

# On-Time Performance

February 2022



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Prepared by the Division of Strategic Planning & Performance

## On-Time Performance February 2022

This report presents an analysis of February 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. There were no schedule adjustments in February 2022.

Under these pilot and alternate schedules Metra operated 558 regularly scheduled revenue trains each weekday in February, 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 February, 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 February, 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 15 percent fewer total revenue trains in February 2022 than in February 2019, about 19 percent fewer total revenue trains than in February 2020, but about 35 percent more total revenue trains than in February 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  
February 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>	820	25	97.0%	900	19	97.9%	1,720	44	97.4%	120	2	98.3%	80	0	100.0%	1,920	46	97.6%
<b>ME-ML</b>	460	15	96.7%	840	25	97.0%	1,300	40	96.9%	168	3	98.2%	96	0	100.0%	1,564	43	97.3%
<b>ME-BI</b>	140	7	95.0%	220	9	95.9%	360	16	95.6%	32	0	100.0%	--	--		392	16	95.9%
<b>ME-SC</b>	<u>220</u>	<u>10</u>	95.5%	<u>620</u>	<u>16</u>	97.4%	<u>840</u>	<u>26</u>	96.9%	<u>128</u>	<u>5</u>	96.1%	<u>80</u>	<u>1</u>	98.8%	<u>1,048</u>	<u>32</u>	96.9%
<b>Subtotal</b>	820	32	96.1%	1,680	50	97.0%	2,500	82	96.7%	328	8	97.6%	176	1	99.4%	3,004	91	97.0%
<b>HC</b>	100	11	89.0%	20	8	60.0%	120	19	84.2%	--	--		--	--		120	19	84.2%
<b>MD-N</b>	360	19	94.7%	400	32	92.0%	760	51	93.3%	80	8	90.0%	72	0	100.0%	912	59	93.5%
<b>MD-W</b>	<u>380</u>	<u>30</u>	92.1%	<u>420</u>	<u>22</u>	94.8%	<u>800</u>	<u>52</u>	93.5%	<u>96</u>	<u>3</u>	96.9%	<u>72</u>	<u>4</u>	94.4%	<u>968</u>	<u>59</u>	93.9%
<b>Subtotal</b>	740	49	93.4%	820	54	93.4%	1,560	103	93.4%	176	11	93.8%	144	4	97.2%	1,880	118	93.7%
<b>NCS</b>	160	9	94.4%	80	2	97.5%	240	11	95.4%	--	--		--	--		240	11	95.4%
<b>RI</b>	620	45	92.7%	980	56	94.3%	1,600	101	93.7%	132	12	90.9%	112	4	96.4%	1,844	117	93.7%
<b>SWS</b>	180	9	95.0%	60	9	85.0%	240	18	92.5%	--	--		--	--		240	18	92.5%
<b>UP-N</b>	440	11	97.5%	1,040	39	96.3%	1,480	50	96.6%	104	5	95.2%	72	1	98.6%	1,656	56	96.6%
<b>UP-NW</b>	420	39	90.7%	480	15	96.9%	900	54	94.0%	136	5	96.3%	84	1	98.8%	1,120	60	94.6%
<b>UP-W</b>	<u>320</u>	<u>15</u>	95.3%	<u>480</u>	<u>34</u>	92.9%	<u>800</u>	<u>49</u>	93.9%	<u>80</u>	<u>1</u>	98.8%	<u>72</u>	<u>2</u>	97.2%	<u>952</u>	<u>52</u>	94.5%
<b>Subtotal</b>	1,180	65	94.5%	2,000	88	95.6%	3,180	153	95.2%	320	11	96.6%	228	4	98.2%	3,728	168	95.5%
<b>System</b>	4,620	245	94.7%	6,540	286	95.6%	11,160	531	95.2%	1,076	44	95.9%	740	13	98.2%	12,976	588	95.5%

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

Delays data for most recent month is final (03/21/2022) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line  
January - February 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>	1,681	42	97.5%	1,845	39	97.9%	3,526	81	97.7%	240	5	97.9%	200	0	100.0%	3,966	86	97.8%
<b>ME-ML</b>	943	24	97.5%	1,722	32	98.1%	2,665	56	97.9%	336	4	98.8%	241	1	99.6%	3,242	61	98.1%
<b>ME-BI</b>	287	15	94.8%	451	12	97.3%	738	27	96.3%	64	0	100.0%	--	--	--	802	27	96.6%
<b>ME-SC</b>	<u>451</u>	<u>20</u>	95.6%	<u>1,271</u>	<u>26</u>	98.0%	<u>1,722</u>	<u>46</u>	97.3%	<u>256</u>	<u>5</u>	98.0%	<u>200</u>	<u>4</u>	98.0%	<u>2,178</u>	<u>55</u>	97.5%
<b>Subtotal</b>	1,681	59	96.5%	3,444	70	98.0%	5,125	129	97.5%	656	9	98.6%	441	5	98.9%	6,222	143	97.7%
<b>HC</b>	205	24	88.3%	41	14	65.9%	246	38	84.6%	--	--	--	--	--	--	246	38	84.6%
<b>MD-N</b>	739	45	93.9%	819	54	93.4%	1,558	99	93.6%	160	13	91.9%	180	6	96.7%	1,898	118	93.8%
<b>MD-W</b>	<u>779</u>	<u>70</u>	91.0%	<u>861</u>	<u>45</u>	94.8%	<u>1,640</u>	<u>115</u>	93.0%	<u>192</u>	<u>8</u>	95.8%	<u>180</u>	<u>12</u>	93.3%	<u>2,012</u>	<u>135</u>	93.3%
<b>Subtotal</b>	1,518	115	92.4%	1,680	99	94.1%	3,198	214	93.3%	352	21	94.0%	360	18	95.0%	3,910	253	93.5%
<b>NCS</b>	328	19	94.2%	164	7	95.7%	492	26	94.7%	--	--	--	--	--	--	492	26	94.7%
<b>RI</b>	1,271	75	94.1%	2,009	79	96.1%	3,280	154	95.3%	264	16	93.9%	280	17	93.9%	3,824	187	95.1%
<b>SWS</b>	369	22	94.0%	123	17	86.2%	492	39	92.1%	--	--	--	--	--	--	492	39	92.1%
<b>UP-N</b>	902	39	95.7%	2,132	79	96.3%	3,034	118	96.1%	208	5	97.6%	180	7	96.1%	3,422	130	96.2%
<b>UP-NW</b>	861	78	90.9%	984	38	96.1%	1,845	116	93.7%	272	10	96.3%	210	7	96.7%	2,327	133	94.3%
<b>UP-W</b>	<u>656</u>	<u>39</u>	94.1%	<u>984</u>	<u>71</u>	92.8%	<u>1,640</u>	<u>110</u>	93.3%	<u>160</u>	<u>3</u>	98.1%	<u>180</u>	<u>12</u>	93.3%	<u>1,980</u>	<u>125</u>	93.7%
<b>Subtotal</b>	2,419	156	93.6%	4,100	188	95.4%	6,519	344	94.7%	640	18	97.2%	570	26	95.4%	7,729	388	95.0%
<b>System</b>	9,472	512	94.6%	13,406	513	96.2%	22,878	1,025	95.5%	2,152	69	96.8%	1,851	66	96.4%	26,881	1,160	95.7%

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

Delays data for most recent month is final (03/21/2022) 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-Feb	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	95.8%	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	90.6%	92.2%
	2019	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3	96.7	96.3	95.9	97.7	90.8%	95.0%
	2020	97.3	96.6	97.5	99.5	97.2	97.4	97.7	98.1	98.6	98.8	98.2	99.5	97.0%	97.9%
	2021	99.0	90.8	99.4	98.5	98.1	98.5	97.3	96.5	94.2	96.6	98.1	99.0	95.0%	97.1%
	2022	98.0	97.6											97.8%	97.8%
	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	93.7%	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	97.2%	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	97.5%	98.1%
	2019	96.4	90.7	99.6	99.7	98.6	99.5	97.1	98.6	98.9	99.3	98.7	98.5	93.7%	98.0%
	2020	97.5	97.3	98.2	99.3	95.7	98.1	97.1	96.7	99.0	97.8	97.4	99.1	97.4%	97.7%
	2021	99.3	96.2	98.9	98.7	98.6	98.5	96.9	98.2	97.9	98.0	97.4	97.8	97.8%	98.0%
	2022	98.4	97.0											97.7%	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	96.7%	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	94.1%	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	88.4%	89.4%
	2019	81.8	82.1	87.1	87.7	85.1	92.1	89.6	89.0	82.9	90.7	90.7	95.9	82.0%	87.9%
	2020	90.9	91.4	89.0	95.5	91.1	78.9	86.4	81.0	86.9	85.2	88.8	97.7	91.2%	89.6%
	2021	90.0	75.0	88.0	95.5	76.3	87.5	87.7	85.6	82.8	87.0	91.3	88.9	82.5%	86.5%
	2022	84.9	84.2											84.6%	84.6%
	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	88.1%	89.5%
MD-N	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	95.4%	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	90.6%	92.7%
	2019	88.4	85.2	94.2	94.3	94.3	92.3	89.4	91.8	95.3	93.2	88.9	95.1	86.9%	91.9%
	2020	93.3	95.7	97.6	97.0	95.3	96.7	96.9	97.4	95.7	96.3	94.5	95.0	94.4%	95.8%
	2021	91.8	86.7	96.4	95.1	93.9	89.3	91.1	95.7	94.7	91.6	94.7	94.0	89.3%	93.0%
	2022	94.0	93.5											93.8%	93.8%
	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	91.6%	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	93.1%	95.7%
	2019	92.3	91.9	96.4	95.7	95.5	97.0	96.7	96.0	96.2	95.5	91.0	96.1	92.1%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3	93.9	94.1	92.4	93.9%	94.7%
	2021	93.0	85.8	96.1	95.3	93.5	93.8	94.3	95.7	96.3	95.8	95.0	92.8	89.4%	94.1%
	2022	92.7	93.9											93.3%	93.3%
	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	93.2%	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	92.1%	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	90.1%	92.9%
	2019	87.6	91.8	95.0	95.2	95.0	97.3	95.2	95.0	95.8	95.2	91.3	96.7	89.6%	94.3%
	2020	92.7	82.0	95.5	94.8	100.0	84.2	90.9	86.9	96.4	92.0	97.5	95.5	87.6%	91.7%
	2021	88.8	68.8	92.4	90.7	90.8	93.9	81.0	89.8	92.5	95.2	94.4	92.9	78.8%	90.4%
	2022	94.0	95.4											94.7%	94.7%
	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	89.4%	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-Feb	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	91.3%	94.8%
	2019	89.8	87.1	96.7	95.7	88.9	94.0	88.2	92.6	90.1	94.9	91.4	94.1	88.4%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9	95.5	96.0	97.5	95.2	98.4	92.3%	95.8%
	2021	97.7	91.9	96.2	97.7	97.6	93.5	92.8	96.1	95.6	96.1	95.5	97.5	94.7%	95.7%
	2022	96.5	93.7											95.1%	95.1%
	<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	92.5%
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	95.1%	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	90.7%	93.0%
	2020	95.6	94.1	97.6	98.1	100.0	88.8	89.1	80.5	86.7	91.8	94.0	96.4	94.9%	94.0%
	2021	96.5	85.0	94.8	90.9	92.5	90.0	93.3	91.7	93.3	88.5	88.5	88.1	90.8%	91.0%
	2022	91.7	92.5											92.1%	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	93.1%
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	97.3%	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	96.0%	96.6%
	2019	90.7	89.1	96.9	97.6	97.6	95.3	94.6	94.7	97.2	95.4	94.4	99.3	89.9%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6	97.2	97.4	97.0	97.4	98.9	98.5%	98.1%
	2021	98.4	93.6	96.9	98.7	97.3	97.6	95.1	92.7	95.9	97.1	96.2	95.4	96.1%	96.0%
	2022	95.8	96.6											96.2%	96.2%
	<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	95.5%
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	96.8%	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	93.3%	94.9%
	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4	96.7	92.1	88.6	95.4	90.1%	93.0%
	2020	96.3	96.1	98.0	98.7	96.5	96.1	96.6	95.7	97.2	96.3	94.0	98.9	96.2%	96.7%
	2021	97.7	89.6	98.2	96.9	97.8	96.1	95.1	91.3	95.7	93.6	95.5	94.9	93.8%	95.2%
	2022	94.0	94.6											94.3%	94.3%
	<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	94.1%
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	95.7%	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	90.8%	91.5%
	2019	90.4	77.0	90.7	94.0	92.9	95.9	91.1	95.3	95.0	95.3	92.3	95.9	84.0%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1	93.3	96.5%	94.9%
	2021	93.6	82.5	95.8	97.3	91.7	89.3	87.6	86.2	90.6	93.3	88.5	90.1	88.2%	90.5%
	2022	92.9	94.5											93.7%	93.7%
	<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	91.3%
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	96.3%	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	93.3%	94.8%
	2019	91.8	88.2	96.3	96.1	95.3	95.8	93.2	95.3	95.9	95.7	93.6	96.7	90.1%	94.6%
	2020	95.9	95.6	97.6	98.5	96.2	96.6	96.3	95.4	96.9	96.4	95.6	97.5	95.8%	96.5%
	2021	96.9	90.6	97.4	97.4	96.4	95.3	94.3	94.7	95.3	95.8	95.6	95.8	93.8%	95.5%
	2022	95.9	95.5											95.7%	95.7%
	<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	93.9%

