Interference - Peak	-	-	-	-	3	1	6	1	-	2	-	2	14	29
Primary	-	-	-	-	3	1	5	1	-	2	-	2	10	24
Secondary	-	-	-	-	-	-	1	-	-	-	-	-	4	5
Freight Interference - Off-Peak	9	-	-	-	3	13	6	1	1	-	-	7	26	66
Primary	8	-	-	-	3	6	4	1	1	-	-	5	16	44
Secondary	1	-	-	-	-	7	2	-	-	-	-	2	10	22
Signal/Switch Failure - Total	9	5	1	7	2	21	7	2	16	5	6	2	3	86
Signal/Switch Failure - Metra/PSA	5	5	1	7	1	19	5	1	16	1	6	2	3	72
Primary	4	5	1	2	-	10	3	1	7	1	3	2	3	42
Secondary	1	-	-	5	1	9	2	-	9	-	3	-	-	30
Signal/Switch Failure - Foreign	4	-	-	-	1	2	2	1	-	4	-	-	-	14
Primary	1	-	-	-	1	2	1	-	-	2	-	-	-	7
Secondary	3	-	-	-	-	-	1	1	-	2	-	-	-	7
Mechanical Failure - Total	10	-	-	-	-	11	9	1	24	1	5	1	13	75
Mechanical Failure - Metra/PSA	8	-	-	-	-	11	9	1	24	1	5	1	13	73
Non-Locomotive Equipment Issue - Metra/PSA	3	-	-	-	-	2	3	-	2	1	1	-	4	16
Primary	3	-	-	-	-	2	2	-	2	1	1	-	4	15
Secondary	-	-	-	-	-	-	1	-	-	-	-	-	-	1
Locomotive Issue - Metra/PSA	5	-	-	-	-	9	6	1	22	-	4	1	9	57
Primary	4	-	-	-	-	4	3	1	4	-	3	-	4	23
Secondary	1	-	-	-	-	5	3	-	18	-	1	1	5	34
Mechanical Failure - Foreign	2	-	-	-	-	-	-	-	-	-	-	-	-	2
Passenger Train Interference - Total	-	-	-	1	1	8	-	3	-	-	-	-	-	13
Passenger Train Interference - Metra/PSA	-	-	-	-	-	7	-	3	-	-	-	-	-	10
Passenger Train Interference - Foreign	-	-	-	1	1	1	-	-	-	-	-	-	-	3
Accident - Total	2	-	-	-	-	4	-	-	26	-	44	11	-	87
Accident - Metra/PSA	2	-	-	-	-	4	-	-	-	-	44	11	-	61
Accident - Foreign	-	-	-	-	-	-	-	-	26	-	-	-	-	26
Track Work - Total	3	7	-	3	1	-	26	-	-	1	1	6	6	54
Track Work - Metra/PSA	2	7	-	3	-	-	26	-	-	-	1	6	6	51
Track Work - Foreign	1	-	-	-	1	-	-	-	-	1	-	-	-	3
Human Error - Total	14	7	-	7	2	8	4	1	4	1	4	10	1	63
Human Error - Metra/PSA	13	7	-	7	1	2	3	1	4	-	2	3	-	43
Human Error - Foreign	1	-	-	-	1	6	1	-	-	1	2	7	1	20
PTC Related - Total	2	3	-	4	-	13	9	3	11	1	2	5	10	63
PTC Related - Metra/PSA	2	3	-	4	-	11	6	1	11	-	2	5	9	54
PTC Related - Foreign	-	-	-	-	-	2	3	2	-	1	-	-	1	9
Weather - Total	1	1	-	-	2	17	8	4	-	-	2	8	-	43
Weather - Metra/PSA	1	1	-	-	2	17	8	4	-	-	2	8	-	43
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	8	10	2	1	-	6	8	1	6	-	12	9	16	79
Obstruction/Debris - Total	3	4	-	2	-	1	2	1	5	-	8	4	6	36
Catenary Failure - Total	-	5	-	5	-	-	-	-	-	-	-	-	-	10
Other - Total	-	-	-	-	1	-	2	-	1	-	1	-	-	5
Total Trains Delayed	61	42	3	30	15	103	87	18	94	11	85	65	95	709
Total Metra/PSA Delays	44	42	3	29	5	78	69	13	67	2	83	49	53	537
Total Foreign Carrier Delays	17	0	0	1	10	25	18	5	27	9	2	16	42	172

Data for current month is final (08/15/2022) 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.

Table 5.b: Train Delays by Cause and Line
Average July Over Previous Five Years: 2017-2021

