

# On-Time Performance

March 2022



## On-Time Performance March 2022

This report presents an analysis of March 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 resulted in an increase of five weekday BNSF revenue trains.

Under these pilot and alternate schedules Metra operated between 558 and 563 regularly scheduled revenue trains each weekday in March, which is a 19 percent reduction from Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 269 regularly scheduled revenue trains each Saturday in March, which is a one percent reduction from the 273 Saturday trains Metra operated pre-pandemic. Metra operated 185 regularly scheduled revenue trains each Sunday in March, 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 12 percent fewer total revenue trains in March 2022 than in March 2019, about two percent fewer total revenue trains than in March 2020, but about 36 percent more total revenue trains than in March 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  
March 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			
<b>BNSF</b>	955	18	98.1%	1,043	20	98.1%	1,998	38	98.1%	128	2	98.4%	80	2	97.5%	2,206	42	98.1%
<b>ME-ML</b>	529	5	99.1%	966	7	99.3%	1,495	12	99.2%	169	16	90.5%	96	3	96.9%	1,760	31	98.2%
<b>ME-BI</b>	161	5	96.9%	253	3	98.8%	414	8	98.1%	32	0	100.0%	--	--	--	446	8	98.2%
<b>ME-SC</b>	<u>253</u>	<u>7</u>	97.2%	<u>713</u>	<u>9</u>	98.7%	<u>966</u>	<u>16</u>	98.3%	<u>128</u>	<u>15</u>	88.3%	<u>80</u>	<u>1</u>	98.8%	<u>1,174</u>	<u>32</u>	97.3%
<b>Subtotal</b>	943	17	98.2%	1,932	19	99.0%	2,875	36	98.7%	329	31	90.6%	176	4	97.7%	3,380	71	97.9%
<b>HC</b>	115	11	90.4%	23	7	69.6%	138	18	87.0%	--	--	--	--	--	--	138	18	87.0%
<b>MD-N</b>	414	13	96.9%	460	21	95.4%	874	34	96.1%	90	8	91.1%	72	0	100.0%	1,036	42	95.9%
<b>MD-W</b>	<u>437</u>	<u>17</u>	96.1%	<u>483</u>	<u>6</u>	98.8%	<u>920</u>	<u>23</u>	97.5%	<u>103</u>	<u>6</u>	94.2%	<u>72</u>	<u>4</u>	94.4%	<u>1,095</u>	<u>33</u>	97.0%
<b>Subtotal</b>	851	30	96.5%	943	27	97.1%	1,794	57	96.8%	193	14	92.7%	144	4	97.2%	2,131	75	96.5%
<b>NCS</b>	184	3	98.4%	92	6	93.5%	276	9	96.7%	--	--	--	--	--	--	276	9	96.7%
<b>RI</b>	713	8	98.9%	1,127	23	98.0%	1,840	31	98.3%	140	4	97.1%	112	6	94.6%	2,092	41	98.0%
<b>SWS</b>	207	10	95.2%	69	12	82.6%	276	22	92.0%	--	--	--	--	--	--	276	22	92.0%
<b>UP-N</b>	506	14	97.2%	1,196	36	97.0%	1,702	50	97.1%	106	2	98.1%	72	4	94.4%	1,880	56	97.0%
<b>UP-NW</b>	483	25	94.8%	552	13	97.6%	1,035	38	96.3%	139	13	90.6%	84	3	96.4%	1,258	54	95.7%
<b>UP-W</b>	<u>368</u>	<u>35</u>	90.5%	<u>552</u>	<u>44</u>	92.0%	<u>920</u>	<u>79</u>	91.4%	<u>86</u>	<u>5</u>	94.2%	<u>72</u>	<u>4</u>	94.4%	<u>1,078</u>	<u>88</u>	91.8%
<b>Subtotal</b>	1,357	74	94.5%	2,300	93	96.0%	3,657	167	95.4%	331	20	94.0%	228	11	95.2%	4,216	198	95.3%
<b>System</b>	5,325	171	96.8%	7,529	207	97.3%	12,854	378	97.1%	1,121	71	93.7%	740	27	96.4%	14,715	476	96.8%

\*Includes peak direction trains operating during weekday peak periods. \*\*Includes all other weekday trains.  
Delays data for most recent month is draft board reporting (04/07/2022) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line  
January - March 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			
<b>BNSF</b>	2,636	60	97.7%	2,888	59	98.0%	5,524	119	97.8%	368	7	98.1%	280	2	99.3%	6,172	128	97.9%
<b>ME-ML</b>	1,472	29	98.0%	2,688	39	98.5%	4,160	68	98.4%	505	20	96.0%	337	4	98.8%	5,002	92	98.2%
<b>ME-BI</b>	448	20	95.5%	704	15	97.9%	1,152	35	97.0%	96	0	100.0%	--	--	--	1,248	35	97.2%
<b>ME-SC</b>	<u>704</u>	<u>27</u>	96.2%	<u>1,984</u>	<u>35</u>	98.2%	<u>2,688</u>	<u>62</u>	97.7%	<u>384</u>	<u>20</u>	94.8%	<u>280</u>	<u>5</u>	98.2%	<u>3,352</u>	<u>87</u>	97.4%
<b>Subtotal</b>	2,624	76	97.1%	5,376	89	98.3%	8,000	165	97.9%	985	40	95.9%	617	9	98.5%	9,602	214	97.8%
<b>HC</b>	320	35	89.1%	64	21	67.2%	384	56	85.4%	--	--	--	--	--	--	384	56	85.4%
<b>MD-N</b>	1,153	58	95.0%	1,279	75	94.1%	2,432	133	94.5%	250	21	91.6%	252	6	97.6%	2,934	160	94.5%
<b>MD-W</b>	<u>1,216</u>	<u>87</u>	92.8%	<u>1,344</u>	<u>51</u>	96.2%	<u>2,560</u>	<u>138</u>	94.6%	<u>295</u>	<u>14</u>	95.3%	<u>252</u>	<u>16</u>	93.7%	<u>3,107</u>	<u>168</u>	94.6%
<b>Subtotal</b>	2,369	145	93.9%	2,623	126	95.2%	4,992	271	94.6%	545	35	93.6%	504	22	95.6%	6,041	328	94.6%
<b>NCS</b>	512	22	95.7%	256	13	94.9%	768	35	95.4%	--	--	--	--	--	--	768	35	95.4%
<b>RI</b>	1,984	83	95.8%	3,136	102	96.7%	5,120	185	96.4%	404	20	95.0%	392	23	94.1%	5,916	228	96.1%
<b>SWS</b>	576	32	94.4%	192	29	84.9%	768	61	92.1%	--	--	--	--	--	--	768	61	92.1%
<b>UP-N</b>	1,408	53	96.2%	3,328	115	96.5%	4,736	168	96.5%	314	7	97.8%	252	11	95.6%	5,302	186	96.5%
<b>UP-NW</b>	1,344	103	92.3%	1,536	51	96.7%	2,880	154	94.7%	411	23	94.4%	294	10	96.6%	3,585	187	94.8%
<b>UP-W</b>	<u>1,024</u>	<u>74</u>	92.8%	<u>1,536</u>	<u>115</u>	92.5%	<u>2,560</u>	<u>189</u>	92.6%	<u>246</u>	<u>8</u>	96.7%	<u>252</u>	<u>16</u>	93.7%	<u>3,058</u>	<u>213</u>	93.0%
<b>Subtotal</b>	3,776	230	93.9%	6,400	281	95.6%	10,176	511	95.0%	971	38	96.1%	798	37	95.4%	11,945	586	95.1%
<b>System</b>	14,797	683	95.4%	20,935	720	96.6%	35,732	1,403	96.1%	3,273	140	95.7%	2,591	93	96.4%	41,596	1,636	96.1%

\*Includes peak direction trains operating during weekday peak periods. \*\*Includes all other weekday trains.  
Delays data for most recent month is draft board reporting (04/07/2022) 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-Mar	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	95.9%	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	91.3%	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	93.2%	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	97.1%	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	96.6%	97.1%
	2022	98.0	97.6	98.1										97.9%	97.9%
	<b>2017-2021 average</b>	94.5	92.9	96.4	96.2	94.6	94.6	94.7	95.3	94.5	95.2	94.9	96.4	94.6%	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	97.6%	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	98.0%	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	95.7%	98.0%
	2020	97.5	97.3	98.2	99.3	95.7	98.1	97.1	96.7	99.0	97.8	97.4	99.1	97.6%	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										97.8%	97.8%
	<b>2017-2021 average</b>	97.1	96.2	98.8	99.1	98.3	98.1	97.7	98.2	98.5	98.4	97.8	97.9	97.4%	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	95.1%	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	89.3%	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	83.7%	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	84.5%	86.5%
	2022	84.9	84.2	87.0										85.4%	85.4%
	<b>2017-2021 average</b>	88.4	87.8	90.7	93.9	83.6	88.4	90.0	90.3	89.1	88.7	89.4	92.5	89.0%	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	95.8%	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	92.2%	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	89.5%	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	95.4%	95.8%
	2021	91.8	86.7	96.4	95.1	93.9	89.3	91.1	95.7	94.7	91.6	94.7	94.0	91.8%	93.0%
	2022	94.0	93.5	95.9										94.5%	94.5%
	<b>2017-2021 average</b>	92.2	91.0	95.9	94.6	94.3	92.9	91.6	94.1	93.4	93.2	92.3	94.1	93.1%	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	95.8%	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	94.2%	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	93.6%	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	94.7%	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	91.8%	94.1%
	2022	92.7	93.9	97.0										94.6%	94.6%
	<b>2017-2021 average</b>	94.7	91.6	96.1	96.3	95.9	96.0	96.1	95.7	96.1	95.7	94.0	93.3	94.2%	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	93.2%	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	92.0%	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	91.4%	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	90.1%	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	83.7%	90.4%
	2022	94.0	95.4	96.7										95.4%	95.4%
	<b>2017-2021 average</b>	91.5	87.1	95.2	94.9	93.6	94.8	93.9	94.2	93.8	94.4	92.1	92.7	91.4%	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-Mar	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	96.7%	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	92.8%	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	91.3%	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	93.9%	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										96.1%	96.1%
	<b>2017-2021 average</b>	93.1	91.8	96.8	97.3	94.1	94.6	93.9	94.8	94.6	96.2	93.9	95.5	94.0%	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	95.6%	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	92.2%	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	91.7%	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	95.7%	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	92.2%	91.0%
	2022	91.7	92.5	92.0										92.1%	92.1%
	<b>2017-2021 average</b>	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	97.6%	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	96.4%	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	92.3%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6	97.2	97.4	97.0	97.4	98.9	98.5%	98.1%
	2021	98.4	93.6	96.9	98.7	97.3	97.6	95.1	92.7	95.9	97.1	96.2	95.4	96.4%	96.0%
	2022	95.8	96.6	97.0										96.5%	96.5%
	<b>2017-2021 average</b>	96.0	95.1	97.6	97.7	97.5	97.0	96.1	95.6	96.9	96.9	95.7	96.7	96.2%	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	97.2%	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	94.2%	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	91.7%	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	95.3%	95.2%
	2022	94.0	94.6	95.7										94.8%	94.8%
	<b>2017-2021 average</b>	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	95.8%	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	92.0%	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	86.3%	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	96.9%	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	90.9%	90.5%
	2022	92.9	94.5	91.8										93.0%	93.0%
	<b>2017-2021 average</b>	93.2	89.2	94.9	94.7	92.3	93.6	91.6	92.0	93.5	93.2	91.7	91.7	92.5%	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	96.6%	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	94.2%	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	92.2%	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	96.3%	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	95.1%	95.5%
	2022	95.9	95.5	96.8										96.1%	96.1%
	<b>2017-2021 average</b>	94.7	93.0	96.8	96.8	95.7	95.4	94.9	95.4	95.7	95.8	94.6	95.6	94.9%	95.4%