Delays data for most recent month is final (03/21/2022) 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  
February 2022**

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
HC	915 60% OT	Wed, Feb 02	10	KW	10M 135TH ST. ROMEOVILLE, WHEEL SLIP THEN RES. SPEED WITHIN THE BLOCK.
		Fri, Feb 04	20	DD	(FREIGHT DISPATCHER ERROR) - 23M CN-CP CERMAK, CN L537 WB WITH 160CARS, 13,000TONS & 10,000+FT. ROUTED AHEAD OF HERITAGE EVEN WITH THE ORIGI
		Tue, Feb 08	10	RA	17M CN-CP CERMAK, CN L536 EB (ENG. IC1019, 171CARS, 9916FT.) STOPPED, THEN SLOW MOVE THRU PLANT. (Amtrak should have started CNL536 up at 21st after HCD915 cleared)
		Wed, Feb 09	7	RF	(FOREIGN/PSA DISPATCH ERROR) - 10M WAITING FOR CLEARANCE FROM THE UP DISP.
		Thu, Feb 10	15	D	(GENERAL FREIGHT INTERFERENCE) - 7M CN-CP CERMAK, CN U706 (ENG. CN2860, 98LOADS, 5984FT.) PULLING THRU PLANT.
		Thu, Feb 17	12	D	(GENERAL FREIGHT INTERFERENCE) - 17M CN- CP CERMAK, CN L536 WITH 9800FT. PULLING THRU PLANT.
		Fri, Feb 18	16	GM	10M FLAGGED BY RED SIGNAL DUE TO A GATE MALFUNCTION, PER CONDUCTOR.
	Mon, Feb 28	13	D	(GENERAL FREIGHT INTERFERENCE) - 17M CN-CP CERMAK, EB FRIEGHT XTRAFFIC.	
MD-N	2124 80% OT	Wed, Feb 09	11	G	-14" Track circuit out @ Liberty East, talked by, restricted speed to mp 34.5, PTC slow to acknowledge
		Thu, Feb 10	8	GM	-6" Automatic Grade Crossing Malfunction Item #1 @ Ivanhoe Rd.; -4" Stop signal Mayfair, U.P. cross-traffic
		Thu, Feb 17	14	C	(-13) -4" Departed Fox Lake late due to copying Radio Bulletins; -3" Temporary speed restriction 10mph mp 48.5-48.3 (cracked angle bar); -4" Temporary speed restriction 10mph mp 44.2-44.1 (cracked angle bar); -6" Copying more Radio Bulletins, Automatic Gr
	Wed, Feb 23	14	JM	(-14) -12" Medical emergency @ Lake Forest, unconscious male passenger, possible overdose. -3" Stop Edgebrook for a well-being check on the same passenger. Metra P.D. evaluated passenger and came to the determination he was tired/exhausted/ & overworked	
MD-N	2143 75% OT	Tue, Feb 01	8	F1	-8 min late, 6 min following 2141, 2 min waiting on 115 at CN crossing
		Wed, Feb 02	7	E1	6" - Mayfair, cross traffic (UPNW mech failure). 2" CN crossing, waiting on signal
		Wed, Feb 16	31	J	Due to police activity (fair refusal) 2143 was delayed 26 min at Glenview waiting on police to arrive.
		Thu, Feb 17	38	G	36 min late, 8 min CUS late (switch failure A-2 33) arrival of equipment, 8 min enroute ground relays dynamic brake issues loco 405, 2 min speed restriction 14.7, 12 min track circuit Rondout restricted speed to Libertyville, 10 min stop signal CN freight
		Fri, Feb 18	20	E	-20" -6 min late departure due to equipment swap (WATER HOSE); -8 min swapped engineers at WACY, job briefing, and PTC setup; -3 min 10 mph speed restriction; -7 min stopped to copy Item 2 at Glenview Rd.
MD-N	2151 80% OT	Wed, Feb 09	0	XE	broke down and was annulled at Rondout.
		Thu, Feb 17	16	G1	16 min late, 11 min enroute Rondout to Libertyville restricted speed, 17 min Libertyville siding waiting on a late 2156.
		Fri, Feb 18	8	K1	-8" -13 min stopped at Libertyville waiting for 2156.
	Thu, Feb 24	11	D1	11 min late, 2 min ADA. 9 min Libertyville siding waiting on a late 2156.	
MD-N	2152 80% OT	Thu, Feb 03	8	N	8 min late, PTC Rondout issues, 3 min Lake Forest PTC item 2's (POWER OUTAGE CAUSING GATE MALFUNCTION), 2 min passenger loading N. Glen wrong platform
		Fri, Feb 04	8	RF	8 min late, 12 min Rondout waiting on Amtrak 340
		Thu, Feb 10	56	M1	-55 min due to Amtrak 340 vehicle strike at mp 22.4.
	Wed, Feb 16	12	G	-12" min late, -6" min waiting on Amtrak to clear Rondout, 7 min enroute restricted (track circuit) speed Golf-Morton Grove.	
MD-N	2156 75% OT	Wed, Feb 09	25	ZV1	-17 min late turn from 2147; -9 min stopped in Liberty siding waiting for 2151 to clear.
		Thu, Feb 10	31	M1	-33 min accommodating Amtrak 340's passengers.
		Thu, Feb 17	18	G1	17 min late, 17 min Fox Lake late turn from 2147,
		Fri, Feb 18	10	K	-10" -10 min passenger loading. (10 MPH WATERMAIN BREAK NEAR MORTON GROVE)
	Thu, Feb 24	20	D	19 min late, 5 min late turn from 2147, 12 min following CP freight from Rondout to A-20.	
MD-W	2212 75% OT	Thu, Feb 03	9	K1	-9" Following tardy 2210
		Mon, Feb 07	7	FW	(-7) -6" Following 2210, operating on approach signals; -4" Door problems (#7337) stuck in pocket DUE TO ICE/SNOW
		Fri, Feb 11	6	GW1	-6 following 2210 on approach signals.
		Mon, Feb 14	9	G	(-9) -14" Departed Elgin Coachyard late due to frozen East-end Mainline switch, waited for maintainer ADJUSTED #7 SWITCH
	Tue, Feb 22	9	IW1	(-9) Following 2210 Bartlett East/Roselle West	
RI	403 80% OT	Tue, Feb 08	7	G1	(METR/PSA SIG/SWX MALFCN-SIG DEPT) - DELAYED 7 MINUTES WAITING FOR RI302 TO CLEAR AT ROBBINS AND FOLLOWING RI401 FROM CP66TH COURT TO JOLIET
		Tue, Feb 15	6	G	(METR/PSA SIG/SWX MALFCN-SIG DEPT) - DELAYED 9 MINUTES AT CRAWFORD ACCOUNT SIGNAL DROPPED TO RESTRICTING TO NEXT SIGNAL. (SWITCH 3 PUMPING A
		Thu, Feb 17	20	G	(METR/PSA SIG/SWX MALFCN-SIG DEPT) - DELAYED 27 MINUTES FROM ROBBINS TO 191ST STREET ACCOUNT SIGNAL PROBLEMS.
	Fri, Feb 25	7	E	(LOCOMOTIVE MALFUNCTION) - DELAYED 8 MINUTES AT 80TH AVENUE ACCOUNT LOCOMOTIVE 425 NOT LOADING. B/O MB MOTOR	
RI	417 75% OT	Tue, Feb 01	10	KW	6m slippery rail. 2m BI waiting on 426 to clear. 3m Red at CP54
		Wed, Feb 02	9	EW	HEP problems (ice and snow on cable)
		Fri, Feb 04	8	E	(LOCOMOTIVE MALFUNCTION) - ENGINE SMOKING, CUT OUT HEP AND STOPPED MOKENA exhaust expansion joint loco 425
		Thu, Feb 17	11	KW	(LOCOMOTIVE MALFUNCTION,WEATHER) - WHEEL SLIP DUE TO WEATHER
	Mon, Feb 28	30	KP	23RD ST POLICE ACTIVITY. Train Traffic stopped coming in and out of LSS. Suicidal subject fouling tracks	
RI	617 80% OT	Wed, Feb 02	12	KW	CAR STUCK BETWEEN THE TRACKS 10.30, MAINLINE TO BI (due to snow)
		Thu, Feb 03	34	KW	AIR HOSE CAME APART - likely struck ice on crossing
		Fri, Feb 04	9	GM	(METRA/PSA GATE XING MALFUNCTION) - GATE 119 AND VINC. ITEM 1 S
	Mon, Feb 28	13	KP	23RD ST POLICE ACTIVITY. Train Traffic stopped coming in and out of LSS. Suicidal subject fouling tracks	