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	11	-	-	-	5	11	10	3	4	9	2	9	31	96
Freight Interference - Peak	4	-	-	-	4	3	2	1	1	3	1	5	10	34
Primary	2	-	-	-	4	1	1	1	1	3	0	3	6	21
Secondary	2	-	-	-	0	2	0	0	1	1	0	2	5	13
Freight Interference - Off-Peak	8	-	-	-	1	8	9	2	3	5	2	4	21	62
Primary	7	-	-	-	1	4	7	2	2	3	1	3	14	44
Secondary	1	-	-	-	0	4	2	0	1	2	1	1	7	19
Signal/Switch Failure - Total	13	7	4	3	2	22	7	3	16	9	1	5	7	101
Signal/Switch Failure - Metra/PSA	7	7	4	3	0	20	7	2	15	5	1	4	6	84
Primary	6	6	3	2	0	13	6	2	14	3	1	2	4	62
Secondary	1	2	1	2	-	8	1	0	1	2	0	2	2	22
Signal/Switch Failure - Foreign	6	-	-	-	2	2	0	0	0	4	-	1	1	17
Primary	6	-	-	-	1	1	0	0	0	3	-	1	1	13
Secondary	1	-	-	-	1	1	-	-	-	2	-	-	0	4
Mechanical Failure - Total	14	0	1	-	0	12	3	3	15	2	9	8	7	75
Mechanical Failure - Metra/PSA	14	0	1	-	0	10	3	3	15	2	9	8	7	73
Non-Locomotive Equipment Issue - Metra/PSA	6	0	1	-	-	1	2	1	1	2	1	1	3	19
Primary	2	0	1	-	-	1	1	1	1	1	1	1	2	13
Secondary	3	0	-	-	-	0	1	1	0	1	-	-	1	7
Locomotive Issue - Metra/PSA	8	-	-	-	0	9	2	2	14	0	8	6	4	54
Primary	3	-	-	-	0	3	1	1	5	0	3	2	2	22
Secondary	5	-	-	-	-	6	1	1	9	-	5	4	1	31
Mechanical Failure - Foreign	-	-	-	-	-	1	-	-	-	-	-	-	-	1
Passenger Train Interference - Total	6	-	-	-	0	2	1	2	0	3	-	0	0	15
Passenger Train Interference - Metra/PSA	-	-	-	-	-	2	0	2	0	-	-	0	-	5
Passenger Train Interference - Foreign	6	-	-	-	0	0	0	-	-	3	-	-	0	10
Accident - Total	3	3	-	-	-	2	1	-	2	-	3	7	10	31
Accident - Metra/PSA	2	3	-	-	-	1	1	-	1	-	3	7	4	23
Accident - Foreign	1	-	-	-	-	1	-	-	1	-	-	-	5	9
Track Work - Total	10	10	-	4	0	11	3	1	17	2	6	10	5	79
Track Work - Metra/PSA	10	10	-	4	0	11	3	1	17	2	6	10	5	79
Track Work - Foreign	0	-	-	-	-	-	-	-	-	-	-	1	-	1
Human Error - Total	16	3	2	1	2	10	2	3	9	2	11	10	10	81
Human Error - Metra/PSA	9	3	2	1	0	6	2	1	9	0	8	5	7	52
Human Error - Foreign	7	0	-	0	2	3	0	2	-	2	3	5	4	29
PTC Related - Total	4	0	1	0	1	3	1	1	8	3	3	6	6	39
PTC Related - Metra/PSA	4	0	1	0	0	3	1	-	8	1	3	6	6	35
PTC Related - Foreign	-	-	-	-	0	0	-	1	-	1	-	0	0	4
Weather - Total	8	9	3	3	0	14	5	1	3	0	5	5	0	57
Weather - Metra/PSA	8	9	3	3	0	14	5	1	3	0	5	5	0	57
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	11	12	2	2	-	14	10	1	13	0	14	18	21	117
Obstruction/Debris - Total	6	5	2	5	1	3	3	1	12	3	3	7	6	57
Catenary Failure - Total	-	1	-	0	-	-	-	-	-	-	-	-	-	1
Other - Total	-	0	-	0	-	0	1	-	1	-	0	2	1	5
Total Trains Delayed	103	50	14	19	13	104	48	20	100	33	59	87	104	755
Total Metra/PSA Delays	71	50	14	19	3	85	37	13	94	14	53	72	63	587
Total Foreign Carrier Delays	32	0	0	0	10	19	11	7	6	19	6	16	42	168

Data for current month is final (08/16/2021) 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 5.c: Train Delays by Cause and Line
July 2022 Compared to Average July Over Previous Five Years: 2017-2021