Delays data for most recent month is draft board reporting (04/07/2022) 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  
March 2022**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1202 <b>83% OT</b>	Thu, Mar 10	29	L1	1200 reported struck trespasser (near miss)
		Fri, Mar 18	7	F	SE Loading Door sticks in pocket; BENT DOOR GUIDE; REPAIRED
		Thu, Mar 24	12	D	Following QSSECHC
		Mon, Mar 28	0	XRL	Manpower- DUE TO SCHEDULE CHANGE
HC	915 <b>70% OT</b>	Tue, Mar 01	21	CD	19MIN DELAY DUE TO CN TRACK WORK ON SWITCH AT CERMAK. STOPPED AT 15:33, RESUMED AT 15:52.
		Wed, Mar 02	37	DD	(GENERAL FREIGHT INTERFERENCE) - FREIGHT TRAIN INTERFERENCE MCHNP UP5898 15070FT. STOPPED 340PM-420PM
		Mon, Mar 07	13	G	16M CUS, LATE ARR OF EQP. (A2 switch failure)
		Tue, Mar 08	10	D	(GENERAL FREIGHT INTERFERENCE) - 14M CN-CP CERMAK, CN EB L536 (ENG. CN5742, 154CARS, 9961FT.) ROUTED FIRST THRU PLANT, PER CN DISP.
		Thu, Mar 10	14	D	(GENERAL FREIGHT INTERFERENCE) - 22M NS-BRIGHTON PK., BNSF QLAC (BNSF3887, 66CARS, 6443FT.) PULLING THRU PLANT TOWARDS ASHLAND.
		Mon, Mar 14	26	D	(GENERAL FREIGHT INTERFERENCE) - 33M BNSF-CORWITH, STOPPED BEHIND AMTK21 AHEAD, WAITING FOR BNSF Q-CHS-11 (ENG. BNSF3779 WITH 8966FT.) TO CL [CF] (GENERAL FREIGHT INTERFERENCE) - 4 MIN DUE TO IHB CROSS TRAFFIC. IHB DISP DID NOT HAVE TRAIN INFO.
HC	919 <b>70% OT</b>	Wed, Mar 02	10	ZR	PTC MALFUNCTION (breakers reset inadvertently and showed system incompatibility issue)
		Mon, Mar 07	6	D	10M CORWITH WAITING ON SIGNAL, AMTK340 AHEAD.
		Mon, Mar 14	6	D	(GENERAL FREIGHT INTERFERENCE) - 8M NS-BRIGHTON PK., UP MCHNP SLOW MOVE FROM CSX THRU BRIGHTON PK.
		Tue, Mar 15	19	G	18 min waiting on equipment from WACY DUE TO SWITCH FAILURE AT A2, 4 min freight interference CP Lemoyne,
		Fri, Mar 18	10	AM	(AMTRAK CAUSED DELAY) - 10M 45X/O TO CP CANAL, RESTRICTED SPEED FOLLOWING AMTK305.
		Mon, Mar 28	24	D	(GENERAL FREIGHT INTERFERENCE) - 20MIN STOPPED AT BRIGHTON PARK BEHIND AMTRK 305 WAITING FOR UP TRAIN MCHNP UP8155, 11,800FT TO GET BY. UP D FOLLOWING AMTRAK TO 47 XO
MD-N	2156 <b>83% OT</b>	Thu, Mar 03	6	RF	6 min late, 5 min stop signal CN, 2 min stop signal Mayfair.
		Mon, Mar 14	8	KD1	9 min late, 9 min Libertyville siding waiting on 2151 (struck tree limb).
		Thu, Mar 17	22	ZT	21 min late, 14 min PTC issues at Fox Lake, 10 min Grayslake meeting 2151.
		Fri, Mar 18	18	N1	18 min late, 6 min late turn from 2147, 10 min stop signal Mayfair.
MD-W	2212 <b>78% OT</b>	Mon, Mar 14	8	G	(-9)" -13" Departed Elgin Coachyard late due to switch failure @ National St., maintainer handlined route
		Wed, Mar 16	6	U1	(-6) -5" Following train ahead (2210 DELAYED WITH 2 ADA PASSENGERS) operating on approach signals; -3" Stop short of Mont Clare, meet with NCS 101
		Mon, Mar 21	9	U1	-9" Stop signal Hanover Park/Approach signals following 2210
		Wed, Mar 23	8	U1	(-8) -6" Following train ahead (2210) operating on approach signals, stop @ Roselle West; -2" Held out of Elmwood Park waited NCS 101
NCS	107 <b>83% OT</b>	Mon, Mar 07	26	G	Due to a track circuit at A-2 107 departed CUS at 3:41 16 min late. 26 min late, late arrival of equipment from WACY.
		Tue, Mar 08	9	ZR	9 min late, 6 min PTC issues enroute CUS-A-2, 4 min cross traffic Deval (ENGINEER SELECTED WRONG DIRECTION)
		Mon, Mar 21	7	L	7 min late, 5 min Monte Claire near (someone ran in front of locomotive) miss engineer emergency stop, 4 min stop (cross traffic signal Deval
		Mon, Mar 28	8	B	-8 min late, 8 min copying and complying 2 TGBO's, item 3 and 10 MPH speed restriction WELDER CAUSED CROSSING ISSUE
SWS	803 <b>83% OT</b>	Wed, Mar 02	10	RF	NSS18 WAITING FOR SWS806 TO CLEAR DISPATCHER LINED UPSWS806 FIRST
		Thu, Mar 10	7	C	8M TALKED BY ASHBURN ACCOUNT TRACK CIRCUIT ON TK 1 RESTRICTED SPEED (BROKEN RAIL) TO CHICAGO RIDGE.
		Fri, Mar 11	12	DD1	14M BELT JCT WAITING FOR SWS806 TO CLEAR.
SWS	812 <b>83% OT</b>	Thu, Mar 10	16	C1	7M LATE DEPARTING 179TH ACCOUNT TURN FROM SWS803 AND 3M NO BELT ID 10M ENROUTE PASSENGERS ON WRONG SIDE
		Fri, Mar 11	10	DD1	16M LATE DEPARTING 179TH ST SUE TO LATE TURN FROM SWS 803
		Tue, Mar 15	7	D	3M LATE DEPARTING 179TH SWAP EQUIPMENT 8M FOREST HILL CROSS TRAFFIC FREIGHT 1192 EP5947 56 CARS 13,000 FT S
		Thu, Mar 31	8	E1	(LOCOMOTIVE MALFUNCTION) - 11M LATE DEPARTING 179TH TURN FROM SWS 803
SWS	815 <b>83% OT</b>	Thu, Mar 10	9	C1	3M CENTRAL AV. ITEM 1.
		Fri, Mar 11	10	D	(GENERAL FREIGHT INTERFERENCE) - 10M BELT JCT., TWO FRIEIGHT TRAINS MOVING THRU PLANT. NO INFO. PROVIDED BY THE BRC.
		Wed, Mar 16	8	D	(GENERAL FREIGHT INTERFERENCE) - 7M CSX-FOREST HILL, freight ROUTED ACROSS FIRST.
		Fri, Mar 25	26	ZV	train departed cut out. Attempting to get permission from foreign roads to run cut out on their territory. NS has given permission, working on BRC. CYCLE PTC BREAKER
SWS	824 <b>83% OT</b>	Tue, Mar 01	7	DD	(FREIGHT DISPATCHER ERROR) - 7MIN DELAY DUE TO NEW NS 518 DISPATCHER LINED UP LITE PWR.
		Wed, Mar 09	30	D	(GENERAL FREIGHT INTERFERENCE) - 24M AMTK 21ST ST., CN WB X335 (ENG. CN2305, 119CARS, 7923FT.) SLOW MOVE THRU PLANT.
		Thu, Mar 10	9	D	(GENERAL FREIGHT INTERFERENCE) - 6M NS-CP518, NSBC07 EB LT. ENG. SLOW MOVE TO ASHLAND.
		Tue, Mar 22	20	ZV	20MIN DELAY FOR SYSTEM CONFIGURATION due to bad connector; CYCLE PTC BREAKER