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
RI	621 <b>75% OT</b>	Wed, Feb 02	7	IW	(PASSENGER HANDLING, WEATHER) - SLOW LOADING
		Fri, Feb 04	13	GM	ITEM 1 119TH & VINCENNES
		Fri, Feb 11	10	G	4 ITEM 1 S 90TH, 91ST, PAULINA, ASHLAND - broken bond wire
		Thu, Feb 17	9	U	3" ADA 35th - 99th; 3" Wheel Slip; WHEEL SLIP 3"
		Mon, Feb 28	8	KP1	9MIN DELAY DUE TO HOSTILE SITUATION AT 23RD ST. FLIP OF RI0422.
RI	625 <b>80% OT</b>	Thu, Feb 03	17	K	(OBSTRUCTION ON TRACKS) - CAR ON THE TRK 2 SIDE BV 10.30
		Fri, Feb 11	14	G	4 ITEMS 1 S 91, 90, PAULINA ASHLAND - broken bond wire
		Mon, Feb 14	10	FW	MECHANICAL HAD TO SET CAR OUT ON ORIGINAL EQUIPMENT. RI0625 DEPARTED FROM DEPOT 3 USING RI0630 S EQUIPMENT (federal defect watch list)
		Wed, Feb 16	10	G	3 ITEM ONES 91 (track circuit), PAULIA, ASHLAND
SWS	815 <b>80% OT</b>	Tue, Feb 01	8	D	(GENERAL FREIGHT INTERFERENCE) - 8M ASHBURN, CN L502 (ENG. UP7885, 7700FT.) SLOW MOVE THRU PLANT.
		Wed, Feb 09	19	DD	(FREIGHT DISPATCHER ERROR) - 15M NS-CP518, NS25Z (ENG. NS8009, 52CARS, 9172FT.) ROUTED FROM ENGLEWOOD TO 4STORAGE TK. WITHOUT UTILIZING AVAI
		Mon, Feb 14	7	RF	(FOREIGN/PSA DISPATCH ERROR) - 4M CSX-FOREST HILL, RED SIGNAL FOR NO APPARENT REASON.
		Fri, Feb 18	9	K	(OBSTRUCTION ON TRACKS) - 8M CP RIDGE, HELD AWAITING INSTRUCTIONS FROM NS LANDERS OPR. REGARDING A BRIDGE STRIKE.
SWS	824 <b>75% OT</b>	Fri, Feb 04	0	XM	(OBSTRUCTION ON TRACKS) - 90M 167TH ST., STRUCK EMPTY SCHOOL BUS.. NO REP D. INJURIES. ANNULLED AT 167TH ST. CONSIST RETURNED TO MANHATTAN.
		Mon, Feb 07	22	ZP	22M WRIGHTWOOD, PTC ISSUES FAILING TO INITIALIZE WITH THE BRC (Metra sent wrong information to BRC initially)
		Tue, Feb 15	9	GF	6M IHB-CP RIDGE, FLAGGED BY RED SIGNAL, THEN RES. SPEED TO NEXT.
		Thu, Feb 24	27	ZD	(PTC FOREIGN LINE TRANSPORTATION) - 17M BELT JCT., PTC ISSUES WITH RED FENCE IN PLANT.
		Mon, Feb 28	11	GF	(GATE XING / SIG / SWITCH FOREIGN) - 10M NS-CP518, SPEED RESTRICTION #7 X/O INSIDE PLANT.
UP-N	322 <b>80% OT</b>	Wed, Feb 02	46	CW	-46" Broken Rail @ WK single tracking from RP to WK
		Mon, Feb 14	10	GT	-10" Delayed due to signal issues @ RP waited for maintainers to resolve issue (Per signal, a PTC card needed to be reset in the Genesis system @ CPE011)
		Tue, Feb 15	22	CW	-20" Late departure from Kenosha due to broken rail @ MP 48.40 and late turn from M303.
		Mon, Feb 28	0	XF	ANNULLED due to equipment would not stay running (cab car) -WIRE GROUNDED AGAINST MARS LIGHT SWITCH
UP-N	329 <b>80% OT</b>	Mon, Feb 07	11	CC	-21" Delayed due to single tracking RP-CY
		Tue, Feb 08	6	CC	-16" Single tracking CY-RP
		Thu, Feb 10	9	CC	Stopped @ MP 1.5 waiting for a Southbound to clear due to single tracking.
		Mon, Feb 14	0	XGT	ANNULLED due to code line failure on the plant @RP
UP-NW	632 <b>80% OT</b>	Thu, Feb 03	10	E1	-10" XH @ MP 11.68, MP 11.55 on track 2; delayed trains ahead
		Fri, Feb 11	13	ZT1	Late turn from M603
		Mon, Feb 14	27	L1	-27" Delayed due to M6100 stopped ahead due to near miss waited for tracks to be released
		Tue, Feb 22	35	F1	-35" Delayed ran on a M636 schedule from Pingree to CPT to accommodate M636 passengers
UP-NW	636 <b>80% OT</b>	Thu, Feb 03	7	E1	-07" Operated @ Restricted speed through Crystal Lake
		Wed, Feb 09	42	L	Near miss @ MP 55 between Harvard and Woodstock, crew stopped and was able to talk the pedestrian onto the train
		Mon, Feb 14	14	L1	-14" Delayed due to M6100 stopped ahead due to near miss waited for tracks to be released
		Tue, Feb 22	80	XF	-80" Departed Harvard 1 hour and 20 mins late due to car #7258 with federal wheel defect had to be ripped before equipment could depart
UP-NW	639 <b>80% OT</b>	Wed, Feb 02	30	E1	-30" Held @ CPT on acct. of M627 mechanical issues @ Irving Park on track 1
		Thu, Feb 03	30	KW	-30" Lost air at MP 5 and only 30lbs of air pressure (hose separated between 2nd & 3rd car) - proceeded at 30MPH to Barrington, once the hose was reconnected
		Wed, Feb 09	50	E1	staged at Paletine due to trains ahead
		Thu, Feb 17	8	GM	-8" 5 XH procedures (MP 11.09, MP11.55, MP11.68, MP12.19, MP12.45)
UP-W	20 <b>80% OT</b>	Wed, Feb 02	10	IW	-10" Slow loading @ Geneva, W. Chicago, Winfield; followed freight train @ Turner
		Fri, Feb 11	15	ZT	Delayed due to PTC issues took air had to do a soft cut out ran @ restricted speed
		Wed, Feb 16	12	D	-12" Freight train crossing over from 2-1, and slow loading all stops Picking up all of M24 people
		Fri, Feb 25	10	D	-10" Delayed waited for the MNPPR to clear into the yard @ Proviso on track 1
UP-W	27 <b>80% OT</b>	Mon, Feb 07	8	D	-08" Delayed @ Turner waited for ZG2LT to clear from trk 3-1
		Tue, Feb 15	10	D	-10" No signal at Park wait for M42 to clear due to ZG2LT-15 on track #1
		Tue, Feb 22	7	D	-7" CWSNA9 met at Kress followed to Elburn
		Wed, Feb 23	22	DE	-22" 2 freight trains ahead - CWSNA9
UP-W	36 <b>80% OT</b>	Wed, Feb 02	13	R1	-13" Late arrival of M13
		Mon, Feb 14	0	E1	ANNULLED due to M13 ANNULMENT
		Fri, Feb 18	12	D	-14" Stopped at Peck due to freight traffic 10 mins (ZG2LT) and trouble with operating ADA lift.
		Wed, Feb 23	20	D	-20" Freight train interference
UP-W	44 <b>80% OT</b>	Mon, Feb 07	13	J1	-13" Late turn from M25
		Fri, Feb 11	22	D	Followed MNPPR which was delayed due to CN West Chicago cross traffic
		Tue, Feb 15	8	D	-8" Met M27 at Turner and ZG2LT-15 doubling up on track #1.
		Thu, Feb 24	17	C1	-17" Late arrival of M25

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late			
UP-W	46	Tue, Feb 15	7		D1	-7" Departed Elburn 7 mins late due to late arrival of M27.
	<b>80% OT</b>	Tue, Feb 22	25		D	-25" ZLTG2 waited to clear Elburn then followed to Elmhurst; Stopped at Elmhurst waiting to clear outbound #1 at Proviso.
		Wed, Feb 23	10		DE1	-10" Late arrival of M27
		Mon, Feb 28	15		R	-15" Reverse move @ Melrose due to Engineer overshot the platform. Waited for Dispatcher to give authorization for move.

