

# On-Time Performance

August 2022



## On-Time Performance August 2022

This report presents an analysis of August 2022 train delays as reported for Metra's eleven rail lines. On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule. Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late. "Extra" trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

### On-Time Performance Tables

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

Table 2 lists on-time percentages by line for each month and year since 2017.

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

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

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

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

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

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

## Reporting Calculations for Temporary Schedules and Special Events

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

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

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

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

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

A schedule change on March 28, 2022, resulted in an increase of five weekday BNSF revenue trains. A schedule change on April 25 resulted in 21 additional UP-NW weekday trains and four fewer UP-N weekday trains. Two ME weekday trains were added on May 23. Schedule changes on May 31 and June 20 did not change the number of scheduled revenue trains. Metra added six Saturday HC trains on July 2 under a summer promotion.

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

Metra operated 185 regularly scheduled revenue trains each Sunday in August, 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 13 percent fewer total revenue trains in August 2022 than in August 2019, but about 55 percent more total revenue trains than in August 2020 and about five percent more total revenue trains than in August 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  
August 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>     | 1,012            | 23          | 97.7%           | 1,081            | 66          | 93.9%           | 2,093            | 89          | 95.7%           | 124              | 8           | 93.5%           | 84                 | 0           | 100.0%          | 2,301            | 97          | 95.8%           |
| <b>ME-ML</b>    | 575              | 7           | 98.8%           | 966              | 15          | 98.4%           | 1,541            | 22          | 98.6%           | 168              | 10          | 94.0%           | 96                 | 1           | 99.0%           | 1,805            | 33          | 98.2%           |
| <b>ME-BI</b>    | 161              | 11          | 93.2%           | 253              | 10          | 96.0%           | 414              | 21          | 94.9%           | 32               | 0           | 100.0%          | --                 | --          | --              | 446              | 21          | 95.3%           |
| <b>ME-SC</b>    | <u>253</u>       | <u>4</u>    | 98.4%           | <u>713</u>       | <u>13</u>   | 98.2%           | <u>966</u>       | <u>17</u>   | 98.2%           | <u>128</u>       | <u>2</u>    | 98.4%           | <u>80</u>          | <u>4</u>    | 95.0%           | <u>1,174</u>     | <u>23</u>   | 98.0%           |
| <b>Subtotal</b> | 989              | 22          | 97.8%           | 1,932            | 38          | 98.0%           | 2,921            | 60          | 97.9%           | 328              | 12          | 96.3%           | 176                | 5           | 97.2%           | 3,425            | 77          | 97.8%           |
| <b>HC</b>       | 115              | 13          | 88.7%           | 23               | 5           | 78.3%           | 138              | 18          | 87.0%           | 24               | 8           | 66.7%           | --                 | --          | --              | 162              | 26          | 84.0%           |
| <b>MD-N</b>     | 414              | 28          | 93.2%           | 460              | 64          | 86.1%           | 874              | 92          | 89.5%           | 80               | 12          | 85.0%           | 72                 | 7           | 90.3%           | 1,026            | 111         | 89.2%           |
| <b>MD-W</b>     | 437              | <u>20</u>   | 95.4%           | <u>483</u>       | <u>19</u>   | 96.1%           | <u>920</u>       | <u>39</u>   | 95.8%           | <u>96</u>        | <u>4</u>    | 95.8%           | <u>72</u>          | <u>4</u>    | 94.4%           | <u>1,088</u>     | <u>47</u>   | 95.7%           |
| <b>Subtotal</b> | 851              | 48          | 94.4%           | 943              | 83          | 91.2%           | 1,794            | 131         | 92.7%           | 176              | 16          | 90.9%           | 144                | 11          | 92.4%           | 2,114            | 158         | 92.5%           |
| <b>NCS</b>      | 184              | 12          | 93.5%           | 92               | 1           | 98.9%           | 276              | 13          | 95.3%           | --               | --          | --              | --                 | --          | --              | 276              | 13          | 95.3%           |
| <b>RI</b>       | 713              | 28          | 96.1%           | 1,127            | 44          | 96.1%           | 1,840            | 72          | 96.1%           | 132              | 12          | 90.9%           | 112                | 4           | 96.4%           | 2,084            | 88          | 95.8%           |
| <b>SWS</b>      | 207              | 10          | 95.2%           | 69               | 8           | 88.4%           | 276              | 18          | 93.5%           | --               | --          | --              | --                 | --          | --              | 276              | 18          | 93.5%           |
| <b>UP-N</b>     | 507              | 33          | 93.5%           | 1,105            | 32          | 97.1%           | 1,612            | 65          | 96.0%           | 110              | 5           | 95.5%           | 77                 | 8           | 89.6%           | 1,799            | 78          | 95.7%           |
| <b>UP-NW</b>    | 690              | 52          | 92.5%           | 828              | 18          | 97.8%           | 1,518            | 70          | 95.4%           | 136              | 2           | 98.5%           | 86                 | 8           | 90.7%           | 1,740            | 80          | 95.4%           |
| <b>UP-W</b>     | <u>368</u>       | <u>25</u>   | 93.2%           | <u>552</u>       | <u>42</u>   | 92.4%           | <u>920</u>       | <u>67</u>   | 92.7%           | <u>82</u>        | <u>14</u>   | 82.9%           | <u>74</u>          | <u>6</u>    | 91.9%           | <u>1,076</u>     | <u>87</u>   | 91.9%           |
| <b>Subtotal</b> | 1,565            | 110         | 93.0%           | 2,485            | 92          | 96.3%           | 4,050            | 202         | 95.0%           | 328              | 21          | 93.6%           | 237                | 22          | 90.7%           | 4,615            | 245         | 94.7%           |
| <b>System</b>   | 5,636            | 266         | 95.3%           | 7,752            | 337         | 95.7%           | 13,388           | 603         | 95.5%           | 1,112            | 77          | 93.1%           | 753                | 42          | 94.4%           | 15,253           | 722         | 95.3%           |

\*Includes peak direction trains operating during weekday peak periods. \*\*Includes all other weekday trains.  
Delays data for most recent month is final (09/28/2022) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line  
January - August 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>     | 7,308            | 209         | 97.1%           | 7,904            | 267         | 96.6%           | 15,212           | 476         | 96.9%           | 1,039            | 26          | 97.5%           | 775                | 15          | 98.1%           | 17,026           | 517         | 97.0%           |
| <b>ME-ML</b>    | 4,075            | 59          | 98.6%           | 7,182            | 115         | 98.4%           | 11,257           | 174         | 98.5%           | 1,429            | 53          | 96.3%           | 913                | 30          | 96.7%           | 13,599           | 257         | 98.1%           |
| <b>ME-BI</b>    | 1,197            | 44          | 96.3%           | 1,881            | 48          | 97.4%           | 3,078            | 92          | 97.0%           | 272              | 5           | 98.2%           | --                 | --          | --              | 3,350            | 97          | 97.1%           |
| <b>ME-SC</b>    | <u>1,881</u>     | <u>48</u>   | 97.4%           | <u>5,301</u>     | <u>101</u>  | 98.1%           | <u>7,182</u>     | <u>149</u>  | 97.9%           | <u>1,088</u>     | <u>33</u>   | 97.0%           | <u>760</u>         | <u>29</u>   | 96.2%           | <u>9,030</u>     | <u>211</u>  | 97.7%           |
| <b>Subtotal</b> | 7,153            | 151         | 97.9%           | 14,364           | 264         | 98.2%           | 21,517           | 415         | 98.1%           | 2,789            | 91          | 96.7%           | 1,673              | 59          | 96.5%           | 25,979           | 565         | 97.8%           |
| <b>HC</b>       | 855              | 92          | 89.2%           | 171              | 42          | 75.4%           | 1,026            | 134         | 86.9%           | 54               | 11          | 79.6%           | --                 | --          | --              | 1,080            | 145         | 86.6%           |
| <b>MD-N</b>     | 3,079            | 219         | 92.9%           | 3,429            | 283         | 91.7%           | 6,508            | 502         | 92.3%           | 693              | 92          | 86.7%           | 687                | 36          | 94.8%           | 7,888            | 630         | 92.0%           |
| <b>MD-W</b>     | <u>3,249</u>     | <u>270</u>  | 91.7%           | <u>3,595</u>     | <u>189</u>  | 94.7%           | <u>6,844</u>     | <u>459</u>  | 93.3%           | <u>825</u>       | <u>43</u>   | 94.8%           | <u>686</u>         | <u>37</u>   | 94.6%           | <u>8,355</u>     | <u>539</u>  | 93.5%           |
| <b>Subtotal</b> | 6,328            | 489         | 92.3%           | 7,024            | 472         | 93.3%           | 13,352           | 961         | 92.8%           | 1,518            | 135         | 91.1%           | 1,373              | 73          | 94.7%           | 16,243           | 1,169       | 92.8%           |
| <b>NCS</b>      | 1,367            | 92          | 93.3%           | 685              | 36          | 94.7%           | 2,052            | 128         | 93.8%           | --               | --          | --              | --                 | --          | --              | 2,052            | 128         | 93.8%           |
| <b>RI</b>       | 5,301            | 211         | 96.0%           | 8,381            | 276         | 96.7%           | 13,682           | 487         | 96.4%           | 1,132            | 59          | 94.8%           | 1,066              | 45          | 95.8%           | 15,880           | 591         | 96.3%           |
| <b>SWS</b>      | 1,539            | 82          | 94.7%           | 513              | 56          | 89.1%           | 2,052            | 138         | 93.3%           | --               | --          | --              | --                 | --          | --              | 2,052            | 138         | 93.3%           |
| <b>UP-N</b>     | 3,763            | 168         | 95.5%           | 8,527            | 301         | 96.5%           | 12,290           | 469         | 96.2%           | 901              | 31          | 96.6%           | 699                | 51          | 92.7%           | 13,890           | 551         | 96.0%           |
| <b>UP-NW</b>    | 4,410            | 320         | 92.7%           | 5,198            | 152         | 97.1%           | 9,608            | 472         | 95.1%           | 1,159            | 64          | 94.5%           | 802                | 35          | 95.6%           | 11,569           | 571         | 95.1%           |
| <b>UP-W</b>     | <u>2,736</u>     | <u>263</u>  | 90.4%           | <u>4,110</u>     | <u>330</u>  | 92.0%           | <u>6,846</u>     | <u>593</u>  | 91.3%           | <u>692</u>       | <u>40</u>   | 94.2%           | <u>692</u>         | <u>33</u>   | 95.2%           | <u>8,230</u>     | <u>666</u>  | 91.9%           |
| <b>Subtotal</b> | 10,909           | 751         | 93.1%           | 17,835           | 783         | 95.6%           | 28,744           | 1,534       | 94.7%           | 2,752            | 135         | 95.1%           | 2,193              | 119         | 94.6%           | 33,689           | 1,788       | 94.7%           |
| <b>System</b>   | 40,760           | 2,077       | 94.9%           | 56,877           | 2,196       | 96.1%           | 97,637           | 4,273       | 95.6%           | 9,284            | 457         | 95.1%           | 7,080              | 311         | 95.6%           | 114,001          | 5,041       | 95.6%           |

\*Includes peak direction trains operating during weekday peak periods. \*\*Includes all other weekday trains.  
Delays data for most recent month is final (09/28/2022) version from TOPS.

**Table 2: On-Time Performance by Line**

| Line | Year                     | Jan  | Feb  | Mar  | Apr  | May   | Jun  | Jul  | Aug  | Sep  | Oct  | Nov  | Dec  | Jan-Aug | 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 | 95.5%   | 94.5%  |
|      | 2018                     | 89.6 | 91.6 | 92.7 | 94.2 | 90.5  | 92.2 | 91.6 | 92.7 | 92.0 | 92.4 | 92.5 | 95.1 | 91.9%   | 92.2%  |
|      | 2019                     | 92.7 | 88.8 | 97.8 | 95.1 | 94.9  | 94.6 | 93.0 | 96.3 | 96.7 | 96.3 | 95.9 | 97.7 | 94.2%   | 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 | 97.5%   | 97.9%  |
|      | 2021                     | 99.0 | 90.8 | 99.4 | 98.5 | 98.1  | 98.5 | 97.3 | 96.5 | 94.2 | 96.6 | 98.1 | 99.0 | 97.3%   | 97.1%  |
|      | 2022                     | 98.0 | 97.6 | 98.1 | 97.8 | 95.2  | 96.3 | 97.1 | 95.8 |      |      |      |      | 97.0%   | 97.0%  |
|      | <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 | 94.9%   | 95.0%  |
| ME   | 2017                     | 95.6 | 98.9 | 98.3 | 98.9 | 98.7  | 97.1 | 98.7 | 98.5 | 98.2 | 98.3 | 97.8 | 98.4 | 98.1%   | 98.1%  |
|      | 2018                     | 97.7 | 97.2 | 99.1 | 99.0 | 99.2  | 97.7 | 98.2 | 98.6 | 98.6 | 98.2 | 97.7 | 95.9 | 98.3%   | 98.1%  |
|      | 2019                     | 96.4 | 90.7 | 99.6 | 99.7 | 98.6  | 99.5 | 97.1 | 98.6 | 98.9 | 99.3 | 98.7 | 98.5 | 97.6%   | 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 | 97.5%   | 97.7%  |
|      | 2021                     | 99.3 | 96.2 | 98.9 | 98.7 | 98.6  | 98.5 | 96.9 | 98.2 | 97.9 | 98.0 | 97.4 | 97.8 | 98.2%   | 98.0%  |
|      | 2022                     | 98.4 | 97.0 | 97.9 | 98.4 | 97.3  | 98.1 | 97.7 | 97.8 |      |      |      |      | 97.8%   | 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 | 98.0%   | 98.0%  |
| HC   | 2017                     | 93.9 | 94.3 | 96.9 | 96.4 | 94.2  | 89.0 | 90.7 | 97.5 | 95.7 | 90.3 | 88.4 | 90.7 | 94.2%   | 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 | 88.8%   | 89.4%  |
|      | 2019                     | 81.8 | 82.1 | 87.1 | 87.7 | 85.1  | 92.1 | 89.6 | 89.0 | 82.9 | 90.7 | 90.7 | 95.9 | 86.8%   | 87.9%  |
|      | 2020                     | 90.9 | 91.4 | 89.0 | 95.5 | 91.1  | 78.9 | 86.4 | 81.0 | 86.9 | 85.2 | 88.8 | 97.7 | 89.5%   | 89.6%  |
|      | 2021                     | 90.0 | 75.0 | 88.0 | 95.5 | 76.3  | 87.5 | 87.7 | 85.6 | 82.8 | 87.0 | 91.3 | 88.9 | 85.9%   | 86.5%  |
|      | 2022                     | 84.9 | 84.2 | 87.0 | 92.1 | 84.9  | 85.6 | 90.0 | 84.0 |      |      |      |      | 86.6%   | 86.6%  |
|      | <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 | 89.3%   | 89.5%  |
| MD-N | 2017                     | 95.3 | 95.6 | 96.5 | 96.1 | 95.9  | 93.4 | 88.4 | 93.1 | 90.4 | 93.9 | 94.8 | 92.4 | 94.3%   | 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 | 93.0%   | 92.7%  |
|      | 2019                     | 88.4 | 85.2 | 94.2 | 94.3 | 94.3  | 92.3 | 89.4 | 91.8 | 95.3 | 93.2 | 88.9 | 95.1 | 91.3%   | 91.9%  |
|      | 2020                     | 93.3 | 95.7 | 97.6 | 97.0 | 95.3  | 96.7 | 96.9 | 97.4 | 95.7 | 96.3 | 94.5 | 95.0 | 96.0%   | 95.8%  |
|      | 2021                     | 91.8 | 86.7 | 96.4 | 95.1 | 93.9  | 89.3 | 91.1 | 95.7 | 94.7 | 91.6 | 94.7 | 94.0 | 92.6%   | 93.0%  |
|      | 2022                     | 94.0 | 93.5 | 95.9 | 95.5 | 90.3  | 88.3 | 89.5 | 89.2 |      |      |      |      | 92.0%   | 92.0%  |
|      | <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 | 93.3%   | 93.3%  |
| MD-W | 2017                     | 96.9 | 95.2 | 95.2 | 95.6 | 97.5  | 95.8 | 96.3 | 96.3 | 95.5 | 96.7 | 96.9 | 88.2 | 96.1%   | 95.5%  |
|      | 2018                     | 94.7 | 91.3 | 96.3 | 97.7 | 95.8  | 96.5 | 97.4 | 96.6 | 96.4 | 95.7 | 93.2 | 96.6 | 95.8%   | 95.7%  |
|      | 2019                     | 92.3 | 91.9 | 96.4 | 95.7 | 95.5  | 97.0 | 96.7 | 96.0 | 96.2 | 95.5 | 91.0 | 96.1 | 95.2%   | 95.1%  |
|      | 2020                     | 95.8 | 91.7 | 96.4 | 96.9 | 96.4  | 96.3 | 94.7 | 92.1 | 96.3 | 93.9 | 94.1 | 92.4 | 95.0%   | 94.7%  |
|      | 2021                     | 93.0 | 85.8 | 96.1 | 95.3 | 93.5  | 93.8 | 94.3 | 95.7 | 96.3 | 95.8 | 95.0 | 92.8 | 93.6%   | 94.1%  |
|      | 2022                     | 92.7 | 93.9 | 97.0 | 95.2 | 90.3  | 91.8 | 91.6 | 95.7 |      |      |      |      | 93.5%   | 93.5%  |
|      | <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 | 95.3%   | 95.1%  |
| NCS  | 2017                     | 92.6 | 91.6 | 95.1 | 95.2 | 95.5  | 95.7 | 94.8 | 98.0 | 92.7 | 91.9 | 92.6 | 92.0 | 94.9%   | 94.0%  |
|      | 2018                     | 93.2 | 86.4 | 95.9 | 95.5 | 90.0  | 92.9 | 98.8 | 93.3 | 93.2 | 96.1 | 90.0 | 88.5 | 93.3%   | 92.9%  |
|      | 2019                     | 87.6 | 91.8 | 95.0 | 95.2 | 95.0  | 97.3 | 95.2 | 95.0 | 95.8 | 95.2 | 91.3 | 96.7 | 94.0%   | 94.3%  |
|      | 2020                     | 92.7 | 82.0 | 95.5 | 94.8 | 100.0 | 84.2 | 90.9 | 86.9 | 96.4 | 92.0 | 97.5 | 95.5 | 91.0%   | 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 | 87.4%   | 90.4%  |
|      | 2022                     | 94.0 | 95.4 | 96.7 | 96.8 | 88.5  | 90.5 | 92.5 | 95.3 |      |      |      |      | 93.8%   | 93.8%  |
|      | <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 | 93.1%   | 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-Aug | 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 | 96.2%   | 95.7%  |
|                              | 2018                     | 92.2 | 90.2 | 95.7 | 96.8 | 94.8  | 95.0 | 96.7 | 94.9 | 95.6 | 97.2 | 93.3 | 95.4 | 94.6%   | 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 | 91.6%   | 92.0%  |
|                              | 2020                     | 92.0 | 92.6 | 97.4 | 99.1 | 96.4  | 93.7 | 97.9 | 95.5 | 96.0 | 97.5 | 95.2 | 98.4 | 95.3%   | 95.8%  |
|                              | 2021                     | 97.7 | 91.9 | 96.2 | 97.7 | 97.6  | 93.5 | 92.8 | 96.1 | 95.6 | 96.1 | 95.5 | 97.5 | 95.4%   | 95.7%  |
|                              | 2022                     | 96.5 | 93.7 | 98.0 | 98.1 | 97.0  | 95.8 | 95.2 | 95.8 |      |      |      |      | 96.3%   | 96.3%  |
|                              | <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    | 94.6%  |
| 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 | 92.0%   | 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 | 93.0%   | 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 | 94.5%   | 94.0%  |
|                              | 2021                     | 96.5 | 85.0 | 94.8 | 90.9 | 92.5  | 90.0 | 93.3 | 91.7 | 93.3 | 88.5 | 88.5 | 88.1 | 91.9%   | 91.0%  |
|                              | 2022                     | 91.7 | 92.5 | 92.0 | 94.4 | 93.7  | 93.2 | 95.4 | 93.5 |      |      |      |      | 93.3%   | 93.3%  |
|                              | <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    | 93.5%  |
| 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 | 97.0%   | 96.6%  |
|                              | 2019                     | 90.7 | 89.1 | 96.9 | 97.6 | 97.6  | 95.3 | 94.6 | 94.7 | 97.2 | 95.4 | 94.4 | 99.3 | 94.6%   | 95.3%  |
|                              | 2020                     | 98.5 | 98.6 | 98.4 | 98.2 | 97.7  | 98.4 | 98.6 | 97.2 | 97.4 | 97.0 | 97.4 | 98.9 | 98.3%   | 98.1%  |
|                              | 2021                     | 98.4 | 93.6 | 96.9 | 98.7 | 97.3  | 97.6 | 95.1 | 92.7 | 95.9 | 97.1 | 96.2 | 95.4 | 95.9%   | 96.0%  |
|                              | 2022                     | 95.8 | 96.6 | 97.0 | 96.4 | 95.6  | 96.2 | 94.9 | 95.7 |      |      |      |      | 96.0%   | 96.0%  |
|                              | <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    | 96.5%  |
| UP-NW                        | 2017                     | 96.2 | 97.4 | 98.1 | 93.7 | 97.2  | 93.3 | 92.2 | 94.6 | 93.8 | 94.8 | 95.6 | 94.6 | 95.4%   | 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 | 94.9%   | 94.9%  |
|                              | 2019                     | 90.3 | 89.9 | 94.8 | 93.4 | 95.7  | 94.7 | 90.7 | 93.4 | 96.7 | 92.1 | 88.6 | 95.4 | 92.9%   | 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 | 96.3 | 95.3  | 93.2 | 96.0 | 95.4 |      |      |      |      | 95.1%   | 95.1%  |
|                              | <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    | 94.9%  |
| UP-W                         | 2017                     | 95.0 | 96.5 | 96.1 | 92.9 | 93.8  | 92.4 | 94.8 | 94.3 | 94.7 | 92.9 | 94.8 | 90.7 | 94.5%   | 94.1%  |
|                              | 2018                     | 92.3 | 89.0 | 94.4 | 92.8 | 88.9  | 93.9 | 91.6 | 89.9 | 92.9 | 92.2 | 91.2 | 88.5 | 91.6%   | 91.5%  |
|                              | 2019                     | 90.4 | 77.0 | 90.7 | 94.0 | 92.9  | 95.9 | 91.1 | 95.3 | 95.0 | 95.3 | 92.3 | 95.9 | 91.1%   | 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 | 96.0%   | 94.9%  |
|                              | 2021                     | 93.6 | 82.5 | 95.8 | 97.3 | 91.7  | 89.3 | 87.6 | 86.2 | 90.6 | 93.3 | 88.5 | 90.1 | 90.4%   | 90.5%  |
|                              | 2022                     | 92.9 | 94.5 | 91.8 | 92.5 | 91.9  | 89.2 | 90.7 | 91.9 |      |      |      |      | 91.9%   | 91.9%  |
|                              | <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    | 92.7%  |
| System excluding South Shore | 2017                     | 95.6 | 96.9 | 97.2 | 96.6 | 96.5  | 95.3 | 95.5 | 96.0 | 95.2 | 95.7 | 95.2 | 93.9 | 96.2%   | 95.8%  |
|                              | 2018                     | 94.2 | 92.3 | 95.9 | 96.3 | 94.5  | 94.6 | 95.6 | 95.3 | 95.4 | 95.5 | 93.6 | 94.6 | 94.9%   | 94.8%  |
|                              | 2019                     | 91.8 | 88.2 | 96.3 | 96.1 | 95.3  | 95.8 | 93.2 | 95.3 | 95.9 | 95.7 | 93.6 | 96.7 | 94.1%   | 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 | 96.5%   | 96.5%  |
|                              | 2021                     | 96.9 | 90.6 | 97.4 | 97.4 | 96.4  | 95.3 | 94.3 | 94.7 | 95.3 | 95.8 | 95.6 | 95.8 | 95.4%   | 95.5%  |
|                              | 2022                     | 95.9 | 95.5 | 96.8 | 96.8 | 94.8  | 94.6 | 95.0 | 95.3 |      |      |      |      | 95.6%   | 95.6%  |
|                              | <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    | 95.3%  |