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late			
UP-W	36 <b>65% OT</b>	Wed, Mar 02	15		D	-15" Freight train interference
		Thu, Mar 03	17		D1	-17" Late arrival of M13
		Thu, Mar 10	15		DM	-15" Freight Train Interference MCHCB HIT CAR
		Thu, Mar 17	12		D	-12" Freight train interference, YPR60X-16 was taking longer than the dispatcher anticipated.
		Wed, Mar 23	18		D1	-20" Late arrival of M13 at Elburn
		Mon, Mar 28	12		D	Departed Elburn down waited for freight train to clear also delayed due to speed restriction @ M.P. and had cross traffic @ Western Ave
		Tue, Mar 29	17		D1	-17" late turn from M 13
		Wed, Mar 30	10		D1	-10" Following M32
UP-W	44 <b>78% OT</b>	Tue, Mar 01	17		D	-17" Delayed following the IG3SK from Kress
		Thu, Mar 10	38		DM1	Pedestrian incident @ W. Chicago
		Wed, Mar 16	11		D	-11" Freight train interference MCHCB HELD AT WEST CHICAGO FOR CN CROSS TRAFFIC
		Fri, Mar 18	27		KD	-27" Delayed due to air hose came apart and lost air at River Forest and Oak Park had to repair air hose and wait for air to build back up
		Tue, Mar 22	39		GT	-29" Departed Elburn 10 mins down waited for a signal due to cad system went down also delayed following the MG3AH from Geneva -W. Chgo with 10 mph @ Lress for track work.
UP-W	55 <b>83% OT</b>	Mon, Mar 07	184		KP	-184" Delayed due to police activity at CPT (suspicious item found)
		Tue, Mar 22	15		ZG	-15" Operated in ATC on acct. of location could not be put in the system & dead track from MP 36 to Elburn
		Fri, Mar 25	19		KW	-19" Delayed on acct. of waited for M58 to clear University & followed freight (COKAT) from College Ave, due to 75MPH high wind warnings MP40 - MP47
		Thu, Mar 31	16		D	-16" Freight train interference Grace - Peck (ZG2BRB)

Data is final (04/22/2022) 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
<b>Passenger Train Interference</b>		<b>Human Error</b>		<b>Passenger Train Interference</b>	
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	<b>Freight Interference - Peak &amp; Off-Peak</b>	
<b>Accident</b>		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	<b>Accident</b>	
<b>Passenger Related</b>		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	<b>Passenger Related</b>	
J	Passenger Problems / Removal	<b>Weather</b>		JA	Amtrak Passenger Problems / Removal
JM	Passenger Medical Emergency	AW	Pass. Train Interference, Weather [obsolete Jan. 2020]	<b>Signal/Switch Failure</b>	
U	Accessibility Related (ADA)	CW	M of W Work, Weather	GA	Signal / Switch Failure Amtrak (Signal Dept.)
<b>Obstruction/Debris</b>		EW	Locomotive Malfunction, Weather	GF	Gate Crossing / Signal / Switch Foreign Line
K	Obstruction On Tracks	FW	Cab Car / TRL / MU Malfunction, Weather	<b>Track Work</b>	
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	<b>Non-Locomotive Equipment Issue</b>	
<b>Signal/Switch Failure</b>		MW	Right of Way Accident / Misc., Weather [obsolete Jan. 2020]	FS	NICTD MU Malfunction
CM	Switch Malfunction (Track Dept.)	NW	Utility Failure, Weather	<b>Locomotive Issue</b>	
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	<b>Human Error</b>	
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
<b>Track Work</b>		<b>Other</b>		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	<b>Weather</b>	
CF	Engineering Equipment Malfunction	T	Property Vandalism	DW	Freight Train Interference, Weather
CG	Scheduled Signal Work	W	Gas Leak (non-loco fuel)	<b>PTC Related</b>	
CH	Contractor Failure	<b>PTC Related</b>		ZA	PTC Amtrak Train (On-Board)
<b>Catenary Failure</b>		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)
<b>Non-Locomotive Equipment Issue</b>		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		
<b>Locomotive Issue</b>		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**  
**March 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
<b>Freight Interference - Total</b>	<b>5</b>	-	-	-	<b>12</b>	<b>1</b>	<b>7</b>	-	<b>3</b>	<b>10</b>	<b>1</b>	<b>4</b>	<b>37</b>	<b>80</b>
Freight Interference - Peak	2	-	-	-	7	-	2	-	1	4	1	3	15	35
Primary	2	-	-	-	7	-	2	-	1	3	1	3	11	30
Secondary	-	-	-	-	-	-	-	-	-	1	-	-	4	5
Freight Interference - Off-Peak	3	-	-	-	5	1	5	-	2	6	-	1	22	45
Primary	3	-	-	-	5	1	3	-	2	5	-	1	17	37
Secondary	-	-	-	-	-	-	2	-	-	1	-	-	5	8
<b>Signal/Switch Failure - Total</b>	<b>3</b>	<b>1</b>	-	<b>8</b>	<b>2</b>	<b>6</b>	<b>9</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>46</b>
Signal/Switch Failure - Metra/PSA	-	1	-	8	2	6	8	3	7	1	2	3	1	42
Primary	-	1	-	8	2	6	7	1	7	1	2	3	1	39
Secondary	-	-	-	-	-	-	1	2	-	-	-	-	-	3
Signal/Switch Failure - Foreign	3	-	-	-	-	-	1	-	-	-	-	-	-	4
Primary	3	-	-	-	-	-	1	-	-	-	-	-	-	4
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Mechanical Failure - Total</b>	<b>7</b>	<b>1</b>	-	-	-	<b>9</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>3</b>	<b>7</b>	<b>11</b>	<b>4</b>	<b>52</b>
Mechanical Failure - Metra/PSA	7	1	-	-	-	5	1	1	8	3	7	11	4	48
Non-Locomotive Equipment Issue - Metra/PSA	1	1	-	-	-	2	-	-	-	-	1	4	-	9
Primary	1	1	-	-	-	1	-	-	-	-	1	3	-	7
Secondary	-	-	-	-	-	1	-	-	-	-	-	1	-	2
Locomotive Issue - Metra/PSA	6	-	-	-	-	3	1	1	8	3	6	7	4	39
Primary	3	-	-	-	-	1	1	1	4	1	3	3	2	19
Secondary	3	-	-	-	-	2	-	-	4	2	3	4	2	20
Mechanical Failure - Foreign	-	-	-	-	-	4	-	-	-	-	-	-	-	4
<b>Passenger Train Interference - Total</b>	-	-	-	-	<b>2</b>	-	-	-	-	-	-	-	-	<b>2</b>
Passenger Train Interference - Metra/PSA	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Foreign	-	-	-	-	2	-	-	-	-	-	-	-	-	2
<b>Accident - Total</b>	<b>5</b>	-	-	-	-	-	-	-	-	-	-	-	<b>6</b>	<b>11</b>
Accident - Metra/PSA	5	-	-	-	-	-	-	-	-	-	-	-	-	5
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	6	6
<b>Track Work - Total</b>	<b>1</b>	<b>7</b>	-	-	<b>1</b>	-	<b>2</b>	-	<b>5</b>	<b>3</b>	<b>8</b>	<b>3</b>	-	<b>30</b>
Track Work - Metra/PSA	-	7	-	-	-	-	-	-	5	3	8	3	-	26
Track Work - Foreign	1	-	-	-	1	-	2	-	-	-	-	-	-	4
<b>Human Error - Total</b>	<b>13</b>	-	<b>1</b>	-	-	<b>6</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>42</b>
Human Error - Metra/PSA	13	-	1	-	-	1	1	1	6	1	3	1	1	29
Human Error - Foreign	-	-	-	-	-	5	-	-	-	1	-	7	-	13
<b>PTC Related - Total</b>	-	<b>9</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>6</b>	-	<b>1</b>	<b>6</b>	<b>3</b>	<b>3</b>	-	<b>1</b>	<b>38</b>
PTC Related - Metra/PSA	-	9	4	3	1	6	-	1	6	2	3	-	1	36
PTC Related - Foreign	-	-	-	1	-	-	-	-	-	1	-	-	-	2
<b>Weather - Total</b>	-	<b>1</b>	-	-	-	<b>4</b>	<b>1</b>	-	<b>3</b>	-	<b>5</b>	<b>5</b>	<b>9</b>	<b>28</b>
Weather - Metra/PSA	-	1	-	-	-	4	1	-	3	-	5	5	9	28
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	-	<b>11</b>	<b>3</b>	<b>1</b>	-	<b>4</b>	<b>9</b>	<b>2</b>	<b>2</b>	-	<b>3</b>	<b>2</b>	<b>7</b>	<b>44</b>
<b>Obstruction/Debris - Total</b>	<b>8</b>	-	-	<b>6</b>	-	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>	-	<b>24</b>	<b>15</b>	<b>22</b>	<b>81</b>
<b>Catenary Failure - Total</b>	-	<b>1</b>	-	<b>13</b>	-	-	-	-	-	-	-	-	-	<b>14</b>
<b>Other - Total</b>	-	-	-	-	-	<b>5</b>	-	-	-	-	-	<b>3</b>	-	<b>8</b>
<b>Total Trains Delayed</b>	<b>42</b>	<b>31</b>	<b>8</b>	<b>32</b>	<b>18</b>	<b>42</b>	<b>33</b>	<b>9</b>	<b>41</b>	<b>22</b>	<b>56</b>	<b>54</b>	<b>88</b>	<b>476</b>
Total Metra/PSA Delays	33	31	8	31	3	32	23	9	38	10	55	43	45	361
Total Foreign Carrier Delays	9	0	0	1	15	10	10	0	3	12	1	11	43	115