Data is final (03/21/2022) 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**  
February 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>5</b>	<b>4</b>	<b>12</b>	-	<b>3</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>62</b>
Freight Interference - Peak	2	-	-	-	1	-	5	-	1	3	-	-	6	18
Primary	2	-	-	-	1	-	3	-	1	3	-	-	6	16
Secondary	-	-	-	-	-	-	2	-	-	-	-	-	-	2
Freight Interference - Off-Peak	3	-	-	-	4	4	7	-	2	2	1	1	20	44
Primary	3	-	-	-	4	2	4	-	2	2	1	1	17	36
Secondary	-	-	-	-	-	2	3	-	-	-	-	-	3	8
<b>Signal/Switch Failure - Total</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>47</b>	<b>4</b>	<b>7</b>	<b>2</b>	-	<b>101</b>
Signal/Switch Failure - Metra/PSA	2	2	3	5	1	10	10	1	47	-	7	2	-	90
Primary	2	2	2	4	1	6	6	1	37	-	4	2	-	67
Secondary	-	-	1	1	-	4	4	-	10	-	3	-	-	23
Signal/Switch Failure - Foreign	3	-	-	-	4	-	-	-	-	4	-	-	-	11
Primary	2	-	-	-	4	-	-	-	-	4	-	-	-	10
Secondary	1	-	-	-	-	-	-	-	-	-	-	-	-	1
<b>Mechanical Failure - Total</b>	<b>6</b>	<b>2</b>	-	-	-	<b>8</b>	<b>11</b>	<b>5</b>	<b>5</b>	-	<b>3</b>	<b>30</b>	<b>4</b>	<b>74</b>
Mechanical Failure - Metra/PSA	6	-	-	-	-	8	11	5	5	-	3	30	4	72
Non-Locomotive Equipment Issue - Metra/PSA	1	-	-	-	-	3	4	5	-	-	2	7	1	23
Primary	1	-	-	-	-	2	3	3	-	-	2	3	1	15
Secondary	-	-	-	-	-	1	1	2	-	-	-	4	-	8
Locomotive Issue - Metra/PSA	5	-	-	-	-	5	7	-	5	-	1	23	3	49
Primary	2	-	-	-	-	2	3	-	4	-	1	3	2	17
Secondary	3	-	-	-	-	3	4	-	1	-	-	20	1	32
Mechanical Failure - Foreign	-	2	-	-	-	-	-	-	-	-	-	-	-	2
<b>Passenger Train Interference - Total</b>	-	-	-	-	-	<b>1</b>	-	-	-	-	-	-	-	<b>1</b>
Passenger Train Interference - Metra/PSA	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Foreign	-	-	-	-	-	1	-	-	-	-	-	-	-	1
<b>Accident - Total</b>	<b>20</b>	-	-	<b>2</b>	-	<b>5</b>	<b>2</b>	-	-	<b>1</b>	-	-	-	<b>30</b>
Accident - Metra/PSA	20	-	-	2	-	5	2	-	-	1	-	-	-	30
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Track Work - Total</b>	-	<b>23</b>	<b>7</b>	<b>11</b>	-	<b>5</b>	-	-	-	-	<b>9</b>	<b>2</b>	<b>2</b>	<b>59</b>
Track Work - Metra/PSA	-	23	7	11	-	5	-	-	-	-	9	-	2	57
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	2	-	2
<b>Human Error - Total</b>	-	<b>2</b>	<b>2</b>	-	<b>3</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>3</b>	-	<b>2</b>	<b>3</b>	<b>24</b>
Human Error - Metra/PSA	-	2	2	-	-	-	1	-	1	-	-	1	3	10
Human Error - Foreign	-	-	-	-	3	5	-	1	1	3	-	1	-	14
<b>PTC Related - Total</b>	<b>1</b>	<b>4</b>	-	<b>2</b>	<b>3</b>	<b>10</b>	-	<b>1</b>	<b>5</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>43</b>
PTC Related - Metra/PSA	-	4	-	2	2	10	-	1	5	2	6	2	4	38
PTC Related - Foreign	1	-	-	-	1	-	-	-	-	1	1	-	1	5
<b>Weather - Total</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>14</b>	-	<b>26</b>	-	<b>24</b>	<b>2</b>	<b>7</b>	<b>84</b>
Weather - Metra/PSA	5	1	1	1	1	2	14	-	25	-	24	2	7	83
Weather - Foreign	-	-	-	-	-	-	-	-	1	-	-	-	-	1
<b>Passenger Related - Total</b>	<b>3</b>	<b>4</b>	<b>1</b>	-	-	<b>4</b>	<b>6</b>	-	<b>6</b>	-	<b>2</b>	<b>8</b>	<b>4</b>	<b>38</b>
<b>Obstruction/Debris - Total</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>11</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>23</b>	<b>2</b>	<b>3</b>	<b>11</b>	<b>1</b>	<b>71</b>
<b>Catenary Failure - Total</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other - Total</b>	-	-	-	-	-	<b>1</b>	-	-	-	-	-	-	-	<b>1</b>
<b>Total Trains Delayed</b>	<b>46</b>	<b>43</b>	<b>16</b>	<b>32</b>	<b>19</b>	<b>59</b>	<b>59</b>	<b>11</b>	<b>117</b>	<b>18</b>	<b>56</b>	<b>60</b>	<b>52</b>	<b>588</b>
Total Metra/PSA Delays	37	41	16	32	6	49	47	10	112	5	54	56	25	490
Total Foreign Carrier Delays	9	2	0	0	13	10	12	1	5	13	2	4	27	98

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

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

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

**Table 5.b: Train Delays by Cause and Line**  
Average February 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>8</b>	-	-	-	<b>6</b>	<b>11</b>	<b>15</b>	<b>6</b>	<b>5</b>	<b>8</b>	<b>1</b>	<b>8</b>	<b>31</b>	<b>99</b>
Freight Interference - Peak	3	-	-	-	5	3	5	2	3	3	-	4	10	38
Primary	2	-	-	-	5	1	3	2	2	2	-	3	5	25
Secondary	0	-	-	-	0	2	1	0	1	1	-	1	5	13
Freight Interference - Off-Peak	6	-	-	-	1	8	10	4	3	5	1	3	21	61
Primary	4	-	-	-	1	4	8	3	3	4	1	3	15	46
Secondary	1	-	-	-	-	3	2	0	0	2	0	1	6	16
<b>Signal/Switch Failure - Total</b>	<b>26</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>15</b>	<b>13</b>	<b>14</b>	<b>22</b>	<b>11</b>	<b>5</b>	<b>10</b>	<b>9</b>	<b>146</b>
Signal/Switch Failure - Metra/PSA	14	9	5	4	1	14	12	3	22	1	5	7	5	102
Primary	12	7	4	3	1	8	10	2	15	1	3	4	3	72
Secondary	3	2	2	1	0	5	2	1	6	-	3	3	2	29
Signal/Switch Failure - Foreign	11	-	-	-	3	2	1	11	-	10	-	3	4	44
Primary	9	-	-	-	2	1	1	10	-	7	-	2	3	36
Secondary	3	-	-	-	0	1	0	0	-	3	-	0	1	8
<b>Mechanical Failure - Total</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>1</b>	-	<b>19</b>	<b>9</b>	<b>5</b>	<b>16</b>	<b>3</b>	<b>7</b>	<b>8</b>	<b>17</b>	<b>104</b>
Mechanical Failure - Metra/PSA	13	1	1	1	-	15	9	4	16	3	7	8	17	95
Non-Locomotive Equipment Issue - Metra/PSA	5	1	1	1	-	2	1	1	4	2	5	5	7	35
Primary	2	0	0	0	-	1	1	0	2	1	2	2	3	15
Secondary	3	1	1	1	-	1	0	0	2	1	3	3	4	20
Locomotive Issue - Metra/PSA	8	-	-	-	-	13	7	3	11	1	2	3	11	60
Primary	2	-	-	-	-	4	4	1	6	1	1	1	2	22
Secondary	6	-	-	-	-	9	3	2	5	1	1	2	9	38
Mechanical Failure - Foreign	0	3	0	0	-	3	0	1	-	-	-	-	-	8
<b>Passenger Train Interference - Total</b>	<b>1</b>	<b>0</b>	-	<b>1</b>	<b>0</b>	<b>3</b>	-	<b>2</b>	<b>0</b>	<b>1</b>	-	-	-	<b>9</b>
Passenger Train Interference - Metra/PSA	-	-	-	0	-	2	-	2	-	-	-	-	-	4
Passenger Train Interference - Foreign	1	0	-	0	0	1	-	0	0	1	-	-	-	4
<b>Accident - Total</b>	<b>8</b>	<b>16</b>	<b>2</b>	<b>1</b>	-	<b>4</b>	<b>7</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>10</b>	<b>5</b>	<b>7</b>	<b>68</b>
Accident - Metra/PSA	6	3	0	1	-	4	7	1	4	2	10	5	3	47
Accident - Foreign	1	13	2	-	-	-	1	-	-	-	-	-	4	21
<b>Track Work - Total</b>	<b>6</b>	<b>2</b>	-	<b>0</b>	<b>1</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>30</b>
Track Work - Metra/PSA	6	2	-	0	1	6	2	1	4	0	2	2	2	28
Track Work - Foreign	-	-	-	-	-	0	1	-	-	1	-	-	-	2
<b>Human Error - Total</b>	<b>30</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>17</b>	<b>17</b>	<b>6</b>	<b>11</b>	<b>7</b>	<b>8</b>	<b>8</b>	<b>12</b>	<b>125</b>
Human Error - Metra/PSA	9	4	2	2	0	5	8	1	11	1	8	8	10	68
Human Error - Foreign	21	-	-	-	2	12	9	4	-	6	-	1	2	58
<b>PTC Related - Total</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>12</b>	<b>4</b>	<b>13</b>	<b>49</b>
PTC Related - Metra/PSA	2	2	1	1	1	2	2	1	6	-	12	4	13	47
PTC Related - Foreign	0	-	-	0	0	0	-	-	0	1	-	-	0	2
<b>Weather - Total</b>	<b>31</b>	<b>30</b>	<b>10</b>	<b>14</b>	<b>2</b>	<b>25</b>	<b>26</b>	<b>4</b>	<b>39</b>	<b>5</b>	<b>15</b>	<b>30</b>	<b>18</b>	<b>248</b>
Weather - Metra/PSA	28	30	10	14	1	24	26	4	38	5	15	29	17	241
Weather - Foreign	3	-	-	-	0	1	1	-	0	0	-	1	1	7
<b>Passenger Related - Total</b>	<b>4</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>17</b>	<b>77</b>
<b>Obstruction/Debris - Total</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>4</b>	-	<b>5</b>	<b>4</b>	<b>3</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>11</b>	<b>7</b>	<b>59</b>
<b>Catenary Failure - Total</b>	-	<b>0</b>	-	<b>0</b>	-	-	-	-	-	-	-	-	-	<b>0</b>
<b>Other - Total</b>	-	-	-	<b>1</b>	-	-	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	<b>2</b>	-	<b>5</b>
<b>Total Trains Delayed</b>	<b>133</b>	<b>76</b>	<b>28</b>	<b>28</b>	<b>16</b>	<b>113</b>	<b>104</b>	<b>44</b>	<b>129</b>	<b>44</b>	<b>72</b>	<b>98</b>	<b>133</b>	<b>1,018</b>
Total Metra/PSA Delays	87	59	25	28	4	83	77	22	123	16	71	86	92	773
Total Foreign Carrier Delays	46	17	2	1	11	30	28	22	6	28	1	12	42	246