Delays data for most recent month is final (09/28/2022) version from TOPS.

'2017-2021 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.



**Table 3: Weekday Trains less than 85% On-Time  
August 2022**

| Line  | Train                 | Date        | Minutes | Delay | Delay Explanation  |
|-------|-----------------------|-------------|---------|-------|--|
|       |                       |             | Late    | Code  |  |
| BNSF  | 1250<br><b>83% OT</b> | Fri, Aug 05 | 13      | VF    | ADA lift car 8577 -INSPECTED/TESTED NO ISSUES FOUND  |
|       |                       | Wed, Aug 17 | 43      | K1    | Bridge strike (IHB) at Lagrange  |
|       |                       | Thu, Aug 18 | 10      | ZF    | PTC would not init and caused PCS event at Naperville. REPLACED CDU ON 8602  |
|       |                       | Wed, Aug 24 | 7       | DD    | DS lined E-CNNMAM048B down MT#2 Congress Park through Fairview and kept 1250 on MT3 through 25 MPH slow order MP 21.2-16.8 [Controllable Freight]                                    |
| BNSF  | 1258<br><b>74% OT</b> | Mon, Aug 08 | 15      | K     | Fire near tracks   |
|       |                       | Wed, Aug 10 | 9       | CC1   | Flip of 1225   |
|       |                       | Thu, Aug 11 | 19      | D     | Holding while Y CHC105 was crossing over at La Vergne. [Controllable Freight]  |
|       |                       | Tue, Aug 16 | 8       | VF    | Door Issues, couldnt get doors to close.   |
|       |                       | Thu, Aug 18 | 19      | F     | mechanical delay, HVAC breaker was tripping REPLACED 480 V BREAKER   |
| BNSF  | 1272<br><b>83% OT</b> | Mon, Aug 01 | 10      | D     | 1225s equipment which flips for 1258 was delayed due to the H CHCGAL1 22 having air issues.  |
|       |                       | Wed, Aug 03 | 7       | D     | Single tracking Cicero. H GFDBRC1 29 & Z SSECHC8 29. [Controllable Freight]  |
|       |                       | Wed, Aug 24 | 12      | EA    | Holding for the H BRCNTW1 03 [Controllable Freight]  |
|       |                       | Wed, Aug 24 | 12      | EA    | Amtrak 6 went into UDE, D.S. had to run the time on C.P Eola.  |
|       |                       | Thu, Aug 25 | 25      | D     | Freight delays from Z STPCHC325U, Q SSECHC121a, H BRCNTW125a, H BRCKCK125a, R CHI457125i, H GFDBRC123A, H GALNSI125a, H NSINTW125A, and Z CH [Controllable Freight]                  |
| BNSF  | 1287<br><b>83% OT</b> | Fri, Aug 05 | 97      | K     | Right of way fire near EOLA  |
|       |                       | Fri, Aug 12 | 14      | G     | switch out of correspondence   |
|       |                       | Wed, Aug 17 | 15      | CC    | MOW window from SC29, super surfacing gang from Union A to LaVergne  |
|       |                       | Fri, Aug 19 | 9       | CC    | Surfacing gang - night (delayed between Union Ave and Lavergne due to Super Surfacing Gang working MT2 overnight)  |
| BNSF  | 1293<br><b>83% OT</b> | Fri, Aug 05 | 0       | XK    | Annulled - Right of way fire near EOLA   |
|       |                       | Wed, Aug 17 | 18      | CC    | MOW window from SC29, super surfacing gang from Union A to LaVergne  |
|       |                       | Fri, Aug 19 | 7       | CC    | Surfacing gang - night (delayed between Union Ave and Lavergne due to Super Surfacing Gang working MT2 overnight)  |
|       |                       | Wed, Aug 24 | 12      | CC1   | flip from 1300   |
| BNSF  | 1300<br><b>70% OT</b> | Fri, Aug 05 | 0       | XK    | Annulled - Right of way fire near EOLA   |
|       |                       | Tue, Aug 09 | 8       | R     | crew error, changing ends at Aurora  |
|       |                       | Fri, Aug 12 | 10      | G     | switch out of correspondence   |
|       |                       | Mon, Aug 15 | 7       | DD    | dispatcher let a coal train in front of 1300   |
|       |                       | Wed, Aug 17 | 18      | CC    | MOW window from SC29, super surfacing gang from Union A to LaVergne  |
|       |                       | Fri, Aug 19 | 12      | CC    | Surfacing gang - night (delayed between Union Ave and Lavergne due to Super Surfacing Gang working MT2 overnight)  |
| HC    | 915<br><b>78% OT</b>  | Mon, Aug 01 | 60      | GF    | (GATE XING / SIG / SWITCH FOREIGN) - 67M BRC-LEMOYNE, COMPUTER SYSTEM WIDE FAILURE.  |
|       |                       | Tue, Aug 02 | 15      | D     | (GENERAL FREIGHT INTERFERENCE) - 22M CN-CERMAK, ENGINE-CSXT5202 LENGTH-10232 SYMBOL-536 [Controllable Freight]   |
|       |                       | Fri, Aug 05 | 0       | XM    | (RIGHT OF WAY ACCIDENT/MISC) - ANNULLED AT 1610 DUE TO STRICKING SEMI AT BOYER ST MP23.5 HC0917 PICKED ITS PASSENGERS AT MP23.5 -non fatal   |
|       |                       | Wed, Aug 17 | 41      | D     | (GENERAL FREIGHT INTERFERENCE) - 37M NS-BRIGHTON PK., UP IG3-16 (ENG. UP2658 W 12,000FT.) YARDING AT NS ASHLAND AV. YD. [Controllable Freight]                                       |
|       |                       | Mon, Aug 22 | 8       | D     | CN Freight train at Cermak blocking route [Controllable Freight]   |
| HC    | 919<br><b>74% OT</b>  | Mon, Aug 01 | 16      | RF    | 13 AMTRK-CUS, BEHIND AMTRK 305 - delayed by CNRR at CP Cermak on account of CN RTC Desk 1 failing to advance Amtrak 305 from CP Cermak at its scheduled time.                        |
|       |                       | Wed, Aug 03 | 10      | RF    | (FOREIGN/PSA DISPATCH ERROR) - 14M UP-XO36, PROBLEMS GETTING AHOLD OF THE UP DISPATCHER AFTER AMTRAK CLEARED.  |
|       |                       | Thu, Aug 04 | 6       | RF    | 6MIN STOPPED AT LEMOYNE FOLLOWING THE AMTRAK 305 (Amt 305 not lined by BRC @ Lemoyne)  |
|       |                       | Fri, Aug 05 | 19      | M1    | (RIGHT OF WAY ACCIDENT/MISC) - 11MIN AT SUMMIT DUE TO HC0915 STRICKING A TRUCK AT MP23.5 BOYER ST.   |
|       |                       | Mon, Aug 08 | 12      | GF    | (GATE XING / SIG / SWITCH FOREIGN) - 15M CN-BRIGHTON, CSX TRAIN WENT THROUGH AND A TRACK CIRCUIT WOULD NOT CLEAR AFTER TRAIN WAS CLEAR   |
|       |                       | Tue, Aug 23 | 7       | AM    | (AMTRAK CAUSED DELAY) - 10M CUS EN ROUTE, FOLLOWING AMTK #305 OUT.   |
| ME-BI | 227<br><b>78% OT</b>  | Mon, Aug 01 | 6       | RD    | (METRA DISPATCHER ERROR) - PUT 227 ON THE WEST PLATFORM INSTEAD OF THE EAST SIDE AND THEY HAD TO WAIT FOR 127 TO SEE IF THEY HAD ANY PASSANG   |
|       |                       | Wed, Aug 24 | 7       | K     | (RIGHT OF WAY ACCIDENT/MISC) - SLOW ORDER ACCOUNT BRIDGE STRIKE AT 59TH ST   |
|       |                       | Fri, Aug 26 | 10      | GT    | 5M DISPATCHER SYSTEM CRASHED HAD TO REBOOT. 5 MINUTE DELAY MAKING THE MEET WITH ME127.   |
|       |                       | Mon, Aug 29 | 6       | G     | (METR/PSA SIG/SWX MALFCN-SIG DEPT) - DUE TO DARK SIGNAL AT MP 14.51  |
|       |                       | Tue, Aug 30 | 6       | I     | (PASSENGER HANDLING, RUNNING TIME) - 6 MINS LATE DUE TO LOADING PASSENGERS FROM ME0127 AT KENSINGTON   |
| ME-BI | 233<br><b>74% OT</b>  | Wed, Aug 03 | 11      | ZV    | Failed state with D11 code at MP 8.5. Train was unable to recover air for several minutes and would be placed into suppression every time they attempted to move (ON BOARD SOFTWARE) |
|       |                       | Tue, Aug 16 | 9       | GM    | (METRA/PSA GATE XING MALFUNCTION) - GATE MALFUNCTIONS  |
|       |                       | Mon, Aug 22 | 7       | ZV1   | (PTC BACK OFFICE/SOFTWARE) - STUCK BEHIND ME331 THAT WAS HAVING PTC PROBLEMS   |
|       |                       | Wed, Aug 24 | 9       | KP    | (PASSENGER HANDLING, RUNNING TIME) - DEALING WITH KENWOOD HIGH SCHOOL KIDS ON THE TRACKS   |
|       |                       | Thu, Aug 25 | 9       | I     | (PASSENGER HANDLING, RUNNING TIME) - 9 MINUTE DELAY DUE TO HEAVY PASSENGER LOADING AT 51ST. ST.  |
|       |                       | Wed, Aug 31 | 6       | ZV    | ARRIVED BI 6 MINS LATE DUE PTC ISSUES  |

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

| Line        | Train | Date          | Minutes Delay  |      | Delay Explanation   |  |
|-------------|-------|---------------|--|------|---|--|
|             |       |               | Late   | Code |   |  |
| ME-SC       | 332   | Tue, Aug 09   | 6  | IB   | (PASSENGER HANDLING, BICYCLE) - ENGINEER STATES DIDNT TAKE THE LINE UP UNTIL HE WAS GIVEN FULL LINE UP, THERE WERE THREE SIGNALS LINED TO B   |  |
|             |       | <b>83% OT</b> | Wed, Aug 10  | 6    | R   | (HUMAN ERROR,TRANSPORTATION) - Review of partial line-ups at heavy traffic time of day with Engineer. Several trains calling at same time for track and signal was displayed for engineer. |
|             |       | Thu, Aug 11   | 6  | I    | 4" Passengers spread out on 57th, 2" at 51st  |  |
|             |       | Mon, Aug 22   | 8  | ZV1  | (PTC WAYSIDE) - LATE TURN FROM 331 ACCOUNT PTC ISSUES   |  |
| MD-N        | 2103  | Tue, Aug 09   | 6  | C    | (-8) -7" Meet with 2124 @ Rondout; Temporary speed restriction 45.7-46.0 10mph  |  |
|             |       | <b>65% OT</b> | Fri, Aug 19  | 16   | D   | -16" -6" item 2s Oakton & Osterman, -7" CN traffic, -6" 10mph speed rest [Controllable freight]  |
|             |       | Mon, Aug 22   | 10   | RF   | (-9) -5" Stop signal Mayfair, U.P. cross-traffic; -3" Track construction; Temporary speed restrictions  |  |
|             |       | Tue, Aug 23   | 14   | VG   | (-15) -5" Stop signal Mayfair, U.P. cross-traffic; -2" Track construction, difficulties communicating with Foreman Avalos; -10" Stop signal Rondout (SIGNAL DIDN'T FIRE, NOTHING FOUND); -5" Temporary speed restriction  |  |
|             |       | Wed, Aug 24   | 8  | GX   | (-8) Automatic Grade Crossing Malfunction Item #2 @ Touhy; Stop signal Rondout, waiting on 2124; Temporary speed restriction  |  |
|             |       | Thu, Aug 25   | 8  | C    | (-8) -3" Track construction, stopped @ red flag to receive permission through working limits due to bad radio communication; -5" Temporary speed restriction  |  |
|             |       | Mon, Aug 29   | 22   | GW   | (-24) -5" Stop signal Mayfair, U.P. cross-traffic; Track circuit out Lake Forest East, restricted speed to Rondout; Dark signal mp 31.1; Temporary speed restriction  |  |
|             |       | Wed, Aug 31   | 7  | RF1  | Arrived Fox Lake @ 08:43. Stop Rondout waiting on tardy 2124; -5" Temporary speed restriction   |  |
| MD-N        | 2104  | Mon, Aug 01   | 9  | CD   | (-9) -14" Freight interference, CP246-31 was stopped on 2MT @ A-20 for a unspecified red flag that a U.P. Foreman accidentally put on the C&M instead of the U.P., who blocking (10) passengers on wrong side platform @ Northbrook [Controllable Freight]      |  |
|             |       | <b>83% OT</b> | Tue, Aug 09  | 6    | C   | (-6) Temporary speed restrictions, Stop signal Mayfair, U.P cross-traffic  |
|             |       | Tue, Aug 23   | 7  | C    | (-8) -5" Temporary speed restriction; -3" Stop signal Mayfair   |  |
|             |       | Tue, Aug 30   | 6  | C    | (-7) Temporary speed restriction; Stop signal Mayfair; Stop signal CUS CP Lake St.  |  |
| MD-N        | 2106  | Tue, Aug 09   | 8  | C    | (-8) -4" Temporary speed restrictions; ADA North Glenview; Stop signal Mayfair, U.P. cross-traffic  |  |
|             |       | <b>74% OT</b> | Mon, Aug 15  | 6    | C   | -6" 10mph restricting  |
|             |       | Thu, Aug 18   | 7  | C    | -7" -2" ADA, -5" 10mph  |  |
|             |       | Fri, Aug 19   | 8  | GM   | -8" -6" Item 2s Oakton & Osterman, -6" 10mph  |  |
|             |       | Wed, Aug 24   | 7  | GX   | (-7) -5" Temporary speed restriction; -5" Automatic Grade Crossing Malfunction Item #2 @ Touhy  |  |
|             |       | Thu, Aug 25   | 8  | JM   | (-8) -5" Temporary speed restriction; -5" PTC disengaged @ North Glenview, restricted speed; -10" Elderly passenger with a cane fell while boarding in the dip @ North Glenview (#8522), Conductor attempted to help the passenger up, but then he also fell. P |  |
| MD-N        | 2128  | Fri, Aug 19   | 20   | D1   | -30" -10" late flip off 2103, -6" 10mph, -10mph, -10 CN traffic, -5" slow loading [Controllable freight]  |  |
|             |       | <b>78% OT</b> | Mon, Aug 22  | 6    | RF1   | (-16) -13" Departed Fox Lake late due to late arrival/turn of 2103; Temporary speed restrictions; Track construction   |
|             |       | Tue, Aug 23   | 18   | VG1  | (-29) -19" Departed Fox Lake late due to late arrival/turn of 2103, & slow loading & initializing of PTC; -5" Temporary speed restriction; -10" Stop to pull out broke gate from under cab car (Oakton St.)   |  |
|             |       | Wed, Aug 24   | 7  | GX1  | (-19) -13" Departed Fox Lake late due to late arrival/turn of 2103; Temporary speed restriction; . Automatic Grade Crossing Malfunction Item #2 @ Touhy   |  |
|             |       | Mon, Aug 29   | 15   | GW1  | (-25) -20" Departed Fox Lake late due to late arrival/turn of 2103; -5" Temporary speed restriction   |  |
| MD-N        | 2146  | Fri, Aug 05   | 19   | GX   | 19 min late, 21 min Midlothian Rd. crossing malfunction waiting on maintainer to removing gate in the fouling of track.   |  |
|             |       | <b>78% OT</b> | Mon, Aug 08  | 7    | C   | 7 min late, 5 min late departure Fox Lake, 4 min enroute MP 46-45.7 10 mph speed restriction.  |
|             |       | Tue, Aug 09   | 8  | C    | 8 min late, 6 min late, 6 stop signal Libertyville, 4 min enroute MP 45.7-45.9 10 mph speed restriction.  |  |
|             |       | Wed, Aug 17   | 6  | C    | 6 min late, 5 min J-line speed restrictions, 2 min stop signal Mayfair, 4 min stop signal A-2.  |  |
|             |       | Fri, Aug 19   | 6  | C    | 6 min late, 4 min J-line speed restrictions, 2 min ADA  |  |
| MD-N        | 2151  | Mon, Aug 01   | 13   | D1   | 13 min late, 17 min Libertyville waiting on 2156. [Controllable Freight]  |  |
|             |       | <b>39% OT</b> | Wed, Aug 03  | 14   | GF  | 14 min late, CN signal system failure.   |
|             |       | Fri, Aug 05   | 7  | A    | 7 min late, 24 min Rondout waiting on NIRC 9 [NEEDED FOR STEAM ENGINE] to clear J-line.   |  |
|             |       | Mon, Aug 08   | 6  | C1   | 7 min late, 5 min Libertyville waiting on 2156, 3 min 10 mph speed restriction.   |  |
|             |       | Tue, Aug 09   | 7  | C1   | 7 min late, 5 min Libertyville waiting on 2156, 4 min 10 mph speed restriction.   |  |
|             |       | Thu, Aug 11   | 8  | RF1  | 8 min late, 10 min Libertyville waiting on 2156 (IT WAS OUT OF SLOT FROM 2146 WAITING ON CN DISPATCHER), 4 min 10 mph speed restriction.  |  |
|             |       | Fri, Aug 12   | 25   | E    | 25 min late, locomotive 426 developed traction motor issues, crew cutout motor number 1 and proceeded with a 40 mph restriction. #1 TRACTION MOTOR SUPPORT BEARING  |  |
|             |       | Mon, Aug 15   | 7  | C1   | 7 min Libertyville waiting on 2156, 4 min speed restriction.  |  |
|             |       | Tue, Aug 16   | 11   | C1   | 12 min Libertyville waiting on 2156 (late from speed restriction), 4 min speed restriction.   |  |
|             |       | Wed, Aug 17   | 6  | C1   | 6 min late, 5 min Libertyville waiting on 2156, 4 min speed restriction.  |  |
|             |       | Thu, Aug 18   | 7  | C1   | 8 min late, 11 min Libertyville waiting on 2156, 4 min speed restriction.   |  |
|             |       | Tue, Aug 23   | 10   | C1   | 10 min late, 8 min Libertyville meeting a late 2156, 4 min J-line speed restrictions.   |  |
|             |       | Wed, Aug 24   | 7  | C1   | 10 min late, 9 min Libertyville meeting a late 2156, 4 min J-line speed restrictions.   |  |
| Wed, Aug 31 | 12    | U1            | 2151 arrived Fox Lake at 21:30 9:30 13 min late, waiting on a late 2156. |      |   |  |