Data for current month is final (04/22/2022) 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 March 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
<b>Freight Interference - Total</b>	<b>11</b>	-	-	-	<b>6</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>13</b>	<b>2</b>	<b>8</b>	<b>20</b>	<b>84</b>
Freight Interference - Peak	4	-	-	-	6	1	2	1	1	6	1	4	5	32
Primary	1	-	-	-	4	1	2	1	0	5	1	2	3	20
Secondary	3	-	-	-	2	0	0	0	1	2	0	2	2	12
Freight Interference - Off-Peak	7	-	-	-	0	7	7	2	3	7	1	4	14	53
Primary	6	-	-	-	0	5	6	2	2	5	0	2	12	41
Secondary	1	-	-	-	-	2	2	0	1	2	1	2	3	12
<b>Signal/Switch Failure - Total</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>9</b>	<b>10</b>	<b>4</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>75</b>
Signal/Switch Failure - Metra/PSA	10	8	2	4	0	7	9	3	10	2	3	2	2	62
Primary	3	5	2	3	0	4	7	3	9	1	1	1	2	41
Secondary	7	2	0	2	-	3	3	1	2	1	2	0	-	21
Signal/Switch Failure - Foreign	1	-	-	-	1	2	0	1	-	4	-	2	2	13
Primary	1	-	-	-	1	2	0	1	-	2	-	2	1	10
Secondary	-	-	-	-	-	0	-	0	-	2	-	-	0	3
<b>Mechanical Failure - Total</b>	<b>7</b>	<b>0</b>	-	-	<b>0</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>10</b>	<b>2</b>	<b>6</b>	<b>5</b>	<b>13</b>	<b>66</b>
Mechanical Failure - Metra/PSA	7	0	-	-	-	11	8	3	10	2	6	5	13	65
Non-Locomotive Equipment Issue - Metra/PSA	4	0	-	-	-	1	1	1	1	0	3	2	8	21
Primary	1	0	-	-	-	0	0	0	0	0	2	1	3	9
Secondary	3	-	-	-	-	0	0	0	1	-	1	1	4	11
Locomotive Issue - Metra/PSA	3	-	-	-	-	10	7	3	9	1	3	2	5	44
Primary	2	-	-	-	-	3	3	1	4	1	1	2	2	19
Secondary	1	-	-	-	-	7	5	2	5	1	2	0	4	26
Mechanical Failure - Foreign	-	-	-	-	0	0	-	-	-	-	-	-	-	1
<b>Passenger Train Interference - Total</b>	<b>0</b>	<b>0</b>	-	-	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	-	-	-	<b>7</b>
Passenger Train Interference - Metra/PSA	0	0	-	-	0	2	0	0	-	0	-	-	-	3
Passenger Train Interference - Foreign	0	-	-	-	1	0	0	-	0	1	-	-	-	3
<b>Accident - Total</b>	<b>10</b>	-	-	<b>1</b>	-	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>32</b>
Accident - Metra/PSA	10	-	-	1	-	-	2	0	-	1	4	10	0	29
Accident - Foreign	1	-	-	-	-	1	1	-	0	1	-	-	-	3
<b>Track Work - Total</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>38</b>
Track Work - Metra/PSA	5	6	1	2	0	6	1	1	3	1	4	2	3	35
Track Work - Foreign	-	-	-	-	0	1	0	0	-	0	-	-	-	2
<b>Human Error - Total</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>47</b>
Human Error - Metra/PSA	8	1	1	0	0	2	2	1	6	1	3	3	2	31
Human Error - Foreign	4	-	-	-	1	3	1	0	-	0	1	2	3	15
<b>PTC Related - Total</b>	<b>3</b>	<b>1</b>	-	-	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>26</b>
PTC Related - Metra/PSA	3	1	-	-	-	1	1	0	5	0	5	1	5	23
PTC Related - Foreign	1	-	-	-	2	-	-	0	-	1	-	-	0	4
<b>Weather - Total</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>20</b>
Weather - Metra/PSA	2	2	1	1	0	2	5	0	3	-	2	0	2	20
Weather - Foreign	-	-	-	-	-	-	-	-	-	0	-	-	-	0
<b>Passenger Related - Total</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	-	<b>6</b>	<b>7</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>5</b>	<b>7</b>	<b>13</b>	<b>55</b>
<b>Obstruction/Debris - Total</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>35</b>
<b>Catenary Failure - Total</b>	-	<b>3</b>	<b>1</b>	<b>2</b>	-	-	-	-	-	-	-	-	-	<b>6</b>
<b>Other - Total</b>	-	-	<b>0</b>	-	-	-	<b>0</b>	-	-	<b>0</b>	-	<b>1</b>	<b>0</b>	<b>2</b>
<b>Total Trains Delayed</b>	<b>72</b>	<b>25</b>	<b>7</b>	<b>13</b>	<b>13</b>	<b>55</b>	<b>52</b>	<b>18</b>	<b>54</b>	<b>30</b>	<b>38</b>	<b>46</b>	<b>68</b>	<b>492</b>
Total Metra/PSA Delays	54	25	7	13	2	40	40	13	49	9	35	35	44	365
Total Foreign Carrier Delays	18	0	0	0	11	16	13	5	4	21	3	11	24	127

Data for current month is final (04/26/2021) 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 5.c: Train Delays by Cause and Line**  
**March 2022 Compared to Average March 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
<b>Freight Interference - Total</b>	<b>(6)</b>	-	-	-	<b>6</b>	<b>(7)</b>	<b>(2)</b>	<b>(4)</b>	<b>(1)</b>	<b>(3)</b>	<b>(1)</b>	<b>(4)</b>	<b>17</b>	<b>(4)</b>
Freight Interference - Peak	(2)	-	-	-	1	(1)	-	(1)	-	(2)	(0)	(1)	10	3
Primary	1	-	-	-	3	(1)	0	(1)	1	(2)	0	1	8	10
Secondary	(3)	-	-	-	(2)	(0)	(0)	(0)	(1)	(1)	(0)	(2)	2	(7)
Freight Interference - Off-Peak	(4)	-	-	-	5	(6)	(2)	(2)	(1)	(1)	(1)	(3)	8	(8)
Primary	(3)	-	-	-	5	(4)	(3)	(2)	(0)	(0)	(0)	(1)	5	(4)
Secondary	(1)	-	-	-	-	(2)	0	(0)	(1)	(0)	(1)	(2)	2	(4)
<b>Signal/Switch Failure - Total</b>	<b>(8)</b>	<b>(7)</b>	<b>(2)</b>	<b>4</b>	<b>1</b>	<b>(3)</b>	<b>(1)</b>	<b>(1)</b>	<b>(3)</b>	<b>(5)</b>	<b>(1)</b>	<b>(0)</b>	<b>(2)</b>	<b>(29)</b>
Signal/Switch Failure - Metra/PSA	(10)	(7)	(2)	4	2	(1)	(1)	(0)	(3)	(1)	(1)	1	(1)	(20)
Primary	(3)	(4)	(2)	5	2	2	0	(2)	(2)	-	1	2	(1)	(2)
Secondary	(7)	(2)	(0)	(2)	-	(3)	(2)	1	(2)	(1)	(2)	(0)	-	(18)
Signal/Switch Failure - Foreign	2	-	-	-	(1)	(2)	1	(1)	-	(4)	-	(2)	(2)	(9)
Primary	2	-	-	-	(1)	(2)	1	(1)	-	(2)	-	(2)	(1)	(6)
Secondary	-	-	-	-	-	(0)	-	(0)	-	(2)	-	-	(0)	(3)
<b>Mechanical Failure - Total</b>	<b>0</b>	<b>1</b>	-	-	<b>(0)</b>	<b>(2)</b>	<b>(7)</b>	<b>(2)</b>	<b>(2)</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>(9)</b>	<b>(14)</b>
Mechanical Failure - Metra/PSA	0	1	-	-	-	(6)	(7)	(2)	(2)	1	1	6	(9)	(17)
Non-Locomotive Equipment Issue - Metra/PSA	(3)	1	-	-	-	1	(1)	(1)	(1)	(0)	(2)	2	(8)	(12)
Primary	(0)	1	-	-	-	1	(0)	(0)	(0)	(0)	(1)	2	(3)	(2)
Secondary	(3)	-	-	-	-	1	(0)	(0)	(1)	-	(1)	(0)	(4)	(9)
Locomotive Issue - Metra/PSA	3	-	-	-	-	(7)	(6)	(2)	(1)	2	3	5	(1)	(5)
Primary	1	-	-	-	-	(2)	(2)	-	-	0	2	1	0	0
Secondary	2	-	-	-	-	(5)	(5)	(2)	(1)	1	1	4	(2)	(6)
Mechanical Failure - Foreign	-	-	-	-	(0)	4	-	-	-	-	-	-	-	3
<b>Passenger Train Interference - Total</b>	<b>(0)</b>	<b>(0)</b>	-	-	<b>1</b>	<b>(2)</b>	<b>(1)</b>	<b>(0)</b>	<b>(0)</b>	<b>(2)</b>	-	-	-	<b>(5)</b>
Passenger Train Interference - Metra/PSA	(0)	(0)	-	-	(0)	(2)	(0)	(0)	-	(0)	-	-	-	(3)
Passenger Train Interference - Foreign	(0)	-	-	-	1	(0)	(0)	-	(0)	(1)	-	-	-	(1)
<b>Accident - Total</b>	<b>(5)</b>	-	-	<b>(1)</b>	-	<b>(1)</b>	<b>(3)</b>	<b>(0)</b>	<b>(0)</b>	<b>(2)</b>	<b>(4)</b>	<b>(10)</b>	<b>6</b>	<b>(21)</b>
Accident - Metra/PSA	(5)	-	-	(1)	-	-	(2)	(0)	-	(1)	(4)	(10)	(0)	(24)
Accident - Foreign	(1)	-	-	-	-	(1)	(1)	-	(0)	(1)	-	-	6	3
<b>Track Work - Total</b>	<b>(4)</b>	<b>1</b>	<b>(1)</b>	<b>(2)</b>	<b>0</b>	<b>(7)</b>	<b>0</b>	<b>(2)</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>(3)</b>	<b>(8)</b>
Track Work - Metra/PSA	(5)	1	(1)	(2)	(0)	(6)	(1)	(1)	2	2	4	1	(3)	(9)
Track Work - Foreign	1	-	-	-	1	(1)	2	(0)	-	(0)	-	-	-	2
<b>Human Error - Total</b>	<b>1</b>	<b>(1)</b>	-	<b>(0)</b>	<b>(1)</b>	<b>1</b>	<b>(3)</b>	<b>(0)</b>	<b>(0)</b>	<b>1</b>	<b>(1)</b>	<b>3</b>	<b>(4)</b>	<b>(5)</b>
Human Error - Metra/PSA	5	(1)	-	(0)	(0)	(1)	(1)	(0)	(0)	0	(0)	(2)	(1)	(2)
Human Error - Foreign	(4)	-	-	-	(1)	2	(1)	(0)	-	1	(1)	5	(3)	(2)
<b>PTC Related - Total</b>	<b>(3)</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>(1)</b>	<b>5</b>	<b>(1)</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>(2)</b>	<b>(1)</b>	<b>(5)</b>	<b>12</b>
PTC Related - Metra/PSA	(3)	8	4	3	1	5	(1)	1	1	2	(2)	(1)	(4)	13
PTC Related - Foreign	(1)	-	-	1	(2)	-	-	(0)	-	0	-	-	(0)	(2)
<b>Weather - Total</b>	<b>(2)</b>	<b>(1)</b>	<b>(1)</b>	<b>(1)</b>	<b>(0)</b>	<b>2</b>	<b>(4)</b>	<b>(0)</b>	<b>0</b>	<b>(0)</b>	<b>3</b>	<b>5</b>	<b>7</b>	<b>8</b>
Weather - Metra/PSA	(2)	(1)	(1)	(1)	(0)	2	(4)	(0)	0	-	3	5	7	8
Weather - Foreign	-	-	-	-	-	-	-	-	-	(0)	-	-	-	(0)
<b>Passenger Related - Total</b>	<b>(6)</b>	<b>8</b>	<b>3</b>	<b>1</b>	-	<b>(2)</b>	<b>2</b>	<b>1</b>	<b>(4)</b>	<b>(1)</b>	<b>(2)</b>	<b>(5)</b>	<b>(6)</b>	<b>(11)</b>
<b>Obstruction/Debris - Total</b>	<b>3</b>	<b>(1)</b>	<b>(1)</b>	<b>3</b>	<b>(0)</b>	<b>(2)</b>	<b>0</b>	<b>(0)</b>	<b>(5)</b>	<b>(1)</b>	<b>21</b>	<b>11</b>	<b>19</b>	<b>46</b>
<b>Catenary Failure - Total</b>	-	<b>(2)</b>	<b>(1)</b>	<b>11</b>	-	-	-	-	-	-	-	-	-	<b>8</b>
<b>Other - Total</b>	-	-	<b>(0)</b>	-	-	<b>5</b>	<b>(0)</b>	-	-	<b>(0)</b>	-	<b>2</b>	<b>(0)</b>	<b>6</b>
<b>Total Trains Delayed</b>	<b>(30)</b>	<b>6</b>	<b>1</b>	<b>19</b>	<b>5</b>	<b>(13)</b>	<b>(19)</b>	<b>(9)</b>	<b>(13)</b>	<b>(8)</b>	<b>18</b>	<b>8</b>	<b>20</b>	<b>(16)</b>
Total Metra/PSA Delays	-21	6	1	18	1	-8	-17	-4	-11	1	20	8	1	-4
Total Foreign Carrier Delays	-9	0	0	1	4	-6	-3	-5	-1	-9	-2	0	19	-12