Data for current month is final (03/23/2021) 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**  
**February 2022 Compared to Average February 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>(3)</b>	-	-	-	<b>(1)</b>	<b>(7)</b>	<b>(3)</b>	<b>(6)</b>	<b>(2)</b>	<b>(3)</b>	-	<b>(7)</b>	<b>(5)</b>	<b>(37)</b>
Freight Interference - Peak	(1)	-	-	-	(4)	(3)	0	(2)	(2)	-	-	(4)	(4)	(20)
Primary	(0)	-	-	-	(4)	(1)	(0)	(2)	(1)	1	-	(3)	1	(9)
Secondary	(0)	-	-	-	(0)	(2)	1	(0)	(1)	(1)	-	(1)	(5)	(11)
Freight Interference - Off-Peak	(3)	-	-	-	3	(4)	(3)	(4)	(1)	(3)	-	(2)	(1)	(17)
Primary	(1)	-	-	-	3	(2)	(4)	(3)	(1)	(2)	0	(2)	2	(10)
Secondary	(1)	-	-	-	-	(1)	1	(0)	(0)	(2)	(0)	(1)	(3)	(8)
<b>Signal/Switch Failure - Total</b>	<b>(21)</b>	<b>(7)</b>	<b>(2)</b>	<b>1</b>	<b>2</b>	<b>(5)</b>	<b>(3)</b>	<b>(13)</b>	<b>25</b>	<b>(7)</b>	<b>2</b>	<b>(8)</b>	<b>(9)</b>	<b>(45)</b>
Signal/Switch Failure - Metra/PSA	(12)	(7)	(2)	1	0	(4)	(2)	(2)	25	(1)	2	(5)	(5)	(12)
Primary	(10)	(5)	(2)	1	0	(2)	(4)	(1)	22	(1)	1	(2)	(3)	(5)
Secondary	(3)	(2)	(1)	0	(0)	(1)	2	(1)	4	-	0	(3)	(2)	(6)
Signal/Switch Failure - Foreign	(8)	-	-	-	1	(2)	(1)	(11)	-	(6)	-	(3)	(4)	(33)
Primary	(7)	-	-	-	2	(1)	(1)	(10)	-	(3)	-	(2)	(3)	(26)
Secondary	(2)	-	-	-	(0)	(1)	(0)	(0)	-	(3)	-	(0)	(1)	(7)
<b>Mechanical Failure - Total</b>	<b>(8)</b>	<b>(2)</b>	<b>(1)</b>	<b>(1)</b>	-	<b>(11)</b>	<b>2</b>	<b>0</b>	<b>(11)</b>	<b>(3)</b>	<b>(4)</b>	<b>22</b>	<b>(13)</b>	<b>(30)</b>
Mechanical Failure - Metra/PSA	(7)	(1)	(1)	(1)	-	(7)	2	1	(11)	(3)	(4)	22	(13)	(23)
Non-Locomotive Equipment Issue - Metra/PSA	(4)	(1)	(1)	(1)	-	1	3	4	(4)	(2)	(3)	2	(6)	(12)
Primary	(1)	(0)	(0)	(0)	-	1	2	3	(2)	(1)	(0)	1	(2)	0
Secondary	(3)	(1)	(1)	(1)	-	(0)	1	2	(2)	(1)	(3)	1	(4)	(12)
Locomotive Issue - Metra/PSA	(3)	-	-	-	-	(8)	(0)	(3)	(6)	(1)	(1)	20	(8)	(11)
Primary	-	-	-	-	-	(2)	(1)	(1)	(2)	(1)	-	2	0	(5)
Secondary	(3)	-	-	-	-	(6)	1	(2)	(4)	(1)	(1)	18	(8)	(6)
Mechanical Failure - Foreign	(0)	(1)	(0)	(0)	-	(3)	(0)	(1)	-	-	-	-	-	(6)
<b>Passenger Train Interference - Total</b>	<b>(1)</b>	<b>(0)</b>	-	<b>(1)</b>	<b>(0)</b>	<b>(2)</b>	-	<b>(2)</b>	<b>(0)</b>	<b>(1)</b>	-	-	-	<b>(8)</b>
Passenger Train Interference - Metra/PSA	-	-	-	(0)	-	(2)	-	(2)	-	-	-	-	-	(4)
Passenger Train Interference - Foreign	(1)	(0)	-	(0)	(0)	0	-	(0)	(0)	(1)	-	-	-	(3)
<b>Accident - Total</b>	<b>12</b>	<b>(16)</b>	<b>(2)</b>	<b>1</b>	-	<b>1</b>	<b>(5)</b>	<b>(1)</b>	<b>(4)</b>	<b>(1)</b>	<b>(10)</b>	<b>(5)</b>	<b>(7)</b>	<b>(38)</b>
Accident - Metra/PSA	14	(3)	(0)	1	-	1	(5)	(1)	(4)	(1)	(10)	(5)	(3)	(17)
Accident - Foreign	(1)	(13)	(2)	-	-	-	(1)	-	-	-	-	-	(4)	(21)
<b>Track Work - Total</b>	<b>(6)</b>	<b>21</b>	<b>7</b>	<b>11</b>	<b>(1)</b>	<b>(1)</b>	<b>(3)</b>	<b>(1)</b>	<b>(4)</b>	<b>(1)</b>	<b>7</b>	<b>(0)</b>	<b>(0)</b>	<b>29</b>
Track Work - Metra/PSA	(6)	21	7	11	(1)	(1)	(2)	(1)	(4)	(0)	7	(2)	(0)	29
Track Work - Foreign	-	-	-	-	-	(0)	(1)	-	-	(1)	-	2	-	0
<b>Human Error - Total</b>	<b>(30)</b>	<b>(2)</b>	<b>0</b>	<b>(2)</b>	<b>1</b>	<b>(12)</b>	<b>(16)</b>	<b>(5)</b>	<b>(9)</b>	<b>(4)</b>	<b>(8)</b>	<b>(6)</b>	<b>(9)</b>	<b>(101)</b>
Human Error - Metra/PSA	(9)	(2)	0	(2)	(0)	(5)	(7)	(1)	(10)	(1)	(8)	(7)	(7)	(58)
Human Error - Foreign	(21)	-	-	-	1	(7)	(9)	(3)	1	(3)	-	0	(2)	(44)
<b>PTC Related - Total</b>	<b>(2)</b>	<b>2</b>	<b>(1)</b>	<b>1</b>	<b>2</b>	<b>8</b>	<b>(2)</b>	-	<b>(1)</b>	<b>2</b>	<b>(5)</b>	<b>(2)</b>	<b>(8)</b>	<b>(6)</b>
PTC Related - Metra/PSA	(2)	2	(1)	1	1	8	(2)	-	(1)	2	(6)	(2)	(9)	(9)
PTC Related - Foreign	1	-	-	(0)	1	(0)	-	-	(0)	0	1	-	1	3
<b>Weather - Total</b>	<b>(26)</b>	<b>(29)</b>	<b>(9)</b>	<b>(13)</b>	<b>(1)</b>	<b>(23)</b>	<b>(12)</b>	<b>(4)</b>	<b>(13)</b>	<b>(5)</b>	<b>9</b>	<b>(28)</b>	<b>(11)</b>	<b>(164)</b>
Weather - Metra/PSA	(23)	(29)	(9)	(13)	(0)	(22)	(12)	(4)	(13)	(5)	9	(27)	(10)	(158)
Weather - Foreign	(3)	-	-	-	(0)	(1)	(1)	-	1	(0)	-	(1)	(1)	(6)
<b>Passenger Related - Total</b>	<b>(1)</b>	<b>(3)</b>	<b>(2)</b>	<b>(1)</b>	<b>(0)</b>	<b>(1)</b>	<b>(1)</b>	<b>(2)</b>	<b>(6)</b>	<b>(0)</b>	<b>(7)</b>	<b>(1)</b>	<b>(13)</b>	<b>(39)</b>
<b>Obstruction/Debris - Total</b>	<b>(2)</b>	<b>3</b>	<b>(1)</b>	<b>7</b>	<b>2</b>	<b>(1)</b>	<b>(1)</b>	<b>(0)</b>	<b>13</b>	<b>(2)</b>	-	<b>0</b>	<b>(6)</b>	<b>12</b>
<b>Catenary Failure - Total</b>	-	<b>(0)</b>	-	<b>(0)</b>	-	-	-	-	-	-	-	-	-	<b>(0)</b>
<b>Other - Total</b>	-	-	-	<b>(1)</b>	-	<b>1</b>	<b>(1)</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	-	<b>(2)</b>	-	<b>(4)</b>
<b>Total Trains Delayed</b>	<b>(87)</b>	<b>(33)</b>	<b>(12)</b>	<b>4</b>	<b>3</b>	<b>(54)</b>	<b>(45)</b>	<b>(33)</b>	<b>(12)</b>	<b>(26)</b>	<b>(16)</b>	<b>(38)</b>	<b>(81)</b>	<b>(430)</b>
Total Metra/PSA Delays	-50	-18	-9	4	2	-34	-30	-12	-11	-11	-17	-30	-67	-283
Total Foreign Carrier Delays	-37	-15	-2	-1	2	-20	-16	-21	-1	-15	1	-8	-15	-148