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

| Line        | Train                     | Date        | Minutes Delay   |      | Delay Explanation   |
|-------------|---------------------------|-------------|---|------|---|
|             |                           |             | Late  | Code |   |
| MD-N        | 2152<br><br><b>78% OT</b> | Tue, Aug 02 | 13  | AM   | -7" WAITED FOR AMTRAK AT RONDOUT (IN EMERGENCY) -7" STOPPED AT A20 WAITED FOR AMTRAK TO CROSS TO MT #2  |
|             |                           | Wed, Aug 03 | 8   | F1   | 8 min late, 4 min late turn from 2141 (WAITED ON 2148), 2 min stop signal A-5, 3 min approach signal A-5 A-2, 2 min stop signal 2.                                |
|             |                           | Mon, Aug 08 | 7   | C1   | 8 min late, 5 min late departure Fox Lake, 5 min Rondout waiting on Amtrak 340, 6 min CUS (2249 loading issues) waiting on lineup.                                |
|             |                           | Fri, Aug 12 | 7   | ZV   | 7 min late, 3 min Rondout waiting on amtrak 340, 7 min PTC issues enroute 3 min A-6 and 4 min A-2.  |
|             |                           | Fri, Aug 19 | 11  | ZV1  | 11 min late, late turn from 2141.   |
| MD-N        | 2156<br><br><b>61% OT</b> | Mon, Aug 01 | 18  | D    | 18 min late, 4 min ADA Ingleside, 12 min CN cross traffic, 2 min item 2 overlook Rd. [Controllable Freight]   |
|             |                           | Fri, Aug 05 | 19  | A1   | 19 min late, 20 min meeting a late 2151 at Libertyville.  |
|             |                           | Mon, Aug 08 | 6   | C    | 10 mph speed restriction Mud Creek  |
|             |                           | Tue, Aug 09 | 6   | C    | 6 min late, 10 mph speed restriction 45.9-45.7.   |
|             |                           | Wed, Aug 17 | 7   | C    | 7 min late, 2 min Fox Lake accommodating passengers, 5 min J-line speed restrictions, 1 min accommodating passengers at N. Glenview.                              |
|             |                           | Thu, Aug 18 | 8   | C1   | 8 min late, 5 min late turn from 2147, 5 min J-line speed restrictions.   |
|             |                           | Tue, Aug 23 | 8   | C1   | 8 min late, 4 min late turn from 2147, 4 min J-line restrictions, 2 min cab car door light burned out.  |
|             |                           | Wed, Aug 24 | 8   | C    | 8 min late, 5 min late turn from 2147, 4 min J-line restrictions.   |
|             |                           | Wed, Aug 31 | 12  | U1   | 2156 arrived CUS at 22:10 10:10 12 min late, 6 min late turn from 2147, 4 min J-line speed restrictions.  |
| MD-W        | 2203<br><br><b>65% OT</b> | Tue, Aug 02 | 6   | CC   | (-6) Track construction, temporary speed restrictions; Meet with all Eastbound trains, no intertrack fencing  |
|             |                           | Wed, Aug 10 | 7   | CC   | (-7) -4" Stop signal CUS CP Lake St. waiting on tardy 2102; -3" Track construction, temporary speed restrictions  |
|             |                           | Thu, Aug 11 | 6   | G1   | (-6) -5" Departed CUS late due to late arrival/turn of 2202; -4" Temporary speed restrictions (40mph mp 14.0-19.1)  |
|             |                           | Tue, Aug 16 | 6   | CC   | -6" -4" speed restrictions, -2" loading bicycles  |
|             |                           | Mon, Aug 22 | 6   | CC1  | (-6) -3" Departed CUS late due to waiting on tardy 2102; Meets with Eastbounds; Temporary speed restrictions  |
|             |                           | Wed, Aug 24 | 9   | C1   | (-9) Departed CUS late due to waiting on late 2102; Meets with inbound trains   |
|             |                           | Thu, Aug 25 | 10  | CC1  | (-10) -5" Departed CUS late due to waiting on tardy 2102; -1" PTC issue @ Morgan St.; Meets with inbound trains; Temporary speed restrictions                     |
|             |                           | Fri, Aug 26 | 7   | RA   | (-7) -5" Departed CUS late, AMTRAK OPERATOR ERROR; Meets with inbound trains; -2" Temporary speed restrictions  |
| NCS         | 108<br><br><b>74% OT</b>  | Mon, Aug 01 | 8   | D    | (-8) -5" Freight interference Deval; -2" Held out, meet with 101 @ Schiller Park; -3" Stop signal A-2, U.P. cross-traffic yarding [Controllable Freight]          |
|             |                           | Fri, Aug 05 | 7   | ZR   | (-7) -6" PTC issues at B-12; -3" Stop signal A-2 -PTC NOT INITIALIZED WITH METRA  |
|             |                           | Mon, Aug 08 | 8   | D    | -8" Freight interference @ Deval [Controllable Freight]   |
|             |                           | Thu, Aug 11 | 19  | GT   | (-19) -21" Stop signal B-6 for CCF Telecomm switch issues   |
|             |                           | Mon, Aug 15 | 12  | E1   | -12" -15" Deval waiting on 618  |
|             |                           | Tue, Aug 23 | 9   | RF   | (-9) -8" Stop signal Deval, U.P. cross-traffic; -2" Stop signal CUS, waiting on other trains  |
| RI          | 403<br><br><b>83% OT</b>  | Mon, Aug 01 | 8   | G    | (METR/PSA SIG/SWX MALFCN-SIG DEPT) - 8 MINS LATE DUE TO BEING FLAGGED AT ROBBINS BECAUSE OF THE TRACK CIRCUIT ON TWO MAIN BETWEEN ROBBINS AN                      |
|             |                           | Tue, Aug 02 | 6   | CM   | 6MIN DUE TO 3 SWITCH OUT OF CORRESPONDENCE AT CP 35.5.  |
|             |                           | Wed, Aug 10 | 7   | CC   | (SCHEDULED TRACK WORK) - FORM A S   |
|             |                           | Mon, Aug 15 | 7   | C    | (UNSCHEDULED TRACK WORK) - DELAYED ENROUTE ACCOUNT SPEED RESTRICTIONS.  |
| RI          | 431<br><br><b>74% OT</b>  | Mon, Aug 08 | 11  | GW1  | Waiting on 512 @ Blue Island & item 1 at Cedar  |
|             |                           | Wed, Aug 10 | 9   | A    | Restricting at York. All red at Grove waiting on 629 & 512  |
|             |                           | Mon, Aug 15 | 7   | A1   | All red at Grove waiting on 512, 629 yarding at BI too  |
|             |                           | Tue, Aug 16 | 8   | RD1  | [Dispatcher getting used to new CP Vermont Plan] 6M AT BI WAITING ON 629 YARD TRAIN TO GO INTO THE YARD IMPROPER LINE UP.   |
|             |                           | Mon, Aug 22 | 9   | A    | 9MIN PASSENGER HANDLING (meet at BI)  |
| Wed, Aug 31 | 61                        | M1          | Delayed due to 427 striking trespasser at 191st. Picked up RI427 100 passengers                         |      |   |
| RI          | 511<br><br><b>78% OT</b>  | Fri, Aug 05 | 10  | U    | (ACCESSIBILITY RELATED (ADA)) - 6M NEW LENOX. ACCOMODATING ADA PASSENGER INITIALLY GOING TO JOLIET  |
|             |                           | Mon, Aug 22 | 7   | ZV   | CHANGED HER MIND AT LAST MINUTE TO DETRAIN  |
|             |                           | Fri, Aug 26 | 18  | D    | PTC ISSUES RESTRICTED SPEED TO CP 81ST  |
|             |                           | Tue, Aug 30 | 9   | I    | (GENERAL FREIGHT INTERFERENCE) - 10M 16TH ST. FOR CN L-537 IC 1026 WEST W/ 158 CARS 9724 FEET [Controllable Freight]  |
| Wed, Aug 31 | 0                         | M1          | (PASSENGER HANDLING, RUNNING TIME) - DOUBLE STOP/ SPOTTING TRAIN PRAIRIE STREET ACCOMODATING PASSENGER. |      |   |
| Wed, Aug 31 | 0                         | M1          | Annulled due 427 striking trespasser at 191st   |      |   |
| RI          | 512<br><br><b>78% OT</b>  | Mon, Aug 15 | 7   | A    | (PASS. TRAIN/INTERLINE INTRFRNCE) - WAITED FOR BI0629 TO FINISH SHOVING INTO THE YARD AT BLUE ISLAND  |
|             |                           | Tue, Aug 16 | 10  | RD1  | [Dispatcher getting used to new CP Vermont Plan] DELAYED BY 629 YARD TRAIN IMPROPER LINE UP THEN CREW SAID THEY HAD A BRAKING ENFORCEMENT WHILE WAITING ON SIGNAL |
|             |                           | Mon, Aug 22 | 7   | A    | STOPPED INDICATION BROADWAY (meet at BI)  |
|             |                           | Tue, Aug 30 | 7   | GX   | (METRA/PSA GATE XING MALFUNCTION) - 8MIN ITEM 1 AT 191ST ST.  |
|             |                           | Wed, Aug 31 | 63  | M1   | Delayed due to 427 striking trespasser at 191st   |
| RI          | 621<br><br><b>74% OT</b>  | Wed, Aug 03 | 14  | ZV   | PTC PENALTY - HAD TO RECOVER WITH CAD - software issue  |
|             |                           | Tue, Aug 09 | 6   | U    | 3m ADA 35th to 79th 2m Morgan St Bridge   |
|             |                           | Wed, Aug 10 | 6   | U    | 3m ADA 35TH TO 99TH 2M MORGAN ST BRIDGE 1M SLOW UNLOADING PASSENGERS 95TH   |
|             |                           | Fri, Aug 12 | 6   | U    | PER TTR1 2M MORGAN ST BRIDGE 10MP, 3M ADA 35TH-99TH, 2M 8.8 - 8.7 30 MPH  |
|             |                           | Thu, Aug 18 | 8   | U    | 4M ADA 35TH TO 111TH, 1M PASSENGER LOADING, 1M MP 8.8 - 8.7 30MPH TRACK 2, 2M MORGAN STREET BRIDGE 10 MPH   |
|             |                           | Fri, Aug 19 | 6   | U    | ADA 35TH TO 99TH  |

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

| Line  | Train | Date        | Minutes Delay |      | Delay Explanation   |  |
|-------|-------|-------------|---------------|------|---|--|
|       |       |             | Late          | Code |   |  |
| SWS   | 812   | Thu, Aug 04 | 10            | R    | -10; ARRIVED CUS AT 9:00AM; -12 DEPARTED 179TH ST LATE DUE TO SWAPPING EQUIPMENT DUE TO A B/O COACH (no car or loco defect but late on notification) BNSF YARDMASTER LATE REQUEST               |  |
|       |       | 83% OT      | Tue, Aug 16   | 12   | ZD  | 8M LATE DEPARTING SHORT TURN FROM SWS803 3M REINITIALIZE TO BRC PTC 3M BELT JCT FREIGHT 17N W/158 CARS                         |
|       |       | Tue, Aug 30 | 17            | ZN   | (PTC BACK OFFICE/SOFTWARE) - 17M LATE DEPARTING 179TH PTC ISSUES. - issue with back office/Amtrak slow response   |  |
|       |       | Wed, Aug 31 | 7             | ZD1  | (GENERAL FREIGHT INTERFERENCE) - 14M LATE DEPARTING 179TH ST ACCOUNT TURN FROM LATE SWS803  |  |
| SWS   | 824   | Tue, Aug 02 | 40            | D    | (GENERAL FREIGHT INTERFERENCE) - 18M, SYMBOL- 536 ENGINE-CSXT5202, 10232FT [Controllable Freight]   |  |
|       |       | 78% OT      | Wed, Aug 03   | 6    | KW  | 8M MP24.5, STRUCK TREE BRANCH ON THE TRACKS.   |
|       |       | Thu, Aug 04 | 7             | GX   | (METRA/PSA GATE XING MALFUNCTION) - 7M DUE TO ITEM 1 AT CICERO MP14.20  |  |
|       |       | Wed, Aug 24 | 39            | KP   | INCIDENT REFERENCE NUM-194 (OBSTRUCTION ON TRACKS) - SUICIDE ATTEMPT REPORTED BY PD.\$INCIDENTTYPE:MISCELLANEOUS INCIDENTSUBTYPE:UNUSUAL EVEN   |  |
|       |       | Thu, Aug 25 | 14            | RA   | 8M CUS, RED SIGNAL, WAITING FOR LINE UP INTO DEPOT TK#8.  |  |
| UP-N  | 347   | Tue, Aug 02 | 10            | ZG   | -10" Delayed waiting on M345 to get permission from Disp 342 to crossover @ Highland Park on acct. of signal issues (bad 240 processor card @ MP6.7)  |  |
|       |       | 78% OT      | Fri, Aug 12   | 10   | ZV1   | -10" Following M345  |
|       |       | Wed, Aug 24 | 7             | F1   | -7" Delayed due to waiting for M345 to cross over at Highland Park  |  |
|       |       | Fri, Aug 26 | 9             | I1   | -9" Delayed @ Highland Park waiting on M345 to cross over   |  |
|       |       | Wed, Aug 31 | 8             | ZT1  | Delayed on acct. of waiting for M345/M356 to crossover @ Highland Park  |  |
| UP-N  | 356   | Tue, Aug 02 | 25            | ZG   | -25" Delayed ran @ restricted speed from Main St. -M.P. 5 due to issues with PTC electrical box (bad 240 processor card @ MP6.7)  |  |
|       |       | 78% OT      | Fri, Aug 05   | 10   | J   | -10" Stopped @ Ravenswood waiting on Police.   |
|       |       | Fri, Aug 12 | 9             | ZV1  | -9" Late turn off M345  |  |
|       |       | Wed, Aug 24 | 17            | F1   | -17" Late turn from M345  |  |
|       |       | Wed, Aug 31 | 11            | ZT   | PTC issues (wouldn't initialize)  |  |
| UP-N  | 363   | Tue, Aug 02 | 108           | GT   | -108" Late departure from CPT on acct. of CAD system wide failure (could not change engine number with Dispatcher 342)  |  |
|       |       | 83% OT      | Fri, Aug 05   | 18   | GW1   | -18" Lead 5 and 6 both OOS @ Lake St due to rail expansion because of the heat   |
|       |       | Thu, Aug 11 | 9             | JM1  | -9" Delayed following M361, due to a medical emergency  |  |
|       |       | Thu, Aug 18 | 120           | M1   | -120" Delayed due to pedestrian strike on M355  |  |
| UP-N  | 365   | Tue, Aug 02 | 13            | GT   | -13" Heavy passenger loading en route, due to accommodating M363 passenger on acct. of CAD system wide failure & M363 could not depart CPT (unable to change engine number with Dispatcher 342) |  |
|       |       | 83% OT      | Thu, Aug 18   | 80   | M1  | -80" Delayed due to pedestrian strike on M355  |
|       |       | Thu, Aug 25 | 9             | U    | -9" Multiple ADA lifts and heavy passenger loading  |  |
|       |       | Wed, Aug 31 | 9             | I    | Slow and heavy unloading at Ravinia Park  |  |
| UP-N  | 368   | Thu, Aug 04 | 10            | I    | -10; SLOW PASSENGER LOADING   |  |
|       |       | 83% OT      | Thu, Aug 18   | 0    | M1  | Annulled due to striking a pedestrian at M.P. 23.5   |
|       |       | Thu, Aug 25 | 9             | U1   | -9" Late turn from M365   |  |
|       |       | Wed, Aug 31 | 10            | I1   | Late turn from M365   |  |
| UP-NW | 635   | Wed, Aug 10 | 15            | RF   | Delayed @ Deval (-10) on acct. of Disp 342 had to time out the signal (he had an extra stack in the system for NC107)   |  |
|       |       | 83% OT      | Thu, Aug 11   | 20   | DD1   | -20" Delayed following trains ahead, due to freight interference @ Seeger & 30 MPH @ MP37 (5 min delay) [Controllable Freight] |
|       |       | Mon, Aug 22 | 27            | KD   | -27" Stopped north of Pingree Rd due to main res hose between engine & head car became unattached causing train to lose air.  |  |
|       |       | Mon, Aug 29 | 117           | KW   | -117" Delayed from 18:10-1958 on acct. of a tree on the tracks on the McHenry Sub @ MP58.7  |  |
| UP-NW | 639   | Tue, Aug 02 | 28            | GT   | Signal issues @ Deval (track equipment going across the Milwaukee sub, left a track circuit on the plant) & heavy passenger loading en route  |  |
|       |       | 78% OT      | Fri, Aug 05   | 71   | GW  | -71" Lead 5 and 6 both OOS @ Lake St due to rail expansion because of the heat   |
|       |       | Wed, Aug 10 | 8             | RF   | -8" Form A 64793 (30MPH) from MP3-MP3.2; XH @ MP20.12; Form B 65938 (30MPH) MP35.14-MP36.25 & followed M635 from Palatine - Crystal Lake Jct.   |  |
|       |       | Thu, Aug 11 | 15            | DD1  | -15" Delayed following trains ahead, due to freight interference @ Seeger & 30 MPH (MP36.2-mp37.25) [Controllable Freight]  |  |
|       |       | Mon, Aug 22 | 9             | KD1  | -9" Delayed due to M635 being stopped at Pingree RD.  |  |
| UP-NW | 641   | Mon, Aug 01 | 8             | U    | -8" 15MPH @ MP61.47 & 1 ADA lift  |  |
|       |       | 52% OT      | Tue, Aug 02   | 30   | GT  | -30" Delayed on acct. of late M639 ahead & 30MPH @ MP61.47   |
|       |       | Thu, Aug 04 | 13            | CC   | -13; 15MPH AT MP 59.1; FOLLOWED M637 AT BARRINGTON  |  |
|       |       | Fri, Aug 05 | 11            | GW1  | -11" Lead 5 and 6 both OOS @ Lake St due to rail expansion because of the heat  |  |
|       |       | Wed, Aug 10 | 17            | CC   | XH @ MP20.12 & followed trains ahead  |  |
|       |       | Thu, Aug 11 | 20            | DD1  | -20" Delayed following trains ahead, due to freight interference @ Seeger [Controllable Freight]  |  |
|       |       | Wed, Aug 17 | 12            | Q    | -12" Followed M637 from Barrington & waited @ Crystal Lake Junction for a track warrant   |  |
|       |       | Mon, Aug 22 | 20            | KD1  | -20" Delayed following M635 onto the McHenry Sub  |  |
|       |       | Fri, Aug 26 | 20            | D1   | -20" Following train ahead M639, also awaiting copy of Track Warrant [Controllable Freight]   |  |
|       |       | Mon, Aug 29 | 0             | XKW  | Annulled @ Crystal Lake on acct. of unable to gain access to the McHenry sub (M635 stopped @ MP58.7 McHenry Sub, due to a tree on the tracks @ MP58.7)  |  |
|       |       | Tue, Aug 30 | 20            | R    | -20" Delayed waited for M635 to release their track warrant (M635 conductor did not release the track warrant on time).   |  |