Data for current month is final (04/22/2022) version of TOPS

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

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

**Table 6.a: Train Delays by Cause and Line - YTD  
January - March 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
<b>Freight Interference - Total</b>	<b>14</b>	-	-	-	<b>22</b>	<b>8</b>	<b>37</b>	<b>1</b>	<b>9</b>	<b>20</b>	<b>9</b>	<b>7</b>	<b>82</b>	<b>209</b>
Freight Interference - Peak	4	-	-	-	9	1	15	1	2	10	5	5	27	79
Primary	4	-	-	-	9	1	12	-	2	9	3	5	21	66
Secondary	-	-	-	-	-	-	3	1	-	1	2	-	6	13
Freight Interference - Off-Peak	10	-	-	-	13	7	22	-	7	10	4	2	55	130
Primary	9	-	-	-	13	4	15	-	7	8	2	2	44	104
Secondary	1	-	-	-	-	3	7	-	-	2	2	-	11	26
<b>Signal/Switch Failure - Total</b>	<b>27</b>	<b>8</b>	<b>9</b>	<b>19</b>	<b>11</b>	<b>27</b>	<b>32</b>	<b>7</b>	<b>60</b>	<b>11</b>	<b>12</b>	<b>6</b>	<b>10</b>	<b>239</b>
Signal/Switch Failure - Metra/PSA	16	8	9	19	3	24	31	6	60	4	12	6	10	208
Primary	13	8	7	17	3	20	25	3	50	3	9	6	4	168
Secondary	3	-	2	2	-	4	6	3	10	1	3	-	6	40
Signal/Switch Failure - Foreign	11	-	-	-	8	3	1	1	-	7	-	-	-	31
Primary	8	-	-	-	8	1	1	1	-	5	-	-	-	24
Secondary	3	-	-	-	-	2	-	-	-	2	-	-	-	7
<b>Mechanical Failure - Total</b>	<b>21</b>	<b>3</b>	<b>1</b>	-	-	<b>21</b>	<b>24</b>	<b>7</b>	<b>17</b>	<b>3</b>	<b>18</b>	<b>57</b>	<b>9</b>	<b>181</b>
Mechanical Failure - Metra/PSA	21	1	1	-	-	17	24	7	17	3	18	57	9	175
Non-Locomotive Equipment Issue - Metra/PSA	4	1	1	-	-	5	5	5	1	-	3	16	1	42
Primary	4	1	-	-	-	3	4	3	1	-	3	9	1	29
Secondary	-	-	1	-	-	2	1	2	-	-	-	7	-	13
Locomotive Issue - Metra/PSA	17	-	-	-	-	12	19	2	16	3	15	41	8	133
Primary	8	-	-	-	-	6	9	2	10	1	7	13	5	61
Secondary	9	-	-	-	-	6	10	-	6	2	8	28	3	72
Mechanical Failure - Foreign	-	2	-	-	-	4	-	-	-	-	-	-	-	6
<b>Passenger Train Interference - Total</b>	-	-	-	-	<b>4</b>	<b>2</b>	-	-	-	-	-	-	<b>1</b>	<b>7</b>
Passenger Train Interference - Metra/PSA	-	-	-	-	-	1	-	-	-	-	-	-	1	2
Passenger Train Interference - Foreign	-	-	-	-	4	1	-	-	-	-	-	-	-	5
<b>Accident - Total</b>	<b>26</b>	<b>3</b>	-	<b>2</b>	-	<b>5</b>	<b>6</b>	-	<b>14</b>	<b>1</b>	<b>23</b>	<b>21</b>	<b>21</b>	<b>122</b>
Accident - Metra/PSA	26	3	-	2	-	5	6	-	14	1	23	6	15	101
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	15	6	21
<b>Track Work - Total</b>	<b>1</b>	<b>30</b>	<b>7</b>	<b>11</b>	<b>1</b>	<b>7</b>	<b>2</b>	-	<b>6</b>	<b>3</b>	<b>20</b>	<b>7</b>	<b>6</b>	<b>101</b>
Track Work - Metra/PSA	-	30	7	11	-	7	-	-	6	3	20	4	6	94
Track Work - Foreign	1	-	-	-	1	-	2	-	-	-	-	3	-	7
<b>Human Error - Total</b>	<b>17</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>14</b>	<b>5</b>	<b>4</b>	<b>12</b>	<b>5</b>	<b>11</b>	<b>12</b>	<b>7</b>	<b>97</b>
Human Error - Metra/PSA	17	2	3	1	-	1	5	2	11	1	10	4	4	61
Human Error - Foreign	-	-	-	-	4	13	-	2	1	4	1	8	3	36
<b>PTC Related - Total</b>	<b>1</b>	<b>13</b>	<b>4</b>	<b>8</b>	<b>9</b>	<b>18</b>	<b>3</b>	<b>6</b>	<b>16</b>	<b>11</b>	<b>12</b>	<b>3</b>	<b>11</b>	<b>115</b>
PTC Related - Metra/PSA	-	13	4	7	4	17	3	3	16	6	11	3	10	97
PTC Related - Foreign	1	-	-	1	5	1	-	3	-	5	1	-	1	18
<b>Weather - Total</b>	<b>6</b>	<b>8</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>34</b>	<b>35</b>	<b>3</b>	<b>57</b>	<b>3</b>	<b>47</b>	<b>20</b>	<b>25</b>	<b>253</b>
Weather - Metra/PSA	6	8	5	7	3	34	35	3	56	3	47	20	25	252
Weather - Foreign	-	-	-	-	-	-	-	-	1	-	-	-	-	1
<b>Passenger Related - Total</b>	<b>6</b>	<b>17</b>	<b>4</b>	<b>2</b>	-	<b>11</b>	<b>18</b>	<b>3</b>	<b>8</b>	-	<b>5</b>	<b>16</b>	<b>13</b>	<b>103</b>
<b>Obstruction/Debris - Total</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>23</b>	<b>2</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>29</b>	<b>4</b>	<b>29</b>	<b>35</b>	<b>28</b>	<b>185</b>
<b>Catenary Failure - Total</b>	-	<b>1</b>	-	<b>13</b>	-	-	-	-	-	-	-	-	-	<b>14</b>
<b>Other - Total</b>	-	-	-	<b>1</b>	-	<b>6</b>	-	-	-	-	-	<b>3</b>	-	<b>10</b>
<b>Total Trains Delayed</b>	<b>128</b>	<b>92</b>	<b>35</b>	<b>87</b>	<b>56</b>	<b>160</b>	<b>168</b>	<b>35</b>	<b>228</b>	<b>61</b>	<b>186</b>	<b>187</b>	<b>213</b>	<b>1,636</b>
Total Metra/PSA Delays	101	90	35	86	12	130	128	28	217	25	175	154	121	1,302
Total Foreign Carrier Delays	27	2	0	1	44	30	40	7	11	36	11	33	92	334