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	(2)	-	-	-	1	3	2	(1)	(3)	(7)	(2)	0	9	(1)
Freight Interference - Peak	(4)	-	-	-	(1)	(2)	4	(0)	(1)	(1)	(1)	(3)	4	(5)
Primary	(2)	-	-	-	(1)	-	4	-	(1)	(1)	(0)	(1)	4	3
Secondary	(2)	-	-	-	(0)	(2)	1	(0)	(1)	(1)	(0)	(2)	(1)	(8)
Freight Interference - Off-Peak	1	-	-	-	2	5	(3)	(1)	(2)	(5)	(2)	3	5	4
Primary	1	-	-	-	2	2	(3)	(1)	(1)	(3)	(1)	2	2	0
Secondary	(0)	-	-	-	(0)	3	0	(0)	(1)	(2)	(1)	1	3	3
Signal/Switch Failure - Total	(4)	(2)	(3)	4	-	(1)	(0)	(1)	0	(4)	5	(3)	(4)	(15)
Signal/Switch Failure - Metra/PSA	(2)	(2)	(3)	4	1	(1)	(2)	(1)	1	(4)	5	(2)	(3)	(12)
Primary	(2)	(1)	(2)	0	(0)	(3)	(3)	(1)	(7)	(2)	2	(0)	(1)	(20)
Secondary	-	(2)	(1)	3	1	1	1	(0)	8	(2)	3	(2)	(2)	8
Signal/Switch Failure - Foreign	(2)	-	-	-	(1)	-	2	1	(0)	(0)	-	(1)	(1)	(3)
Primary	(5)	-	-	-	-	1	1	(0)	(0)	(1)	-	(1)	(1)	(6)
Secondary	2	-	-	-	(1)	(1)	1	1	-	0	-	-	(0)	3
Mechanical Failure - Total	(4)	(0)	(1)	-	(0)	(1)	6	(2)	9	(1)	(4)	(7)	6	0
Mechanical Failure - Metra/PSA	(6)	(0)	(1)	-	(0)	1	6	(2)	9	(1)	(4)	(7)	6	(0)
Non-Locomotive Equipment Issue - Metra/PSA	(3)	(0)	(1)	-	-	1	1	(1)	1	(1)	(0)	(1)	1	(3)
Primary	1	(0)	(1)	-	-	1	1	(1)	1	-	(0)	(1)	2	2
Secondary	(3)	(0)	-	-	-	(0)	0	(1)	(0)	(1)	-	-	(1)	(6)
Locomotive Issue - Metra/PSA	(3)	-	-	-	(0)	(0)	4	(1)	8	(0)	(4)	(5)	5	3
Primary	1	-	-	-	(0)	1	2	0	(1)	(0)	(0)	(2)	2	1
Secondary	(4)	-	-	-	-	(1)	2	(1)	9	-	(4)	(3)	4	3
Mechanical Failure - Foreign	2	-	-	-	-	(1)	-	-	-	-	-	-	-	1
Passenger Train Interference - Total	(6)	-	-	1	1	6	(1)	1	(0)	(3)	-	(0)	(0)	(2)
Passenger Train Interference - Metra/PSA	-	-	-	-	-	5	(0)	1	(0)	-	-	(0)	-	5
Passenger Train Interference - Foreign	(6)	-	-	1	1	1	(0)	-	-	(3)	-	-	(0)	(7)
Accident - Total	(1)	(3)	-	-	-	2	(1)	-	24	-	41	4	(10)	56
Accident - Metra/PSA	-	(3)	-	-	-	3	(1)	-	(1)	-	41	4	(4)	38
Accident - Foreign	(1)	-	-	-	-	(1)	-	-	25	-	-	-	(5)	17
Track Work - Total	(7)	(3)	-	(1)	1	(11)	23	(1)	(17)	(1)	(5)	(4)	1	(25)
Track Work - Metra/PSA	(8)	(3)	-	(1)	(0)	(11)	23	(1)	(17)	(2)	(5)	(4)	1	(28)
Track Work - Foreign	1	-	-	-	1	-	-	-	-	1	-	(1)	-	2
Human Error - Total	(2)	4	(2)	6	(0)	(2)	2	(2)	(5)	(1)	(7)	-	(9)	(18)
Human Error - Metra/PSA	4	4	(2)	6	1	(4)	1	0	(5)	(0)	(6)	(2)	(7)	(9)
Human Error - Foreign	(6)	(0)	-	(0)	(1)	3	1	(2)	-	(1)	(1)	2	(3)	(9)
PTC Related - Total	(2)	3	(1)	4	(1)	10	8	2	3	(2)	(1)	(1)	4	24
PTC Related - Metra/PSA	(2)	3	(1)	4	(0)	8	5	1	3	(1)	(1)	(1)	3	19
PTC Related - Foreign	-	-	-	-	(0)	2	3	1	-	(0)	-	(0)	1	5
Weather - Total	(7)	(8)	(3)	(3)	2	3	3	3	(3)	(0)	(3)	3	(0)	(14)
Weather - Metra/PSA	(7)	(8)	(3)	(3)	2	3	3	3	(3)	(0)	(3)	3	(0)	(14)
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	(3)	(2)	0	(1)	-	(8)	(2)	0	(7)	(0)	(2)	(9)	(5)	(38)
Obstruction/Debris - Total	(3)	(1)	(2)	(3)	(1)	(2)	(1)	0	(7)	(3)	5	(3)	0	(21)
Catenary Failure - Total	-	4	-	5	-	-	-	-	-	-	-	-	-	9
Other - Total	-	(0)	-	(0)	1	(0)	1	-	0	-	1	(2)	(1)	(0)
Total Trains Delayed	(42)	(8)	(11)	11	2	(1)	39	(2)	(6)	(22)	26	(22)	(9)	(46)
Total Metra/PSA Delays	-27	-8	-11	10	2	-7	32	0	-27	-12	30	-23	-10	-50
Total Foreign Carrier Delays	-15	0	0	1	0	6	7	-2	21	-10	-4	0	0	4