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

| Line  | Train                | Date        | Minutes |       | Delay Code   | Delay Explanation |
|-------|----------------------|-------------|---------|-------|--|-------------------|
|       |                      |             | Late    | Delay |  |                   |
| UP-NW | 645<br><b>78% OT</b> | Tue, Aug 02 | 19      | GT    | -19" Delayed on acct. of trains ahead, due to signal issues @ Deval  |                   |
|       |                      | Fri, Aug 05 | 23      | GW1   | -23" Lead 5 and 6 both OOS @ Lake St due to rail expansion because of the heat   |                   |
|       |                      | Wed, Aug 10 | 9       | CC    | -9" 30MPH @ MP3.MP3.2; 30MPH @ MP35.14-MP36.25; XH @ MP20.12   |                   |
|       |                      | Wed, Aug 17 | 6       | CC    | -6" 30MPH @ MP3-MP3.2  |                   |
|       |                      | Mon, Aug 22 | 12      | KD1   | -12" Delayed due to M635 being stopped at Pingree Rd.  |                   |
| UP-W  | 29<br><b>83% OT</b>  | Tue, Aug 02 | 18      | D1    | -30" Delayed following M27 who was stopped @ Grace on trk 3 waited for the IG1LC to crossover then followed IG1LC [Controllable Freight]                                       |                   |
|       |                      | Fri, Aug 05 | 30      | B     | -45" Stop @ Berkeley due to the tie-gang messing up track 2, so now the dispatcher had to run him track 1 but there was a Freight train going into Proviso that had to clear   |                   |
|       |                      | Thu, Aug 11 | 9       | CC    | -24" 25 MPH through Form B's, also waited @ Western for cross traffic  |                   |
|       |                      | Thu, Aug 18 | 13      | D     | -28" Following Freight (MPRNPX18) from Grace to Elburn, also held @ Park M44 [Controllable Freight]  |                   |
| UP-W  | 56<br><b>70% OT</b>  | Thu, Aug 04 | 9       | D     | -9; DELAYED AT PARK FOR A LIGHT ENGINE MOVE (UP7697) [Controllable Freight]  |                   |
|       |                      | Wed, Aug 10 | 35      | D     | -45" Delayed (-23) @ Wheaton, waited for M47 to clear & delayed @ 25th Ave, waited for M55& M57 to clear on acct. if track construction & freight MALG3 [Controllable Freight] |                   |
|       |                      | Thu, Aug 11 | 7       | CC    | -17" Delayed on acct. of operated track 2 Turner- Grace (load/unload from 1 car only   |                   |
|       |                      | Wed, Aug 17 | 20      | G     | -30" Late departure from Elburn on acct. of late turn off M37; delayed @ CPY904, due to switch failure (#39) @ Western Ave   |                   |
|       |                      | Thu, Aug 18 | 20      | G     | -30" Delayed at Kedzie due to a switch 39 failure at Western (LOCK ROD ADJUSTMENT)   |                   |
|       |                      | Thu, Aug 25 | 15      | CC    | -25" Ran center track West Chicago to Wheaton, ground level loading and unloading; Heavy passenger loading at Elmhurst   |                   |
|       |                      | Wed, Aug 31 | 10      | CC    | Delayed @ West Chicago, due to track construction (15MPH MP 34.0-MP 33.25)   |                   |
| UP-W  | 66<br><b>78% OT</b>  | Mon, Aug 01 | 27      | J1    | -30" Late arrival of M63 crew & equipment  |                   |
|       |                      | Fri, Aug 05 | 30      | L     | -30" Stopped @ Elmhurst due to trespasser on the tracks at Lombard   |                   |
|       |                      | Fri, Aug 12 | 60      | G     | -70" Stopped at La Fox due to signal/switch failure at Peck  |                   |
|       |                      | Tue, Aug 23 | 30      | CC    | -40" Delayed due to ran 10MPH speed from CPY04 to MP 19.4, track #1 XG procedures at MP22.67 & MP23.78   |                   |
|       |                      | Thu, Aug 25 | 20      | ZV1   | -30" Late turn off M63   |                   |

Data is final (09/28/2022) version from TOPS.

**Table 4: Delay Codes by Cause Category & Carrier**

| METRA/PSA                             |   | METRA/PSA (continued) |   | Foreign Carrier                                   |  |
|---------------------------------------|---|-----------------------|---|---|--|
| Category                              | Delay   | Category              | Delay   | Category  | Delay  |
| Code                                  | Definition  | Code                  | Definition  | Code  | Definition   |
| <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**  
August 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>26</b> | -         | -         | -         | <b>5</b>  | <b>9</b>   | <b>4</b>  | <b>4</b>  | <b>2</b>  | <b>2</b>  | <b>2</b>  | <b>11</b> | <b>28</b> | <b>93</b>  |
| Freight Interference - Peak                 | 5         | -         | -         | -         | 2         | 1          | -         | 3         | -         | 1         | 1         | 6         | 9         | 28         |
| Primary                                     | 4         | -         | -         | -         | 2         | 1          | -         | 3         | -         | 1         | 1         | 1         | 5         | 18         |
| Secondary                                   | 1         | -         | -         | -         | -         | -          | -         | -         | -         | -         | -         | 5         | 4         | 10         |
| Freight Interference - Off-Peak             | 21        | -         | -         | -         | 3         | 8          | 4         | 1         | 2         | 1         | 1         | 5         | 19        | 65         |
| Primary                                     | 19        | -         | -         | -         | 3         | 5          | 3         | 1         | 1         | 1         | -         | 4         | 13        | 50         |
| Secondary                                   | 2         | -         | -         | -         | -         | 3          | 1         | -         | 1         | -         | 1         | 1         | 6         | 15         |
| <b>Signal/Switch Failure - Total</b>        | <b>4</b>  | <b>5</b>  | <b>7</b>  | <b>4</b>  | <b>4</b>  | <b>17</b>  | <b>11</b> | <b>1</b>  | <b>12</b> | <b>3</b>  | <b>2</b>  | <b>13</b> | <b>11</b> | <b>94</b>  |
| Signal/Switch Failure - Metra/PSA           | 4         | 5         | 7         | 4         | -         | 14         | 9         | 1         | 12        | 1         | 2         | 13        | 11        | 83         |
| Primary                                     | 4         | 3         | 7         | 3         | -         | 10         | 8         | 1         | 9         | 1         | 2         | 11        | 9         | 68         |
| Secondary                                   | -         | 2         | -         | 1         | -         | 4          | 1         | -         | 3         | -         | -         | 2         | 2         | 15         |
| Signal/Switch Failure - Foreign             | -         | -         | -         | -         | 4         | 3          | 2         | -         | -         | 2         | -         | -         | -         | 11         |
| Primary                                     | -         | -         | -         | -         | 4         | 3          | 1         | -         | -         | 2         | -         | -         | -         | 10         |
| Secondary                                   | -         | -         | -         | -         | -         | -          | 1         | -         | -         | -         | -         | -         | -         | 1          |
| <b>Mechanical Failure - Total</b>           | <b>7</b>  | -         | -         | -         | -         | <b>7</b>   | <b>4</b>  | <b>2</b>  | <b>12</b> | -         | <b>8</b>  | <b>5</b>  | <b>6</b>  | <b>51</b>  |
| Mechanical Failure - Metra/PSA              | 4         | -         | -         | -         | -         | 7          | 4         | 2         | 12        | -         | 8         | 5         | 6         | 48         |
| Non-Locomotive Equipment Issue - Metra/PSA  | 3         | -         | -         | -         | -         | 3          | -         | -         | -         | -         | 8         | 1         | 1         | 16         |
| Primary                                     | 3         | -         | -         | -         | -         | 1          | -         | -         | -         | -         | 4         | 1         | 1         | 10         |
| Secondary                                   | -         | -         | -         | -         | -         | 2          | -         | -         | -         | -         | 4         | -         | -         | 6          |
| Locomotive Issue - Metra/PSA                | 1         | -         | -         | -         | -         | 4          | 4         | 2         | 12        | -         | -         | 4         | 5         | 32         |
| Primary                                     | 1         | -         | -         | -         | -         | 4          | 2         | 1         | 5         | -         | -         | 4         | 1         | 18         |
| Secondary                                   | -         | -         | -         | -         | -         | -          | 2         | 1         | 7         | -         | -         | -         | 4         | 14         |
| Mechanical Failure - Foreign                | 3         | -         | -         | -         | -         | -          | -         | -         | -         | -         | -         | -         | -         | 3          |
| <b>Passenger Train Interference - Total</b> | <b>1</b>  | -         | -         | -         | <b>3</b>  | <b>3</b>   | -         | -         | <b>5</b>  | -         | -         | -         | -         | <b>12</b>  |
| Passenger Train Interference - Metra/PSA    | -         | -         | -         | -         | -         | 2          | -         | -         | 5         | -         | -         | -         | -         | 7          |
| Passenger Train Interference - Foreign      | 1         | -         | -         | -         | 3         | 1          | -         | -         | -         | -         | -         | -         | -         | 5          |
| <b>Accident - Total</b>                     | <b>13</b> | -         | -         | -         | <b>4</b>  | -          | -         | -         | <b>18</b> | -         | <b>10</b> | -         | -         | <b>45</b>  |
| Accident - Metra/PSA                        | 13        | -         | -         | -         | 3         | -          | -         | -         | 18        | -         | 10        | -         | -         | 44         |
| Accident - Foreign                          | -         | -         | -         | -         | 1         | -          | -         | -         | -         | -         | -         | -         | -         | 1          |
| <b>Track Work - Total</b>                   | <b>21</b> | <b>5</b>  | -         | <b>2</b>  | -         | <b>37</b>  | <b>19</b> | <b>1</b>  | <b>11</b> | <b>1</b>  | <b>4</b>  | <b>14</b> | <b>13</b> | <b>128</b> |
| Track Work - Metra/PSA                      | 21        | 5         | -         | 2         | -         | 35         | 19        | -         | 11        | -         | 4         | 14        | 13        | 124        |
| Track Work - Foreign                        | -         | -         | -         | -         | -         | 2          | -         | 1         | -         | 1         | -         | -         | -         | 4          |
| <b>Human Error - Total</b>                  | <b>13</b> | <b>3</b>  | <b>3</b>  | <b>2</b>  | <b>7</b>  | <b>14</b>  | <b>4</b>  | <b>1</b>  | <b>3</b>  | <b>2</b>  | <b>10</b> | <b>9</b>  | <b>7</b>  | <b>78</b>  |
| Human Error - Metra/PSA                     | 13        | 3         | 3         | 2         | 4         | 4          | 3         | -         | 3         | 1         | 7         | 4         | 7         | 54         |
| Human Error - Foreign                       | -         | -         | -         | -         | 3         | 10         | 1         | 1         | -         | 1         | 3         | 5         | -         | 24         |
| <b>PTC Related - Total</b>                  | <b>2</b>  | <b>2</b>  | <b>4</b>  | <b>5</b>  | <b>1</b>  | <b>10</b>  | -         | <b>2</b>  | <b>7</b>  | <b>5</b>  | <b>9</b>  | <b>2</b>  | <b>2</b>  | <b>51</b>  |
| PTC Related - Metra/PSA                     | 1         | 2         | 4         | 4         | 1         | 10         | -         | 2         | 7         | -         | 9         | 2         | 2         | 44         |
| PTC Related - Foreign                       | 1         | -         | -         | 1         | -         | -          | -         | -         | -         | 5         | -         | -         | -         | 7          |
| <b>Weather - Total</b>                      | -         | -         | -         | -         | -         | <b>5</b>   | -         | -         | <b>3</b>  | <b>1</b>  | <b>5</b>  | <b>8</b>  | <b>9</b>  | <b>31</b>  |
| Weather - Metra/PSA                         | -         | -         | -         | -         | -         | 5          | -         | -         | 3         | 1         | 5         | 8         | 9         | 31         |
| Weather - Foreign                           | -         | -         | -         | -         | -         | -          | -         | -         | -         | -         | -         | -         | -         | -          |
| <b>Passenger Related - Total</b>            | -         | <b>14</b> | <b>3</b>  | <b>7</b>  | -         | <b>8</b>   | <b>2</b>  | <b>1</b>  | <b>12</b> | -         | <b>25</b> | <b>7</b>  | <b>9</b>  | <b>88</b>  |
| <b>Obstruction/Debris - Total</b>           | <b>10</b> | <b>3</b>  | <b>4</b>  | <b>3</b>  | <b>2</b>  | <b>1</b>   | <b>2</b>  | <b>1</b>  | <b>3</b>  | <b>4</b>  | <b>3</b>  | <b>11</b> | <b>2</b>  | <b>49</b>  |
| <b>Catenary Failure - Total</b>             | -         | <b>1</b>  | -         | -         | -         | -          | -         | -         | -         | -         | -         | -         | -         | <b>1</b>   |
| <b>Other - Total</b>                        | -         | -         | -         | -         | -         | -          | <b>1</b>  | -         | -         | -         | -         | -         | -         | <b>1</b>   |
| <b>Total Trains Delayed</b>                 | <b>97</b> | <b>33</b> | <b>21</b> | <b>23</b> | <b>26</b> | <b>111</b> | <b>47</b> | <b>13</b> | <b>88</b> | <b>18</b> | <b>78</b> | <b>80</b> | <b>87</b> | <b>722</b> |
| Total Metra/PSA Delays                      | 66        | 33        | 21        | 22        | 10        | 86         | 40        | 7         | 86        | 7         | 73        | 64        | 59        | 574        |
| Total Foreign Carrier Delays                | 31        | 0         | 0         | 1         | 16        | 25         | 7         | 6         | 2         | 11        | 5         | 16        | 28        | 148        |