Data for current month is final (04/22/2022) 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 - March 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
<b>Freight Interference - Total</b>	<b>31</b>	-	-	-	<b>16</b>	<b>28</b>	<b>34</b>	<b>14</b>	<b>13</b>	<b>31</b>	<b>4</b>	<b>21</b>	<b>73</b>	<b>265</b>
Freight Interference - Peak	14	-	-	-	14	6	10	7	4	12	2	11	24	104
Primary	7	-	-	-	12	4	8	5	2	9	1	7	12	68
Secondary	7	-	-	-	3	2	2	1	1	4	0	4	12	37
Freight Interference - Off-Peak	17	-	-	-	2	21	24	7	9	19	2	9	49	161
Primary	12	-	-	-	2	13	19	7	7	13	1	6	36	117
Secondary	5	-	-	-	-	8	5	1	2	6	1	3	13	44
<b>Signal/Switch Failure - Total</b>	<b>48</b>	<b>25</b>	<b>11</b>	<b>14</b>	<b>8</b>	<b>39</b>	<b>37</b>	<b>27</b>	<b>49</b>	<b>26</b>	<b>10</b>	<b>17</b>	<b>18</b>	<b>328</b>
Signal/Switch Failure - Metra/PSA	31	25	11	14	2	31	33	10	48	7	10	11	10	241
Primary	19	18	9	11	1	21	25	8	35	5	5	7	7	172
Secondary	12	7	3	3	0	10	7	2	12	2	5	4	3	70
Signal/Switch Failure - Foreign	17	-	-	-	7	8	4	16	1	19	0	6	8	86
Primary	13	-	-	-	6	4	2	14	1	12	-	5	6	62
Secondary	5	-	-	-	1	4	2	3	-	7	0	1	2	24
<b>Mechanical Failure - Total</b>	<b>49</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>50</b>	<b>32</b>	<b>11</b>	<b>39</b>	<b>8</b>	<b>26</b>	<b>23</b>	<b>36</b>	<b>286</b>
Mechanical Failure - Metra/PSA	48	2	2	1	0	45	32	10	39	8	26	23	36	274
Non-Locomotive Equipment Issue - Metra/PSA	18	2	2	1	0	5	3	2	6	4	10	12	18	82
Primary	7	1	1	0	0	2	2	1	2	2	5	5	8	36
Secondary	11	1	2	1	-	3	1	1	3	1	5	7	10	46
Locomotive Issue - Metra/PSA	31	-	-	-	0	40	29	9	34	4	16	12	18	192
Primary	8	-	-	-	0	11	10	3	13	2	4	5	5	62
Secondary	23	-	-	-	-	29	18	6	20	2	11	7	14	130
Mechanical Failure - Foreign	1	3	1	0	0	5	0	1	-	-	-	-	-	12
<b>Passenger Train Interference - Total</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>5</b>	-	-	<b>0</b>	<b>27</b>
Passenger Train Interference - Metra/PSA	0	0	1	0	0	7	0	3	-	0	-	-	0	13
Passenger Train Interference - Foreign	2	1	0	1	2	2	0	0	0	5	-	-	-	14
<b>Accident - Total</b>	<b>21</b>	<b>18</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>9</b>	<b>12</b>	<b>3</b>	<b>10</b>	<b>6</b>	<b>15</b>	<b>24</b>	<b>20</b>	<b>146</b>
Accident - Metra/PSA	18	5	1	3	-	8	11	3	9	3	15	24	12	112
Accident - Foreign	3	13	2	-	1	1	1	-	1	3	-	-	8	34
<b>Track Work - Total</b>	<b>14</b>	<b>15</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>12</b>	<b>4</b>	<b>7</b>	<b>5</b>	<b>7</b>	<b>95</b>
Track Work - Metra/PSA	14	15	2	4	2	14	3	3	12	3	7	5	7	91
Track Work - Foreign	-	-	-	-	0	1	1	0	-	1	-	-	-	4
<b>Human Error - Total</b>	<b>52</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>39</b>	<b>26</b>	<b>10</b>	<b>27</b>	<b>10</b>	<b>19</b>	<b>21</b>	<b>23</b>	<b>253</b>
Human Error - Metra/PSA	24	12	4	5	2	22	15	5	27	2	18	16	19	170
Human Error - Foreign	27	-	-	-	4	17	11	6	-	8	1	5	4	83
<b>PTC Related - Total</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>14</b>	<b>2</b>	<b>25</b>	<b>8</b>	<b>26</b>	<b>108</b>
PTC Related - Metra/PSA	6	4	1	2	1	7	4	1	13	0	25	8	26	100
PTC Related - Foreign	1	-	-	0	3	0	0	0	0	1	-	-	1	8
<b>Weather - Total</b>	<b>61</b>	<b>46</b>	<b>16</b>	<b>25</b>	<b>3</b>	<b>49</b>	<b>44</b>	<b>10</b>	<b>76</b>	<b>8</b>	<b>36</b>	<b>49</b>	<b>29</b>	<b>451</b>
Weather - Metra/PSA	59	46	16	25	3	48	43	10	75	6	36	48	28	443
Weather - Foreign	3	-	-	-	0	1	1	-	0	2	-	1	1	9
<b>Passenger Related - Total</b>	<b>14</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>19</b>	<b>3</b>	<b>25</b>	<b>1</b>	<b>22</b>	<b>23</b>	<b>40</b>	<b>186</b>
<b>Obstruction/Debris - Total</b>	<b>17</b>	<b>8</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>12</b>	<b>12</b>	<b>8</b>	<b>30</b>	<b>6</b>	<b>9</b>	<b>23</b>	<b>20</b>	<b>160</b>
<b>Catenary Failure - Total</b>	-	<b>6</b>	<b>2</b>	<b>3</b>	-	-	-	-	-	-	-	-	-	<b>12</b>
<b>Other - Total</b>	<b>0</b>	-	<b>1</b>	<b>1</b>	-	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>13</b>
<b>Total Trains Delayed</b>	<b>317</b>	<b>154</b>	<b>55</b>	<b>74</b>	<b>45</b>	<b>274</b>	<b>228</b>	<b>94</b>	<b>298</b>	<b>107</b>	<b>173</b>	<b>217</b>	<b>293</b>	<b>2,330</b>
Total Metra/PSA Delays	230	137	52	73	11	211	174	57	281	37	168	185	198	1,813
Total Foreign Carrier Delays	87	17	3	2	34	64	54	37	16	70	5	32	94	516

Data for current month is final (04/26/2021) 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 - March 2022 Compared to Average January - March 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
<b>Freight Interference - Total</b>	<b>(17)</b>	-	-	-	<b>6</b>	<b>(20)</b>	<b>3</b>	<b>(13)</b>	<b>(4)</b>	<b>(11)</b>	<b>5</b>	<b>(14)</b>	<b>9</b>	<b>(56)</b>
Freight Interference - Peak	(10)	-	-	-	(5)	(5)	5	(6)	(2)	(2)	3	(6)	3	(25)
Primary	(3)	-	-	-	(3)	(3)	4	(5)	(0)	0	2	(2)	9	(2)
Secondary	(7)	-	-	-	(3)	(2)	1	(0)	(1)	(3)	2	(4)	(6)	(24)
Freight Interference - Off-Peak	(7)	-	-	-	11	(14)	(2)	(7)	(2)	(9)	2	(7)	6	(31)
Primary	(3)	-	-	-	11	(9)	(4)	(7)	(0)	(5)	1	(4)	8	(13)
Secondary	(4)	-	-	-	-	(5)	2	(2)	(2)	(4)	1	(3)	(2)	(18)
<b>Signal/Switch Failure - Total</b>	<b>(21)</b>	<b>(17)</b>	<b>(2)</b>	<b>5</b>	<b>3</b>	<b>(12)</b>	<b>(5)</b>	<b>(20)</b>	<b>11</b>	<b>(15)</b>	<b>2</b>	<b>(11)</b>	<b>(8)</b>	<b>(89)</b>
Signal/Switch Failure - Metra/PSA	(15)	(17)	(2)	5	1	(7)	(2)	(4)	12	(3)	2	(5)	-	(33)
Primary	(6)	(10)	(2)	6	2	(1)	(0)	(5)	15	(2)	4	(1)	(3)	(4)
Secondary	(9)	(7)	(1)	(1)	(0)	(6)	(2)	1	(2)	(3)	(2)	(4)	3	(30)
Signal/Switch Failure - Foreign	(6)	-	-	-	1	(5)	(3)	(15)	(1)	(12)	(0)	(6)	(8)	(55)
Primary	(5)	-	-	-	2	(3)	(1)	(13)	(1)	(7)	-	(5)	(6)	(38)
Secondary	(2)	-	-	-	(1)	(2)	(2)	(3)	-	(5)	(0)	(1)	(2)	(17)
<b>Mechanical Failure - Total</b>	<b>(28)</b>	<b>(2)</b>	<b>(2)</b>	<b>(2)</b>	<b>(1)</b>	<b>(29)</b>	<b>(8)</b>	<b>(4)</b>	<b>(22)</b>	<b>(5)</b>	<b>(8)</b>	<b>34</b>	<b>(27)</b>	<b>(105)</b>
Mechanical Failure - Metra/PSA	(27)	(1)	(1)	(1)	(0)	(28)	(8)	(3)	(22)	(5)	(8)	34	(27)	(99)
Non-Locomotive Equipment Issue - Metra/PSA	(14)	(1)	(1)	(1)	(0)	0	2	3	(5)	(4)	(7)	4	(17)	(40)
Primary	(3)	0	(1)	(0)	(0)	1	2	2	(1)	(2)	(2)	4	(7)	(7)
Secondary	(11)	(1)	(1)	(1)	-	(1)	-	1	(3)	(3)	(5)	0	(10)	(33)
Locomotive Issue - Metra/PSA	(14)	-	-	-	(0)	(28)	(10)	(7)	(18)	(1)	(1)	29	(10)	(59)
Primary	0	-	-	-	(0)	(5)	(1)	(1)	(3)	(1)	3	8	0	(1)
Secondary	(14)	-	-	-	-	(23)	(8)	(6)	(14)	(0)	(3)	21	(11)	(58)
Mechanical Failure - Foreign	(1)	(1)	(1)	(0)	(0)	(1)	(0)	(1)	-	-	-	-	-	(6)
<b>Passenger Train Interference - Total</b>	<b>(2)</b>	<b>(1)</b>	<b>(1)</b>	<b>(1)</b>	<b>2</b>	<b>(8)</b>	<b>(1)</b>	<b>(3)</b>	<b>(0)</b>	<b>(5)</b>	-	-	<b>1</b>	<b>(20)</b>
Passenger Train Interference - Metra/PSA	(0)	(0)	(1)	(0)	(0)	(6)	(0)	(3)	-	(0)	-	-	1	(11)
Passenger Train Interference - Foreign	(2)	(1)	(0)	(1)	2	(1)	(0)	(0)	(0)	(5)	-	-	-	(9)
<b>Accident - Total</b>	<b>5</b>	<b>(15)</b>	<b>(3)</b>	<b>(1)</b>	<b>(1)</b>	<b>(4)</b>	<b>(6)</b>	<b>(3)</b>	<b>4</b>	<b>(5)</b>	<b>8</b>	<b>(3)</b>	<b>1</b>	<b>(24)</b>
Accident - Metra/PSA	8	(2)	(1)	(1)	-	(3)	(5)	(3)	5	(2)	8	(18)	3	(11)
Accident - Foreign	(3)	(13)	(2)	-	(1)	(1)	(1)	-	(1)	(3)	-	15	(2)	(13)
<b>Track Work - Total</b>	<b>(13)</b>	<b>15</b>	<b>5</b>	<b>7</b>	<b>(1)</b>	<b>(8)</b>	<b>(3)</b>	<b>(3)</b>	<b>(6)</b>	<b>(1)</b>	<b>13</b>	<b>2</b>	<b>(1)</b>	<b>6</b>
Track Work - Metra/PSA	(14)	15	5	7	(2)	(7)	(3)	(3)	(6)	0	13	(1)	(1)	3
Track Work - Foreign	1	-	-	-	1	(1)	1	(0)	-	(1)	-	3	-	3
<b>Human Error - Total</b>	<b>(35)</b>	<b>(10)</b>	<b>(1)</b>	<b>(4)</b>	<b>(1)</b>	<b>(25)</b>	<b>(21)</b>	<b>(6)</b>	<b>(15)</b>	<b>(5)</b>	<b>(8)</b>	<b>(9)</b>	<b>(16)</b>	<b>(156)</b>
Human Error - Metra/PSA	(7)	(10)	(1)	(4)	(2)	(21)	(10)	(3)	(16)	(1)	(8)	(12)	(15)	(109)
Human Error - Foreign	(27)	-	-	-	0	(4)	(11)	(4)	1	(4)	-	3	(1)	(47)
<b>PTC Related - Total</b>	<b>(7)</b>	<b>9</b>	<b>3</b>	<b>6</b>	<b>4</b>	<b>11</b>	<b>(1)</b>	<b>4</b>	<b>2</b>	<b>9</b>	<b>(13)</b>	<b>(5)</b>	<b>(15)</b>	<b>7</b>
PTC Related - Metra/PSA	(6)	9	3	5	3	10	(1)	2	3	6	(14)	(5)	(16)	(3)
PTC Related - Foreign	(0)	-	-	1	2	1	(0)	3	(0)	4	1	-	0	10
<b>Weather - Total</b>	<b>(55)</b>	<b>(38)</b>	<b>(11)</b>	<b>(18)</b>	<b>(0)</b>	<b>(15)</b>	<b>(9)</b>	<b>(7)</b>	<b>(19)</b>	<b>(5)</b>	<b>11</b>	<b>(29)</b>	<b>(4)</b>	<b>(198)</b>
Weather - Metra/PSA	(53)	(38)	(11)	(18)	0	(14)	(8)	(7)	(19)	(3)	11	(28)	(3)	(191)
Weather - Foreign	(3)	-	-	-	(0)	(1)	(1)	-	1	(2)	-	(1)	(1)	(8)
<b>Passenger Related - Total</b>	<b>(8)</b>	<b>2</b>	<b>(1)</b>	<b>(1)</b>	<b>(0)</b>	<b>(6)</b>	<b>(1)</b>	-	<b>(17)</b>	<b>(1)</b>	<b>(17)</b>	<b>(7)</b>	<b>(27)</b>	<b>(83)</b>
<b>Obstruction/Debris - Total</b>	<b>(8)</b>	<b>(1)</b>	<b>(3)</b>	<b>14</b>	<b>2</b>	<b>(5)</b>	<b>(6)</b>	<b>(4)</b>	<b>(1)</b>	<b>(2)</b>	<b>20</b>	<b>12</b>	<b>8</b>	<b>25</b>
<b>Catenary Failure - Total</b>	-	<b>(5)</b>	<b>(2)</b>	<b>10</b>	-	-	-	-	-	-	-	-	-	<b>2</b>
<b>Other - Total</b>	<b>(0)</b>	-	<b>(1)</b>	<b>(0)</b>	-	<b>6</b>	<b>(2)</b>	<b>(1)</b>	<b>(3)</b>	<b>(1)</b>	<b>(1)</b>	-	<b>(0)</b>	<b>(3)</b>
<b>Total Trains Delayed</b>	<b>(189)</b>	<b>(62)</b>	<b>(20)</b>	<b>13</b>	<b>11</b>	<b>(114)</b>	<b>(60)</b>	<b>(59)</b>	<b>(70)</b>	<b>(46)</b>	<b>13</b>	<b>(30)</b>	<b>(80)</b>	<b>(694)</b>
Total Metra/PSA Delays	-129	-47	-17	13	1	-81	-46	-29	-64	-12	7	-31	-77	-511
Total Foreign Carrier Delays	-60	-15	-3	-1	10	-34	-14	-30	-5	-34	6	1	-2	-182

