

On-Time Performance

September 2022



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This report presents an analysis of September 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, which ran through September 3.

Under these pilot and alternate schedules Metra operated 582 regularly scheduled revenue trains each weekday in September which is a 16 percent reduction from Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 269 to 275 regularly scheduled revenue trains each Saturday in September, which is a one percent decrease to a one percent increase from the 273 Saturday

trains Metra operated pre-pandemic. Metra operated 185 regularly scheduled revenue trains each Sunday in September, 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 11 percent fewer total revenue trains in September 2022 than in September 2019, but about 48 percent more total revenue trains than in September 2020 and about two percent more total revenue trains than in September 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
September 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	924	16	98.3%	987	33	96.7%	1,911	49	97.4%	120	5	95.8%	100	1	99.0%	2,131	55	97.4%
ME-ML	525	9	98.3%	882	25	97.2%	1,407	34	97.6%	168	9	94.6%	122	10	91.8%	1,697	53	96.9%
ME-BI	147	5	96.6%	231	7	97.0%	378	12	96.8%	32	2	93.8%	--	--	--	410	14	96.6%
ME-SC	<u>231</u>	<u>6</u>	97.4%	<u>651</u>	<u>22</u>	96.6%	<u>882</u>	<u>28</u>	96.8%	<u>128</u>	<u>0</u>	100.0%	<u>100</u>	<u>7</u>	93.0%	<u>1,110</u>	<u>35</u>	96.8%
Subtotal	903	20	97.8%	1,764	54	96.9%	2,667	74	97.2%	328	11	96.6%	222	17	92.3%	3,217	102	96.8%
HC	105	6	94.3%	21	5	76.2%	126	11	91.3%	6	0	100.0%	--	--	--	132	11	91.7%
MD-N	378	16	95.8%	420	27	93.6%	798	43	94.6%	80	10	87.5%	90	10	88.9%	968	63	93.5%
MD-W	<u>399</u>	<u>21</u>	94.7%	<u>441</u>	<u>16</u>	96.4%	<u>840</u>	<u>37</u>	95.6%	<u>96</u>	<u>3</u>	96.9%	<u>90</u>	<u>4</u>	95.6%	<u>1,026</u>	<u>44</u>	95.7%
Subtotal	777	37	95.2%	861	43	95.0%	1,638	80	95.1%	176	13	92.6%	180	14	92.2%	1,994	107	94.6%
NCS	168	9	94.6%	84	10	88.1%	252	19	92.5%	--	--	--	--	--	--	252	19	92.5%
RI	650	20	96.9%	1,030	52	95.0%	1,680	72	95.7%	132	21	84.1%	140	4	97.1%	1,952	97	95.0%
SWS	189	13	93.1%	63	14	77.8%	252	27	89.3%	--	--	--	--	--	--	252	27	89.3%
UP-N	462	19	95.9%	1,008	19	98.1%	1,470	38	97.4%	107	12	88.8%	93	10	89.2%	1,670	60	96.4%
UP-NW	630	43	93.2%	756	21	97.2%	1,386	64	95.4%	136	9	93.4%	107	2	98.1%	1,629	75	95.4%
UP-W	<u>336</u>	<u>13</u>	96.1%	<u>504</u>	<u>17</u>	96.6%	<u>840</u>	<u>30</u>	96.4%	<u>80</u>	<u>15</u>	81.3%	<u>90</u>	<u>2</u>	97.8%	<u>1,010</u>	<u>47</u>	95.3%
Subtotal	1,428	75	94.7%	2,268	57	97.5%	3,696	132	96.4%	323	36	88.9%	290	14	95.2%	4,309	182	95.8%
System	5,144	196	96.2%	7,078	268	96.2%	12,222	464	96.2%	1,085	86	92.1%	932	50	94.6%	14,239	600	95.8%

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

Delays data for most recent month is final (10/28/2022) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - September 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	8,232	225	97.3%	8,891	300	96.6%	17,123	525	96.9%	1,159	31	97.3%	875	16	98.2%	19,157	572	97.0%
ME-ML	4,600	68	98.5%	8,064	140	98.3%	12,664	208	98.4%	1,597	62	96.1%	1,035	40	96.1%	15,296	310	98.0%
ME-BI	1,344	49	96.4%	2,112	55	97.4%	3,456	104	97.0%	304	7	97.7%		--		3,760	111	97.0%
ME-SC	<u>2,112</u>	<u>54</u>	97.4%	<u>5,952</u>	<u>123</u>	97.9%	<u>8,064</u>	<u>177</u>	97.8%	<u>1,216</u>	<u>33</u>	97.3%	<u>860</u>	<u>36</u>	95.8%	<u>10,140</u>	<u>246</u>	97.6%
Subtotal	8,056	171	97.9%	16,128	318	98.0%	24,184	489	98.0%	3,117	102	96.7%	1,895	76	96.0%	29,196	667	97.7%
HC	960	98	89.8%	192	47	75.5%	1,152	145	87.4%	60	11	81.7%		--		1,212	156	87.1%
MD-N	3,457	235	93.2%	3,849	310	91.9%	7,306	545	92.5%	773	102	86.8%	777	46	94.1%	8,856	693	92.2%
MD-W	<u>3,648</u>	<u>291</u>	92.0%	<u>4,036</u>	<u>205</u>	94.9%	<u>7,684</u>	<u>496</u>	93.5%	<u>921</u>	<u>46</u>	95.0%	<u>776</u>	<u>41</u>	94.7%	<u>9,381</u>	<u>583</u>	93.8%
Subtotal	7,105	526	92.6%	7,885	515	93.5%	14,990	1,041	93.1%	1,694	148	91.3%	1,553	87	94.4%	18,237	1,276	93.0%
NCS	1,535	101	93.4%	769	46	94.0%	2,304	147	93.6%		--			--		2,304	147	93.6%
RI	5,951	231	96.1%	9,411	328	96.5%	15,362	559	96.4%	1,264	80	93.7%	1,206	49	95.9%	17,832	688	96.1%
SWS	1,728	95	94.5%	576	70	87.8%	2,304	165	92.8%		--			--		2,304	165	92.8%
UP-N	4,225	187	95.6%	9,535	320	96.6%	13,760	507	96.3%	1,008	43	95.7%	792	61	92.3%	15,560	611	96.1%
UP-NW	5,040	363	92.8%	5,954	173	97.1%	10,994	536	95.1%	1,295	73	94.4%	909	37	95.9%	13,198	646	95.1%
UP-W	<u>3,072</u>	<u>276</u>	91.0%	<u>4,614</u>	<u>347</u>	92.5%	<u>7,686</u>	<u>623</u>	91.9%	<u>772</u>	<u>55</u>	92.9%	<u>782</u>	<u>35</u>	95.5%	<u>9,240</u>	<u>713</u>	92.3%
Subtotal	12,337	826	93.3%	20,103	840	95.8%	32,440	1,666	94.9%	3,075	171	94.4%	2,483	133	94.6%	37,998	1,970	94.8%
System	45,904	2,273	95.0%	63,955	2,464	96.1%	109,859	4,737	95.7%	10,369	543	94.8%	8,012	361	95.5%	128,240	5,641	95.6%