Data for current month is final (09/28/2022) version of TOPS

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

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

**Table 5.b: Train Delays by Cause and Line**  
Average August 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>9</b>   | -         | -        | -         | <b>6</b>  | <b>8</b>  | <b>10</b> | <b>6</b>  | <b>2</b>  | <b>14</b> | <b>1</b>  | <b>6</b>  | <b>31</b>  | <b>93</b>  |
| Freight Interference - Peak                 | 3          | -         | -        | -         | 6         | 2         | 4         | 3         | 0         | 6         | 0         | 3         | 9          | 36         |
| Primary                                     | 2          | -         | -        | -         | 4         | 1         | 2         | 2         | 0         | 4         | 0         | 2         | 6          | 25         |
| Secondary                                   | 1          | -         | -        | -         | 2         | 0         | 2         | 1         | 0         | 2         | -         | 1         | 3          | 11         |
| Freight Interference - Off-Peak             | 6          | -         | -        | -         | 1         | 6         | 6         | 3         | 2         | 8         | 1         | 3         | 21         | 56         |
| Primary                                     | 5          | -         | -        | -         | 1         | 4         | 4         | 3         | 2         | 6         | 0         | 2         | 15         | 43         |
| Secondary                                   | 0          | -         | -        | -         | -         | 2         | 2         | 1         | -         | 2         | 0         | 1         | 6          | 13         |
| <b>Signal/Switch Failure - Total</b>        | <b>15</b>  | <b>5</b>  | <b>2</b> | <b>2</b>  | <b>2</b>  | <b>14</b> | <b>9</b>  | <b>4</b>  | <b>15</b> | <b>5</b>  | <b>3</b>  | <b>5</b>  | <b>7</b>   | <b>88</b>  |
| Signal/Switch Failure - Metra/PSA           | 11         | 5         | 2        | 2         | 0         | 11        | 7         | 3         | 15        | 2         | 3         | 4         | 7          | 73         |
| Primary                                     | 9          | 4         | 2        | 1         | 0         | 8         | 6         | 3         | 11        | 1         | 1         | 1         | 4          | 50         |
| Secondary                                   | 2          | 2         | 0        | 1         | -         | 4         | 1         | -         | 4         | 0         | 2         | 3         | 3          | 23         |
| Signal/Switch Failure - Foreign             | 4          | -         | -        | -         | 2         | 3         | 2         | 2         | 0         | 3         | -         | 1         | -          | 15         |
| Primary                                     | 2          | -         | -        | -         | 2         | 2         | 2         | 1         | 0         | 3         | -         | 0         | -          | 13         |
| Secondary                                   | 1          | -         | -        | -         | 0         | 1         | -         | 0         | -         | -         | -         | 0         | -          | 3          |
| <b>Mechanical Failure - Total</b>           | <b>21</b>  | <b>0</b>  | -        | <b>0</b>  | <b>1</b>  | <b>8</b>  | <b>5</b>  | <b>2</b>  | <b>17</b> | <b>3</b>  | <b>11</b> | <b>7</b>  | <b>10</b>  | <b>86</b>  |
| Mechanical Failure - Metra/PSA              | 21         | 0         | -        | -         | 1         | 7         | 5         | 2         | 17        | 3         | 11        | 7         | 10         | 84         |
| Non-Locomotive Equipment Issue - Metra/PSA  | 7          | 0         | -        | -         | -         | 2         | 1         | 0         | 2         | 0         | 2         | 3         | 3          | 20         |
| Primary                                     | 2          | 0         | -        | -         | -         | 2         | 0         | 0         | 2         | 0         | 1         | 2         | 1          | 10         |
| Secondary                                   | 5          | -         | -        | -         | -         | 0         | 0         | -         | 0         | 0         | 0         | 1         | 2          | 9          |
| Locomotive Issue - Metra/PSA                | 14         | -         | -        | -         | 1         | 5         | 4         | 2         | 15        | 3         | 9         | 4         | 6          | 64         |
| Primary                                     | 3          | -         | -        | -         | 0         | 1         | 2         | 1         | 5         | 1         | 2         | 1         | 2          | 19         |
| Secondary                                   | 11         | -         | -        | -         | 0         | 4         | 2         | 1         | 11        | 2         | 7         | 3         | 4          | 46         |
| Mechanical Failure - Foreign                | 1          | -         | -        | 0         | -         | 1         | -         | -         | -         | -         | -         | -         | -          | 2          |
| <b>Passenger Train Interference - Total</b> | <b>1</b>   | -         | -        | <b>0</b>  | <b>0</b>  | <b>2</b>  | <b>0</b>  | <b>1</b>  | <b>2</b>  | <b>1</b>  | <b>1</b>  | <b>2</b>  | <b>0</b>   | <b>11</b>  |
| Passenger Train Interference - Metra/PSA    | -          | -         | -        | 0         | -         | 2         | 0         | 1         | 1         | -         | 1         | 2         | 0          | 8          |
| Passenger Train Interference - Foreign      | 1          | -         | -        | -         | 0         | 0         | -         | 0         | 1         | 1         | -         | -         | -          | 3          |
| <b>Accident - Total</b>                     | <b>6</b>   | <b>1</b>  | <b>1</b> | -         | -         | <b>9</b>  | <b>3</b>  | <b>0</b>  | <b>0</b>  | <b>2</b>  | <b>7</b>  | <b>16</b> | <b>3</b>   | <b>49</b>  |
| Accident - Metra/PSA                        | 6          | 1         | 1        | -         | -         | 4         | 2         | 0         | 0         | 1         | 6         | 10        | 2          | 33         |
| Accident - Foreign                          | -          | -         | -        | -         | -         | 5         | 1         | -         | 0         | 1         | 1         | 6         | 1          | 16         |
| <b>Track Work - Total</b>                   | <b>6</b>   | <b>5</b>  | <b>0</b> | <b>5</b>  | <b>1</b>  | <b>4</b>  | <b>4</b>  | -         | <b>12</b> | <b>2</b>  | <b>12</b> | <b>4</b>  | <b>10</b>  | <b>65</b>  |
| Track Work - Metra/PSA                      | 5          | 5         | 0        | 5         | -         | 4         | 4         | -         | 12        | 1         | 12        | 4         | 10         | 62         |
| Track Work - Foreign                        | 1          | -         | -        | -         | 1         | -         | -         | -         | -         | 1         | -         | -         | -          | 3          |
| <b>Human Error - Total</b>                  | <b>14</b>  | <b>2</b>  | <b>1</b> | <b>2</b>  | <b>2</b>  | <b>6</b>  | <b>4</b>  | <b>1</b>  | <b>10</b> | <b>5</b>  | <b>10</b> | <b>7</b>  | <b>7</b>   | <b>70</b>  |
| Human Error - Metra/PSA                     | 10         | 2         | 1        | 2         | 1         | 2         | 3         | 1         | 9         | 4         | 7         | 5         | 6          | 52         |
| Human Error - Foreign                       | 4          | 0         | -        | -         | 1         | 4         | 1         | 1         | 1         | 1         | 3         | 3         | 1          | 19         |
| <b>PTC Related - Total</b>                  | <b>7</b>   | <b>1</b>  | -        | <b>1</b>  | <b>1</b>  | <b>0</b>  | <b>1</b>  | <b>2</b>  | <b>2</b>  | <b>3</b>  | <b>2</b>  | <b>4</b>  | <b>4</b>   | <b>28</b>  |
| PTC Related - Metra/PSA                     | 7          | 1         | -        | 1         | 0         | 0         | 1         | 1         | 2         | 1         | 2         | 4         | 4          | 25         |
| PTC Related - Foreign                       | -          | -         | -        | -         | 0         | -         | -         | 1         | -         | 1         | -         | -         | 1          | 3          |
| <b>Weather - Total</b>                      | <b>2</b>   | <b>6</b>  | <b>2</b> | <b>4</b>  | <b>1</b>  | <b>4</b>  | <b>6</b>  | <b>2</b>  | <b>8</b>  | <b>1</b>  | <b>8</b>  | <b>12</b> | <b>8</b>   | <b>64</b>  |
| Weather - Metra/PSA                         | 2          | 6         | 2        | 4         | 1         | 4         | 6         | 2         | 8         | 1         | 6         | 12        | 8          | 62         |
| Weather - Foreign                           | -          | -         | -        | -         | 0         | -         | -         | -         | -         | -         | 2         | -         | -          | 2          |
| <b>Passenger Related - Total</b>            | <b>11</b>  | <b>10</b> | <b>1</b> | <b>2</b>  | <b>0</b>  | <b>17</b> | <b>10</b> | <b>0</b>  | <b>15</b> | <b>1</b>  | <b>14</b> | <b>13</b> | <b>19</b>  | <b>114</b> |
| <b>Obstruction/Debris - Total</b>           | <b>7</b>   | <b>3</b>  | <b>2</b> | <b>3</b>  | -         | <b>3</b>  | <b>2</b>  | <b>1</b>  | <b>5</b>  | <b>3</b>  | <b>2</b>  | <b>9</b>  | <b>5</b>   | <b>45</b>  |
| <b>Catenary Failure - Total</b>             | -          | <b>1</b>  | <b>1</b> | <b>2</b>  | -         | -         | -         | -         | -         | -         | -         | -         | -          | <b>3</b>   |
| <b>Other - Total</b>                        | -          | <b>0</b>  | -        | <b>0</b>  | -         | <b>0</b>  | <b>1</b>  | -         | <b>1</b>  | -         | -         | <b>0</b>  | <b>0</b>   | <b>3</b>   |
| <b>Total Trains Delayed</b>                 | <b>100</b> | <b>35</b> | <b>9</b> | <b>22</b> | <b>13</b> | <b>76</b> | <b>56</b> | <b>20</b> | <b>91</b> | <b>38</b> | <b>71</b> | <b>84</b> | <b>105</b> | <b>719</b> |
| Total Metra/PSA Delays                      | 81         | 35        | 9        | 21        | 3         | 55        | 42        | 11        | 87        | 16        | 64        | 68        | 71         | 562        |
| Total Foreign Carrier Delays                | 19         | 0         | 0        | 0         | 10        | 21        | 14        | 9         | 4         | 22        | 7         | 15        | 34         | 157        |

Data for current month is final (09/21/2021) 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**  
**August 2022 Compared to Average August 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>(1)</b> | <b>1</b>   | <b>(6)</b> | <b>(2)</b> | <b>(0)</b> | <b>(12)</b> | <b>1</b>   | <b>5</b>    | <b>(3)</b>  | <b>0</b>    |
| Freight Interference - Peak                 | 2           | -          | -          | -          | (4)        | (1)        | (4)        | -          | (0)        | (5)         | 1          | 3           | (0)         | (8)         |
| Primary                                     | 2           | -          | -          | -          | (2)        | (0)        | (2)        | 1          | (0)        | (3)         | 1          | (1)         | (1)         | (7)         |
| Secondary                                   | 0           | -          | -          | -          | (2)        | (0)        | (2)        | (1)        | (0)        | (2)         | -          | 4           | 1           | (1)         |
| Freight Interference - Off-Peak             | 15          | -          | -          | -          | 2          | 2          | (2)        | (2)        | -          | (7)         | 0          | 2           | (2)         | 9           |
| Primary                                     | 14          | -          | -          | -          | 2          | 1          | (1)        | (2)        | (1)        | (5)         | (0)        | 2           | (2)         | 7           |
| Secondary                                   | 2           | -          | -          | -          | -          | 1          | (0)        | (1)        | 1          | (2)         | 1          | -           | 0           | 2           |
| <b>Signal/Switch Failure - Total</b>        | <b>(11)</b> | <b>(0)</b> | <b>5</b>   | <b>2</b>   | <b>2</b>   | <b>3</b>   | <b>2</b>   | <b>(3)</b> | <b>(3)</b> | <b>(2)</b>  | <b>(1)</b> | <b>8</b>    | <b>4</b>    | <b>6</b>    |
| Signal/Switch Failure - Metra/PSA           | (7)         | (0)        | 5          | 2          | (0)        | 3          | 2          | (2)        | (3)        | (1)         | (1)        | 9           | 4           | 10          |
| Primary                                     | (5)         | (1)        | 5          | 2          | (0)        | 2          | 2          | (2)        | (2)        | (0)         | 1          | 10          | 5           | 18          |
| Secondary                                   | (2)         | 0          | (0)        | 0          | -          | 0          | (0)        | -          | (1)        | (0)         | (2)        | (1)         | (1)         | (8)         |
| Signal/Switch Failure - Foreign             | (4)         | -          | -          | -          | 2          | -          | 0          | (2)        | (0)        | (1)         | -          | (1)         | -           | (4)         |
| Primary                                     | (2)         | -          | -          | -          | 2          | 1          | (1)        | (1)        | (0)        | (1)         | -          | (0)         | -           | (3)         |
| Secondary                                   | (1)         | -          | -          | -          | (0)        | (1)        | 1          | (0)        | -          | -           | -          | (0)         | -           | (2)         |
| <b>Mechanical Failure - Total</b>           | <b>(14)</b> | <b>(0)</b> | -          | <b>(0)</b> | <b>(1)</b> | <b>(1)</b> | <b>(1)</b> | -          | <b>(5)</b> | <b>(3)</b>  | <b>(3)</b> | <b>(2)</b>  | <b>(4)</b>  | <b>(35)</b> |
| Mechanical Failure - Metra/PSA              | (17)        | (0)        | -          | -          | (1)        | (0)        | (1)        | -          | (5)        | (3)         | (3)        | (2)         | (4)         | (36)        |
| Non-Locomotive Equipment Issue - Metra/PSA  | (4)         | (0)        | -          | -          | -          | 1          | (1)        | (0)        | (2)        | (0)         | 6          | (2)         | (2)         | (4)         |
| Primary                                     | 1           | (0)        | -          | -          | -          | (1)        | (0)        | (0)        | (2)        | (0)         | 3          | (1)         | -           | (0)         |
| Secondary                                   | (5)         | -          | -          | -          | -          | 2          | (0)        | -          | (0)        | (0)         | 4          | (1)         | (2)         | (3)         |
| Locomotive Issue - Metra/PSA                | (13)        | -          | -          | -          | (1)        | (1)        | (0)        | 0          | (3)        | (3)         | (9)        | (0)         | (1)         | (32)        |
| Primary                                     | (2)         | -          | -          | -          | (0)        | 3          | (0)        | 0          | 0          | (1)         | (2)        | 3           | (1)         | (1)         |
| Secondary                                   | (11)        | -          | -          | -          | (0)        | (4)        | (0)        | -          | (4)        | (2)         | (7)        | (3)         | -           | (32)        |
| Mechanical Failure - Foreign                | 2           | -          | -          | (0)        | -          | (1)        | -          | -          | -          | -           | -          | -           | -           | 1           |
| <b>Passenger Train Interference - Total</b> | -           | -          | -          | <b>(0)</b> | <b>3</b>   | <b>1</b>   | <b>(0)</b> | <b>(1)</b> | <b>3</b>   | <b>(1)</b>  | <b>(1)</b> | <b>(2)</b>  | <b>(0)</b>  | <b>1</b>    |
| Passenger Train Interference - Metra/PSA    | -           | -          | -          | (0)        | -          | -          | (0)        | (1)        | 4          | -           | (1)        | (2)         | (0)         | (1)         |
| Passenger Train Interference - Foreign      | -           | -          | -          | -          | 3          | 1          | -          | (0)        | (1)        | (1)         | -          | -           | -           | 2           |
| <b>Accident - Total</b>                     | <b>7</b>    | <b>(1)</b> | <b>(1)</b> | -          | <b>4</b>   | <b>(9)</b> | <b>(3)</b> | <b>(0)</b> | <b>18</b>  | <b>(2)</b>  | <b>3</b>   | <b>(16)</b> | <b>(3)</b>  | <b>(4)</b>  |
| Accident - Metra/PSA                        | 7           | (1)        | (1)        | -          | 3          | (4)        | (2)        | (0)        | 18         | (1)         | 4          | (10)        | (2)         | 11          |
| Accident - Foreign                          | -           | -          | -          | -          | 1          | (5)        | (1)        | -          | (0)        | (1)         | (1)        | (6)         | (1)         | (15)        |
| <b>Track Work - Total</b>                   | <b>15</b>   | <b>(0)</b> | <b>(0)</b> | <b>(3)</b> | <b>(1)</b> | <b>33</b>  | <b>15</b>  | <b>1</b>   | <b>(1)</b> | <b>(1)</b>  | <b>(8)</b> | <b>10</b>   | <b>3</b>    | <b>63</b>   |
| Track Work - Metra/PSA                      | 16          | (0)        | (0)        | (3)        | -          | 31         | 15         | -          | (1)        | (1)         | (8)        | 10          | 3           | 62          |
| Track Work - Foreign                        | (1)         | -          | -          | -          | (1)        | 2          | -          | 1          | -          | (0)         | -          | -           | -           | 1           |
| <b>Human Error - Total</b>                  | <b>(1)</b>  | <b>1</b>   | <b>2</b>   | <b>0</b>   | <b>5</b>   | <b>8</b>   | <b>0</b>   | <b>(0)</b> | <b>(7)</b> | <b>(3)</b>  | <b>0</b>   | <b>2</b>    | <b>(0)</b>  | <b>8</b>    |
| Human Error - Metra/PSA                     | 3           | 1          | 2          | 0          | 3          | 2          | 0          | (1)        | (6)        | (3)         | -          | (1)         | 1           | 2           |
| Human Error - Foreign                       | (4)         | (0)        | -          | -          | 2          | 6          | (0)        | 0          | (1)        | 0           | 0          | 2           | (1)         | 5           |
| <b>PTC Related - Total</b>                  | <b>(5)</b>  | <b>1</b>   | <b>4</b>   | <b>4</b>   | <b>0</b>   | <b>10</b>  | <b>(1)</b> | <b>0</b>   | <b>5</b>   | <b>2</b>    | <b>7</b>   | <b>(2)</b>  | <b>(2)</b>  | <b>23</b>   |
| PTC Related - Metra/PSA                     | (6)         | 1          | 4          | 3          | 1          | 10         | (1)        | 1          | 5          | (1)         | 7          | (2)         | (2)         | 19          |
| PTC Related - Foreign                       | 1           | -          | -          | 1          | (0)        | -          | -          | (1)        | -          | 4           | -          | -           | (1)         | 4           |
| <b>Weather - Total</b>                      | <b>(2)</b>  | <b>(6)</b> | <b>(2)</b> | <b>(4)</b> | <b>(1)</b> | <b>1</b>   | <b>(6)</b> | <b>(2)</b> | <b>(5)</b> | <b>0</b>    | <b>(3)</b> | <b>(4)</b>  | <b>1</b>    | <b>(33)</b> |
| Weather - Metra/PSA                         | (2)         | (6)        | (2)        | (4)        | (1)        | 1          | (6)        | (2)        | (5)        | 0           | (1)        | (4)         | 1           | (31)        |
| Weather - Foreign                           | -           | -          | -          | -          | (0)        | -          | -          | -          | -          | -           | (2)        | -           | -           | (2)         |
| <b>Passenger Related - Total</b>            | <b>(11)</b> | <b>4</b>   | <b>2</b>   | <b>5</b>   | <b>(0)</b> | <b>(9)</b> | <b>(8)</b> | <b>1</b>   | <b>(3)</b> | <b>(1)</b>  | <b>11</b>  | <b>(6)</b>  | <b>(10)</b> | <b>(26)</b> |
| <b>Obstruction/Debris - Total</b>           | <b>3</b>    | <b>0</b>   | <b>2</b>   | <b>(0)</b> | <b>2</b>   | <b>(2)</b> | <b>0</b>   | <b>(0)</b> | <b>(2)</b> | <b>1</b>    | <b>1</b>   | <b>2</b>    | <b>(3)</b>  | <b>4</b>    |
| <b>Catenary Failure - Total</b>             | -           | <b>(0)</b> | <b>(1)</b> | <b>(2)</b> | -          | -          | -          | -          | -          | -           | -          | -           | -           | <b>(2)</b>  |
| <b>Other - Total</b>                        | -           | <b>(0)</b> | -          | <b>(0)</b> | -          | <b>(0)</b> | <b>(0)</b> | -          | <b>(1)</b> | -           | -          | <b>(0)</b>  | <b>(0)</b>  | <b>(2)</b>  |
| <b>Total Trains Delayed</b>                 | <b>(3)</b>  | <b>(2)</b> | <b>12</b>  | <b>1</b>   | <b>13</b>  | <b>35</b>  | <b>(9)</b> | <b>(7)</b> | <b>(3)</b> | <b>(20)</b> | <b>7</b>   | <b>(4)</b>  | <b>(18)</b> | <b>3</b>    |
| Total Metra/PSA Delays                      | -15         | -2         | 12         | 1          | 7          | 31         | -2         | -4         | -1         | -9          | 9          | -4          | -12         | 12          |
| Total Foreign Carrier Delays                | 12          | 0          | 0          | 1          | 6          | 4          | -7         | -3         | -2         | -11         | -2         | 1           | -6          | -9          |