Data for current month is final (08/15/2022) 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 6.a: Train Delays by Cause and Line - YTD
January - July 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	45	-	-	-	50	41	71	14	17	32	11	39	222	542
Freight Interference - Peak	11	-	-	-	29	12	25	10	4	20	6	21	84	222
Primary	10	-	-	-	29	12	21	9	4	19	4	16	65	189
Secondary	1	-	-	-	-	-	4	1	-	1	2	5	19	33
Freight Interference - Off-Peak	34	-	-	-	21	29	46	4	13	12	5	18	138	320
Primary	31	-	-	-	21	17	34	3	13	10	3	16	109	257
Secondary	3	-	-	-	-	12	12	1	-	2	2	2	29	63
Signal/Switch Failure - Total	62	47	24	62	19	98	83	21	109	21	39	46	36	667
Signal/Switch Failure - Metra/PSA	36	47	24	62	5	86	78	16	107	7	39	39	36	582
Primary	28	42	17	37	4	58	62	10	86	6	29	38	26	443
Secondary	8	5	7	25	1	28	16	6	21	1	10	1	10	139
Signal/Switch Failure - Foreign	26	-	-	-	14	12	5	5	2	14	-	7	-	85
Primary	16	-	-	-	14	7	3	4	-	9	-	6	-	59
Secondary	10	-	-	-	-	5	2	1	2	5	-	1	-	26
Mechanical Failure - Total	47	7	4	4	-	56	67	13	69	4	47	76	55	449
Mechanical Failure - Metra/PSA	45	5	4	4	-	52	67	13	69	4	47	76	55	441
Non-Locomotive Equipment Issue - Metra/PSA	11	5	4	4	-	9	14	5	8	1	15	19	15	110
Primary	9	3	3	3	-	7	10	3	7	1	10	12	12	80
Secondary	2	2	1	1	-	2	4	2	1	-	5	7	3	30
Locomotive Issue - Metra/PSA	34	-	-	-	-	43	53	8	61	3	32	57	40	331
Primary	18	-	-	-	-	18	24	6	27	1	17	23	20	154
Secondary	16	-	-	-	-	25	29	2	34	2	15	34	20	177
Mechanical Failure - Foreign	2	2	-	-	-	4	-	-	-	-	-	-	-	8
Passenger Train Interference - Total	-	-	-	1	6	21	-	3	-	1	-	2	2	36
Passenger Train Interference - Metra/PSA	-	-	-	-	-	17	-	3	-	-	-	1	2	23
Passenger Train Interference - Foreign	-	-	-	1	6	4	-	-	-	1	-	1	-	13
Accident - Total	112	3	-	3	-	35	19	1	42	2	73	56	38	384
Accident - Metra/PSA	112	3	-	3	-	35	14	1	15	1	73	41	25	323
Accident - Foreign	-	-	-	-	-	-	5	-	27	1	-	15	13	61
Track Work - Total	8	44	7	17	9	23	74	4	27	14	51	27	37	342
Track Work - Metra/PSA	5	44	7	17	1	23	72	-	27	3	51	24	37	311
Track Work - Foreign	3	-	-	-	8	-	2	4	-	11	-	3	-	31
Human Error - Total	43	15	5	14	9	48	22	7	39	11	42	53	14	322
Human Error - Metra/PSA	36	15	5	14	2	8	13	4	36	4	37	26	8	208
Human Error - Foreign	7	-	-	-	7	40	9	3	3	7	5	27	6	114
PTC Related - Total	4	25	6	17	14	62	37	24	42	25	44	23	37	360
PTC Related - Metra/PSA	3	24	6	16	5	58	34	16	41	10	43	22	35	313
PTC Related - Foreign	1	1	-	1	9	4	3	8	1	15	1	1	2	47
Weather - Total	34	13	7	9	6	76	48	10	66	4	65	48	44	430
Weather - Metra/PSA	34	13	7	9	5	76	48	10	65	4	65	48	44	428
Weather - Foreign	-	-	-	-	1	-	-	-	1	-	-	-	-	2
Passenger Related - Total	15	48	11	10	-	22	42	4	42	2	45	40	42	323
Obstruction/Debris - Total	29	14	10	31	5	28	26	14	45	4	55	67	52	380
Catenary Failure - Total	-	8	-	18	-	-	-	-	-	-	-	-	-	26
Other - Total	21	-	2	2	1	9	3	-	5	-	1	14	-	58
Total Trains Delayed	420	224	76	188	119	519	492	115	503	120	473	491	579	4,319
Total Metra/PSA Delays	336	221	76	186	24	414	397	81	452	39	456	398	336	3,416
Total Foreign Carrier Delays	84	3	0	2	95	105	95	34	51	81	17	93	243	903

Data for current month is final (08/15/2022) 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.

Table 6.b: Train Delays by Cause and Line - YTD
January - July Average Over Previous Five Years: 2017-2021

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	68	-	0	-	34	64	72	34	30	66	9	44	159	580
Freight Interference - Peak	24	-	0	-	30	15	20	14	6	24	3	24	53	214
Primary	14	-	-	-	25	10	17	11	4	18	2	12	27	140
Secondary	10	-	0	-	5	6	4	3	2	6	1	12	26	75
Freight Interference - Off-Peak	44	-	-	-	4	49	52	21	24	42	6	19	105	365
Primary	35	-	-	-	4	31	41	18	18	29	3	14	77	268
Secondary	9	-	-	-	0	18	11	3	6	14	2	5	29	97
Signal/Switch Failure - Total	93	46	22	24	19	115	70	39	90	56	17	44	50	686
Signal/Switch Failure - Metra/PSA	56	46	22	24	2	94	59	17	88	21	17	27	37	510
Primary	39	34	17	18	2	63	47	14	70	14	10	16	24	367
Secondary	17	12	5	6	0	31	12	3	18	7	7	11	14	143
Signal/Switch Failure - Foreign	37	-	-	-	17	22	11	22	2	35	0	17	12	176
Primary	30	-	-	-	14	10	7	18	2	22	-	12	9	125
Secondary	7	-	-	-	3	12	4	4	0	13	0	5	3	51
Mechanical Failure - Total	100	8	4	3	2	94	54	21	87	19	58	51	65	567
Mechanical Failure - Metra/PSA	99	4	3	2	2	86	54	20	87	19	58	51	65	552
Non-Locomotive Equipment Issue - Metra/PSA	39	4	3	2	1	9	7	3	12	9	19	22	28	160
Primary	16	2	1	1	1	4	4	2	6	5	11	12	14	80
Secondary	23	3	2	2	-	5	2	1	6	4	8	10	14	80
Locomotive Issue - Metra/PSA	60	-	-	-	1	77	47	17	75	10	39	29	37	393
Primary	20	-	-	-	1	24	18	6	29	4	13	11	14	140
Secondary	40	-	-	-	0	53	30	11	46	5	26	17	23	252
Mechanical Failure - Foreign	1	4	1	0	0	8	0	1	-	-	-	-	-	15
Passenger Train Interference - Total	14	1	1	2	6	20	2	7	1	20	-	1	1	75
Passenger Train Interference - Metra/PSA	2	0	1	0	0	15	1	6	1	0	-	1	1	28
Passenger Train Interference - Foreign	12	1	0	1	5	5	1	0	0	20	-	-	0	47
Accident - Total	39	28	6	8	2	12	20	6	26	6	23	49	39	263
Accident - Metra/PSA	34	15	4	8	0	10	17	5	22	3	23	48	19	208
Accident - Foreign	5	13	2	-	2	2	2	1	4	3	-	1	20	56
Track Work - Total	55	37	8	17	8	54	18	6	64	9	35	33	28	374
Track Work - Metra/PSA	55	37	8	17	8	53	16	6	64	6	35	32	28	365
Track Work - Foreign	0	0	-	-	0	2	2	0	-	4	-	1	-	9
Human Error - Total	105	18	8	8	11	73	41	19	52	17	41	46	49	488
Human Error - Metra/PSA	54	17	8	8	3	43	28	9	52	5	35	31	35	327
Human Error - Foreign	51	1	-	0	8	30	14	10	0	12	6	14	14	161
PTC Related - Total	22	11	3	7	8	15	9	6	35	8	32	21	45	224
PTC Related - Metra/PSA	20	11	3	7	3	14	9	3	34	4	32	20	44	203
PTC Related - Foreign	1	0	-	0	5	2	1	3	1	5	-	1	2	21
Weather - Total	89	60	21	29	4	73	51	12	91	9	44	59	35	577
Weather - Metra/PSA	86	60	21	29	3	73	51	12	90	7	44	58	34	568
Weather - Foreign	3	-	-	-	0	1	1	-	1	2	-	1	1	9
Passenger Related - Total	47	43	8	7	0	51	49	5	71	3	58	78	96	517
Obstruction/Debris - Total	49	27	10	23	3	25	27	10	63	15	22	59	60	393
Catenary Failure - Total	-	8	3	5	-	-	-	-	-	-	-	-	-	16
Other - Total	1	1	2	2	0	1	5	1	4	2	2	5	3	28
Total Trains Delayed	681	289	94	137	98	598	419	167	614	231	341	489	631	4,789
Total Metra/PSA Delays	500	270	91	134	26	464	315	95	576	84	326	410	423	3,714
Total Foreign Carrier Delays	181	19	3	2	73	134	104	72	39	147	15	78	208	1,075