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

Delays data for most recent month is final (10/28/2022) 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-Sep	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	95.2%	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	91.9%	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	94.5%	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	97.6%	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	96.8%	97.1%
	2022	98.0	97.6	98.1	97.8	95.2	96.3	97.1	95.8	97.4				97.0%	97.0%
	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	94.9%	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	98.1%	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	98.4%	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	97.8%	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	98.1%	98.0%
	2022	98.4	97.0	97.9	98.4	97.3	98.1	97.7	97.8	96.8				97.7%	97.7%
	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	98.0%	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	94.3%	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	89.5%	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	86.4%	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	89.3%	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	85.5%	86.5%
	2022	84.9	84.2	87.0	92.1	84.9	85.6	90.0	84.0	91.7				87.1%	87.1%
	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	89.2%	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	93.9%	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	92.9%	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	91.8%	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	96.0%	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	92.9%	93.0%
	2022	94.0	93.5	95.9	95.5	90.3	88.3	89.5	89.2	93.5				92.2%	92.2%
	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	93.3%	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	95.9%	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	95.3%	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	95.1%	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	93.9%	94.1%
	2022	92.7	93.9	97.0	95.2	90.3	91.8	91.6	95.7	95.7				93.8%	93.8%
	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	95.4%	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	94.6%	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	94.2%	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	88.3%	90.4%
	2022	94.0	95.4	96.7	96.8	88.5	90.5	92.5	95.3	92.5				93.6%	93.6%
	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	93.2%	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-Sep	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	96.1%	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	94.7%	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	95.3%	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	95.4%	95.7%
	2022	96.5	93.7	98.0	98.1	97.0	95.8	95.2	95.8	95.0				96.1%	96.1%
	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	94.6%	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	95.7%	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	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	92.9%	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	94.0%	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	92.1%	91.0%
	2022	91.7	92.5	92.0	94.4	93.7	93.2	95.4	93.5	89.3				92.8%	92.8%
	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	93.5%	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	94.9%	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	98.2%	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	95.9%	96.0%
	2022	95.8	96.6	97.0	96.4	95.6	96.2	94.9	95.7	96.4				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	96.6%	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	95.2%	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	94.8%	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	93.3%	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	96.8%	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	95.4%	95.2%
	2022	94.0	94.6	95.7	96.3	95.3	93.2	96.0	95.4	95.4				95.1%	95.1%
	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	91.7%	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	91.5%	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	95.8%	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	90.4%	90.5%
	2022	92.9	94.5	91.8	92.5	91.9	89.2	90.7	91.9	95.3				92.3%	92.3%
	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	96.1%	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	94.9%	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	94.3%	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	96.5%	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	95.3%	95.5%
	2022	95.9	95.5	96.8	96.8	94.8	94.6	95.0	95.3	95.8				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	95.4%	95.4%

Delays data for most recent month is final (10/28/2022) 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
September 2022**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
HC	915	Thu, Sep 08	13	DD	(GENERAL FREIGHT INTERFERENCE) - 13M ROMEVILLE TO STATEVILLE FOLLOWING FREIGHT, THEN WAITING ON UP DISP. FOR X/O SWITCH. [Controllable Freight]
		Tue, Sep 13	7	J	(PASSENGER PROBLEMS/REMOVAL) - 9M WILLOW SPRINGS, PROBLEM PASSENGER REMOVED BY POLICE.
		Wed, Sep 14	13	D	(GENERAL FREIGHT INTERFERENCE) - 16M NS-BRIGHTON PK., CSX I1648-14 PULLING THRU PLANT. [Controllable Freight]
		Wed, Sep 21	29	D	(GENERAL FREIGHT INTERFERENCE) - STUCK BEHIND A FREIGHT TRAIN ON UP SIDE. UP LOST RADIO CONTACT WITH TRAIN, THEREFORE GLOBAL 4 COULDN T ADVANCE [Controllable Freight]
		Wed, Sep 28	19	E	(LOCOMOTIVE MALFUNCTION) - 21M CUS, B/O ENGINE #92, SWAP OUT EQUIP. changed out door light module
ME-SC	334	Wed, Sep 07	19	K	(OBSTRUCTION ON TRACKS) - 20M DUE TO CAR ON TRACK AT STONY
		Fri, Sep 09	7	K1	(OBSTRUCTION ON TRACKS) - 7M LATE TURN FROM ME337 DUE TO CAR ON THE TRACKS
		Thu, Sep 15	8	L1	(UNAUTHORIZED PEOPLE ON TRACKS) - 7M LATE DUE TO DEPARTING LATE WAITING FOR DH032 TO RELEASE HIS TRACK PERMIT. DH032 TOOK LONGER DUE TO A CR
		Fri, Sep 23	100	O	(AC/DC SYSTEM FAILURE) - DC WIRE ISSUES AT CP11TH PLACE
MD-N	2143	Tue, Sep 06	7	C	7 min late, 3 min ADA Round Lake, 4 min J-line speed restriction.
		Wed, Sep 07	7	C	7 min late, 3 min Rondout waiting on 2152 to clear, 4 min J-line speed restriction.
		Fri, Sep 09	36	KP1	arrived Fox Lake at 19:55 7:55 36 min late, 7 min CUS PTC and air problems, 7 min Western Ave reengaging PTC, 5 min following 21241, 13 min Rondout waiting on 2152 to get off the J-line.
		Thu, Sep 22	17	G	17 min late, 11 min dark signal Techny Rd restricted speed, 10 min CN cross traffic.
		Fri, Sep 23	16	ZG	16 min late, 5 min enroute CUS-A5 restricted speed, 12 min PTC issues enroute 42.5-43.9 restricted speed.
		Thu, Sep 29	11	D	11 mins late, 3 min PTC issues A-3 restricted speed, 3 min stop signal Mayfair, 4 min CN cross traffic, 4 min ADA lift stuck at Long Lake.
MD-N	2157	Tue, Sep 06	12	G	STOPPED AT A20 TALKED BY SIGNAL, RESTRICTED SPEED TO NEXT SIGNAL
		Fri, Sep 09	31	KP1	Late flip 2156
		Mon, Sep 12	8	RF	Waiting at Mayfair, 9 minutes
		Mon, Sep 26	11	RF	CY Tower operator did not lone up train and would not answer the phone or radio
MD-W	2203	Wed, Sep 07	16	M1	(-16) -3" Stop signal CP Lake St. waiting on tardy 2102; -13" Stop signal B-35 waiting on Eastbound 2222,2226; Automatic Grade Crossing Malfunction Item #1 @ McClean; Restricted speed by the accident scene
		Tue, Sep 13	12	KW	(-12) -16" PTC disengaged four times enroute, Wheel slip (engine #99), Grand/Cicero, Elmwood Park, Franklin Park
		Wed, Sep 14	7	I1	(-7) -6" Departed CUS late due to late arrival/turn of 2202 (PASSENGER LOADING); -1" Student Brakeman operating the doors
		Tue, Sep 20	10	N	-10" Signal problems DUE TO ATT OUTAGE, system crashed, instructed to handline route Elgin East, verbal authority, restricted speed
		Wed, Sep 21	8	KD	(-8) Stop, put train into emergency @ Naperville Rd. to inspect train after striking a deer @ Rt. 59 (engine #420)
		Thu, Sep 22	10	ZT	-7" PTC system failure between A-3 & A-4, reinitialized & performed departure test, restricted speed; Meets with inbound trains
MD-W	2212	Wed, Sep 14	8	ZV1	-6" Departed CUS late due to late arrival/turn of 2202
		Wed, Sep 14	8	ZT1	following 2210
		Thu, Sep 15	7	UF	(-7) ADA lift engaged while going through the plant @ A-2 (#7450) (BROKEN ROLL PIN)
		Fri, Sep 16	6	U1	(-6) Following train ahead (2210) operating on approach signals
		Fri, Sep 30	18	ZV	(-18) PTC issues, unknown signals @ Roselle & Medinah, penalty application
MD-W	2222	Wed, Sep 07	11	M1	(-12) Automatic Grade Crossing Malfunction Item #1 @ McClean Ave.; Restricted speed by the accident scene
		Tue, Sep 13	6	U	(-6) ADA Bartlett; Slow passenger loading Hanover Park; Slow passenger loading Roselle
		Tue, Sep 20	24	N	(-25) -14" Departed Big Timber late due to signal problems, system crashed; -10" Handline route @ Elgin East
		Wed, Sep 21	8	RA	(-8) Stop CP Lake St. waiting on 2209 -AMTRAK CONTROL CENTER IMPROPERLY HELD 2222 FOR 2209
MD-W	2226	Wed, Sep 07	8	M1	(-7) Stop signal National St.
		Tue, Sep 20	23	N	(-22) Signal problems, handline route @ Elgin East
		Wed, Sep 21	7	RF	(-7) -15" Departed Elgin late due to waiting on the line up, equipment swaps Elgin Coachyard, coming off track 5
		Fri, Sep 23	7	D	(-7) Stop signal Franklin Park, timeout signal
NCS	101	Wed, Sep 07	8	RF	(-8) -10" Stop signal Deval, U.P. cross-traffic
		Mon, Sep 12	98	JM	(-98) -87" Stopped @ Deval mp 21.5 for medical emergency (engineer), waited for relief engineer
		Thu, Sep 15	8	ZR	(-8) -4" Stop signal Des Plaines, waiting on NCS 110; -7" PTC enforcement Des Plaines (ENGINEER TRIGGERED ENFORCEMENT)
		Wed, Sep 21	10	ZT1	(-10) Stop signal Deval, waiting on tardy NCS 110
		Thu, Sep 22	10	RF1	-10" Stop signal Deval, waiting on tardy NCS 110
RI	515	Fri, Sep 02	30	E1	Delayed as a result of the locomotive failure on 516
		Fri, Sep 09	10	KP	STOPPED 35 MINS AT 35TH STREET DUE TO POLICE ON THE TRACKS, AND REQUESTED FOR ALL TRAIN TRAFFIC TO STOP
		Tue, Sep 13	17	M1	17 MINS LATE DUE TO PICKING UP RI0513 PASSENGERS AT 119TH DUE TO HITTING A CAR AT MP15.0
		Fri, Sep 23	20	DE	FREIGHT TRAIN M357 7942FT WENT INTO EMERGENCY ACROSS THE EJ&E INTERLOCKING RI 515 WAS STOPPED UNTIL FREIGHT CLEARED
SWS	803	Thu, Sep 08	23	G	(METR/PSA SIG/SWX MALFCN-SIG DEPT) - 25 MIN LATE 143RD ST FLAGGED BY SIGNAL RESTRICTED SPEED TO 179TH ST AND AWDM AT 153RD ST
		Wed, Sep 21	6	D	(GENERAL FREIGHT INTERFERENCE) - 5M DELAY BELT JCT FREIGHT VCKBSWEO26T21 BNSF3878 W/125 CARS 6700 FT [Controllable Freight]
		Wed, Sep 28	12	G1	(METR/PSA SIG/SWX MALFCN-SIG DEPT) - WAITED FOR SW806 AT BELT JCT AND SW810 AT 143RD
		Fri, Sep 30	9	ZN	(PTC FOREIGN LINE TRANSPORTATION) - SW0803 REPORTED NO NS TRAIN ID. TRAIN HAD TO INITIALIZE AT CP 518 RUNNING 9 MINUTES DOWN