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

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

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

**Table 6.a: Train Delays by Cause and Line - YTD**  
January - February 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>9</b>	-	-	-	<b>10</b>	<b>7</b>	<b>30</b>	<b>1</b>	<b>6</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>45</b>	<b>129</b>
Freight Interference - Peak	2	-	-	-	2	1	13	1	1	6	4	2	12	44
Primary	2	-	-	-	2	1	10	-	1	6	2	2	10	36
Secondary	-	-	-	-	-	-	3	1	-	-	2	-	2	8
Freight Interference - Off-Peak	7	-	-	-	8	6	17	-	5	4	4	1	33	85
Primary	6	-	-	-	8	3	12	-	5	3	2	1	27	67
Secondary	1	-	-	-	-	3	5	-	-	1	2	-	6	18
<b>Signal/Switch Failure - Total</b>	<b>24</b>	<b>7</b>	<b>9</b>	<b>11</b>	<b>9</b>	<b>21</b>	<b>23</b>	<b>4</b>	<b>53</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>9</b>	<b>193</b>
Signal/Switch Failure - Metra/PSA	16	7	9	11	1	18	23	3	53	3	10	3	9	166
Primary	13	7	7	9	1	14	18	2	43	2	7	3	3	129
Secondary	3	-	2	2	-	4	5	1	10	1	3	-	6	37
Signal/Switch Failure - Foreign	8	-	-	-	8	3	-	1	-	7	-	-	-	27
Primary	5	-	-	-	8	1	-	1	-	5	-	-	-	20
Secondary	3	-	-	-	-	2	-	-	-	2	-	-	-	7
<b>Mechanical Failure - Total</b>	<b>14</b>	<b>2</b>	<b>1</b>	-	-	<b>12</b>	<b>23</b>	<b>6</b>	<b>9</b>	-	<b>11</b>	<b>46</b>	<b>5</b>	<b>129</b>
Mechanical Failure - Metra/PSA	14	-	1	-	-	12	23	6	9	-	11	46	5	127
Non-Locomotive Equipment Issue - Metra/PSA	3	-	1	-	-	3	5	5	1	-	2	12	1	33
Primary	3	-	-	-	-	2	4	3	1	-	2	6	1	22
Secondary	-	-	1	-	-	1	1	2	-	-	-	6	-	11
Locomotive Issue - Metra/PSA	11	-	-	-	-	9	18	1	8	-	9	34	4	94
Primary	5	-	-	-	-	5	8	1	6	-	4	10	3	42
Secondary	6	-	-	-	-	4	10	-	2	-	5	24	1	52
Mechanical Failure - Foreign	-	2	-	-	-	-	-	-	-	-	-	-	-	2
<b>Passenger Train Interference - Total</b>	-	-	-	-	<b>2</b>	<b>2</b>	-	-	-	-	-	-	<b>1</b>	<b>5</b>
Passenger Train Interference - Metra/PSA	-	-	-	-	-	1	-	-	-	-	-	-	1	2
Passenger Train Interference - Foreign	-	-	-	-	2	1	-	-	-	-	-	-	-	3
<b>Accident - Total</b>	<b>21</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>15</b>	<b>111</b>
Accident - Metra/PSA	21	3	-	2	-	5	6	-	14	1	23	6	15	96
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	15	-	15
<b>Track Work - Total</b>	-	<b>23</b>	<b>7</b>	<b>11</b>	-	<b>7</b>	-	-	<b>1</b>	-	<b>12</b>	<b>4</b>	<b>6</b>	<b>71</b>
Track Work - Metra/PSA	-	23	7	11	-	7	-	-	1	-	12	1	6	68
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	3	-	3
<b>Human Error - Total</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>8</b>	<b>4</b>	<b>6</b>	<b>55</b>
Human Error - Metra/PSA	4	2	2	1	-	-	4	1	5	-	7	3	3	32
Human Error - Foreign	-	-	-	-	4	8	-	2	1	3	1	1	3	23
<b>PTC Related - Total</b>	<b>1</b>	<b>4</b>	-	<b>4</b>	<b>8</b>	<b>12</b>	<b>3</b>	<b>5</b>	<b>10</b>	<b>8</b>	<b>9</b>	<b>3</b>	<b>10</b>	<b>77</b>
PTC Related - Metra/PSA	-	4	-	4	3	11	3	2	10	4	8	3	9	61
PTC Related - Foreign	1	-	-	-	5	1	-	3	-	4	1	-	1	16
<b>Weather - Total</b>	<b>6</b>	<b>7</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>30</b>	<b>34</b>	<b>3</b>	<b>54</b>	<b>3</b>	<b>42</b>	<b>15</b>	<b>16</b>	<b>225</b>
Weather - Metra/PSA	6	7	5	7	3	30	34	3	53	3	42	15	16	224
Weather - Foreign	-	-	-	-	-	-	-	-	1	-	-	-	-	1
<b>Passenger Related - Total</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>1</b>	-	<b>7</b>	<b>9</b>	<b>1</b>	<b>6</b>	-	<b>2</b>	<b>14</b>	<b>6</b>	<b>59</b>
<b>Obstruction/Debris - Total</b>	<b>1</b>	<b>7</b>	<b>2</b>	<b>17</b>	<b>2</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>28</b>	<b>4</b>	<b>5</b>	<b>20</b>	<b>6</b>	<b>104</b>
<b>Catenary Failure - Total</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other - Total</b>	-	-	-	<b>1</b>	-	<b>1</b>	-	-	-	-	-	-	-	<b>2</b>
<b>Total Trains Delayed</b>	<b>86</b>	<b>61</b>	<b>27</b>	<b>55</b>	<b>38</b>	<b>118</b>	<b>135</b>	<b>26</b>	<b>187</b>	<b>39</b>	<b>130</b>	<b>133</b>	<b>125</b>	<b>1,160</b>
Total Metra/PSA Delays	68	59	27	55	9	98	105	19	179	15	120	111	76	941
Total Foreign Carrier Delays	18	2	0	0	29	20	30	7	8	24	10	22	49	219

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**Table 6.b: Train Delays by Cause and Line - YTD**  
 January - February 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>20</b>	-	-	-	<b>10</b>	<b>20</b>	<b>25</b>	<b>10</b>	<b>9</b>	<b>18</b>	<b>2</b>	<b>13</b>	<b>53</b>	<b>180</b>
Freight Interference - Peak	10	-	-	-	9	5	8	5	3	6	0	7	18	73
Primary	6	-	-	-	8	3	6	4	2	4	0	5	9	48
Secondary	5	-	-	-	1	2	2	1	1	2	-	2	9	25
Freight Interference - Off-Peak	10	-	-	-	1	15	17	5	6	13	1	6	35	108
Primary	7	-	-	-	1	8	14	4	5	8	1	4	24	76
Secondary	3	-	-	-	-	6	3	0	1	5	0	2	10	32
<b>Signal/Switch Failure - Total</b>	<b>37</b>	<b>17</b>	<b>9</b>	<b>10</b>	<b>7</b>	<b>30</b>	<b>27</b>	<b>22</b>	<b>38</b>	<b>20</b>	<b>7</b>	<b>13</b>	<b>14</b>	<b>253</b>
Signal/Switch Failure - Metra/PSA	21	17	9	10	1	24	23	7	37	6	6	9	8	180
Primary	16	13	7	9	1	17	18	5	27	4	3	6	5	131
Secondary	5	4	2	1	0	8	5	2	11	2	3	3	3	49
Signal/Switch Failure - Foreign	16	-	-	-	6	6	4	16	1	14	0	4	6	73
Primary	12	-	-	-	5	2	2	13	1	10	-	3	4	52
Secondary	5	-	-	-	1	4	2	3	-	4	0	1	2	21
<b>Mechanical Failure - Total</b>	<b>42</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>39</b>	<b>24</b>	<b>7</b>	<b>29</b>	<b>6</b>	<b>20</b>	<b>19</b>	<b>23</b>	<b>220</b>
Mechanical Failure - Metra/PSA	42	2	2	1	0	34	24	7	29	6	20	19	23	209
Non-Locomotive Equipment Issue - Metra/PSA	14	2	2	1	0	4	2	1	5	3	7	9	10	61
Primary	5	0	1	0	0	2	2	0	2	2	3	4	5	27
Secondary	9	1	2	1	-	2	1	0	3	1	4	5	5	35
Locomotive Issue - Metra/PSA	28	-	-	-	0	30	21	6	24	3	13	9	13	148
Primary	6	-	-	-	0	8	8	2	9	1	3	3	3	43
Secondary	22	-	-	-	-	22	14	4	15	2	9	7	10	104
Mechanical Failure - Foreign	1	3	1	0	0	5	0	1	-	-	-	-	-	11
<b>Passenger Train Interference - Total</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	-	-	<b>0</b>	<b>20</b>
Passenger Train Interference - Metra/PSA	-	0	1	0	-	5	0	3	-	-	-	-	0	10
Passenger Train Interference - Foreign	2	1	0	1	1	2	-	0	0	4	-	-	-	10
<b>Accident - Total</b>	<b>11</b>	<b>18</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>8</b>	<b>9</b>	<b>3</b>	<b>10</b>	<b>4</b>	<b>11</b>	<b>14</b>	<b>19</b>	<b>114</b>
Accident - Metra/PSA	8	5	1	2	-	8	8	3	9	2	11	14	12	83
Accident - Foreign	3	13	2	-	1	-	1	-	1	2	-	-	8	31
<b>Track Work - Total</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>57</b>
Track Work - Metra/PSA	9	8	1	2	2	8	2	1	9	2	3	4	4	55
Track Work - Foreign	-	-	-	-	-	0	1	-	-	1	-	-	-	2
<b>Human Error - Total</b>	<b>39</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>35</b>	<b>22</b>	<b>9</b>	<b>21</b>	<b>9</b>	<b>15</b>	<b>16</b>	<b>19</b>	<b>206</b>
Human Error - Metra/PSA	16	11	3	4	1	20	13	3	21	1	15	13	17	139
Human Error - Foreign	23	-	-	-	3	14	9	5	-	8	0	3	2	67
<b>PTC Related - Total</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>20</b>	<b>8</b>	<b>21</b>	<b>82</b>
PTC Related - Metra/PSA	4	3	1	2	1	6	3	1	8	-	20	8	20	77
PTC Related - Foreign	1	-	-	0	1	0	0	-	0	1	-	-	0	5
<b>Weather - Total</b>	<b>59</b>	<b>44</b>	<b>16</b>	<b>25</b>	<b>3</b>	<b>46</b>	<b>38</b>	<b>10</b>	<b>73</b>	<b>8</b>	<b>33</b>	<b>48</b>	<b>27</b>	<b>431</b>
Weather - Metra/PSA	57	44	16	25	3	46	38	10	73	6	33	47	26	423
Weather - Foreign	3	-	-	-	0	1	1	-	0	1	-	1	1	8
<b>Passenger Related - Total</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>12</b>	<b>2</b>	<b>20</b>	<b>0</b>	<b>17</b>	<b>15</b>	<b>27</b>	<b>131</b>
<b>Obstruction/Debris - Total</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>6</b>	-	<b>8</b>	<b>10</b>	<b>7</b>	<b>23</b>	<b>5</b>	<b>7</b>	<b>19</b>	<b>17</b>	<b>125</b>
<b>Catenary Failure - Total</b>	-	<b>4</b>	<b>1</b>	<b>1</b>	-	-	-	-	-	-	-	-	-	<b>6</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>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>11</b>
<b>Total Trains Delayed</b>	<b>245</b>	<b>129</b>	<b>48</b>	<b>61</b>	<b>32</b>	<b>219</b>	<b>175</b>	<b>77</b>	<b>244</b>	<b>78</b>	<b>135</b>	<b>171</b>	<b>224</b>	<b>1,837</b>
Total Metra/PSA Delays	176	112	45	59	9	171	134	45	232	28	133	150	155	1,449
Total Foreign Carrier Delays	69	17	3	2	23	48	41	32	12	49	2	21	70	389