Data for current month is final (08/16/2021) 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 6.c: Train Delays by Cause and Line - YTD
January - July 2022 Compared to Average January - July Average Over Previous Five Years: 2017-2021

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	(23)	-	(0)	-	16	(23)	(1)	(20)	(13)	(34)	2	(5)	63	(38)
Freight Interference - Peak	(13)	-	(0)	-	(1)	(3)	5	(4)	(2)	(4)	3	(3)	31	8
Primary	(4)	-	-	-	4	2	4	(2)	(0)	1	2	4	38	49
Secondary	(9)	-	(0)	-	(5)	(6)	0	(2)	(2)	(5)	1	(7)	(7)	(42)
Freight Interference - Off-Peak	(10)	-	-	-	17	(20)	(6)	(17)	(11)	(30)	(1)	(1)	33	(45)
Primary	(4)	-	-	-	17	(14)	(7)	(15)	(5)	(19)	(0)	2	32	(11)
Secondary	(6)	-	-	-	(0)	(6)	1	(2)	(6)	(12)	(0)	(3)	0	(34)
Signal/Switch Failure - Total	(31)	1	2	38	(0)	(17)	13	(18)	19	(35)	22	2	(14)	(19)
Signal/Switch Failure - Metra/PSA	(20)	1	2	38	3	(8)	19	(1)	19	(14)	22	12	(1)	72
Primary	(11)	8	0	19	2	(5)	15	(4)	16	(8)	19	22	2	76
Secondary	(9)	(7)	2	19	1	(3)	4	3	3	(6)	3	(10)	(4)	(4)
Signal/Switch Failure - Foreign	(11)	-	-	-	(3)	(10)	(6)	(17)	(0)	(21)	(0)	(10)	(12)	(91)
Primary	(14)	-	-	-	(0)	(3)	(4)	(14)	(2)	(13)	-	(6)	(9)	(66)
Secondary	3	-	-	-	(3)	(7)	(2)	(3)	2	(8)	(0)	(4)	(3)	(25)
Mechanical Failure - Total	(53)	(1)	0	1	(2)	(38)	13	(8)	(18)	(15)	(11)	25	(10)	(118)
Mechanical Failure - Metra/PSA	(54)	1	1	2	(2)	(34)	13	(7)	(18)	(15)	(11)	25	(10)	(111)
Non-Locomotive Equipment Issue - Metra/PSA	(28)	1	1	2	(1)	-	7	2	(4)	(8)	(4)	(3)	(13)	(50)
Primary	(7)	1	2	2	(1)	3	6	1	1	(4)	(1)	-	(2)	0
Secondary	(21)	(1)	(1)	(1)	-	(3)	2	1	(5)	(4)	(3)	(3)	(11)	(50)
Locomotive Issue - Metra/PSA	(26)	-	-	-	(1)	(34)	6	(9)	(14)	(7)	(7)	28	3	(62)
Primary	(2)	-	-	-	(1)	(6)	6	-	(2)	(3)	4	12	6	14
Secondary	(24)	-	-	-	(0)	(28)	(1)	(9)	(12)	(3)	(11)	17	(3)	(75)
Mechanical Failure - Foreign	1	(2)	(1)	(0)	(0)	(4)	(0)	(1)	-	-	-	-	-	(7)
Passenger Train Interference - Total	(14)	(1)	(1)	(1)	0	1	(2)	(4)	(1)	(19)	-	1	1	(39)
Passenger Train Interference - Metra/PSA	(2)	(0)	(1)	(0)	(0)	2	(1)	(3)	(1)	(0)	-	0	1	(5)
Passenger Train Interference - Foreign	(12)	(1)	(0)	(0)	1	(1)	(1)	(0)	(0)	(19)	-	1	(0)	(34)
Accident - Total	73	(25)	(6)	(5)	(2)	23	(1)	(5)	16	(4)	50	7	(1)	121
Accident - Metra/PSA	78	(12)	(4)	(5)	(0)	25	(3)	(4)	(7)	(2)	50	(7)	6	115
Accident - Foreign	(5)	(13)	(2)	-	(2)	(2)	3	(1)	23	(2)	-	14	(7)	5
Track Work - Total	(47)	7	(1)	(0)	1	(31)	56	(2)	(37)	5	16	(6)	9	(32)
Track Work - Metra/PSA	(50)	7	(1)	(0)	(7)	(30)	56	(6)	(37)	(3)	16	(8)	9	(54)
Track Work - Foreign	3	(0)	-	-	8	(2)	0	4	-	7	-	2	-	22
Human Error - Total	(62)	(3)	(3)	6	(2)	(25)	(19)	(12)	(13)	(6)	1	7	(35)	(166)
Human Error - Metra/PSA	(18)	(2)	(3)	6	(1)	(35)	(15)	(5)	(16)	(1)	2	(5)	(27)	(119)
Human Error - Foreign	(44)	(1)	-	(0)	(1)	10	(5)	(7)	3	(5)	(1)	13	(8)	(47)
PTC Related - Total	(18)	14	3	10	6	47	28	18	7	17	12	2	(8)	136
PTC Related - Metra/PSA	(17)	13	3	9	2	44	25	13	7	6	11	2	(9)	110
PTC Related - Foreign	(0)	1	-	1	4	2	2	5	(0)	10	1	0	0	26
Weather - Total	(55)	(47)	(14)	(20)	2	3	(3)	(2)	(25)	(5)	21	(11)	9	(147)
Weather - Metra/PSA	(52)	(47)	(14)	(20)	2	3	(3)	(2)	(25)	(3)	21	(10)	10	(140)
Weather - Foreign	(3)	-	-	-	1	(1)	(1)	-	0	(2)	-	(1)	(1)	(7)
Passenger Related - Total	(32)	5	3	3	(0)	(29)	(7)	(1)	(29)	(1)	(13)	(38)	(54)	(194)
Obstruction/Debris - Total	(20)	(13)	0	8	2	3	(1)	4	(18)	(11)	33	8	(8)	(13)
Catenary Failure - Total	-	-	(3)	13	-	-	-	-	-	-	-	-	-	10
Other - Total	20	(1)	0	(0)	1	8	(2)	(1)	1	(2)	(1)	9	(3)	30
Total Trains Delayed	(261)	(65)	(18)	51	21	(79)	73	(52)	(111)	(111)	132	2	(52)	(470)
Total Metra/PSA Delays	-164	-49	-15	52	-2	-50	82	-14	-124	-45	130	-12	-87	-298
Total Foreign Carrier Delays	-97	-16	-3	0	22	-29	-9	-38	12	-66	2	15	35	-172