Data for current month is final (09/28/2022) version of TOPS

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

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

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 - August 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>71</b>  | -          | -         | -          | <b>55</b>  | <b>50</b>  | <b>75</b>  | <b>18</b>  | <b>19</b>  | <b>34</b>  | <b>13</b>  | <b>50</b>  | <b>250</b> | <b>635</b>   |
| Freight Interference - Peak                 | 16         | -          | -         | -          | 31         | 13         | 25         | 13         | 4          | 21         | 7          | 27         | 93         | 250          |
| Primary                                     | 14         | -          | -         | -          | 31         | 13         | 21         | 12         | 4          | 20         | 5          | 17         | 70         | 207          |
| Secondary                                   | 2          | -          | -         | -          | -          | -          | 4          | 1          | -          | 1          | 2          | 10         | 23         | 43           |
| Freight Interference - Off-Peak             | 55         | -          | -         | -          | 24         | 37         | 50         | 5          | 15         | 13         | 6          | 23         | 157        | 385          |
| Primary                                     | 50         | -          | -         | -          | 24         | 22         | 37         | 4          | 14         | 11         | 3          | 20         | 122        | 307          |
| Secondary                                   | 5          | -          | -         | -          | -          | 15         | 13         | 1          | 1          | 2          | 3          | 3          | 35         | 78           |
| <b>Signal/Switch Failure - Total</b>        | <b>66</b>  | <b>52</b>  | <b>31</b> | <b>66</b>  | <b>23</b>  | <b>115</b> | <b>94</b>  | <b>22</b>  | <b>121</b> | <b>24</b>  | <b>41</b>  | <b>59</b>  | <b>47</b>  | <b>761</b>   |
| Signal/Switch Failure - Metra/PSA           | 40         | 52         | 31        | 66         | 5          | 100        | 87         | 17         | 119        | 8          | 41         | 52         | 47         | 665          |
| Primary                                     | 32         | 45         | 24        | 40         | 4          | 68         | 70         | 11         | 95         | 7          | 31         | 49         | 35         | 511          |
| Secondary                                   | 8          | 7          | 7         | 26         | 1          | 32         | 17         | 6          | 24         | 1          | 10         | 3          | 12         | 154          |
| Signal/Switch Failure - Foreign             | 26         | -          | -         | -          | 18         | 15         | 7          | 5          | 2          | 16         | -          | 7          | -          | 96           |
| Primary                                     | 16         | -          | -         | -          | 18         | 10         | 4          | 4          | -          | 11         | -          | 6          | -          | 69           |
| Secondary                                   | 10         | -          | -         | -          | -          | 5          | 3          | 1          | 2          | 5          | -          | 1          | -          | 27           |
| <b>Mechanical Failure - Total</b>           | <b>54</b>  | <b>7</b>   | <b>4</b>  | <b>4</b>   | -          | <b>63</b>  | <b>71</b>  | <b>15</b>  | <b>81</b>  | <b>4</b>   | <b>55</b>  | <b>81</b>  | <b>61</b>  | <b>500</b>   |
| Mechanical Failure - Metra/PSA              | 49         | 5          | 4         | 4          | -          | 59         | 71         | 15         | 81         | 4          | 55         | 81         | 61         | 489          |
| Non-Locomotive Equipment Issue - Metra/PSA  | 14         | 5          | 4         | 4          | -          | 12         | 14         | 5          | 8          | 1          | 23         | 20         | 16         | 126          |
| Primary                                     | 12         | 3          | 3         | 3          | -          | 8          | 10         | 3          | 7          | 1          | 14         | 13         | 13         | 90           |
| Secondary                                   | 2          | 2          | 1         | 1          | -          | 4          | 4          | 2          | 1          | -          | 9          | 7          | 3          | 36           |
| Locomotive Issue - Metra/PSA                | 35         | -          | -         | -          | -          | 47         | 57         | 10         | 73         | 3          | 32         | 61         | 45         | 363          |
| Primary                                     | 19         | -          | -         | -          | -          | 22         | 26         | 7          | 32         | 1          | 17         | 27         | 21         | 172          |
| Secondary                                   | 16         | -          | -         | -          | -          | 25         | 31         | 3          | 41         | 2          | 15         | 34         | 24         | 191          |
| Mechanical Failure - Foreign                | 5          | 2          | -         | -          | -          | 4          | -          | -          | -          | -          | -          | -          | -          | 11           |
| <b>Passenger Train Interference - Total</b> | <b>1</b>   | -          | -         | <b>1</b>   | <b>9</b>   | <b>24</b>  | -          | <b>3</b>   | <b>5</b>   | <b>1</b>   | -          | <b>2</b>   | <b>2</b>   | <b>48</b>    |
| Passenger Train Interference - Metra/PSA    | -          | -          | -         | -          | -          | 19         | -          | 3          | 5          | -          | -          | 1          | 2          | 30           |
| Passenger Train Interference - Foreign      | 1          | -          | -         | 1          | 9          | 5          | -          | -          | -          | 1          | -          | 1          | -          | 18           |
| <b>Accident - Total</b>                     | <b>125</b> | <b>3</b>   | -         | <b>3</b>   | <b>4</b>   | <b>35</b>  | <b>19</b>  | <b>1</b>   | <b>60</b>  | <b>2</b>   | <b>83</b>  | <b>56</b>  | <b>38</b>  | <b>429</b>   |
| Accident - Metra/PSA                        | 125        | 3          | -         | 3          | 3          | 35         | 14         | 1          | 33         | 1          | 83         | 41         | 25         | 367          |
| Accident - Foreign                          | -          | -          | -         | -          | 1          | -          | 5          | -          | 27         | 1          | -          | 15         | 13         | 62           |
| <b>Track Work - Total</b>                   | <b>29</b>  | <b>49</b>  | <b>7</b>  | <b>19</b>  | <b>9</b>   | <b>60</b>  | <b>93</b>  | <b>5</b>   | <b>38</b>  | <b>15</b>  | <b>55</b>  | <b>41</b>  | <b>50</b>  | <b>470</b>   |
| Track Work - Metra/PSA                      | 26         | 49         | 7         | 19         | 1          | 58         | 91         | -          | 38         | 3          | 55         | 38         | 50         | 435          |
| Track Work - Foreign                        | 3          | -          | -         | -          | 8          | 2          | 2          | 5          | -          | 12         | -          | 3          | -          | 35           |
| <b>Human Error - Total</b>                  | <b>56</b>  | <b>18</b>  | <b>8</b>  | <b>16</b>  | <b>16</b>  | <b>62</b>  | <b>26</b>  | <b>8</b>   | <b>42</b>  | <b>13</b>  | <b>52</b>  | <b>62</b>  | <b>21</b>  | <b>400</b>   |
| Human Error - Metra/PSA                     | 49         | 18         | 8         | 16         | 6          | 12         | 16         | 4          | 39         | 5          | 44         | 30         | 15         | 262          |
| Human Error - Foreign                       | 7          | -          | -         | -          | 10         | 50         | 10         | 4          | 3          | 8          | 8          | 32         | 6          | 138          |
| <b>PTC Related - Total</b>                  | <b>6</b>   | <b>27</b>  | <b>10</b> | <b>22</b>  | <b>15</b>  | <b>72</b>  | <b>37</b>  | <b>26</b>  | <b>49</b>  | <b>30</b>  | <b>53</b>  | <b>25</b>  | <b>39</b>  | <b>411</b>   |
| PTC Related - Metra/PSA                     | 4          | 26         | 10        | 20         | 6          | 68         | 34         | 18         | 48         | 10         | 52         | 24         | 37         | 357          |
| PTC Related - Foreign                       | 2          | 1          | -         | 2          | 9          | 4          | 3          | 8          | 1          | 20         | 1          | 1          | 2          | 54           |
| <b>Weather - Total</b>                      | <b>34</b>  | <b>13</b>  | <b>7</b>  | <b>9</b>   | <b>6</b>   | <b>81</b>  | <b>48</b>  | <b>10</b>  | <b>69</b>  | <b>5</b>   | <b>70</b>  | <b>56</b>  | <b>53</b>  | <b>461</b>   |
| Weather - Metra/PSA                         | 34         | 13         | 7         | 9          | 5          | 81         | 48         | 10         | 68         | 5          | 70         | 56         | 53         | 459          |
| Weather - Foreign                           | -          | -          | -         | -          | 1          | -          | -          | -          | 1          | -          | -          | -          | -          | 2            |
| <b>Passenger Related - Total</b>            | <b>15</b>  | <b>62</b>  | <b>14</b> | <b>17</b>  | -          | <b>30</b>  | <b>44</b>  | <b>5</b>   | <b>54</b>  | <b>2</b>   | <b>70</b>  | <b>47</b>  | <b>51</b>  | <b>411</b>   |
| <b>Obstruction/Debris - Total</b>           | <b>39</b>  | <b>17</b>  | <b>14</b> | <b>34</b>  | <b>7</b>   | <b>29</b>  | <b>28</b>  | <b>15</b>  | <b>48</b>  | <b>8</b>   | <b>58</b>  | <b>78</b>  | <b>54</b>  | <b>429</b>   |
| <b>Catenary Failure - Total</b>             | -          | <b>9</b>   | -         | <b>18</b>  | -          | -          | -          | -          | -          | -          | -          | -          | -          | <b>27</b>    |
| <b>Other - Total</b>                        | <b>21</b>  | -          | <b>2</b>  | <b>2</b>   | <b>1</b>   | <b>9</b>   | <b>4</b>   | -          | <b>5</b>   | -          | <b>1</b>   | <b>14</b>  | -          | <b>59</b>    |
| <b>Total Trains Delayed</b>                 | <b>517</b> | <b>257</b> | <b>97</b> | <b>211</b> | <b>145</b> | <b>630</b> | <b>539</b> | <b>128</b> | <b>591</b> | <b>138</b> | <b>551</b> | <b>571</b> | <b>666</b> | <b>5,041</b> |
| Total Metra/PSA Delays                      | 402        | 254        | 97        | 208        | 34         | 500        | 437        | 88         | 538        | 46         | 529        | 462        | 395        | 3,990        |
| Total Foreign Carrier Delays                | 115        | 3          | 0         | 3          | 111        | 130        | 102        | 40         | 53         | 92         | 22         | 109        | 271        | 1,051        |

Data for current month is final (09/28/2022) version of TOPS

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

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

**Table 6.b: Train Delays by Cause and Line - YTD**  
**January - August 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>77</b>  | -          | <b>0</b>   | -          | <b>40</b>  | <b>72</b>  | <b>82</b>  | <b>41</b>  | <b>32</b>  | <b>80</b>  | <b>10</b>  | <b>49</b>  | <b>189</b> | <b>672</b>   |
| Freight Interference - Peak                          | 27         | -          | 0          | -          | 35         | 17         | 24         | 17         | 7          | 30         | 3          | 27         | 63         | 251          |
| Primary  | 17         | -          | -          | -          | 29         | 11         | 19         | 13         | 4          | 22         | 2          | 14         | 34         | 165          |
| Secondary  | 11         | -          | 0          | -          | 6          | 6          | 6          | 4          | 2          | 8          | 1          | 13         | 29         | 86           |
| Freight Interference - Off-Peak                      | 49         | -          | -          | -          | 5          | 55         | 58         | 24         | 26         | 50         | 6          | 23         | 127        | 422          |
| Primary  | 40         | -          | -          | -          | 4          | 35         | 45         | 21         | 20         | 35         | 4          | 16         | 92         | 311          |
| Secondary  | 9          | -          | -          | -          | 0          | 20         | 12         | 3          | 6          | 15         | 3          | 6          | 35         | 110          |
| <b>Signal/Switch Failure - Total</b>                 | <b>108</b> | <b>51</b>  | <b>24</b>  | <b>26</b>  | <b>21</b>  | <b>130</b> | <b>79</b>  | <b>43</b>  | <b>106</b> | <b>61</b>  | <b>20</b>  | <b>48</b>  | <b>57</b>  | <b>774</b>   |
| Signal/Switch Failure - Metra/PSA                    | 67         | 51         | 24         | 26         | 2          | 105        | 66         | 19         | 103        | 23         | 20         | 31         | 45         | 583          |
| Primary  | 48         | 38         | 19         | 19         | 2          | 71         | 52         | 16         | 81         | 16         | 11         | 17         | 27         | 417          |
| Secondary  | 19         | 13         | 6          | 7          | 0          | 34         | 13         | 3          | 22         | 7          | 9          | 14         | 17         | 165          |
| Signal/Switch Failure - Foreign                      | 40         | -          | -          | -          | 19         | 25         | 13         | 24         | 3          | 38         | 0          | 17         | 12         | 192          |
| Primary  | 32         | -          | -          | -          | 16         | 12         | 9          | 19         | 2          | 25         | -          | 12         | 9          | 138          |
| Secondary  | 8          | -          | -          | -          | 3          | 12         | 4          | 5          | 0          | 13         | 0          | 5          | 3          | 54           |
| <b>Mechanical Failure - Total</b>                    | <b>121</b> | <b>8</b>   | <b>4</b>   | <b>3</b>   | <b>3</b>   | <b>102</b> | <b>60</b>  | <b>23</b>  | <b>105</b> | <b>22</b>  | <b>69</b>  | <b>58</b>  | <b>75</b>  | <b>653</b>   |
| Mechanical Failure - Metra/PSA                       | 120        | 5          | 3          | 2          | 3          | 94         | 59         | 22         | 105        | 22         | 69         | 58         | 75         | 636          |
| Non-Locomotive Equipment Issue - Metra/PSA           | 46         | 5          | 3          | 2          | 1          | 11         | 7          | 3          | 14         | 10         | 21         | 25         | 32         | 179          |
| Primary  | 18         | 2          | 1          | 1          | 1          | 6          | 5          | 2          | 8          | 5          | 12         | 14         | 15         | 90           |
| Secondary  | 28         | 3          | 2          | 2          | -          | 5          | 3          | 1          | 6          | 4          | 8          | 11         | 16         | 89           |
| Locomotive Issue - Metra/PSA                         | 73         | -          | -          | -          | 2          | 83         | 52         | 19         | 91         | 12         | 49         | 33         | 43         | 457          |
| Primary  | 23         | -          | -          | -          | 2          | 26         | 20         | 7          | 34         | 5          | 15         | 13         | 16         | 159          |
| Secondary  | 51         | -          | -          | -          | 1          | 57         | 32         | 12         | 57         | 7          | 33         | 20         | 27         | 298          |
| Mechanical Failure - Foreign                         | 2          | 4          | 1          | 1          | 0          | 8          | 0          | 1          | -          | -          | -          | -          | -          | 16           |
| <b>Passenger Train Interference - Total</b>          | <b>15</b>  | <b>1</b>   | <b>1</b>   | <b>2</b>   | <b>6</b>   | <b>22</b>  | <b>2</b>   | <b>8</b>   | <b>3</b>   | <b>21</b>  | <b>1</b>   | <b>2</b>   | <b>2</b>   | <b>86</b>    |
| Passenger Train Interference - Metra/PSA             | 2          | 0          | 1          | 1          | 0          | 17         | 1          | 8          | 2          | 0          | 1          | 2          | 1          | 35           |
| Passenger Train Interference - Foreign               | 13         | 1          | 0          | 1          | 6          | 6          | 1          | 0          | 1          | 21         | -          | -          | 0          | 51           |
| <b>Accident - Total</b>                              | <b>45</b>  | <b>30</b>  | <b>6</b>   | <b>8</b>   | <b>2</b>   | <b>21</b>  | <b>23</b>  | <b>6</b>   | <b>26</b>  | <b>8</b>   | <b>30</b>  | <b>65</b>  | <b>42</b>  | <b>313</b>   |
| Accident - Metra/PSA                                 | 40         | 16         | 4          | 8          | 0          | 14         | 20         | 5          | 22         | 4          | 29         | 58         | 21         | 241          |
| Accident - Foreign                                   | 5          | 13         | 2          | -          | 2          | 7          | 3          | 1          | 4          | 4          | 1          | 7          | 22         | 72           |
| <b>Track Work - Total</b>                            | <b>62</b>  | <b>42</b>  | <b>8</b>   | <b>23</b>  | <b>9</b>   | <b>58</b>  | <b>22</b>  | <b>6</b>   | <b>75</b>  | <b>12</b>  | <b>47</b>  | <b>37</b>  | <b>37</b>  | <b>439</b>   |
| Track Work - Metra/PSA                               | 60         | 42         | 8          | 23         | 8          | 56         | 20         | 6          | 75         | 7          | 47         | 36         | 37         | 427          |
| Track Work - Foreign                                 | 2          | 0          | -          | -          | 1          | 2          | 2          | 0          | -          | 5          | -          | 1          | -          | 12           |
| <b>Human Error - Total</b>                           | <b>119</b> | <b>20</b>  | <b>8</b>   | <b>10</b>  | <b>13</b>  | <b>79</b>  | <b>45</b>  | <b>20</b>  | <b>62</b>  | <b>22</b>  | <b>50</b>  | <b>53</b>  | <b>57</b>  | <b>558</b>   |
| Human Error - Metra/PSA                              | 64         | 19         | 8          | 10         | 4          | 45         | 30         | 9          | 61         | 9          | 42         | 36         | 42         | 378          |
| Human Error - Foreign                                | 55         | 1          | -          | 0          | 9          | 34         | 15         | 11         | 1          | 13         | 9          | 17         | 15         | 180          |
| <b>PTC Related - Total</b>                           | <b>29</b>  | <b>12</b>  | <b>3</b>   | <b>8</b>   | <b>8</b>   | <b>16</b>  | <b>10</b>  | <b>8</b>   | <b>37</b>  | <b>11</b>  | <b>34</b>  | <b>25</b>  | <b>50</b>  | <b>252</b>   |
| PTC Related - Metra/PSA                              | 28         | 12         | 3          | 7          | 3          | 14         | 10         | 4          | 36         | 5          | 34         | 24         | 47         | 228          |
| PTC Related - Foreign                                | 1          | 0          | -          | 0          | 5          | 2          | 1          | 3          | 1          | 6          | -          | 1          | 3          | 24           |
| <b>Weather - Total</b>                               | <b>91</b>  | <b>66</b>  | <b>23</b>  | <b>33</b>  | <b>5</b>   | <b>78</b>  | <b>57</b>  | <b>14</b>  | <b>99</b>  | <b>9</b>   | <b>52</b>  | <b>70</b>  | <b>44</b>  | <b>642</b>   |
| Weather - Metra/PSA                                  | 89         | 66         | 23         | 33         | 4          | 77         | 57         | 14         | 99         | 8          | 50         | 69         | 42         | 630          |
| Weather - Foreign                                    | 3          | -          | -          | -          | 1          | 1          | 1          | -          | 1          | 2          | 2          | 1          | 1          | 12           |
| <b>Passenger Related - Total</b>                     | <b>58</b>  | <b>53</b>  | <b>9</b>   | <b>9</b>   | <b>1</b>   | <b>67</b>  | <b>60</b>  | <b>6</b>   | <b>86</b>  | <b>4</b>   | <b>72</b>  | <b>92</b>  | <b>116</b> | <b>631</b>   |
| <b>Obstruction/Debris - Total</b>                    | <b>56</b>  | <b>30</b>  | <b>11</b>  | <b>26</b>  | <b>3</b>   | <b>28</b>  | <b>28</b>  | <b>12</b>  | <b>69</b>  | <b>17</b>  | <b>25</b>  | <b>67</b>  | <b>65</b>  | <b>438</b>   |
| <b>Catenary Failure - Total</b>                      | -          | <b>9</b>   | <b>3</b>   | <b>7</b>   | -          | -          | -          | -          | -          | -          | -          | -          | -          | <b>20</b>    |
| <b>Other - Total</b>                                 | <b>1</b>   | <b>1</b>   | <b>2</b>   | <b>3</b>   | <b>0</b>   | <b>2</b>   | <b>6</b>   | <b>1</b>   | <b>5</b>   | <b>2</b>   | <b>2</b>   | <b>5</b>   | <b>3</b>   | <b>31</b>    |
| <b>Total Trains Delayed</b>                          | <b>781</b> | <b>324</b> | <b>103</b> | <b>158</b> | <b>112</b> | <b>674</b> | <b>475</b> | <b>187</b> | <b>705</b> | <b>269</b> | <b>412</b> | <b>572</b> | <b>736</b> | <b>5,508</b> |
| Total Metra/PSA Delays                               | 581        | 304        | 100        | 156        | 29         | 519        | 357        | 106        | 662        | 100        | 390        | 479        | 494        | 4,276        |
| Total Foreign Carrier Delays                         | 200        | 20         | 3          | 3          | 83         | 155        | 118        | 81         | 43         | 169        | 22         | 94         | 242        | 1,232        |