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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.c: Train Delays by Cause and Line - YTD**  
**January - February 2022 Compared to Average January - February 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>(11)</b>	-	-	-	<b>0</b>	<b>(13)</b>	<b>5</b>	<b>(9)</b>	<b>(3)</b>	<b>(8)</b>	<b>6</b>	<b>(10)</b>	<b>(8)</b>	<b>(51)</b>
Freight Interference - Peak	(8)	-	-	-	(7)	(4)	5	(4)	(2)	0	4	(5)	(6)	(29)
Primary	(4)	-	-	-	(6)	(2)	4	(4)	(1)	2	2	(3)	1	(12)
Secondary	(5)	-	-	-	(1)	(2)	1	-	(1)	(2)	2	(2)	(7)	(17)
Freight Interference - Off-Peak	(3)	-	-	-	7	(9)	0	(5)	(1)	(9)	3	(5)	(2)	(23)
Primary	(1)	-	-	-	7	(5)	(2)	(4)	-	(5)	1	(3)	3	(9)
Secondary	(2)	-	-	-	-	(3)	2	(0)	(1)	(4)	2	(2)	(4)	(14)
<b>Signal/Switch Failure - Total</b>	<b>(13)</b>	<b>(10)</b>	<b>(0)</b>	<b>1</b>	<b>2</b>	<b>(9)</b>	<b>(4)</b>	<b>(18)</b>	<b>15</b>	<b>(10)</b>	<b>3</b>	<b>(10)</b>	<b>(5)</b>	<b>(60)</b>
Signal/Switch Failure - Metra/PSA	(5)	(10)	(0)	1	(0)	(6)	(0)	(4)	16	(3)	4	(6)	1	(14)
Primary	(3)	(6)	-	0	(0)	(3)	(0)	(3)	16	(2)	4	(3)	(2)	(2)
Secondary	(2)	(4)	(0)	1	(0)	(4)	0	(1)	(1)	(0)	-	(3)	3	(12)
Signal/Switch Failure - Foreign	(8)	-	-	-	2	(3)	(4)	(15)	(1)	(7)	(0)	(4)	(6)	(46)
Primary	(7)	-	-	-	3	(1)	(2)	(12)	(1)	(5)	-	(3)	(4)	(32)
Secondary	(2)	-	-	-	(1)	(2)	(2)	(3)	-	(2)	(0)	(1)	(2)	(14)
<b>Mechanical Failure - Total</b>	<b>(28)</b>	<b>(3)</b>	<b>(2)</b>	<b>(2)</b>	<b>(1)</b>	<b>(27)</b>	<b>(1)</b>	<b>(1)</b>	<b>(20)</b>	<b>(6)</b>	<b>(9)</b>	<b>27</b>	<b>(18)</b>	<b>(91)</b>
Mechanical Failure - Metra/PSA	(28)	(2)	(1)	(1)	(0)	(22)	(1)	(1)	(20)	(6)	(9)	27	(18)	(82)
Non-Locomotive Equipment Issue - Metra/PSA	(11)	(2)	(1)	(1)	(0)	(1)	3	4	(4)	(3)	(5)	3	(9)	(28)
Primary	(2)	(0)	(1)	(0)	(0)	0	2	3	(1)	(2)	(1)	2	(4)	(5)
Secondary	(9)	(1)	(1)	(1)	-	(1)	0	2	(3)	(1)	(4)	1	(5)	(24)
Locomotive Issue - Metra/PSA	(17)	-	-	-	(0)	(21)	(3)	(5)	(16)	(3)	(4)	25	(9)	(54)
Primary	(1)	-	-	-	(0)	(3)	0	(1)	(3)	(1)	1	7	-	(1)
Secondary	(16)	-	-	-	-	(18)	(4)	(4)	(13)	(2)	(4)	17	(9)	(52)
Mechanical Failure - Foreign	(1)	(1)	(1)	(0)	(0)	(5)	(0)	(1)	-	-	-	-	-	(9)
<b>Passenger Train Interference - Total</b>	<b>(2)</b>	<b>(1)</b>	<b>(1)</b>	<b>(1)</b>	<b>1</b>	<b>(5)</b>	<b>(0)</b>	<b>(3)</b>	<b>(0)</b>	<b>(4)</b>	-	-	<b>1</b>	<b>(15)</b>
Passenger Train Interference - Metra/PSA	-	(0)	(1)	(0)	-	(4)	(0)	(3)	-	-	-	-	1	(8)
Passenger Train Interference - Foreign	(2)	(1)	(0)	(1)	1	(1)	-	(0)	(0)	(4)	-	-	-	(7)
<b>Accident - Total</b>	<b>10</b>	<b>(15)</b>	<b>(3)</b>	<b>(0)</b>	<b>(1)</b>	<b>(3)</b>	<b>(3)</b>	<b>(3)</b>	<b>4</b>	<b>(3)</b>	<b>12</b>	<b>7</b>	<b>(4)</b>	<b>(3)</b>
Accident - Metra/PSA	13	(2)	(1)	(0)	-	(3)	(2)	(3)	5	(1)	12	(8)	3	13
Accident - Foreign	(3)	(13)	(2)	-	(1)	-	(1)	-	(1)	(2)	-	15	(8)	(16)
<b>Track Work - Total</b>	<b>(9)</b>	<b>15</b>	<b>6</b>	<b>9</b>	<b>(2)</b>	<b>(1)</b>	<b>(3)</b>	<b>(1)</b>	<b>(8)</b>	<b>(3)</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>14</b>
Track Work - Metra/PSA	(9)	15	6	9	(2)	(1)	(2)	(1)	(8)	(2)	9	(3)	2	13
Track Work - Foreign	-	-	-	-	-	(0)	(1)	-	-	(1)	-	3	-	1
<b>Human Error - Total</b>	<b>(35)</b>	<b>(9)</b>	<b>(1)</b>	<b>(3)</b>	<b>(0)</b>	<b>(27)</b>	<b>(18)</b>	<b>(6)</b>	<b>(15)</b>	<b>(6)</b>	<b>(7)</b>	<b>(12)</b>	<b>(13)</b>	<b>(151)</b>
Human Error - Metra/PSA	(12)	(9)	(1)	(3)	(1)	(20)	(9)	(2)	(16)	(1)	(8)	(10)	(14)	(107)
Human Error - Foreign	(23)	-	-	-	1	(6)	(9)	(3)	1	(5)	1	(2)	1	(44)
<b>PTC Related - Total</b>	<b>(3)</b>	<b>1</b>	<b>(1)</b>	<b>2</b>	<b>5</b>	<b>6</b>	<b>(0)</b>	<b>4</b>	<b>1</b>	<b>7</b>	<b>(11)</b>	<b>(5)</b>	<b>(11)</b>	<b>(5)</b>
PTC Related - Metra/PSA	(4)	1	(1)	2	2	5	-	1	2	4	(12)	(5)	(11)	(16)
PTC Related - Foreign	0	-	-	(0)	4	1	(0)	3	(0)	3	1	-	1	11
<b>Weather - Total</b>	<b>(53)</b>	<b>(37)</b>	<b>(11)</b>	<b>(18)</b>	-	<b>(16)</b>	<b>(4)</b>	<b>(7)</b>	<b>(19)</b>	<b>(5)</b>	<b>9</b>	<b>(33)</b>	<b>(11)</b>	<b>(206)</b>
Weather - Metra/PSA	(51)	(37)	(11)	(18)	0	(16)	(4)	(7)	(20)	(3)	9	(32)	(10)	(199)
Weather - Foreign	(3)	-	-	-	(0)	(1)	(1)	-	1	(1)	-	(1)	(1)	(7)
<b>Passenger Related - Total</b>	<b>(2)</b>	<b>(6)</b>	<b>(3)</b>	<b>(2)</b>	<b>(0)</b>	<b>(4)</b>	<b>(3)</b>	<b>(1)</b>	<b>(14)</b>	<b>(0)</b>	<b>(15)</b>	<b>(1)</b>	<b>(21)</b>	<b>(72)</b>
<b>Obstruction/Debris - Total</b>	<b>(11)</b>	<b>0</b>	<b>(3)</b>	<b>11</b>	<b>2</b>	<b>(2)</b>	<b>(7)</b>	<b>(4)</b>	<b>5</b>	<b>(1)</b>	<b>(2)</b>	<b>1</b>	<b>(11)</b>	<b>(21)</b>
<b>Catenary Failure - Total</b>	-	<b>(4)</b>	<b>(1)</b>	<b>(1)</b>	-	-	-	-	-	-	-	-	-	<b>(6)</b>
<b>Other - Total</b>	<b>(0)</b>	-	<b>(1)</b>	<b>(0)</b>	-	<b>1</b>	<b>(2)</b>	<b>(1)</b>	<b>(3)</b>	<b>(0)</b>	<b>(1)</b>	<b>(2)</b>	<b>(0)</b>	<b>(9)</b>
<b>Total Trains Delayed</b>	<b>(159)</b>	<b>(68)</b>	<b>(21)</b>	<b>(6)</b>	<b>6</b>	<b>(101)</b>	<b>(40)</b>	<b>(51)</b>	<b>(57)</b>	<b>(39)</b>	<b>(5)</b>	<b>(38)</b>	<b>(99)</b>	<b>(677)</b>
Total Metra/PSA Delays	-108	-53	-18	-4	0	-73	-29	-26	-53	-13	-13	-39	-79	-508
Total Foreign Carrier Delays	-51	-15	-3	-2	6	-28	-11	-25	-4	-25	8	1	-21	-170

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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 - Feb
<b>Freight Interference - Total</b>	<b>67</b>	<b>62</b>											<b>129</b> <b>11.1%</b>
Freight Interference - Peak	26	18											44 3.8%
Primary	20	16											36 3.1%
Secondary	6	2											8 0.7%
Freight Interference - Off-Peak	41	44											85 7.3%
Primary	31	36											67 5.8%
Secondary	10	8											18 1.6%
<b>Signal/Switch Failure - Total</b>	<b>92</b>	<b>101</b>											<b>193</b> <b>16.6%</b>
Signal/Switch Failure - Metra/PSA	76	90											166 14.3%
Primary	62	67											129 11.1%
Secondary	14	23											37 3.2%
Signal/Switch Failure - Foreign	16	11											27 2.3%
Primary	10	10											20 1.7%
Secondary	6	1											7 0.6%
<b>Mechanical Failure - Total</b>	<b>55</b>	<b>74</b>											<b>129</b> <b>11.1%</b>
Mechanical Failure - Metra/PSA	55	72											127 10.9%
Non-Locomotive Equipment Issue - Metra/PSA	10	23											33 2.8%
Primary	7	15											22 1.9%
Secondary	3	8											11 0.9%
Locomotive Issue - Metra/PSA	45	49											94 8.1%
Primary	25	17											42 3.6%
Secondary	20	32											52 4.5%
Mechanical Failure - Foreign	-	2											2 0.2%
<b>Passenger Train Interference - Total</b>	<b>4</b>	<b>1</b>											<b>5</b> <b>0.4%</b>
Passenger Train Interference - Metra/PSA	2	-											2 0.2%
Passenger Train Interference - Foreign	2	1											3 0.3%
<b>Accident - Total</b>	<b>81</b>	<b>30</b>											<b>111</b> <b>9.6%</b>
Accident - Metra/PSA	66	30											96 8.3%
Accident - Foreign	15	-											15 1.3%
<b>Track Work - Total</b>	<b>12</b>	<b>59</b>											<b>71</b> <b>6.1%</b>
Track Work - Metra/PSA	11	57											68 5.9%
Track Work - Foreign	1	2											3 0.3%
<b>Human Error - Total</b>	<b>31</b>	<b>24</b>											<b>55</b> <b>4.7%</b>
Human Error - Metra/PSA	22	10											32 2.8%
Human Error - Foreign	9	14											23 2.0%
<b>PTC Related - Total</b>	<b>34</b>	<b>43</b>											<b>77</b> <b>6.6%</b>
PTC Related - Metra/PSA	23	38											61 5.3%
PTC Related - Foreign	11	5											16 1.4%
<b>Weather - Total</b>	<b>141</b>	<b>84</b>											<b>225</b> <b>19.4%</b>
Weather - Metra/PSA	141	83											224 19.3%
Weather - Foreign	-	1											1 0.1%
<b>Passenger Related - Total</b>	<b>21</b>	<b>38</b>											<b>59</b> <b>5.1%</b>
<b>Obstruction/Debris - Total</b>	<b>33</b>	<b>71</b>											<b>104</b> <b>9.0%</b>
<b>Catenary Failure - Total</b>	-	-											- <b>0.0%</b>
<b>Other - Total</b>	<b>1</b>	<b>1</b>											<b>2</b> <b>0.2%</b>
<b>Total Trains Delayed</b>	<b>572</b>	<b>588</b>											<b>1,160</b> <b>100.0%</b>
Total Metra/PSA Delays	451	490											941 81.1%
Total Foreign Carrier Delays	121	98											219 18.9%