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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
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 - Jul
Freight Interference - Total	67	62	80	90	79	69	95						542 12.5%
Freight Interference - Peak	26	18	35	42	45	27	29						222 5.1%
Primary	20	16	30	34	41	24	24						189 4.4%
Secondary	6	2	5	8	4	3	5						33 0.8%
Freight Interference - Off-Peak	41	44	45	48	34	42	66						320 7.4%
Primary	31	36	37	43	31	35	44						257 6.0%
Secondary	10	8	8	5	3	7	22						63 1.5%
Signal/Switch Failure - Total	92	101	46	55	137	150	86						667 15.4%
Signal/Switch Failure - Metra/PSA	76	90	42	48	121	133	72						582 13.5%
Primary	62	67	39	40	92	101	42						443 10.3%
Secondary	14	23	3	8	29	32	30						139 3.2%
Signal/Switch Failure - Foreign	16	11	4	7	16	17	14						85 2.0%
Primary	10	10	4	4	13	11	7						59 1.4%
Secondary	6	1	-	3	3	6	7						26 0.6%
Mechanical Failure - Total	55	74	52	56	79	58	75						449 10.4%
Mechanical Failure - Metra/PSA	55	72	48	56	79	58	73						441 10.2%
Non-Locomotive Equipment Issue - Metra/PSA	10	23	9	15	20	17	16						110 2.5%
Primary	7	15	7	11	12	13	15						80 1.9%
Secondary	3	8	2	4	8	4	1						30 0.7%
Locomotive Issue - Metra/PSA	45	49	39	41	59	41	57						331 7.7%
Primary	25	17	19	19	26	25	23						154 3.6%
Secondary	20	32	20	22	33	16	34						177 4.1%
Mechanical Failure - Foreign	-	2	4	-	-	-	2						8 0.2%
Passenger Train Interference - Total	4	1	2	4	4	8	13						36 0.8%
Passenger Train Interference - Metra/PSA	2	-	-	3	4	4	10						23 0.5%
Passenger Train Interference - Foreign	2	1	2	1	-	4	3						13 0.3%
Accident - Total	81	30	11	26	106	43	87						384 8.9%
Accident - Metra/PSA	66	30	5	25	99	37	61						323 7.5%
Accident - Foreign	15	-	6	1	7	6	26						61 1.4%
Track Work - Total	12	59	30	42	60	85	54						342 7.9%
Track Work - Metra/PSA	11	57	26	42	54	70	51						311 7.2%
Track Work - Foreign	1	2	4	-	6	15	3						31 0.7%
Human Error - Total	31	24	42	43	69	50	63						322 7.5%
Human Error - Metra/PSA	22	10	29	33	47	24	43						208 4.8%
Human Error - Foreign	9	14	13	10	22	26	20						114 2.6%
PTC Related - Total	34	43	38	55	55	72	63						360 8.3%
PTC Related - Metra/PSA	23	38	36	50	47	65	54						313 7.2%
PTC Related - Foreign	11	5	2	5	8	7	9						47 1.1%
Weather - Total	141	84	28	15	20	99	43						430 10.0%
Weather - Metra/PSA	141	83	28	15	20	98	43						428 9.9%
Weather - Foreign	-	1	-	-	-	1	-						2 0.0%
Passenger Related - Total	21	38	44	31	50	60	79						323 7.5%
Obstruction/Debris - Total	33	71	81	30	58	71	36						380 8.8%
Catenary Failure - Total	-	-	14	-	2	-	10						26 0.6%
Other - Total	1	1	8	2	23	18	5						58 1.3%
Total Trains Delayed	572	588	476	449	742	783	709						4,319 100.0%
Total Metra/PSA Delays	451	490	361	335	604	638	537						3,416 79.1%
Total Foreign Carrier Delays	121	98	115	114	138	145	172						903 20.9%

Data for current month is final (08/15/2022) 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.