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
SWS	815	Wed, Sep 07	78	CD	75M NS-CP518, NS TK. DEPT. IN PLANT.
	76% OT	Wed, Sep 14	7	F1	Following BNSF 1229 train with door issues (car 7113 on BNSF needed to have door lubricant applied)
		Thu, Sep 15	10	ZV	8M WORTH TO CP PALOS, PTC ENFORCEMENT, RES. SPEED.
		Mon, Sep 19	9	GF	8M IHB-CP RIDGE, IHB GA6 (ENG. UP7896, 78CARS, 7300FT.) HAD TO MANUALLY OPERATE SWITCH IN PLANT.
		Thu, Sep 29	9	K	10M CUS, BRIDGE UP (no malfunction, boat traffic)
SWS	824	Wed, Sep 07	55	CD1	56M 179TH ST., LATE TURN AS SWS815.
	76% OT	Thu, Sep 08	8	AM	(AMTRAK CAUSED DELAY) - 5M AMTK-21ST ST., BRIDGE UP.
		Wed, Sep 14	22	R	22M POLK ST., engineer did not take signal immediately.
		Mon, Sep 19	9	GA	5M CUS, RED SIGNAL, LIGHT ENGINE AHEAD ON DEPOT TK18. TOL on the D32 switch at CP Harrison
		Thu, Sep 29	10	D	(GENERAL FREIGHT INTERFERENCE) - 6M IHB-CP RIDGE, XTRAFFIC.
UP-NW	616	Tue, Sep 06	9	D1	-9" Delayed following trains ahead due to cross traffic @ the CN Barrington [Controllable Freight]
	81% OT	Wed, Sep 07	20	RF1	-20" Following train ahead (M614)
		Wed, Sep 14	45	KW1	-45" Late departure from McHenry on acct. of M610 mechanical issues
		Tue, Sep 20	7	I	-7" Slow and heavy passenger loading
UP-NW	618	Tue, Sep 06	9	D1	-9" Delayed following trains ahead due to cross traffic @ the CN Barrington [Controllable Freight]
	81% OT	Wed, Sep 07	10	RF1	-10" Following train ahead (M616)
		Thu, Sep 08	9	D	-9" Delayed @ Barrington waiting on C/N Freight [Controllable Freight]
		Wed, Sep 14	40	KW1	-40" Following trains ahead
UP-NW	635	Tue, Sep 13	13	CC	-13" Delayed following M631
	71% OT	Wed, Sep 14	8	KD	-8" Delayed @ Des Plaines on acct of main reservoir hose between engine & head car separated (stopped from 17:16-17:23)
		Tue, Sep 20	127	M1	-127" Delayed @ Cumberland on acct. of M633 pedestrian incident @ MP19.6
		Wed, Sep 21	17	GX	-17" 2 XG procedures on the McHenry Sub & 10MPH on the McHenry Sub
		Thu, Sep 29	12	RF1	Delayed on account of following M631 to Crystal Lake Junction from Barrington
		Fri, Sep 30	7	A1	-7" Following train ahead (M631)

Data is final (10/28/2022) 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
September 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	6	-	-	-	5	3	6	1	1	5	1	7	12	47
Freight Interference - Peak	2	-	-	-	2	1	4	-	-	3	1	4	4	21
Primary	1	-	-	-	2	1	2	-	-	3	1	2	3	15
Secondary	1	-	-	-	-	-	2	-	-	-	-	2	1	6
Freight Interference - Off-Peak	4	-	-	-	3	2	2	1	1	2	-	3	8	26
Primary	4	-	-	-	3	2	2	1	1	2	-	3	6	24
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	2	2
Signal/Switch Failure - Total	18	4	3	6	-	12	4	2	20	9	6	3	-	87
Signal/Switch Failure - Metra/PSA	3	4	3	6	-	12	3	1	20	6	6	3	-	67
Primary	3	4	3	5	-	12	3	1	18	3	4	3	-	59
Secondary	-	-	-	1	-	-	-	-	2	3	2	-	-	8
Signal/Switch Failure - Foreign	15	-	-	-	-	-	1	1	-	3	-	-	-	20
Primary	13	-	-	-	-	-	-	1	-	3	-	-	-	17
Secondary	2	-	-	-	-	-	1	-	-	-	-	-	-	3
Mechanical Failure - Total	11	3	-	1	1	4	3	-	12	2	6	6	3	52
Mechanical Failure - Metra/PSA	11	3	-	1	1	4	3	-	12	2	6	6	3	52
Non-Locomotive Equipment Issue - Metra/PSA	5	3	-	1	-	-	1	-	-	2	4	2	-	18
Primary	3	1	-	1	-	-	1	-	-	1	2	2	-	11
Secondary	2	2	-	-	-	-	-	-	-	1	2	-	-	7
Locomotive Issue - Metra/PSA	6	-	-	-	1	4	2	-	12	-	2	4	3	34
Primary	2	-	-	-	1	3	2	-	2	-	1	2	1	14
Secondary	4	-	-	-	-	1	-	-	10	-	1	2	2	20
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	1	-	1	-	-	6	-	-	1	1	-	2	-	12
Passenger Train Interference - Metra/PSA	-	-	1	-	-	6	-	-	1	-	-	2	-	10
Passenger Train Interference - Foreign	1	-	-	-	-	-	-	-	-	1	-	-	-	2
Accident - Total	-	-	-	-	-	5	6	-	29	-	5	22	-	67
Accident - Metra/PSA	-	-	-	-	-	-	5	-	29	-	5	22	-	61
Accident - Foreign	-	-	-	-	-	5	1	-	-	-	-	-	-	6
Track Work - Total	5	3	-	-	-	5	2	-	10	3	13	5	5	51
Track Work - Metra/PSA	4	3	-	-	-	5	1	-	10	-	13	5	5	46
Track Work - Foreign	1	-	-	-	-	-	1	-	-	3	-	-	-	5
Human Error - Total	5	2	-	-	1	7	5	8	3	1	1	6	10	49
Human Error - Metra/PSA	4	2	-	-	-	-	3	-	3	1	1	1	10	25
Human Error - Foreign	1	-	-	-	1	7	2	8	-	-	-	5	-	24
PTC Related - Total	1	2	-	2	2	6	6	4	4	4	5	2	1	39
PTC Related - Metra/PSA	1	2	-	2	-	6	6	4	4	2	5	1	1	34
PTC Related - Foreign	-	-	-	-	2	-	-	-	-	2	-	1	-	5
Weather - Total	1	-	-	-	-	-	1	-	2	-	2	11	-	17
Weather - Metra/PSA	1	-	-	-	-	-	1	-	2	-	2	11	-	17
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	2	3	2	2	1	3	6	2	4	-	15	7	7	54
Obstruction/Debris - Total	5	12	6	12	1	12	1	-	4	2	2	4	9	70
Catenary Failure - Total	-	24	2	12	-	-	-	-	-	-	-	-	-	38
Other - Total	-	-	-	-	-	-	4	2	7	-	4	-	-	17
Total Trains Delayed	55	53	14	35	11	63	44	19	97	27	60	75	47	600
Total Metra/PSA Delays	31	53	14	35	3	48	33	9	96	13	59	62	35	491
Total Foreign Carrier Delays	24	0	0	0	8	15	11	10	1	14	1	13	12	109