Data for current month is final (09/21/2021) 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 - August 2022 Compared to Average January - August 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>(6)</b>   | -           | <b>(0)</b>  | -           | <b>15</b>  | <b>(22)</b> | <b>(7)</b>  | <b>(23)</b> | <b>(13)</b>  | <b>(46)</b>  | <b>3</b>    | <b>1</b>    | <b>61</b>   | <b>(37)</b>  |
| Freight Interference - Peak                 | (11)         | -           | (0)         | -           | (4)        | (4)         | 1           | (4)         | (3)          | (9)          | 4           | 0           | 30          | (1)          |
| Primary                                     | (3)          | -           | -           | -           | 2          | 2           | 2           | (1)         | (0)          | (2)          | 3           | 3           | 36          | 42           |
| Secondary                                   | (9)          | -           | (0)         | -           | (6)        | (6)         | (2)         | (3)         | (2)          | (7)          | 1           | (3)         | (6)         | (43)         |
| Freight Interference - Off-Peak             | 6            | -           | -           | -           | 19         | (18)        | (8)         | (19)        | (11)         | (37)         | (0)         | 0           | 30          | (37)         |
| Primary                                     | 10           | -           | -           | -           | 20         | (13)        | (8)         | (17)        | (6)          | (24)         | (1)         | 4           | 30          | (4)          |
| Secondary                                   | (4)          | -           | -           | -           | (0)        | (5)         | 1           | (2)         | (5)          | (13)         | 0           | (3)         | 0           | (32)         |
| <b>Signal/Switch Failure - Total</b>        | <b>(42)</b>  | <b>1</b>    | <b>7</b>    | <b>40</b>   | <b>2</b>   | <b>(15)</b> | <b>15</b>   | <b>(21)</b> | <b>15</b>    | <b>(37)</b>  | <b>21</b>   | <b>11</b>   | <b>(10)</b> | <b>(13)</b>  |
| Signal/Switch Failure - Metra/PSA           | (27)         | 1           | 7           | 40          | 3          | (5)         | 21          | (2)         | 16           | (15)         | 21          | 21          | 2           | 82           |
| Primary                                     | (16)         | 7           | 5           | 21          | 2          | (3)         | 18          | (5)         | 14           | (9)          | 20          | 32          | 8           | 94           |
| Secondary                                   | (11)         | (6)         | 1           | 19          | 1          | (2)         | 4           | 3           | 2            | (6)          | 1           | (11)        | (5)         | (11)         |
| Signal/Switch Failure - Foreign             | (14)         | -           | -           | -           | (1)        | (10)        | (6)         | (19)        | (1)          | (22)         | (0)         | (10)        | (12)        | (96)         |
| Primary                                     | (16)         | -           | -           | -           | 2          | (2)         | (5)         | (15)        | (2)          | (14)         | -           | (6)         | (9)         | (69)         |
| Secondary                                   | 2            | -           | -           | -           | (3)        | (7)         | (1)         | (4)         | 2            | (8)          | (0)         | (4)         | (3)         | (27)         |
| <b>Mechanical Failure - Total</b>           | <b>(67)</b>  | <b>(1)</b>  | <b>0</b>    | <b>1</b>    | <b>(3)</b> | <b>(39)</b> | <b>11</b>   | <b>(8)</b>  | <b>(24)</b>  | <b>(18)</b>  | <b>(14)</b> | <b>23</b>   | <b>(14)</b> | <b>(153)</b> |
| Mechanical Failure - Metra/PSA              | (71)         | 0           | 1           | 2           | (3)        | (35)        | 12          | (7)         | (24)         | (18)         | (14)        | 23          | (14)        | (147)        |
| Non-Locomotive Equipment Issue - Metra/PSA  | (32)         | 0           | 1           | 2           | (1)        | 1           | 7           | 2           | (6)          | (9)          | 2           | (5)         | (16)        | (53)         |
| Primary                                     | (6)          | 1           | 2           | 2           | (1)        | 2           | 5           | 1           | (1)          | (4)          | 2           | (1)         | (2)         | 0            |
| Secondary                                   | (26)         | (1)         | (1)         | (1)         | -          | (1)         | 1           | 1           | (5)          | (4)          | 1           | (4)         | (13)        | (53)         |
| Locomotive Issue - Metra/PSA                | (38)         | -           | -           | -           | (2)        | (36)        | 5           | (9)         | (18)         | (9)          | (17)        | 28          | 2           | (94)         |
| Primary                                     | (4)          | -           | -           | -           | (2)        | (4)         | 6           | 0           | (2)          | (4)          | 2           | 14          | 5           | 13           |
| Secondary                                   | (35)         | -           | -           | -           | (1)        | (32)        | (1)         | (9)         | (16)         | (5)          | (18)        | 14          | (3)         | (107)        |
| Mechanical Failure - Foreign                | 3            | (2)         | (1)         | (1)         | (0)        | (4)         | (0)         | (1)         | -            | -            | -           | -           | -           | (5)          |
| <b>Passenger Train Interference - Total</b> | <b>(14)</b>  | <b>(1)</b>  | <b>(1)</b>  | <b>(1)</b>  | <b>3</b>   | <b>2</b>    | <b>(2)</b>  | <b>(5)</b>  | <b>2</b>     | <b>(20)</b>  | <b>(1)</b>  | <b>(0)</b>  | <b>0</b>    | <b>(38)</b>  |
| Passenger Train Interference - Metra/PSA    | (2)          | (0)         | (1)         | (1)         | (0)        | 2           | (1)         | (5)         | 3            | (0)          | (1)         | (1)         | 1           | (5)          |
| Passenger Train Interference - Foreign      | (12)         | (1)         | (0)         | (0)         | 3          | (1)         | (1)         | (0)         | (1)          | (20)         | -           | 1           | (0)         | (33)         |
| <b>Accident - Total</b>                     | <b>80</b>    | <b>(27)</b> | <b>(6)</b>  | <b>(5)</b>  | <b>2</b>   | <b>14</b>   | <b>(4)</b>  | <b>(5)</b>  | <b>34</b>    | <b>(6)</b>   | <b>53</b>   | <b>(9)</b>  | <b>(4)</b>  | <b>116</b>   |
| Accident - Metra/PSA                        | 85           | (13)        | (4)         | (5)         | 3          | 21          | (6)         | (4)         | 11           | (3)          | 54          | (17)        | 4           | 126          |
| Accident - Foreign                          | (5)          | (13)        | (2)         | -           | (1)        | (7)         | 2           | (1)         | 23           | (3)          | (1)         | 8           | (9)         | (10)         |
| <b>Track Work - Total</b>                   | <b>(33)</b>  | <b>7</b>    | <b>(1)</b>  | <b>(4)</b>  | <b>(0)</b> | <b>2</b>    | <b>71</b>   | <b>(1)</b>  | <b>(37)</b>  | <b>3</b>     | <b>8</b>    | <b>4</b>    | <b>13</b>   | <b>31</b>    |
| Track Work - Metra/PSA                      | (34)         | 7           | (1)         | (4)         | (7)        | 2           | 71          | (6)         | (37)         | (4)          | 8           | 2           | 13          | 8            |
| Track Work - Foreign                        | 1            | (0)         | -           | -           | 7          | 0           | 0           | 5           | -            | 7            | -           | 2           | -           | 23           |
| <b>Human Error - Total</b>                  | <b>(63)</b>  | <b>(2)</b>  | <b>(0)</b>  | <b>6</b>    | <b>3</b>   | <b>(17)</b> | <b>(19)</b> | <b>(12)</b> | <b>(20)</b>  | <b>(9)</b>   | <b>2</b>    | <b>9</b>    | <b>(36)</b> | <b>(158)</b> |
| Human Error - Metra/PSA                     | (15)         | (1)         | (0)         | 6           | 2          | (33)        | (14)        | (5)         | (22)         | (4)          | 2           | (6)         | (27)        | (116)        |
| Human Error - Foreign                       | (48)         | (1)         | -           | (0)         | 1          | 16          | (5)         | (7)         | 2            | (5)          | (1)         | 15          | (9)         | (42)         |
| <b>PTC Related - Total</b>                  | <b>(23)</b>  | <b>15</b>   | <b>7</b>    | <b>14</b>   | <b>7</b>   | <b>56</b>   | <b>27</b>   | <b>18</b>   | <b>12</b>    | <b>19</b>    | <b>19</b>   | <b>(0)</b>  | <b>(11)</b> | <b>159</b>   |
| PTC Related - Metra/PSA                     | (24)         | 14          | 7           | 13          | 3          | 54          | 24          | 14          | 12           | 5            | 18          | (0)         | (10)        | 129          |
| PTC Related - Foreign                       | 1            | 1           | -           | 2           | 4          | 2           | 2           | 5           | (0)          | 14           | 1           | 0           | (1)         | 30           |
| <b>Weather - Total</b>                      | <b>(57)</b>  | <b>(53)</b> | <b>(16)</b> | <b>(24)</b> | <b>1</b>   | <b>3</b>    | <b>(9)</b>  | <b>(4)</b>  | <b>(30)</b>  | <b>(4)</b>   | <b>18</b>   | <b>(14)</b> | <b>9</b>    | <b>(181)</b> |
| Weather - Metra/PSA                         | (55)         | (53)        | (16)        | (24)        | 1          | 4           | (9)         | (4)         | (31)         | (3)          | 20          | (13)        | 11          | (171)        |
| Weather - Foreign                           | (3)          | -           | -           | -           | 0          | (1)         | (1)         | -           | 0            | (2)          | (2)         | (1)         | (1)         | (10)         |
| <b>Passenger Related - Total</b>            | <b>(43)</b>  | <b>9</b>    | <b>5</b>    | <b>8</b>    | <b>(1)</b> | <b>(37)</b> | <b>(16)</b> | <b>(1)</b>  | <b>(32)</b>  | <b>(2)</b>   | <b>(2)</b>  | <b>(45)</b> | <b>(65)</b> | <b>(220)</b> |
| <b>Obstruction/Debris - Total</b>           | <b>(17)</b>  | <b>(13)</b> | <b>3</b>    | <b>8</b>    | <b>4</b>   | <b>1</b>    | <b>(0)</b>  | <b>3</b>    | <b>(21)</b>  | <b>(9)</b>   | <b>33</b>   | <b>11</b>   | <b>(11)</b> | <b>(9)</b>   |
| <b>Catenary Failure - Total</b>             | -            | <b>(0)</b>  | <b>(3)</b>  | <b>11</b>   | -          | -           | -           | -           | -            | -            | -           | -           | -           | <b>7</b>     |
| <b>Other - Total</b>                        | <b>20</b>    | <b>(1)</b>  | <b>0</b>    | <b>(1)</b>  | <b>1</b>   | <b>7</b>    | <b>(2)</b>  | <b>(1)</b>  | <b>0</b>     | <b>(2)</b>   | <b>(1)</b>  | <b>9</b>    | <b>(3)</b>  | <b>28</b>    |
| <b>Total Trains Delayed</b>                 | <b>(264)</b> | <b>(67)</b> | <b>(6)</b>  | <b>53</b>   | <b>33</b>  | <b>(44)</b> | <b>64</b>   | <b>(59)</b> | <b>(114)</b> | <b>(131)</b> | <b>139</b>  | <b>(1)</b>  | <b>(70)</b> | <b>(467)</b> |
| Total Metra/PSA Delays                      | -179         | -50         | -3          | 52          | 5          | -19         | 80          | -18         | -124         | -54          | 139         | -17         | -99         | -286         |
| Total Foreign Carrier Delays                | -85          | -17         | -3          | 0           | 28         | -25         | -16         | -41         | 10           | -77          | 0           | 15          | 29          | -181         |

Data for current month is final (09/28/2022) version of TOPS

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

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

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 - Aug                  |
| <b>Freight Interference - Total</b>                     | <b>67</b>  | <b>62</b>  | <b>80</b>  | <b>90</b>  | <b>79</b>  | <b>69</b>  | <b>95</b>  | <b>93</b>  |     |     |     |     | <b>635</b> <b>12.6%</b>    |
| Freight Interference - Peak                             | 26         | 18         | 35         | 42         | 45         | 27         | 29         | 28         |     |     |     |     | 250 5.0%                   |
| Primary   | 20         | 16         | 30         | 34         | 41         | 24         | 24         | 18         |     |     |     |     | 207 4.1%                   |
| Secondary   | 6          | 2          | 5          | 8          | 4          | 3          | 5          | 10         |     |     |     |     | 43 0.9%                    |
| Freight Interference - Off-Peak                         | 41         | 44         | 45         | 48         | 34         | 42         | 66         | 65         |     |     |     |     | 385 7.6%                   |
| Primary   | 31         | 36         | 37         | 43         | 31         | 35         | 44         | 50         |     |     |     |     | 307 6.1%                   |
| Secondary   | 10         | 8          | 8          | 5          | 3          | 7          | 22         | 15         |     |     |     |     | 78 1.5%                    |
| <b>Signal/Switch Failure - Total</b>                    | <b>92</b>  | <b>101</b> | <b>46</b>  | <b>55</b>  | <b>137</b> | <b>150</b> | <b>86</b>  | <b>94</b>  |     |     |     |     | <b>761</b> <b>15.1%</b>    |
| Signal/Switch Failure - Metra/PSA                       | 76         | 90         | 42         | 48         | 121        | 133        | 72         | 83         |     |     |     |     | 665 13.2%                  |
| Primary   | 62         | 67         | 39         | 40         | 92         | 101        | 42         | 68         |     |     |     |     | 511 10.1%                  |
| Secondary   | 14         | 23         | 3          | 8          | 29         | 32         | 30         | 15         |     |     |     |     | 154 3.1%                   |
| Signal/Switch Failure - Foreign                         | 16         | 11         | 4          | 7          | 16         | 17         | 14         | 11         |     |     |     |     | 96 1.9%                    |
| Primary   | 10         | 10         | 4          | 4          | 13         | 11         | 7          | 10         |     |     |     |     | 69 1.4%                    |
| Secondary   | 6          | 1          | -          | 3          | 3          | 6          | 7          | 1          |     |     |     |     | 27 0.5%                    |
| <b>Mechanical Failure - Total</b>                       | <b>55</b>  | <b>74</b>  | <b>52</b>  | <b>56</b>  | <b>79</b>  | <b>58</b>  | <b>75</b>  | <b>51</b>  |     |     |     |     | <b>500</b> <b>9.9%</b>     |
| Mechanical Failure - Metra/PSA                          | 55         | 72         | 48         | 56         | 79         | 58         | 73         | 48         |     |     |     |     | 489 9.7%                   |
| Non-Locomotive Equipment Issue - Metra/PSA              | 10         | 23         | 9          | 15         | 20         | 17         | 16         | 16         |     |     |     |     | 126 2.5%                   |
| Primary   | 7          | 15         | 7          | 11         | 12         | 13         | 15         | 10         |     |     |     |     | 90 1.8%                    |
| Secondary   | 3          | 8          | 2          | 4          | 8          | 4          | 1          | 6          |     |     |     |     | 36 0.7%                    |
| Locomotive Issue - Metra/PSA                            | 45         | 49         | 39         | 41         | 59         | 41         | 57         | 32         |     |     |     |     | 363 7.2%                   |
| Primary   | 25         | 17         | 19         | 19         | 26         | 25         | 23         | 18         |     |     |     |     | 172 3.4%                   |
| Secondary   | 20         | 32         | 20         | 22         | 33         | 16         | 34         | 14         |     |     |     |     | 191 3.8%                   |
| Mechanical Failure - Foreign                            | -          | 2          | 4          | -          | -          | -          | 2          | 3          |     |     |     |     | 11 0.2%                    |
| <b>Passenger Train Interference - Total</b>             | <b>4</b>   | <b>1</b>   | <b>2</b>   | <b>4</b>   | <b>4</b>   | <b>8</b>   | <b>13</b>  | <b>12</b>  |     |     |     |     | <b>48</b> <b>1.0%</b>      |
| Passenger Train Interference - Metra/PSA                | 2          | -          | -          | 3          | 4          | 4          | 10         | 7          |     |     |     |     | 30 0.6%                    |
| Passenger Train Interference - Foreign                  | 2          | 1          | 2          | 1          | -          | 4          | 3          | 5          |     |     |     |     | 18 0.4%                    |
| <b>Accident - Total</b>                                 | <b>81</b>  | <b>30</b>  | <b>11</b>  | <b>26</b>  | <b>106</b> | <b>43</b>  | <b>87</b>  | <b>45</b>  |     |     |     |     | <b>429</b> <b>8.5%</b>     |
| Accident - Metra/PSA                                    | 66         | 30         | 5          | 25         | 99         | 37         | 61         | 44         |     |     |     |     | 367 7.3%                   |
| Accident - Foreign                                      | 15         | -          | 6          | 1          | 7          | 6          | 26         | 1          |     |     |     |     | 62 1.2%                    |
| <b>Track Work - Total</b>                               | <b>12</b>  | <b>59</b>  | <b>30</b>  | <b>42</b>  | <b>60</b>  | <b>85</b>  | <b>54</b>  | <b>128</b> |     |     |     |     | <b>470</b> <b>9.3%</b>     |
| Track Work - Metra/PSA                                  | 11         | 57         | 26         | 42         | 54         | 70         | 51         | 124        |     |     |     |     | 435 8.6%                   |
| Track Work - Foreign                                    | 1          | 2          | 4          | -          | 6          | 15         | 3          | 4          |     |     |     |     | 35 0.7%                    |
| <b>Human Error - Total</b>                              | <b>31</b>  | <b>24</b>  | <b>42</b>  | <b>43</b>  | <b>69</b>  | <b>50</b>  | <b>63</b>  | <b>78</b>  |     |     |     |     | <b>400</b> <b>7.9%</b>     |
| Human Error - Metra/PSA                                 | 22         | 10         | 29         | 33         | 47         | 24         | 43         | 54         |     |     |     |     | 262 5.2%                   |
| Human Error - Foreign                                   | 9          | 14         | 13         | 10         | 22         | 26         | 20         | 24         |     |     |     |     | 138 2.7%                   |
| <b>PTC Related - Total</b>                              | <b>34</b>  | <b>43</b>  | <b>38</b>  | <b>55</b>  | <b>55</b>  | <b>72</b>  | <b>63</b>  | <b>51</b>  |     |     |     |     | <b>411</b> <b>8.2%</b>     |
| PTC Related - Metra/PSA                                 | 23         | 38         | 36         | 50         | 47         | 65         | 54         | 44         |     |     |     |     | 357 7.1%                   |
| PTC Related - Foreign                                   | 11         | 5          | 2          | 5          | 8          | 7          | 9          | 7          |     |     |     |     | 54 1.1%                    |
| <b>Weather - Total</b>                                  | <b>141</b> | <b>84</b>  | <b>28</b>  | <b>15</b>  | <b>20</b>  | <b>99</b>  | <b>43</b>  | <b>31</b>  |     |     |     |     | <b>461</b> <b>9.1%</b>     |
| Weather - Metra/PSA                                     | 141        | 83         | 28         | 15         | 20         | 98         | 43         | 31         |     |     |     |     | 459 9.1%                   |
| Weather - Foreign                                       | -          | 1          | -          | -          | -          | 1          | -          | -          |     |     |     |     | 2 0.0%                     |
| <b>Passenger Related - Total</b>                        | <b>21</b>  | <b>38</b>  | <b>44</b>  | <b>31</b>  | <b>50</b>  | <b>60</b>  | <b>79</b>  | <b>88</b>  |     |     |     |     | <b>411</b> <b>8.2%</b>     |
| <b>Obstruction/Debris - Total</b>                       | <b>33</b>  | <b>71</b>  | <b>81</b>  | <b>30</b>  | <b>58</b>  | <b>71</b>  | <b>36</b>  | <b>49</b>  |     |     |     |     | <b>429</b> <b>8.5%</b>     |
| <b>Catenary Failure - Total</b>                         | <b>-</b>   | <b>-</b>   | <b>14</b>  | <b>-</b>   | <b>2</b>   | <b>-</b>   | <b>10</b>  | <b>1</b>   |     |     |     |     | <b>27</b> <b>0.5%</b>      |
| <b>Other - Total</b>                                    | <b>1</b>   | <b>1</b>   | <b>8</b>   | <b>2</b>   | <b>23</b>  | <b>18</b>  | <b>5</b>   | <b>1</b>   |     |     |     |     | <b>59</b> <b>1.2%</b>      |
| <b>Total Trains Delayed</b>                             | <b>572</b> | <b>588</b> | <b>476</b> | <b>449</b> | <b>742</b> | <b>783</b> | <b>709</b> | <b>722</b> |     |     |     |     | <b>5,041</b> <b>100.0%</b> |
| Total Metra/PSA Delays                                  | 451        | 490        | 361        | 335        | 604        | 638        | 537        | 574        |     |     |     |     | 3,990 79.2%                |
| Total Foreign Carrier Delays                            | 121        | 98         | 115        | 114        | 138        | 145        | 172        | 148        |     |     |     |     | 1,051 20.8%                |