**Table 7.b: Train Delays by Cause and Month
2021**

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 - Jul	
Freight Interference - Total	65	109	39	44	60	79	120	139	100	68	79	122	516	15.1%
Freight Interference - Peak	31	52	21	17	23	26	42	55	29	35	34	41	212	6.2%
Primary	26	43	17	16	21	22	31	38	22	28	28	32	176	5.1%
Secondary	5	9	4	1	2	4	11	17	7	7	6	9	36	1.1%
Freight Interference - Off-Peak	34	57	18	27	37	53	78	84	71	33	45	81	304	8.9%
Primary	24	47	16	26	32	44	54	64	61	28	36	58	243	7.1%
Secondary	10	10	2	1	5	9	24	20	10	5	9	23	61	1.8%
Signal/Switch Failure - Total	46	93	43	37	50	84	117	59	67	106	75	108	470	13.7%
Signal/Switch Failure - Metra/PSA	37	65	37	28	30	60	108	49	53	92	62	98	365	10.7%
Primary	32	51	29	26	27	51	80	39	41	73	43	77	296	8.6%
Secondary	5	14	8	2	3	9	28	10	12	19	19	21	69	2.0%
Signal/Switch Failure - Foreign	9	28	6	9	20	24	9	10	14	14	13	10	105	3.1%
Primary	8	25	6	7	18	23	8	9	10	13	12	8	95	2.8%
Secondary	1	3	-	2	2	1	1	1	4	1	1	2	10	0.3%
Mechanical Failure - Total	25	43	23	37	32	43	75	51	53	40	36	73	278	8.1%
Mechanical Failure - Metra/PSA	25	43	23	37	32	43	75	51	52	40	36	70	278	8.1%
Non-Locomotive Equipment Issue - Metra/PSA	4	14	9	3	10	20	17	7	20	9	22	18	77	2.2%
Primary	3	8	6	3	7	13	10	6	13	8	13	10	50	1.5%
Secondary	1	6	3	-	3	7	7	1	7	1	9	8	27	0.8%
Locomotive Issue - Metra/PSA	21	29	14	34	22	23	58	44	32	31	14	52	201	5.9%
Primary	11	19	11	14	10	14	28	14	17	14	6	18	107	3.1%
Secondary	10	10	3	20	12	9	30	30	15	17	8	34	94	2.7%
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	1	-	-	3	-	0.0%
Passenger Train Interference - Total	2	9	3	1	1	5	16	18	18	13	13	6	37	1.1%
Passenger Train Interference - Metra/PSA	2	7	3	1	-	4	9	16	13	10	8	2	26	0.8%
Passenger Train Interference - Foreign	-	2	-	-	1	1	7	2	5	3	5	4	11	0.3%
Accident - Total	30	35	24	40	17	36	5	66	50	15	8	17	187	5.5%
Accident - Metra/PSA	23	21	24	39	14	23	5	61	36	15	8	15	149	4.4%
Accident - Foreign	7	14	-	1	3	13	-	5	14	-	-	2	38	1.1%
Track Work - Total	1	18	40	17	28	38	76	77	93	63	91	25	218	6.4%
Track Work - Metra/PSA	1	18	38	16	27	37	73	71	86	62	84	23	210	6.1%
Track Work - Foreign	-	-	2	1	1	1	3	6	7	1	7	2	8	0.2%
Human Error - Total	25	62	27	23	47	29	108	83	59	46	50	37	321	9.4%
Human Error - Metra/PSA	19	52	19	16	34	20	71	53	37	17	40	29	231	6.7%
Human Error - Foreign	6	10	8	7	13	9	37	30	22	29	10	8	90	2.6%
PTC Related - Total	33	32	35	26	37	60	50	41	51	37	49	48	273	8.0%
PTC Related - Metra/PSA	28	26	29	16	31	54	39	33	48	29	35	43	223	6.5%
PTC Related - Foreign	5	6	6	10	6	6	11	8	3	8	14	5	50	1.5%
Weather - Total	23	430	5	1	12	31	27	106	10	58	85	54	529	15.5%
Weather - Metra/PSA	23	397	5	1	12	31	27	95	10	57	85	54	496	14.5%
Weather - Foreign	-	33	-	-	-	-	-	11	-	1	-	-	33	1.0%
Passenger Related - Total	20	37	23	18	27	67	89	76	63	50	50	44	281	8.2%
Obstruction/Debris - Total	36	36	21	26	50	45	72	34	68	75	52	41	286	8.4%
Catenary Failure - Total	-	-	-	2	11	-	2	14	14	-	7	-	15	0.4%
Other - Total	-	-	1	4	4	1	2	7	2	30	7	10	12	0.4%
Total Trains Delayed	306	904	284	276	376	518	759	771	648	601	602	585	3,423	100.0%
Total Metra/PSA Delays	214	702	223	204	272	385	572	560	482	477	474	429	2,572	75.1%
Total Foreign Carrier Delays	92	202	61	72	104	133	187	211	166	124	128	156	851	24.9%