Data for current month is final (10/28/2022) 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 September 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	15	-	-	-	6	13	6	4	5	12	1	3	21	87
Freight Interference - Peak	5	-	-	-	3	2	2	1	0	5	1	2	8	28
Primary	2	-	-	-	3	2	1	1	0	3	1	1	4	19
Secondary	3	-	-	-	0	0	0	0	-	1	-	1	3	9
Freight Interference - Off-Peak	10	-	-	-	2	11	5	3	5	7	1	1	14	59
Primary	9	-	-	-	2	7	4	3	4	5	0	1	9	45
Secondary	1	-	-	-	1	4	0	0	1	2	0	-	4	14
Signal/Switch Failure - Total	14	4	2	1	2	19	8	4	13	4	1	8	7	87
Signal/Switch Failure - Metra/PSA	13	4	2	1	-	14	7	2	13	2	1	7	7	73
Primary	10	2	2	1	-	6	6	2	10	2	0	1	5	46
Secondary	3	1	-	1	-	8	1	0	3	1	0	6	2	27
Signal/Switch Failure - Foreign	1	-	-	-	2	5	1	2	0	2	-	0	0	14
Primary	1	-	-	-	2	3	1	1	0	2	-	0	0	11
Secondary	0	-	-	-	-	2	-	1	0	0	-	-	-	3
Mechanical Failure - Total	12	1	0	1	0	8	4	1	15	2	5	11	8	68
Mechanical Failure - Metra/PSA	11	1	0	1	0	8	4	1	15	2	5	11	8	67
Non-Locomotive Equipment Issue - Metra/PSA	3	1	0	1	0	3	0	-	2	0	2	2	3	18
Primary	2	1	0	0	0	1	0	-	1	0	1	1	2	11
Secondary	1	-	-	0	-	2	-	-	1	-	0	1	1	6
Locomotive Issue - Metra/PSA	8	-	-	-	0	4	4	1	13	2	4	9	5	50
Primary	3	-	-	-	-	2	2	1	4	1	1	2	1	17
Secondary	6	-	-	-	0	2	2	1	9	1	2	7	3	33
Mechanical Failure - Foreign	0	-	-	-	-	-	0	-	-	-	-	-	-	0
Passenger Train Interference - Total	2	2	1	2	2	2	0	0	0	1	0	1	1	13
Passenger Train Interference - Metra/PSA	-	2	1	2	-	2	0	0	0	-	0	1	1	7
Passenger Train Interference - Foreign	2	-	0	0	2	0	-	-	-	1	-	-	0	6
Accident - Total	12	2	0	-	-	1	1	2	4	1	5	8	5	43
Accident - Metra/PSA	9	2	0	-	-	1	1	1	4	1	5	8	5	39
Accident - Foreign	3	-	-	-	-	-	-	1	-	-	-	-	-	4
Track Work - Total	19	7	0	1	2	7	8	1	14	2	7	4	5	77
Track Work - Metra/PSA	17	7	0	1	1	7	8	1	14	1	7	4	5	73
Track Work - Foreign	2	-	-	-	1	-	-	-	0	1	-	-	-	3
Human Error - Total	14	1	1	1	1	6	5	3	10	2	7	5	5	60
Human Error - Metra/PSA	8	1	1	1	-	4	4	1	10	1	6	4	3	44
Human Error - Foreign	6	-	-	0	1	3	1	1	-	1	1	1	1	16
PTC Related - Total	3	0	-	1	-	4	3	0	5	2	2	3	5	28
PTC Related - Metra/PSA	2	0	-	1	-	4	3	0	5	1	2	3	5	26
PTC Related - Foreign	1	-	-	-	-	-	-	-	-	1	-	-	0	2
Weather - Total	1	-	-	-	-	1	0	1	3	1	2	7	1	18
Weather - Metra/PSA	1	-	-	-	-	1	0	1	3	1	2	7	1	18
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	8	7	2	0	0	11	5	0	11	0	9	6	12	71
Obstruction/Debris - Total	6	1	1	4	0	6	5	3	7	3	6	4	8	54
Catenary Failure - Total	-	5	2	2	-	-	-	-	-	-	-	-	-	8
Other - Total	0	-	0	-	-	1	-	-	0	-	-	0	-	2
Total Trains Delayed	106	29	9	13	14	78	46	19	88	30	46	60	77	616
Total Metra/PSA Delays	77	29	9	12	2	57	37	11	82	13	44	56	54	484
Total Foreign Carrier Delays	30	0	0	1	12	21	9	8	6	17	2	4	23	132