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

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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 - Feb	
<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>174</b>	<b>14.4%</b>
Freight Interference - Peak	31	52	21	17	23	26	42	55	29	35	34	41	83	6.9%
Primary	26	43	17	16	21	22	31	38	22	28	28	32	69	5.7%
Secondary	5	9	4	1	2	4	11	17	7	7	6	9	14	1.2%
Freight Interference - Off-Peak	34	57	18	27	37	53	78	84	71	33	45	81	91	7.5%
Primary	24	47	16	26	32	44	54	64	61	28	36	58	71	5.9%
Secondary	10	10	2	1	5	9	24	20	10	5	9	23	20	1.7%
<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>139</b>	<b>11.5%</b>
Signal/Switch Failure - Metra/PSA	37	65	37	28	30	60	108	49	53	92	62	98	102	8.4%
Primary	32	51	29	26	27	51	80	39	41	73	43	77	83	6.9%
Secondary	5	14	8	2	3	9	28	10	12	19	19	21	19	1.6%
Signal/Switch Failure - Foreign	9	28	6	9	20	24	9	10	14	14	13	10	37	3.1%
Primary	8	25	6	7	18	23	8	9	10	13	12	8	33	2.7%
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>68</b>	<b>5.6%</b>
Mechanical Failure - Metra/PSA	25	43	23	37	32	43	75	51	52	40	36	70	68	5.6%
Non-Locomotive Equipment Issue - Metra/PSA	4	14	9	3	10	20	17	7	20	9	22	18	18	1.5%
Primary	3	8	6	3	7	13	10	6	13	8	13	10	11	0.9%
Secondary	1	6	3	-	3	7	7	1	7	1	9	8	7	0.6%
Locomotive Issue - Metra/PSA	21	29	14	34	22	23	58	44	32	31	14	52	50	4.1%
Primary	11	19	11	14	10	14	28	14	17	14	6	18	30	2.5%
Secondary	10	10	3	20	12	9	30	30	15	17	8	34	20	1.7%
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>11</b>	<b>0.9%</b>
Passenger Train Interference - Metra/PSA	2	7	3	1	-	4	9	16	13	10	8	2	9	0.7%
Passenger Train Interference - Foreign	-	2	-	-	1	1	7	2	5	3	5	4	2	0.2%
<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>65</b>	<b>5.4%</b>
Accident - Metra/PSA	23	21	24	39	14	23	5	61	36	15	8	15	44	3.6%
Accident - Foreign	7	14	-	1	3	13	-	5	14	-	-	2	21	1.7%
<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>19</b>	<b>1.6%</b>
Track Work - Metra/PSA	1	18	38	16	27	37	73	71	86	62	84	23	19	1.6%
Track Work - Foreign	-	-	2	1	1	1	3	6	7	1	7	2	-	0.0%
<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>87</b>	<b>7.2%</b>
Human Error - Metra/PSA	19	52	19	16	34	20	71	53	37	17	40	29	71	5.9%
Human Error - Foreign	6	10	8	7	13	9	37	30	22	29	10	8	16	1.3%
<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>65</b>	<b>5.4%</b>
PTC Related - Metra/PSA	28	26	29	16	31	54	39	33	48	29	35	43	54	4.5%
PTC Related - Foreign	5	6	6	10	6	6	11	8	3	8	14	5	11	0.9%
<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>453</b>	<b>37.4%</b>
Weather - Metra/PSA	23	397	5	1	12	31	27	95	10	57	85	54	420	34.7%
Weather - Foreign	-	33	-	-	-	-	-	11	-	1	-	-	33	2.7%
<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>57</b>	<b>4.7%</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>72</b>	<b>6.0%</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>-</b>	<b>0.0%</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>1,210</b>	<b>100.0%</b>
Total Metra/PSA Delays	214	702	223	204	272	385	572	560	482	477	474	429	916	75.7%
Total Foreign Carrier Delays	92	202	61	72	104	133	187	211	166	124	128	156	294	24.3%

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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  
February 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	6	3	0	4	5	7	23	4	20	6	5	8	6	97
11-15	4	1	3	1	3	5	5	4	13	1	4	3	6	53
16-20	4	0	0	0	2	4	0	0	8	0	1	1	1	21
21+	4	9	3	1	1	2	2	1	1	2	1	23	1	51
Annulled	<u>7</u>	<u>2</u>	<u>1</u>	<u>4</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>1</u>	<u>23</u>
Sub-Total	25	15	7	10	11	19	30	9	45	9	11	39	15	245
<b>Weekday Off-Peak **</b>														
6-10	5	6	3	1	3	11	13	0	20	4	6	5	14	91
11-15	2	7	2	2	3	6	2	0	10	1	4	3	8	50
16-20	1	1	1	1	2	6	4	0	4	1	2	1	5	29
21+	5	8	2	4	0	8	3	2	14	2	12	3	5	68
Annulled	<u>6</u>	<u>3</u>	<u>1</u>	<u>8</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>8</u>	<u>1</u>	<u>15</u>	<u>3</u>	<u>2</u>	<u>48</u>
Sub-Total	19	25	9	16	8	32	22	2	56	9	39	15	34	286
<b>Saturday</b>														
6-10	0	2	0	2	0	1	1	0	3	0	0	1	0	10
11-15	1	0	0	1	0	2	0	0	2	0	3	2	0	11
16-20	0	1	0	1	0	3	1	0	4	0	0	1	0	11
21+	1	0	0	0	0	2	1	0	2	0	2	1	1	10
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>0</u>	<u>0</u>	<u>2</u>
Sub-Total	2	3	0	5	0	8	3	0	12	0	5	5	1	44
<b>Sunday-Holiday</b>														
6-10	0	0	0	1	0	0	1	0	1	0	1	1	0	5
11-15	0	0	0	0	0	0	1	0	1	0	0	0	1	3
16-20	0	0	0	0	0	0	0	0	1	0	0	0	0	1
21+	0	0	0	0	0	0	2	0	0	0	0	0	1	3
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>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
Sub-Total	0	0	0	1	0	0	4	0	4	0	1	1	2	13
<b>February 2022 Total</b>														
6-10	11	11	3	8	8	19	38	4	44	10	12	15	20	203
11-15	7	8	5	4	6	13	8	4	26	2	11	8	15	117
16-20	5	2	1	2	4	13	5	0	17	1	3	3	6	62
21+	10	17	5	5	1	12	8	3	17	4	15	27	8	132
Annulled	<u>13</u>	<u>5</u>	<u>2</u>	<u>13</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>13</u>	<u>1</u>	<u>15</u>	<u>7</u>	<u>3</u>	<u>74</u>
TOTAL	46	43	16	32	19	59	59	11	117	18	56	60	52	588
<b>2022 Year-to-Date</b>														
6-10	20	20	12	19	16	42	84	10	70	21	23	32	46	415
11-15	15	10	6	8	9	31	16	9	42	8	23	19	26	222
16-20	11	4	2	5	6	17	11	1	32	3	15	10	15	132
21+	19	19	5	5	7	24	22	6	29	6	46	62	28	278
Annulled	<u>21</u>	<u>8</u>	<u>2</u>	<u>18</u>	<u>0</u>	<u>4</u>	<u>2</u>	<u>0</u>	<u>14</u>	<u>1</u>	<u>23</u>	<u>10</u>	<u>10</u>	<u>113</u>
TOTAL	86	61	27	55	38	118	135	26	187	39	130	133	125	1,160
<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>February 2022 Total</b>														
6-10	23.9%	25.6%	18.8%	25.0%	42.1%	32.2%	64.4%	36.4%	37.6%	55.6%	21.4%	25.0%	38.5%	34.5%
11-15	15.2%	18.6%	31.3%	12.5%	31.6%	22.0%	13.6%	36.4%	22.2%	11.1%	19.6%	13.3%	28.8%	19.9%
16-20	10.9%	4.7%	6.3%	6.3%	21.1%	22.0%	8.5%	0.0%	14.5%	5.6%	5.4%	5.0%	11.5%	10.5%
21+	21.7%	39.5%	31.3%	15.6%	5.3%	20.3%	13.6%	27.3%	14.5%	22.2%	26.8%	45.0%	15.4%	22.4%
Annulled	<u>28.3%</u>	<u>11.6%</u>	<u>12.5%</u>	<u>40.6%</u>	<u>0.0%</u>	<u>3.4%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>11.1%</u>	<u>5.6%</u>	<u>26.8%</u>	<u>11.7%</u>	<u>5.8%</u>	<u>12.6%</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%
<b>2022 Year-to-Date Delays By Duration</b>														
6-10	23.3%	32.8%	44.4%	34.5%	42.1%	35.6%	62.2%	38.5%	37.4%	53.8%	17.7%	24.1%	36.8%	35.8%
11-15	17.4%	16.4%	22.2%	14.5%	23.7%	26.3%	11.9%	34.6%	22.5%	20.5%	17.7%	14.3%	20.8%	19.1%
16-20	12.8%	6.6%	7.4%	9.1%	15.8%	14.4%	8.1%	3.8%	17.1%	7.7%	11.5%	7.5%	12.0%	11.4%
21+	22.1%	31.1%	18.5%	9.1%	18.4%	20.3%	16.3%	23.1%	15.5%	15.4%	35.4%	46.6%	22.4%	24.0%
Annulled	<u>24.4%</u>	<u>13.1%</u>	<u>7.4%</u>	<u>32.7%</u>	<u>0.0%</u>	<u>3.4%</u>	<u>1.5%</u>	<u>0.0%</u>	<u>7.5%</u>	<u>2.6%</u>	<u>17.7%</u>	<u>7.5%</u>	<u>8.0%</u>	<u>9.7%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (03/21/2022) version from TOPS.