Data for current month is final (04/22/2022) version of TOPS

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

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

**Table 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 - Mar
<b>Freight Interference - Total</b>	<b>67</b>	<b>62</b>	<b>80</b>										<b>209 12.8%</b>
Freight Interference - Peak	26	18	35										79 4.8%
Primary	20	16	30										66 4.0%
Secondary	6	2	5										13 0.8%
Freight Interference - Off-Peak	41	44	45										130 7.9%
Primary	31	36	37										104 6.4%
Secondary	10	8	8										26 1.6%
<b>Signal/Switch Failure - Total</b>	<b>92</b>	<b>101</b>	<b>46</b>										<b>239 14.6%</b>
Signal/Switch Failure - Metra/PSA	76	90	42										208 12.7%
Primary	62	67	39										168 10.3%
Secondary	14	23	3										40 2.4%
Signal/Switch Failure - Foreign	16	11	4										31 1.9%
Primary	10	10	4										24 1.5%
Secondary	6	1	-										7 0.4%
<b>Mechanical Failure - Total</b>	<b>55</b>	<b>74</b>	<b>52</b>										<b>181 11.1%</b>
Mechanical Failure - Metra/PSA	55	72	48										175 10.7%
Non-Locomotive Equipment Issue - Metra/PSA	10	23	9										42 2.6%
Primary	7	15	7										29 1.8%
Secondary	3	8	2										13 0.8%
Locomotive Issue - Metra/PSA	45	49	39										133 8.1%
Primary	25	17	19										61 3.7%
Secondary	20	32	20										72 4.4%
Mechanical Failure - Foreign	-	2	4										6 0.4%
<b>Passenger Train Interference - Total</b>	<b>4</b>	<b>1</b>	<b>2</b>										<b>7 0.4%</b>
Passenger Train Interference - Metra/PSA	2	-	-										2 0.1%
Passenger Train Interference - Foreign	2	1	2										5 0.3%
<b>Accident - Total</b>	<b>81</b>	<b>30</b>	<b>11</b>										<b>122 7.5%</b>
Accident - Metra/PSA	66	30	5										101 6.2%
Accident - Foreign	15	-	6										21 1.3%
<b>Track Work - Total</b>	<b>12</b>	<b>59</b>	<b>30</b>										<b>101 6.2%</b>
Track Work - Metra/PSA	11	57	26										94 5.7%
Track Work - Foreign	1	2	4										7 0.4%
<b>Human Error - Total</b>	<b>31</b>	<b>24</b>	<b>42</b>										<b>97 5.9%</b>
Human Error - Metra/PSA	22	10	29										61 3.7%
Human Error - Foreign	9	14	13										36 2.2%
<b>PTC Related - Total</b>	<b>34</b>	<b>43</b>	<b>38</b>										<b>115 7.0%</b>
PTC Related - Metra/PSA	23	38	36										97 5.9%
PTC Related - Foreign	11	5	2										18 1.1%
<b>Weather - Total</b>	<b>141</b>	<b>84</b>	<b>28</b>										<b>253 15.5%</b>
Weather - Metra/PSA	141	83	28										252 15.4%
Weather - Foreign	-	1	-										1 0.1%
<b>Passenger Related - Total</b>	<b>21</b>	<b>38</b>	<b>44</b>										<b>103 6.3%</b>
<b>Obstruction/Debris - Total</b>	<b>33</b>	<b>71</b>	<b>81</b>										<b>185 11.3%</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>-</b>	<b>14</b>										<b>14 0.9%</b>
<b>Other - Total</b>	<b>1</b>	<b>1</b>	<b>8</b>										<b>10 0.6%</b>
<b>Total Trains Delayed</b>	<b>572</b>	<b>588</b>	<b>476</b>										<b>1,636 100.0%</b>
Total Metra/PSA Delays	451	490	361										1,302 79.6%
Total Foreign Carrier Delays	121	98	115										334 20.4%