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'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
September 2022 Compared to Average September 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	(9)	-	-	-	(1)	(10)	(0)	(3)	(4)	(7)	(0)	4	(9)	(40)
Freight Interference - Peak	(3)	-	-	-	(1)	(1)	2	(1)	(0)	(2)	0	2	(4)	(7)
Primary	(1)	-	-	-	(1)	(1)	1	(1)	(0)	(0)	0	1	(1)	(4)
Secondary	(2)	-	-	-	(0)	(0)	2	(0)	-	(1)	-	1	(2)	(3)
Freight Interference - Off-Peak	(6)	-	-	-	1	(9)	(3)	(2)	(4)	(5)	(1)	2	(6)	(33)
Primary	(5)	-	-	-	1	(5)	(2)	(2)	(3)	(3)	(0)	2	(3)	(21)
Secondary	(1)	-	-	-	(1)	(4)	(0)	(0)	(1)	(2)	(0)	-	(2)	(12)
Signal/Switch Failure - Total	4	0	1	5	(2)	(7)	(4)	(2)	7	5	5	(5)	(7)	0
Signal/Switch Failure - Metra/PSA	(10)	0	1	5	-	(2)	(4)	(1)	7	4	5	(4)	(7)	(6)
Primary	(7)	2	1	4	-	6	(3)	(1)	8	1	4	2	(5)	(13)
Secondary	(3)	(1)	-	0	-	(8)	(1)	(0)	(1)	2	2	(6)	(2)	(19)
Signal/Switch Failure - Foreign	14	-	-	-	(2)	(5)	(0)	(1)	(0)	1	-	(0)	(0)	6
Primary	12	-	-	-	(2)	(3)	(1)	0	(0)	1	-	(0)	(0)	6
Secondary	2	-	-	-	-	(2)	1	(1)	-	(0)	-	-	-	(0)
Mechanical Failure - Total	(1)	2	(0)	0	1	(4)	(1)	(1)	(3)	-	1	(5)	(5)	(16)
Mechanical Failure - Metra/PSA	(0)	2	(0)	0	1	(4)	(1)	(1)	(3)	-	1	(5)	(5)	(15)
Non-Locomotive Equipment Issue - Metra/PSA	2	2	(0)	0	(0)	(3)	1	-	(2)	2	2	0	(3)	0
Primary	1	0	(0)	1	(0)	(1)	1	-	(1)	1	1	1	(2)	(0)
Secondary	1	2	-	(0)	-	(2)	-	-	(1)	1	2	(1)	(1)	1
Locomotive Issue - Metra/PSA	(2)	-	-	-	1	(0)	(2)	(1)	(1)	(2)	(2)	(5)	(2)	(16)
Primary	(1)	-	-	-	1	1	-	(1)	(2)	(1)	(0)	-	(0)	(3)
Secondary	(2)	-	-	-	(0)	(1)	(2)	(1)	1	(1)	(1)	(5)	(1)	(13)
Mechanical Failure - Foreign	(0)	-	-	-	-	-	(0)	-	-	-	-	-	-	(0)
Passenger Train Interference - Total	(1)	(2)	0	(2)	(2)	4	(0)	(0)	1	0	(0)	1	(1)	(1)
Passenger Train Interference - Metra/PSA	-	(2)	0	(2)	-	4	(0)	(0)	1	-	(0)	1	(1)	3
Passenger Train Interference - Foreign	(1)	-	(0)	(0)	(2)	(0)	-	-	-	0	-	-	(0)	(4)
Accident - Total	(12)	(2)	(0)	-	-	4	5	(2)	25	(1)	(0)	14	(5)	24
Accident - Metra/PSA	(9)	(2)	(0)	-	-	(1)	4	(1)	25	(1)	(0)	14	(5)	22
Accident - Foreign	(3)	-	-	-	-	5	1	(1)	-	-	-	-	-	2
Track Work - Total	(14)	(4)	(0)	(1)	(2)	(2)	(6)	(1)	(4)	1	6	1	-	(26)
Track Work - Metra/PSA	(13)	(4)	(0)	(1)	(1)	(2)	(7)	(1)	(4)	(1)	6	1	-	(27)
Track Work - Foreign	(1)	-	-	-	(1)	-	1	-	(0)	2	-	-	-	2
Human Error - Total	(9)	1	(1)	(1)	(0)	1	0	5	(7)	(1)	(6)	1	5	(11)
Human Error - Metra/PSA	(4)	1	(1)	(1)	-	(4)	(1)	(1)	(7)	(0)	(5)	(3)	7	(19)
Human Error - Foreign	(5)	-	-	(0)	(0)	4	1	7	-	(1)	(1)	4	(1)	8
PTC Related - Total	(2)	2	-	1	2	2	3	4	(1)	2	3	(1)	(4)	11
PTC Related - Metra/PSA	(1)	2	-	1	-	2	3	4	(1)	1	3	(2)	(4)	8
PTC Related - Foreign	(1)	-	-	-	2	-	-	-	-	1	-	1	(0)	3
Weather - Total	(0)	-	-	-	-	(1)	1	(1)	(1)	(1)	(0)	4	(1)	(1)
Weather - Metra/PSA	(0)	-	-	-	-	(1)	1	(1)	(1)	(1)	(0)	4	(1)	(1)
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	(6)	(4)	0	2	1	(8)	1	2	(7)	(0)	6	1	(5)	(17)
Obstruction/Debris - Total	(1)	11	5	8	1	6	(4)	(3)	(3)	(1)	(4)	(0)	1	16
Catenary Failure - Total	-	19	0	10	-	-	-	-	-	-	-	-	-	30
Other - Total	(0)	-	(0)	-	-	(1)	4	2	7	-	4	(0)	-	15
Total Trains Delayed	(51)	24	5	22	(3)	(15)	(2)	(0)	9	(3)	14	15	(30)	(16)
Total Metra/PSA Delays	-46	24	5	23	1	-9	-4	-2	14	0	15	6	-19	7
Total Foreign Carrier Delays	-6	0	0	-1	-4	-6	2	2	-5	-3	-1	9	-11	-23

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'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.

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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 6.a: Train Delays by Cause and Line - YTD
January - September 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	77	-	-	-	60	53	81	19	20	39	14	57	262	682
Freight Interference - Peak	18	-	-	-	33	14	29	13	4	24	8	31	97	271
Primary	15	-	-	-	33	14	23	12	4	23	6	19	73	222
Secondary	3	-	-	-	-	-	6	1	-	1	2	12	24	49
Freight Interference - Off-Peak	59	-	-	-	27	39	52	6	16	15	6	26	165	411
Primary	54	-	-	-	27	24	39	5	15	13	3	23	128	331
Secondary	5	-	-	-	-	15	13	1	1	2	3	3	37	80
Signal/Switch Failure - Total	84	56	34	72	23	127	98	24	141	33	47	62	47	848
Signal/Switch Failure - Metra/PSA	43	56	34	72	5	112	90	18	139	14	47	55	47	732
Primary	35	49	27	45	4	80	73	12	113	10	35	52	35	570
Secondary	8	7	7	27	1	32	17	6	26	4	12	3	12	162
Signal/Switch Failure - Foreign	41	-	-	-	18	15	8	6	2	19	-	7	-	116
Primary	29	-	-	-	18	10	4	5	-	14	-	6	-	86
Secondary	12	-	-	-	-	5	4	1	2	5	-	1	-	30
Mechanical Failure - Total	65	10	4	5	1	67	74	15	93	6	61	87	64	552
Mechanical Failure - Metra/PSA	60	8	4	5	1	63	74	15	93	6	61	87	64	541
Non-Locomotive Equipment Issue - Metra/PSA	19	8	4	5	-	12	15	5	8	3	27	22	16	144
Primary	15	4	3	4	-	8	11	3	7	2	16	15	13	101
Secondary	4	4	1	1	-	4	4	2	1	1	11	7	3	43
Locomotive Issue - Metra/PSA	41	-	-	-	1	51	59	10	85	3	34	65	48	397
Primary	21	-	-	-	1	25	28	7	34	1	18	29	22	186
Secondary	20	-	-	-	-	26	31	3	51	2	16	36	26	211
Mechanical Failure - Foreign	5	2	-	-	-	4	-	-	-	-	-	-	-	11
Passenger Train Interference - Total	2	-	1	1	9	30	-	3	6	2	-	4	2	60
Passenger Train Interference - Metra/PSA	-	-	1	-	-	25	-	3	6	-	-	3	2	40
Passenger Train Interference - Foreign	2	-	-	1	9	5	-	-	-	2	-	1	-	20
Accident - Total	125	3	-	3	4	40	25	1	89	2	88	78	38	496
Accident - Metra/PSA	125	3	-	3	3	35	19	1	62	1	88	63	25	428
Accident - Foreign	-	-	-	-	1	5	6	-	27	1	-	15	13	68
Track Work - Total	34	52	7	19	9	65	95	5	48	18	68	46	55	521
Track Work - Metra/PSA	30	52	7	19	1	63	92	-	48	3	68	43	55	481
Track Work - Foreign	4	-	-	-	8	2	3	5	-	15	-	3	-	40
Human Error - Total	61	20	8	16	17	69	31	16	45	14	53	68	31	449
Human Error - Metra/PSA	53	20	8	16	6	12	19	4	42	6	45	31	25	287
Human Error - Foreign	8	-	-	-	11	57	12	12	3	8	8	37	6	162
PTC Related - Total	7	29	10	24	17	78	43	30	53	34	58	27	40	450
PTC Related - Metra/PSA	5	28	10	22	6	74	40	22	52	12	57	25	38	391
PTC Related - Foreign	2	1	-	2	11	4	3	8	1	22	1	2	2	59
Weather - Total	35	13	7	9	6	81	49	10	71	5	72	67	53	478
Weather - Metra/PSA	35	13	7	9	5	81	49	10	70	5	72	67	53	476
Weather - Foreign	-	-	-	-	1	-	-	-	1	-	-	-	-	2
Passenger Related - Total	17	65	16	19	1	33	50	7	58	2	85	54	58	465
Obstruction/Debris - Total	44	29	20	46	8	41	29	15	52	10	60	82	63	499
Catenary Failure - Total	-	33	2	30	-	-	-	-	-	-	-	-	-	65
Other - Total	21	-	2	2	1	9	8	2	12	-	5	14	-	76
Total Trains Delayed	572	310	111	246	156	693	583	147	688	165	611	646	713	5,641
Total Metra/PSA Delays	433	307	111	243	37	548	470	97	634	59	588	524	430	4,481
Total Foreign Carrier Delays	139	3	0	3	119	145	113	50	54	106	23	122	283	1,160