Data for current month is final (09/28/2022) 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 - Aug    |               |
| <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>655</b>   | <b>15.6%</b>  |
| Freight Interference - Peak                             | 31         | 52         | 21         | 17         | 23         | 26         | 42         | 55         | 29         | 35         | 34         | 41         | 267          | 6.4%          |
| Primary   | 26         | 43         | 17         | 16         | 21         | 22         | 31         | 38         | 22         | 28         | 28         | 32         | 214          | 5.1%          |
| Secondary   | 5          | 9          | 4          | 1          | 2          | 4          | 11         | 17         | 7          | 7          | 6          | 9          | 53           | 1.3%          |
| Freight Interference - Off-Peak                         | 34         | 57         | 18         | 27         | 37         | 53         | 78         | 84         | 71         | 33         | 45         | 81         | 388          | 9.3%          |
| Primary   | 24         | 47         | 16         | 26         | 32         | 44         | 54         | 64         | 61         | 28         | 36         | 58         | 307          | 7.3%          |
| Secondary   | 10         | 10         | 2          | 1          | 5          | 9          | 24         | 20         | 10         | 5          | 9          | 23         | 81           | 1.9%          |
| <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>529</b>   | <b>12.6%</b>  |
| Signal/Switch Failure - Metra/PSA                       | 37         | 65         | 37         | 28         | 30         | 60         | 108        | 49         | 53         | 92         | 62         | 98         | 414          | 9.9%          |
| Primary   | 32         | 51         | 29         | 26         | 27         | 51         | 80         | 39         | 41         | 73         | 43         | 77         | 335          | 8.0%          |
| Secondary   | 5          | 14         | 8          | 2          | 3          | 9          | 28         | 10         | 12         | 19         | 19         | 21         | 79           | 1.9%          |
| Signal/Switch Failure - Foreign                         | 9          | 28         | 6          | 9          | 20         | 24         | 9          | 10         | 14         | 14         | 13         | 10         | 115          | 2.7%          |
| Primary   | 8          | 25         | 6          | 7          | 18         | 23         | 8          | 9          | 10         | 13         | 12         | 8          | 104          | 2.5%          |
| Secondary   | 1          | 3          | -          | 2          | 2          | 1          | 1          | 1          | 4          | 1          | 1          | 2          | 11           | 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>329</b>   | <b>7.8%</b>   |
| Mechanical Failure - Metra/PSA                          | 25         | 43         | 23         | 37         | 32         | 43         | 75         | 51         | 52         | 40         | 36         | 70         | 329          | 7.8%          |
| Non-Locomotive Equipment Issue - Metra/PSA              | 4          | 14         | 9          | 3          | 10         | 20         | 17         | 7          | 20         | 9          | 22         | 18         | 84           | 2.0%          |
| Primary   | 3          | 8          | 6          | 3          | 7          | 13         | 10         | 6          | 13         | 8          | 13         | 10         | 56           | 1.3%          |
| Secondary   | 1          | 6          | 3          | -          | 3          | 7          | 7          | 1          | 7          | 1          | 9          | 8          | 28           | 0.7%          |
| Locomotive Issue - Metra/PSA                            | 21         | 29         | 14         | 34         | 22         | 23         | 58         | 44         | 32         | 31         | 14         | 52         | 245          | 5.8%          |
| Primary   | 11         | 19         | 11         | 14         | 10         | 14         | 28         | 14         | 17         | 14         | 6          | 18         | 121          | 2.9%          |
| Secondary   | 10         | 10         | 3          | 20         | 12         | 9          | 30         | 30         | 15         | 17         | 8          | 34         | 124          | 3.0%          |
| 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>55</b>    | <b>1.3%</b>   |
| Passenger Train Interference - Metra/PSA                | 2          | 7          | 3          | 1          | -          | 4          | 9          | 16         | 13         | 10         | 8          | 2          | 42           | 1.0%          |
| Passenger Train Interference - Foreign                  | -          | 2          | -          | -          | 1          | 1          | 7          | 2          | 5          | 3          | 5          | 4          | 13           | 0.3%          |
| <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>253</b>   | <b>6.0%</b>   |
| Accident - Metra/PSA                                    | 23         | 21         | 24         | 39         | 14         | 23         | 5          | 61         | 36         | 15         | 8          | 15         | 210          | 5.0%          |
| Accident - Foreign                                      | 7          | 14         | -          | 1          | 3          | 13         | -          | 5          | 14         | -          | -          | 2          | 43           | 1.0%          |
| <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>295</b>   | <b>7.0%</b>   |
| Track Work - Metra/PSA                                  | 1          | 18         | 38         | 16         | 27         | 37         | 73         | 71         | 86         | 62         | 84         | 23         | 281          | 6.7%          |
| Track Work - Foreign                                    | -          | -          | 2          | 1          | 1          | 1          | 3          | 6          | 7          | 1          | 7          | 2          | 14           | 0.3%          |
| <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>404</b>   | <b>9.6%</b>   |
| Human Error - Metra/PSA                                 | 19         | 52         | 19         | 16         | 34         | 20         | 71         | 53         | 37         | 17         | 40         | 29         | 284          | 6.8%          |
| Human Error - Foreign                                   | 6          | 10         | 8          | 7          | 13         | 9          | 37         | 30         | 22         | 29         | 10         | 8          | 120          | 2.9%          |
| <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>314</b>   | <b>7.5%</b>   |
| PTC Related - Metra/PSA                                 | 28         | 26         | 29         | 16         | 31         | 54         | 39         | 33         | 48         | 29         | 35         | 43         | 256          | 6.1%          |
| PTC Related - Foreign                                   | 5          | 6          | 6          | 10         | 6          | 6          | 11         | 8          | 3          | 8          | 14         | 5          | 58           | 1.4%          |
| <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>635</b>   | <b>15.1%</b>  |
| Weather - Metra/PSA                                     | 23         | 397        | 5          | 1          | 12         | 31         | 27         | 95         | 10         | 57         | 85         | 54         | 591          | 14.1%         |
| Weather - Foreign                                       | -          | 33         | -          | -          | -          | -          | -          | 11         | -          | 1          | -          | -          | 44           | 1.0%          |
| <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>357</b>   | <b>8.5%</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>320</b>   | <b>7.6%</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>29</b>    | <b>0.7%</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>19</b>    | <b>0.5%</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>4,194</b> | <b>100.0%</b> |
| Total Metra/PSA Delays                                  | 214        | 702        | 223        | 204        | 272        | 385        | 572        | 560        | 482        | 477        | 474        | 429        | 3,132        | 74.7%         |
| Total Foreign Carrier Delays                            | 92         | 202        | 61         | 72         | 104        | 133        | 187        | 211        | 166        | 124        | 128        | 156        | 1,062        | 25.3%         |

Data for current month is final (09/21/2021) version of TOPS

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

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

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

**Table 8: Train Delays by Duration  
August 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  | 12           | 5           | 9           | 1            | 6            | 24          | 14          | 6           | 15           | 5           | 18           | 10          | 8           | 133         |
| 11-15                                       | 1            | 1           | 2           | 1            | 2            | 2           | 3           | 4           | 4            | 1           | 4            | 12          | 6           | 43          |
| 16-20                                       | 2            | 1           | 0           | 0            | 3            | 2           | 2           | 2           | 2            | 1           | 2            | 12          | 2           | 31          |
| 21+   | 6            | 0           | 0           | 1            | 2            | 0           | 0           | 0           | 3            | 3           | 8            | 14          | 6           | 43          |
| Annulled                                    | <u>2</u>     | <u>0</u>    | <u>0</u>    | <u>1</u>     | <u>0</u>     | <u>0</u>    | <u>1</u>    | <u>0</u>    | <u>4</u>     | <u>0</u>    | <u>1</u>     | <u>4</u>    | <u>3</u>    | <u>16</u>   |
| Sub-Total                                   | 23           | 7           | 11          | 4            | 13           | 28          | 20          | 12          | 28           | 10          | 33           | 52          | 25          | 266         |
| <b>Weekday Off-Peak **</b>                  |              |             |             |              |              |             |             |             |              |             |              |             |             |             |
| 6-10  | 22           | 9           | 6           | 8            | 1            | 37          | 16          | 1           | 24           | 4           | 16           | 5           | 13          | 162         |
| 11-15                                       | 18           | 1           | 2           | 2            | 1            | 14          | 1           | 0           | 4            | 2           | 5            | 3           | 7           | 60          |
| 16-20                                       | 9            | 3           | 1           | 0            | 0            | 6           | 1           | 0           | 3            | 0           | 4            | 5           | 9           | 41          |
| 21+   | 12           | 2           | 1           | 3            | 2            | 5           | 1           | 0           | 11           | 2           | 3            | 5           | 13          | 60          |
| Annulled                                    | <u>5</u>     | <u>0</u>    | <u>0</u>    | <u>0</u>     | <u>1</u>     | <u>2</u>    | <u>0</u>    | <u>0</u>    | <u>2</u>     | <u>0</u>    | <u>4</u>     | <u>0</u>    | <u>0</u>    | <u>14</u>   |
| Sub-Total                                   | 66           | 15          | 10          | 13           | 5            | 64          | 19          | 1           | 44           | 8           | 32           | 18          | 42          | 337         |
| <b>Saturday</b>                             |              |             |             |              |              |             |             |             |              |             |              |             |             |             |
| 6-10  | 2            | 5           | 0           | 2            | 3            | 7           | 1           | 0           | 4            | 0           | 2            | 1           | 3           | 30          |
| 11-15                                       | 0            | 2           | 0           | 0            | 0            | 1           | 2           | 0           | 2            | 0           | 1            | 0           | 1           | 9           |
| 16-20                                       | 0            | 0           | 0           | 0            | 1            | 1           | 1           | 0           | 0            | 0           | 1            | 0           | 1           | 5           |
| 21+   | 1            | 1           | 0           | 0            | 0            | 3           | 0           | 0           | 3            | 0           | 1            | 1           | 9           | 19          |
| Annulled                                    | <u>5</u>     | <u>2</u>    | <u>0</u>    | <u>0</u>     | <u>4</u>     | <u>0</u>    | <u>0</u>    | <u>0</u>    | <u>3</u>     | <u>0</u>    | <u>0</u>     | <u>0</u>    | <u>0</u>    | <u>14</u>   |
| Sub-Total                                   | 8            | 10          | 0           | 2            | 8            | 12          | 4           | 0           | 12           | 0           | 5            | 2           | 14          | 77          |
| <b>Sunday-Holiday</b>                       |              |             |             |              |              |             |             |             |              |             |              |             |             |             |
| 6-10  | 0            | 1           | 0           | 3            | 0            | 5           | 1           | 0           | 3            | 0           | 3            | 1           | 2           | 19          |
| 11-15                                       | 0            | 0           | 0           | 1            | 0            | 2           | 2           | 0           | 0            | 0           | 1            | 2           | 1           | 9           |
| 16-20                                       | 0            | 0           | 0           | 0            | 0            | 0           | 1           | 0           | 1            | 0           | 2            | 2           | 0           | 6           |
| 21+   | 0            | 0           | 0           | 0            | 0            | 0           | 0           | 0           | 0            | 0           | 2            | 3           | 3           | 8           |
| Annulled                                    | <u>0</u>     | <u>0</u>    | <u>0</u>    | <u>0</u>     | <u>0</u>     | <u>0</u>    | <u>0</u>    | <u>0</u>    | <u>0</u>     | <u>0</u>    | <u>0</u>     | <u>0</u>    | <u>0</u>    | <u>0</u>    |
| Sub-Total                                   | 0            | 1           | 0           | 4            | 0            | 7           | 4           | 0           | 4            | 0           | 8            | 8           | 6           | 42          |
| <b>August 2022 Total</b>                    |              |             |             |              |              |             |             |             |              |             |              |             |             |             |
| 6-10  | 36           | 20          | 15          | 14           | 10           | 73          | 32          | 7           | 46           | 9           | 39           | 17          | 26          | 344         |
| 11-15                                       | 19           | 4           | 4           | 4            | 3            | 19          | 8           | 4           | 10           | 3           | 11           | 17          | 15          | 121         |
| 16-20                                       | 11           | 4           | 1           | 0            | 4            | 9           | 5           | 2           | 6            | 1           | 9            | 19          | 12          | 83          |
| 21+   | 19           | 3           | 1           | 4            | 4            | 8           | 1           | 0           | 17           | 5           | 14           | 23          | 31          | 130         |
| Annulled                                    | <u>12</u>    | <u>2</u>    | <u>0</u>    | <u>1</u>     | <u>5</u>     | <u>2</u>    | <u>1</u>    | <u>0</u>    | <u>9</u>     | <u>0</u>    | <u>5</u>     | <u>4</u>    | <u>3</u>    | <u>44</u>   |
| TOTAL                                       | 97           | 33          | 21          | 23           | 26           | 111         | 47          | 13          | 88           | 18          | 78           | 80          | 87          | 722         |
| <b>2022 Year-to-Date</b>                    |              |             |             |              |              |             |             |             |              |             |              |             |             |             |
| 6-10  | 152          | 131         | 50          | 89           | 64           | 317         | 286         | 60          | 262          | 70          | 171          | 176         | 216         | 2,044       |
| 11-15                                       | 86           | 37          | 19          | 30           | 27           | 139         | 117         | 38          | 104          | 23          | 92           | 106         | 150         | 968         |
| 16-20                                       | 50           | 22          | 7           | 18           | 20           | 67          | 45          | 9           | 63           | 15          | 68           | 75          | 92          | 551         |
| 21+   | 108          | 48          | 13          | 44           | 29           | 86          | 78          | 18          | 117          | 26          | 164          | 186         | 178         | 1,095       |
| Annulled                                    | <u>121</u>   | <u>19</u>   | <u>8</u>    | <u>30</u>    | <u>5</u>     | <u>21</u>   | <u>13</u>   | <u>3</u>    | <u>45</u>    | <u>4</u>    | <u>56</u>    | <u>28</u>   | <u>30</u>   | <u>383</u>  |
| TOTAL                                       | 517          | 257         | 97          | 211          | 145          | 630         | 539         | 128         | 591          | 138         | 551          | 571         | 666         | 5,041       |
| <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>August 2022 Total</b>                    |              |             |             |              |              |             |             |             |              |             |              |             |             |             |
| 6-10  | 37.1%        | 60.6%       | 71.4%       | 60.9%        | 38.5%        | 65.8%       | 68.1%       | 53.8%       | 52.3%        | 50.0%       | 50.0%        | 21.3%       | 29.9%       | 47.6%       |
| 11-15                                       | 19.6%        | 12.1%       | 19.0%       | 17.4%        | 11.5%        | 17.1%       | 17.0%       | 30.8%       | 11.4%        | 16.7%       | 14.1%        | 21.3%       | 17.2%       | 16.8%       |
| 16-20                                       | 11.3%        | 12.1%       | 4.8%        | 0.0%         | 15.4%        | 8.1%        | 10.6%       | 15.4%       | 6.8%         | 5.6%        | 11.5%        | 23.8%       | 13.8%       | 11.5%       |
| 21+   | 19.6%        | 9.1%        | 4.8%        | 17.4%        | 15.4%        | 7.2%        | 2.1%        | 0.0%        | 19.3%        | 27.8%       | 17.9%        | 28.8%       | 35.6%       | 18.0%       |
| Annulled                                    | <u>12.4%</u> | <u>6.1%</u> | <u>0.0%</u> | <u>4.3%</u>  | <u>19.2%</u> | <u>1.8%</u> | <u>2.1%</u> | <u>0.0%</u> | <u>10.2%</u> | <u>0.0%</u> | <u>6.4%</u>  | <u>5.0%</u> | <u>3.4%</u> | <u>6.1%</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  | 29.4%        | 51.0%       | 51.5%       | 42.2%        | 44.1%        | 50.3%       | 53.1%       | 46.9%       | 44.3%        | 50.7%       | 31.0%        | 30.8%       | 32.4%       | 40.5%       |
| 11-15                                       | 16.6%        | 14.4%       | 19.6%       | 14.2%        | 18.6%        | 22.1%       | 21.7%       | 29.7%       | 17.6%        | 16.7%       | 16.7%        | 18.6%       | 22.5%       | 19.2%       |
| 16-20                                       | 9.7%         | 8.6%        | 7.2%        | 8.5%         | 13.8%        | 10.6%       | 8.3%        | 7.0%        | 10.7%        | 10.9%       | 12.3%        | 13.1%       | 13.8%       | 10.9%       |
| 21+   | 20.9%        | 18.7%       | 13.4%       | 20.9%        | 20.0%        | 13.7%       | 14.5%       | 14.1%       | 19.8%        | 18.8%       | 29.8%        | 32.6%       | 26.7%       | 21.7%       |
| Annulled                                    | <u>23.4%</u> | <u>7.4%</u> | <u>8.2%</u> | <u>14.2%</u> | <u>3.4%</u>  | <u>3.3%</u> | <u>2.4%</u> | <u>2.3%</u> | <u>7.6%</u>  | <u>2.9%</u> | <u>10.2%</u> | <u>4.9%</u> | <u>4.5%</u> | <u>7.6%</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 (09/28/2022) version from TOPS.