Data for current month is final (04/22/2022) version of TOPS

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

**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 - Mar	
<b>Freight Interference - Total</b>	<b>65</b>	<b>109</b>	<b>39</b>	<b>44</b>	<b>60</b>	<b>79</b>	<b>120</b>	<b>139</b>	<b>100</b>	<b>68</b>	<b>79</b>	<b>122</b>	<b>213</b>	<b>14.3%</b>
Freight Interference - Peak	31	52	21	17	23	26	42	55	29	35	34	41	104	7.0%
Primary	26	43	17	16	21	22	31	38	22	28	28	32	86	5.8%
Secondary	5	9	4	1	2	4	11	17	7	7	6	9	18	1.2%
Freight Interference - Off-Peak	34	57	18	27	37	53	78	84	71	33	45	81	109	7.3%
Primary	24	47	16	26	32	44	54	64	61	28	36	58	87	5.8%
Secondary	10	10	2	1	5	9	24	20	10	5	9	23	22	1.5%
<b>Signal/Switch Failure - Total</b>	<b>46</b>	<b>93</b>	<b>43</b>	<b>37</b>	<b>50</b>	<b>84</b>	<b>117</b>	<b>59</b>	<b>67</b>	<b>106</b>	<b>75</b>	<b>108</b>	<b>182</b>	<b>12.2%</b>
Signal/Switch Failure - Metra/PSA	37	65	37	28	30	60	108	49	53	92	62	98	139	9.3%
Primary	32	51	29	26	27	51	80	39	41	73	43	77	112	7.5%
Secondary	5	14	8	2	3	9	28	10	12	19	19	21	27	1.8%
Signal/Switch Failure - Foreign	9	28	6	9	20	24	9	10	14	14	13	10	43	2.9%
Primary	8	25	6	7	18	23	8	9	10	13	12	8	39	2.6%
Secondary	1	3	-	2	2	1	1	1	4	1	1	2	4	0.3%
<b>Mechanical Failure - Total</b>	<b>25</b>	<b>43</b>	<b>23</b>	<b>37</b>	<b>32</b>	<b>43</b>	<b>75</b>	<b>51</b>	<b>53</b>	<b>40</b>	<b>36</b>	<b>73</b>	<b>91</b>	<b>6.1%</b>
Mechanical Failure - Metra/PSA	25	43	23	37	32	43	75	51	52	40	36	70	91	6.1%
Non-Locomotive Equipment Issue - Metra/PSA	4	14	9	3	10	20	17	7	20	9	22	18	27	1.8%
Primary	3	8	6	3	7	13	10	6	13	8	13	10	17	1.1%
Secondary	1	6	3	-	3	7	7	1	7	1	9	8	10	0.7%
Locomotive Issue - Metra/PSA	21	29	14	34	22	23	58	44	32	31	14	52	64	4.3%
Primary	11	19	11	14	10	14	28	14	17	14	6	18	41	2.7%
Secondary	10	10	3	20	12	9	30	30	15	17	8	34	23	1.5%
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	1	-	-	3	-	0.0%
<b>Passenger Train Interference - Total</b>	<b>2</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>16</b>	<b>18</b>	<b>18</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>14</b>	<b>0.9%</b>
Passenger Train Interference - Metra/PSA	2	7	3	1	-	4	9	16	13	10	8	2	12	0.8%
Passenger Train Interference - Foreign	-	2	-	-	1	1	7	2	5	3	5	4	2	0.1%
<b>Accident - Total</b>	<b>30</b>	<b>35</b>	<b>24</b>	<b>40</b>	<b>17</b>	<b>36</b>	<b>5</b>	<b>66</b>	<b>50</b>	<b>15</b>	<b>8</b>	<b>17</b>	<b>89</b>	<b>6.0%</b>
Accident - Metra/PSA	23	21	24	39	14	23	5	61	36	15	8	15	68	4.6%
Accident - Foreign	7	14	-	1	3	13	-	5	14	-	-	2	21	1.4%
<b>Track Work - Total</b>	<b>1</b>	<b>18</b>	<b>40</b>	<b>17</b>	<b>28</b>	<b>38</b>	<b>76</b>	<b>77</b>	<b>93</b>	<b>63</b>	<b>91</b>	<b>25</b>	<b>59</b>	<b>3.9%</b>
Track Work - Metra/PSA	1	18	38	16	27	37	73	71	86	62	84	23	57	3.8%
Track Work - Foreign	-	-	2	1	1	1	3	6	7	1	7	2	2	0.1%
<b>Human Error - Total</b>	<b>25</b>	<b>62</b>	<b>27</b>	<b>23</b>	<b>47</b>	<b>29</b>	<b>108</b>	<b>83</b>	<b>59</b>	<b>46</b>	<b>50</b>	<b>37</b>	<b>114</b>	<b>7.6%</b>
Human Error - Metra/PSA	19	52	19	16	34	20	71	53	37	17	40	29	90	6.0%
Human Error - Foreign	6	10	8	7	13	9	37	30	22	29	10	8	24	1.6%
<b>PTC Related - Total</b>	<b>33</b>	<b>32</b>	<b>35</b>	<b>26</b>	<b>37</b>	<b>60</b>	<b>50</b>	<b>41</b>	<b>51</b>	<b>37</b>	<b>49</b>	<b>48</b>	<b>100</b>	<b>6.7%</b>
PTC Related - Metra/PSA	28	26	29	16	31	54	39	33	48	29	35	43	83	5.6%
PTC Related - Foreign	5	6	6	10	6	6	11	8	3	8	14	5	17	1.1%
<b>Weather - Total</b>	<b>23</b>	<b>430</b>	<b>5</b>	<b>1</b>	<b>12</b>	<b>31</b>	<b>27</b>	<b>106</b>	<b>10</b>	<b>58</b>	<b>85</b>	<b>54</b>	<b>458</b>	<b>30.7%</b>
Weather - Metra/PSA	23	397	5	1	12	31	27	95	10	57	85	54	425	28.4%
Weather - Foreign	-	33	-	-	-	-	-	11	-	1	-	-	33	2.2%
<b>Passenger Related - Total</b>	<b>20</b>	<b>37</b>	<b>23</b>	<b>18</b>	<b>27</b>	<b>67</b>	<b>89</b>	<b>76</b>	<b>63</b>	<b>50</b>	<b>50</b>	<b>44</b>	<b>80</b>	<b>5.4%</b>
<b>Obstruction/Debris - Total</b>	<b>36</b>	<b>36</b>	<b>21</b>	<b>26</b>	<b>50</b>	<b>45</b>	<b>72</b>	<b>34</b>	<b>68</b>	<b>75</b>	<b>52</b>	<b>41</b>	<b>93</b>	<b>6.2%</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>11</b>	<b>-</b>	<b>2</b>	<b>14</b>	<b>14</b>	<b>-</b>	<b>7</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>
<b>Other - Total</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>30</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>0.1%</b>
<b>Total Trains Delayed</b>	<b>306</b>	<b>904</b>	<b>284</b>	<b>276</b>	<b>376</b>	<b>518</b>	<b>759</b>	<b>771</b>	<b>648</b>	<b>601</b>	<b>602</b>	<b>585</b>	<b>1,494</b>	<b>100.0%</b>
Total Metra/PSA Delays	214	702	223	204	272	385	572	560	482	477	474	429	1,139	76.2%
Total Foreign Carrier Delays	92	202	61	72	104	133	187	211	166	124	128	156	355	23.8%

Data for current month is final (04/26/2021) version of TOPS

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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**  
**March 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
<b>Weekday Peak *</b>														
6-10	4	4	3	2	7	8	10	2	5	3	3	8	6	65
11-15	1	0	1	2	0	0	6	0	2	2	1	6	9	30
16-20	0	1	0	1	1	2	1	0	1	2	0	2	8	19
21+	2	0	0	1	3	3	0	1	0	2	7	8	11	38
Annulled	<u>11</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>1</u>	<u>1</u>	<u>19</u>
Sub-Total	18	5	5	7	11	13	17	3	8	10	14	25	35	171
<b>Weekday Off-Peak **</b>														
6-10	2	3	2	7	2	13	3	3	13	7	10	3	12	80
11-15	3	2	1	0	2	4	2	2	5	2	5	0	3	31
16-20	3	1	0	0	0	2	0	0	0	1	4	1	5	17
21+	3	1	0	0	3	2	1	1	4	2	12	8	21	58
Annulled	<u>9</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>5</u>	<u>1</u>	<u>3</u>	<u>21</u>
Sub-Total	20	7	3	9	7	21	6	6	23	12	36	13	44	207
<b>Saturday</b>														
6-10	2	11	0	3	0	1	3	0	1	0	0	3	2	26
11-15	0	5	0	2	0	2	1	0	0	0	0	1	0	11
16-20	0	0	0	0	0	5	0	0	2	0	0	2	2	11
21+	0	0	0	9	0	0	2	0	0	0	2	6	1	20
Annulled	<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>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>3</u>
Sub-Total	2	16	0	15	0	8	6	0	4	0	2	13	5	71
<b>Sunday-Holiday</b>														
6-10	1	2	0	1	0	0	2	0	1	0	1	0	1	9
11-15	0	1	0	0	0	0	0	0	2	0	2	3	0	8
16-20	0	0	0	0	0	0	0	0	2	0	0	0	0	2
21+	0	0	0	0	0	0	2	0	1	0	1	0	3	7
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	2	3	0	1	0	0	4	0	6	0	4	3	4	27
<b>March 2022 Total</b>														
6-10	9	20	5	13	9	22	18	5	20	10	14	14	21	180
11-15	4	8	2	4	2	6	9	2	9	4	8	10	12	80
16-20	3	2	0	1	1	9	1	0	5	3	4	5	15	49
21+	5	1	0	10	6	5	5	2	5	4	22	22	36	123
Annulled	<u>21</u>	<u>0</u>	<u>1</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>8</u>	<u>3</u>	<u>4</u>	<u>44</u>
TOTAL	42	31	8	32	18	42	33	9	41	22	56	54	88	476
<b>2022 Year-to-Date</b>														
6-10	29	40	17	32	25	64	102	15	90	31	37	46	67	595
11-15	19	18	8	12	11	37	25	11	51	12	31	29	38	302
16-20	14	6	2	6	7	26	12	1	37	6	19	15	30	181
21+	24	20	5	15	13	29	27	8	34	10	68	84	64	401
Annulled	<u>42</u>	<u>8</u>	<u>3</u>	<u>22</u>	<u>0</u>	<u>4</u>	<u>2</u>	<u>0</u>	<u>16</u>	<u>2</u>	<u>31</u>	<u>13</u>	<u>14</u>	<u>157</u>
TOTAL	128	92	35	87	56	160	168	35	228	61	186	187	213	1,636
<b>Share of Delays by Duration</b>														
<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
<b>March 2022 Total</b>														
6-10	21.4%	64.5%	62.5%	40.6%	50.0%	52.4%	54.5%	55.6%	48.8%	45.5%	25.0%	25.9%	23.9%	37.8%
11-15	9.5%	25.8%	25.0%	12.5%	11.1%	14.3%	27.3%	22.2%	22.0%	18.2%	14.3%	18.5%	13.6%	16.8%
16-20	7.1%	6.5%	0.0%	3.1%	5.6%	21.4%	3.0%	0.0%	12.2%	13.6%	7.1%	9.3%	17.0%	10.3%
21+	11.9%	3.2%	0.0%	31.3%	33.3%	11.9%	15.2%	22.2%	12.2%	18.2%	39.3%	40.7%	40.9%	25.8%
Annulled	<u>50.0%</u>	<u>0.0%</u>	<u>12.5%</u>	<u>12.5%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>4.9%</u>	<u>4.5%</u>	<u>14.3%</u>	<u>5.6%</u>	<u>4.5%</u>	<u>9.2%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>2022 Year-to-Date Delays By Duration</b>														
6-10	22.7%	43.5%	48.6%	36.8%	44.6%	40.0%	60.7%	42.9%	39.5%	50.8%	19.9%	24.6%	31.5%	36.4%
11-15	14.8%	19.6%	22.9%	13.8%	19.6%	23.1%	14.9%	31.4%	22.4%	19.7%	16.7%	15.5%	17.8%	18.5%
16-20	10.9%	6.5%	5.7%	6.9%	12.5%	16.3%	7.1%	2.9%	16.2%	9.8%	10.2%	8.0%	14.1%	11.1%
21+	18.8%	21.7%	14.3%	17.2%	23.2%	18.1%	16.1%	22.9%	14.9%	16.4%	36.6%	44.9%	30.0%	24.5%
Annulled	<u>32.8%</u>	<u>8.7%</u>	<u>8.6%</u>	<u>25.3%</u>	<u>0.0%</u>	<u>2.5%</u>	<u>1.2%</u>	<u>0.0%</u>	<u>7.0%</u>	<u>3.3%</u>	<u>16.7%</u>	<u>7.0%</u>	<u>6.6%</u>	<u>9.6%</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 (04/22/2022) version from TOPS.