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'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 - September 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	92	-	0	-	46	84	88	45	38	92	11	52	210	759
Freight Interference - Peak	32	-	0	-	39	19	26	18	7	35	4	28	70	279
Primary	19	-	-	-	32	12	20	14	5	26	3	15	38	183
Secondary	13	-	0	-	7	6	6	4	2	9	1	13	32	95
Freight Interference - Off-Peak	60	-	-	-	7	66	62	27	31	57	7	24	140	481
Primary	49	-	-	-	6	41	49	24	24	40	4	18	101	356
Secondary	11	-	-	-	1	24	13	4	7	17	3	6	39	125
Signal/Switch Failure - Total	122	55	26	28	23	149	87	47	118	66	20	56	64	861
Signal/Switch Failure - Metra/PSA	81	55	26	28	2	119	73	22	116	25	20	38	51	656
Primary	58	40	20	20	2	76	58	18	91	17	11	18	32	463
Secondary	22	15	6	8	0	43	15	4	25	8	9	20	19	192
Signal/Switch Failure - Foreign	41	-	-	-	21	30	14	26	3	40	0	18	12	205
Primary	33	-	-	-	18	15	10	20	3	27	-	12	10	148
Secondary	9	-	-	-	3	14	4	6	0	13	0	5	3	57
Mechanical Failure - Total	133	9	4	4	4	109	64	24	120	24	75	69	82	720
Mechanical Failure - Metra/PSA	131	5	3	3	3	101	63	24	120	24	75	69	82	704
Non-Locomotive Equipment Issue - Metra/PSA	49	5	3	3	1	14	8	3	16	10	22	27	34	197
Primary	20	2	2	1	1	7	5	2	9	6	14	15	17	101
Secondary	29	3	2	2	0	7	3	1	7	4	9	12	17	96
Locomotive Issue - Metra/PSA	82	-	-	-	2	87	55	20	104	14	52	42	48	507
Primary	25	-	-	-	2	27	22	7	38	6	17	15	18	176
Secondary	56	-	-	-	1	60	34	13	66	8	36	27	30	331
Mechanical Failure - Foreign	2	4	1	1	0	8	1	1	-	-	-	-	-	17
Passenger Train Interference - Total	17	3	2	4	8	24	3	8	3	22	1	3	2	99
Passenger Train Interference - Metra/PSA	2	2	1	2	0	18	1	8	2	0	1	3	2	43
Passenger Train Interference - Foreign	15	1	0	2	7	6	1	0	1	21	-	-	0	56
Accident - Total	57	32	6	8	2	22	24	8	31	9	35	73	48	355
Accident - Metra/PSA	49	18	4	8	0	15	21	6	27	5	34	66	26	280
Accident - Foreign	8	13	2	-	2	7	3	2	4	4	1	7	22	76
Track Work - Total	80	49	8	24	11	65	30	7	89	13	54	41	42	516
Track Work - Metra/PSA	77	49	8	24	9	63	28	7	89	8	54	40	42	500
Track Work - Foreign	3	0	-	-	2	2	2	0	0	6	-	1	-	16
Human Error - Total	133	21	9	11	14	85	50	23	72	23	57	57	61	618
Human Error - Metra/PSA	72	20	9	10	4	49	34	11	71	10	48	40	45	422
Human Error - Foreign	61	1	-	1	10	37	16	12	1	14	9	18	16	195
PTC Related - Total	32	12	3	8	8	19	13	8	43	13	36	28	55	280
PTC Related - Metra/PSA	30	12	3	8	3	18	13	5	42	6	36	28	52	254
PTC Related - Foreign	2	0	-	0	5	2	1	3	1	7	-	1	3	26
Weather - Total	93	66	23	33	5	79	58	14	102	10	54	78	44	660
Weather - Metra/PSA	90	66	23	33	4	78	57	14	102	9	52	77	43	648
Weather - Foreign	3	-	-	-	1	1	1	-	1	2	2	1	1	12
Passenger Related - Total	66	60	10	10	1	78	65	6	96	4	81	98	127	702
Obstruction/Debris - Total	62	31	13	30	4	35	33	14	75	20	31	72	73	492
Catenary Failure - Total	-	14	5	9	-	-	-	-	-	-	-	-	-	28
Other - Total	1	1	2	3	0	2	6	1	5	2	2	5	3	33
Total Trains Delayed	887	353	112	171	126	752	521	206	793	299	459	632	813	6,124
Total Metra/PSA Delays	658	334	109	168	31	576	394	117	745	113	434	534	548	4,760
Total Foreign Carrier Delays	229	20	3	3	95	176	127	89	48	186	24	98	265	1,363

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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 - September 2022 Compared to Average January - September 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	(15)	-	(0)	-	14	(31)	(7)	(26)	(18)	(53)	3	5	52	(77)
Freight Interference - Peak	(14)	-	(0)	-	(6)	(5)	3	(5)	(3)	(11)	4	3	27	(8)
Primary	(4)	-	-	-	1	2	3	(2)	(1)	(3)	3	4	35	39
Secondary	(10)	-	(0)	-	(7)	(6)	-	(3)	(2)	(8)	1	(1)	(8)	(46)
Freight Interference - Off-Peak	(1)	-	-	-	20	(27)	(10)	(21)	(15)	(42)	(1)	2	25	(70)
Primary	5	-	-	-	21	(17)	(10)	(19)	(9)	(27)	(1)	5	27	(25)
Secondary	(6)	-	-	-	(1)	(9)	0	(3)	(6)	(15)	-	(3)	(2)	(45)
Signal/Switch Failure - Total	(38)	1	8	44	(0)	(22)	11	(23)	23	(33)	27	6	(17)	(13)
Signal/Switch Failure - Metra/PSA	(38)	1	8	44	3	(7)	17	(4)	23	(11)	27	17	(4)	76
Primary	(23)	9	7	25	2	4	15	(6)	22	(7)	24	34	3	107
Secondary	(14)	(8)	1	19	1	(11)	2	2	1	(4)	3	(17)	(7)	(30)
Signal/Switch Failure - Foreign	(0)	-	-	-	(3)	(15)	(6)	(20)	(1)	(21)	(0)	(11)	(12)	(89)
Primary	(4)	-	-	-	-	(5)	(6)	(15)	(3)	(13)	-	(6)	(10)	(62)
Secondary	3	-	-	-	(3)	(9)	(0)	(5)	2	(8)	(0)	(4)	(3)	(27)
Mechanical Failure - Total	(68)	1	(0)	1	(3)	(42)	10	(9)	(27)	(18)	(14)	18	(18)	(168)
Mechanical Failure - Metra/PSA	(71)	3	1	2	(2)	(38)	11	(9)	(27)	(18)	(14)	18	(18)	(163)
Non-Locomotive Equipment Issue - Metra/PSA	(30)	3	1	2	(1)	(2)	7	2	(8)	(7)	5	(5)	(18)	(53)
Primary	(5)	2	1	3	(1)	1	6	1	(2)	(4)	2	0	(4)	-
Secondary	(25)	1	(1)	(1)	-	(3)	1	1	(6)	(3)	2	(5)	(14)	(53)
Locomotive Issue - Metra/PSA	(41)	-	-	-	(1)	(36)	4	(10)	(19)	(11)	(18)	23	-	(110)
Primary	(4)	-	-	-	(1)	(2)	6	(0)	(4)	(5)	1	14	4	10
Secondary	(36)	-	-	-	(1)	(34)	(3)	(10)	(15)	(6)	(20)	9	(4)	(120)
Mechanical Failure - Foreign	3	(2)	(1)	(1)	(0)	(4)	(1)	(1)	-	-	-	-	-	(6)
Passenger Train Interference - Total	(15)	(3)	(1)	(3)	1	6	(3)	(5)	3	(20)	(1)	1	(0)	(39)
Passenger Train Interference - Metra/PSA	(2)	(2)	(0)	(2)	(0)	7	(1)	(5)	4	(0)	(1)	0	-	(3)
Passenger Train Interference - Foreign	(13)	(1)	(0)	(1)	2	(1)	(1)	(0)	(1)	(19)	-	1	(0)	(36)
Accident - Total	68	(29)	(6)	(5)	2	18	1	(7)	58	(7)	53	5	(10)	141
Accident - Metra/PSA	76	(15)	(4)	(5)	3	20	(2)	(5)	35	(4)	54	(3)	(1)	148
Accident - Foreign	(8)	(13)	(2)	-	(1)	(2)	3	(2)	23	(3)	(1)	8	(9)	(8)
Track Work - Total	(46)	3	(1)	(5)	(2)	0	65	(2)	(41)	5	14	5	13	5
Track Work - Metra/PSA	(47)	3	(1)	(5)	(8)	(0)	64	(7)	(41)	(5)	14	3	13	(19)
Track Work - Foreign	1	(0)	-	-	6	0	1	5	(0)	9	-	2	-	24
Human Error - Total	(72)	(1)	(1)	5	3	(16)	(19)	(7)	(27)	(9)	(4)	11	(30)	(169)
Human Error - Metra/PSA	(19)	-	(1)	6	2	(37)	(15)	(7)	(29)	(4)	(3)	(9)	(20)	(135)
Human Error - Foreign	(53)	(1)	-	(1)	1	20	(4)	(0)	2	(6)	(1)	19	(10)	(33)
PTC Related - Total	(25)	17	7	16	9	59	30	22	10	21	22	(1)	(15)	170
PTC Related - Metra/PSA	(25)	16	7	14	3	56	27	17	10	6	21	(3)	(14)	137
PTC Related - Foreign	(0)	1	-	2	6	2	2	5	(0)	15	1	1	(1)	33
Weather - Total	(58)	(53)	(16)	(24)	1	2	(9)	(4)	(31)	(5)	18	(11)	9	(182)
Weather - Metra/PSA	(55)	(53)	(16)	(24)	1	3	(8)	(4)	(32)	(4)	20	(10)	10	(172)
Weather - Foreign	(3)	-	-	-	0	(1)	(1)	-	0	(2)	(2)	(1)	(1)	(10)
Passenger Related - Total	(49)	5	6	9	0	(45)	(15)	1	(38)	(2)	4	(44)	(69)	(237)
Obstruction/Debris - Total	(18)	(2)	7	16	4	6	(4)	1	(23)	(10)	29	10	(10)	7
Catenary Failure - Total	-	19	(3)	21	-	-	-	-	-	-	-	-	-	37
Other - Total	20	(1)	0	(1)	1	7	2	1	7	(2)	3	9	(3)	43
Total Trains Delayed	(315)	(43)	(1)	75	30	(59)	62	(59)	(105)	(134)	152	14	(100)	(483)
Total Metra/PSA Delays	-225	-27	2	75	6	-28	76	-20	-111	-54	154	-10	-118	-279
Total Foreign Carrier Delays	-90	-17	-3	0	24	-31	-14	-39	6	-80	-1	24	18	-203