Data for current month is final (08/16/2021) 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
July 2022

<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	12	4	0	0	4	19	22	5	10	1	6	17	18	118
11-15	7	1	0	0	2	6	16	5	3	1	3	11	16	71
16-20	1	0	0	0	1	3	1	1	5	3	7	6	5	33
21+	2	0	0	0	0	3	5	1	12	2	12	2	5	44
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>11</u>
Sub-Total	24	5	0	0	7	32	45	13	34	7	28	36	46	277
Weekday Off-Peak **														
6-10	10	2	3	9	1	28	14	4	19	3	9	8	8	118
11-15	9	2	0	1	3	10	10	0	7	0	6	1	15	64
16-20	5	3	0	1	0	5	2	1	5	0	5	1	8	36
21+	1	3	0	1	1	7	4	0	21	1	23	4	9	75
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>4</u>	<u>2</u>	<u>0</u>	<u>13</u>
Sub-Total	26	10	3	12	5	51	33	5	54	4	47	16	40	306
Saturday														
6-10	2	9	0	3	2	8	2	0	3	0	1	3	2	35
11-15	0	0	0	0	1	2	2	0	0	0	0	2	2	9
16-20	0	1	0	1	0	3	0	0	2	0	0	1	1	9
21+	0	0	0	1	0	2	1	0	0	0	1	0	1	6
Annulled	<u>2</u>	<u>4</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>8</u>
Sub-Total	4	14	0	7	3	15	5	0	5	0	2	6	6	67
Sunday-Holiday														
6-10	2	3	0	0	0	1	1	0	1	0	2	1	2	13
11-15	2	3	0	1	0	1	1	0	0	0	1	2	0	11
16-20	1	4	0	1	0	0	1	0	0	0	0	0	1	8
21+	2	3	0	9	0	2	1	0	0	0	4	3	0	24
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>3</u>
Sub-Total	7	13	0	11	0	5	4	0	1	0	8	7	3	59
July 2022 Total														
6-10	26	18	3	12	7	56	39	9	33	4	18	29	30	284
11-15	18	6	0	2	6	19	29	5	10	1	10	16	33	155
16-20	7	8	0	3	1	11	4	2	12	3	12	8	15	86
21+	5	6	0	11	1	14	11	1	33	3	40	9	15	149
Annulled	<u>5</u>	<u>4</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>4</u>	<u>1</u>	<u>6</u>	<u>0</u>	<u>5</u>	<u>3</u>	<u>2</u>	<u>35</u>
TOTAL	61	42	3	30	15	103	87	18	94	11	85	65	95	709
2022 Year-to-Date														
6-10	116	111	35	75	54	244	254	53	216	61	132	159	190	1,700
11-15	67	33	15	26	24	120	109	34	94	20	81	89	135	847
16-20	39	18	6	18	16	58	40	7	57	14	59	56	80	468
21+	89	45	12	40	25	78	77	18	100	21	150	163	147	965
Annulled	<u>109</u>	<u>17</u>	<u>8</u>	<u>29</u>	<u>0</u>	<u>19</u>	<u>12</u>	<u>3</u>	<u>36</u>	<u>4</u>	<u>51</u>	<u>24</u>	<u>27</u>	<u>339</u>
TOTAL	420	224	76	188	119	519	492	115	503	120	473	491	579	4,319
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
July 2022 Total														
6-10	42.6%	42.9%	100.0%	40.0%	46.7%	54.4%	44.8%	50.0%	35.1%	36.4%	21.2%	44.6%	31.6%	40.1%
11-15	29.5%	14.3%	0.0%	6.7%	40.0%	18.4%	33.3%	27.8%	10.6%	9.1%	11.8%	24.6%	34.7%	21.9%
16-20	11.5%	19.0%	0.0%	10.0%	6.7%	10.7%	4.6%	11.1%	12.8%	27.3%	14.1%	12.3%	15.8%	12.1%
21+	8.2%	14.3%	0.0%	36.7%	6.7%	13.6%	12.6%	5.6%	35.1%	27.3%	47.1%	13.8%	15.8%	21.0%
Annulled	<u>8.2%</u>	<u>9.5%</u>	<u>0.0%</u>	<u>6.7%</u>	<u>0.0%</u>	<u>2.9%</u>	<u>4.6%</u>	<u>5.6%</u>	<u>6.4%</u>	<u>0.0%</u>	<u>5.9%</u>	<u>4.6%</u>	<u>2.1%</u>	<u>4.9%</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%
2022 Year-to-Date Delays By Duration														
6-10	27.6%	49.6%	46.1%	39.9%	45.4%	47.0%	51.6%	46.1%	42.9%	50.8%	27.9%	32.4%	32.8%	39.4%
11-15	16.0%	14.7%	19.7%	13.8%	20.2%	23.1%	22.2%	29.6%	18.7%	16.7%	17.1%	18.1%	23.3%	19.6%
16-20	9.3%	8.0%	7.9%	9.6%	13.4%	11.2%	8.1%	6.1%	11.3%	11.7%	12.5%	11.4%	13.8%	10.8%
21+	21.2%	20.1%	15.8%	21.3%	21.0%	15.0%	15.7%	15.7%	19.9%	17.5%	31.7%	33.2%	25.4%	22.3%
Annulled	<u>26.0%</u>	<u>7.6%</u>	<u>10.5%</u>	<u>15.4%</u>	<u>0.0%</u>	<u>3.7%</u>	<u>2.4%</u>	<u>2.6%</u>	<u>7.2%</u>	<u>3.3%</u>	<u>10.8%</u>	<u>4.9%</u>	<u>4.7%</u>	<u>7.8%</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 (08/15/2022) version from TOPS.