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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 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 - Sep	
Freight Interference - Total	67	62	80	90	79	69	95	93	47				682	12.1%
Freight Interference - Peak	26	18	35	42	45	27	29	28	21				271	4.8%
Primary	20	16	30	34	41	24	24	18	15				222	3.9%
Secondary	6	2	5	8	4	3	5	10	6				49	0.9%
Freight Interference - Off-Peak	41	44	45	48	34	42	66	65	26				411	7.3%
Primary	31	36	37	43	31	35	44	50	24				331	5.9%
Secondary	10	8	8	5	3	7	22	15	2				80	1.4%
Signal/Switch Failure - Total	92	101	46	55	137	150	86	94	87				848	15.0%
Signal/Switch Failure - Metra/PSA	76	90	42	48	121	133	72	83	67				732	13.0%
Primary	62	67	39	40	92	101	42	68	59				570	10.1%
Secondary	14	23	3	8	29	32	30	15	8				162	2.9%
Signal/Switch Failure - Foreign	16	11	4	7	16	17	14	11	20				116	2.1%
Primary	10	10	4	4	13	11	7	10	17				86	1.5%
Secondary	6	1	-	3	3	6	7	1	3				30	0.5%
Mechanical Failure - Total	55	74	52	56	79	58	75	51	52				552	9.8%
Mechanical Failure - Metra/PSA	55	72	48	56	79	58	73	48	52				541	9.6%
Non-Locomotive Equipment Issue - Metra/PSA	10	23	9	15	20	17	16	16	18				144	2.6%
Primary	7	15	7	11	12	13	15	10	11				101	1.8%
Secondary	3	8	2	4	8	4	1	6	7				43	0.8%
Locomotive Issue - Metra/PSA	45	49	39	41	59	41	57	32	34				397	7.0%
Primary	25	17	19	19	26	25	23	18	14				186	3.3%
Secondary	20	32	20	22	33	16	34	14	20				211	3.7%
Mechanical Failure - Foreign	-	2	4	-	-	-	2	3	-				11	0.2%
Passenger Train Interference - Total	4	1	2	4	4	8	13	12	12				60	1.1%
Passenger Train Interference - Metra/PSA	2	-	-	3	4	4	10	7	10				40	0.7%
Passenger Train Interference - Foreign	2	1	2	1	-	4	3	5	2				20	0.4%
Accident - Total	81	30	11	26	106	43	87	45	67				496	8.8%
Accident - Metra/PSA	66	30	5	25	99	37	61	44	61				428	7.6%
Accident - Foreign	15	-	6	1	7	6	26	1	6				68	1.2%
Track Work - Total	12	59	30	42	60	85	54	128	51				521	9.2%
Track Work - Metra/PSA	11	57	26	42	54	70	51	124	46				481	8.5%
Track Work - Foreign	1	2	4	-	6	15	3	4	5				40	0.7%
Human Error - Total	31	24	42	43	69	50	63	78	49				449	8.0%
Human Error - Metra/PSA	22	10	29	33	47	24	43	54	25				287	5.1%
Human Error - Foreign	9	14	13	10	22	26	20	24	24				162	2.9%
PTC Related - Total	34	43	38	55	55	72	63	51	39				450	8.0%
PTC Related - Metra/PSA	23	38	36	50	47	65	54	44	34				391	6.9%
PTC Related - Foreign	11	5	2	5	8	7	9	7	5				59	1.0%
Weather - Total	141	84	28	15	20	99	43	31	17				478	8.5%
Weather - Metra/PSA	141	83	28	15	20	98	43	31	17				476	8.4%
Weather - Foreign	-	1	-	-	-	1	-	-	-				2	0.0%
Passenger Related - Total	21	38	44	31	50	60	79	88	54				465	8.2%
Obstruction/Debris - Total	33	71	81	30	58	71	36	49	70				499	8.8%
Catenary Failure - Total	-	-	14	-	2	-	10	1	38				65	1.2%
Other - Total	1	1	8	2	23	18	5	1	17				76	1.3%
Total Trains Delayed	572	588	476	449	742	783	709	722	600				5,641	100.0%
Total Metra/PSA Delays	451	490	361	335	604	638	537	574	491				4,481	79.4%
Total Foreign Carrier Delays	121	98	115	114	138	145	172	148	109				1,160	20.6%

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**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 - Sep	
Freight Interference - Total	65	109	39	44	60	79	120	139	100	68	79	122	755	15.6%
Freight Interference - Peak	31	52	21	17	23	26	42	55	29	35	34	41	296	6.1%
Primary	26	43	17	16	21	22	31	38	22	28	28	32	236	4.9%
Secondary	5	9	4	1	2	4	11	17	7	7	6	9	60	1.2%
Freight Interference - Off-Peak	34	57	18	27	37	53	78	84	71	33	45	81	459	9.5%
Primary	24	47	16	26	32	44	54	64	61	28	36	58	368	7.6%
Secondary	10	10	2	1	5	9	24	20	10	5	9	23	91	1.9%
Signal/Switch Failure - Total	46	93	43	37	50	84	117	59	67	106	75	108	596	12.3%
Signal/Switch Failure - Metra/PSA	37	65	37	28	30	60	108	49	53	92	62	98	467	9.6%
Primary	32	51	29	26	27	51	80	39	41	73	43	77	376	7.8%
Secondary	5	14	8	2	3	9	28	10	12	19	19	21	91	1.9%
Signal/Switch Failure - Foreign	9	28	6	9	20	24	9	10	14	14	13	10	129	2.7%
Primary	8	25	6	7	18	23	8	9	10	13	12	8	114	2.4%
Secondary	1	3	-	2	2	1	1	1	4	1	1	2	15	0.3%
Mechanical Failure - Total	25	43	23	37	32	43	75	51	53	40	36	73	382	7.9%
Mechanical Failure - Metra/PSA	25	43	23	37	32	43	75	51	52	40	36	70	381	7.9%
Non-Locomotive Equipment Issue - Metra/PSA	4	14	9	3	10	20	17	7	20	9	22	18	104	2.1%
Primary	3	8	6	3	7	13	10	6	13	8	13	10	69	1.4%
Secondary	1	6	3	-	3	7	7	1	7	1	9	8	35	0.7%
Locomotive Issue - Metra/PSA	21	29	14	34	22	23	58	44	32	31	14	52	277	5.7%
Primary	11	19	11	14	10	14	28	14	17	14	6	18	138	2.9%
Secondary	10	10	3	20	12	9	30	30	15	17	8	34	139	2.9%
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	1	-	-	3	1	0.0%
Passenger Train Interference - Total	2	9	3	1	1	5	16	18	18	13	13	6	73	1.5%
Passenger Train Interference - Metra/PSA	2	7	3	1	-	4	9	16	13	10	8	2	55	1.1%
Passenger Train Interference - Foreign	-	2	-	-	1	1	7	2	5	3	5	4	18	0.4%
Accident - Total	30	35	24	40	17	36	5	66	50	15	8	17	303	6.3%
Accident - Metra/PSA	23	21	24	39	14	23	5	61	36	15	8	15	246	5.1%
Accident - Foreign	7	14	-	1	3	13	-	5	14	-	-	2	57	1.2%
Track Work - Total	1	18	40	17	28	38	76	77	93	63	91	25	388	8.0%
Track Work - Metra/PSA	1	18	38	16	27	37	73	71	86	62	84	23	367	7.6%
Track Work - Foreign	-	-	2	1	1	1	3	6	7	1	7	2	21	0.4%
Human Error - Total	25	62	27	23	47	29	108	83	59	46	50	37	463	9.6%
Human Error - Metra/PSA	19	52	19	16	34	20	71	53	37	17	40	29	321	6.6%
Human Error - Foreign	6	10	8	7	13	9	37	30	22	29	10	8	142	2.9%
PTC Related - Total	33	32	35	26	37	60	50	41	51	37	49	48	365	7.5%
PTC Related - Metra/PSA	28	26	29	16	31	54	39	33	48	29	35	43	304	6.3%
PTC Related - Foreign	5	6	6	10	6	6	11	8	3	8	14	5	61	1.3%
Weather - Total	23	430	5	1	12	31	27	106	10	58	85	54	645	13.3%
Weather - Metra/PSA	23	397	5	1	12	31	27	95	10	57	85	54	601	12.4%
Weather - Foreign	-	33	-	-	-	-	-	11	-	1	-	-	44	0.9%
Passenger Related - Total	20	37	23	18	27	67	89	76	63	50	50	44	420	8.7%
Obstruction/Debris - Total	36	36	21	26	50	45	72	34	68	75	52	41	388	8.0%
Catenary Failure - Total	-	-	-	2	11	-	2	14	14	-	7	-	43	0.9%
Other - Total	-	-	1	4	4	1	2	7	2	30	7	10	21	0.4%
Total Trains Delayed	306	904	284	276	376	518	759	771	648	601	602	585	4,842	100.0%
Total Metra/PSA Delays	214	702	223	204	272	385	572	560	482	477	474	429	3,614	74.6%
Total Foreign Carrier Delays	92	202	61	72	104	133	187	211	166	124	128	156	1,228	25.4%

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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 8: Train Delays by Duration
September 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	9	2	1	2	1	9	11	5	6	8	8	14	5	81
11-15	3	0	1	0	4	2	5	1	3	3	6	4	3	35
16-20	2	2	0	2	0	2	2	0	1	1	2	4	2	20
21+	1	3	3	1	1	3	2	3	8	1	3	16	2	47
Annulled	<u>1</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>1</u>	<u>13</u>
Sub-Total	16	9	5	6	6	16	21	9	20	13	19	43	13	196
Weekday Off-Peak **														
6-10	9	7	3	7	1	13	6	8	23	9	5	4	7	102
11-15	7	3	3	4	2	6	3	0	5	1	8	2	4	48
16-20	8	1	0	2	1	1	3	0	7	0	2	2	3	30
21+	3	10	1	7	1	6	4	2	12	4	3	11	3	67
Annulled	<u>6</u>	<u>4</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>21</u>
Sub-Total	33	25	7	22	5	27	16	10	52	14	19	21	17	268
Saturday														
6-10	3	2	1	0	0	3	2	0	13	0	3	3	1	31
11-15	0	1	1	0	0	3	1	0	1	0	5	1	1	14
16-20	1	0	0	0	0	3	0	0	3	0	2	3	3	15
21+	1	6	0	0	0	1	0	0	4	0	2	1	8	23
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>1</u>	<u>2</u>	<u>3</u>
Sub-Total	5	9	2	0	0	10	3	0	21	0	12	9	15	86
Sunday-Holiday														
6-10	0	6	0	4	0	5	2	0	3	0	6	1	2	29
11-15	0	1	0	2	0	2	2	0	0	0	3	1	0	11
16-20	0	2	0	1	0	1	0	0	1	0	1	0	0	6
21+	0	1	0	0	0	2	0	0	0	0	0	0	0	3
Annulled	<u>1</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>1</u>
Sub-Total	1	10	0	7	0	10	4	0	4	0	10	2	2	50
September 2022 Total														
6-10	21	17	5	13	2	30	21	13	45	17	22	22	15	243
11-15	10	5	5	6	6	13	11	1	9	4	22	8	8	108
16-20	11	5	0	5	1	7	5	0	12	1	7	9	8	71
21+	5	20	4	8	2	12	6	5	24	5	8	28	13	140
Annulled	<u>8</u>	<u>6</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>7</u>	<u>0</u>	<u>1</u>	<u>8</u>	<u>3</u>	<u>38</u>
TOTAL	55	53	14	35	11	63	44	19	97	27	60	75	47	600
2022 Year-to-Date														
6-10	173	148	55	102	66	347	307	73	307	87	193	198	231	2,287
11-15	96	42	24	36	33	152	128	39	113	27	114	114	158	1,076
16-20	61	27	7	23	21	74	50	9	75	16	75	84	100	622
21+	113	68	17	52	31	98	84	23	141	31	172	214	191	1,235
Annulled	<u>129</u>	<u>25</u>	<u>8</u>	<u>33</u>	<u>5</u>	<u>22</u>	<u>14</u>	<u>3</u>	<u>52</u>	<u>4</u>	<u>57</u>	<u>36</u>	<u>33</u>	<u>421</u>
TOTAL	572	310	111	246	156	693	583	147	688	165	611	646	713	5,641
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
September 2022 Total														
6-10	38.2%	32.1%	35.7%	37.1%	18.2%	47.6%	47.7%	68.4%	46.4%	63.0%	36.7%	29.3%	31.9%	40.5%
11-15	18.2%	9.4%	35.7%	17.1%	54.5%	20.6%	25.0%	5.3%	9.3%	14.8%	36.7%	10.7%	17.0%	18.0%
16-20	20.0%	9.4%	0.0%	14.3%	9.1%	11.1%	11.4%	0.0%	12.4%	3.7%	11.7%	12.0%	17.0%	11.8%
21+	9.1%	37.7%	28.6%	22.9%	18.2%	19.0%	13.6%	26.3%	24.7%	18.5%	13.3%	37.3%	27.7%	23.3%
Annulled	<u>14.5%</u>	<u>11.3%</u>	<u>0.0%</u>	<u>8.6%</u>	<u>0.0%</u>	<u>1.6%</u>	<u>2.3%</u>	<u>0.0%</u>	<u>7.2%</u>	<u>0.0%</u>	<u>1.7%</u>	<u>10.7%</u>	<u>6.4%</u>	<u>6.3%</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	30.2%	47.7%	49.5%	41.5%	42.3%	50.1%	52.7%	49.7%	44.6%	52.7%	31.6%	30.7%	32.4%	40.5%
11-15	16.8%	13.5%	21.6%	14.6%	21.2%	21.9%	22.0%	26.5%	16.4%	16.4%	18.7%	17.6%	22.2%	19.1%
16-20	10.7%	8.7%	6.3%	9.3%	13.5%	10.7%	8.6%	6.1%	10.9%	9.7%	12.3%	13.0%	14.0%	11.0%
21+	19.8%	21.9%	15.3%	21.1%	19.9%	14.1%	14.4%	15.6%	20.5%	18.8%	28.2%	33.1%	26.8%	21.9%
Annulled	<u>22.6%</u>	<u>8.1%</u>	<u>7.2%</u>	<u>13.4%</u>	<u>3.2%</u>	<u>3.2%</u>	<u>2.4%</u>	<u>2.0%</u>	<u>7.6%</u>	<u>2.4%</u>	<u>9.3%</u>	<u>5.6%</u>	<u>4.6%</u>	<u>7.5%</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 (10/28/2022) version from TOPS.