

On-Time Performance

December 2023



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This report presents an analysis of December 2023 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 2016.

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.

Table 9 shows the annual number of train delays and annual on-time performance by line for the past five years. Table 9 is only included in the December monthly report.

Table 10 shows the annual number of train delays by cause and line for the past five years. Table 10 is only included in the December monthly report.

Reporting Calculations for Temporary Schedules and Special Events

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

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

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

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

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

A schedule change on March 28, 2022, resulted in an increase of five weekday BNSF revenue trains. A schedule change on April 25 resulted in 21 additional UP-NW weekday trains and four fewer UP-N

weekday trains. Two ME weekday trains were added on May 23. Schedule changes on May 31 and June 20 did not change the number of scheduled revenue trains. Metra added six Saturday HC trains on July 2 under a summer promotion, which ran through September 3. On December 5 Metra added 18 UP-W weekday trains and on December 12 added 14 MD-N weekday trains, 12 MD-W weekday trains and two NCS weekday trains. On January 16, 2023, Metra added 18 SWS weekday trains, and on April 3 Metra added 12 UP-NW weekday trains. Metra added four ME-BI weekday trains on August 14. From September 9 through October 14, Metra added six Saturday HC trains for a promotion. Metra added one Sunday RI train on November 27.

Under these pilot and alternate schedules Metra operated 662 regularly scheduled revenue trains each weekday in December, which is 96 percent of Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 269 regularly scheduled revenue trains each Saturday in December, which is 99 percent of the 273 Saturday trains Metra operated pre-pandemic. Metra operated 186 regularly scheduled revenue trains each Sunday in December, which is three percent more than the 181 Sunday revenue trains Metra operated pre-pandemic. As a result of the changes under these alternative and pilot schedules, Metra operated about six percent fewer total revenue trains in December 2023 than in December 2019, 53 percent more total revenue trains than in December 2020, 12 percent more total revenue trains than in December 2021, and five percent more total revenue trains than in December 2022.

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
December 2023**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	880	10	98.9%	940	18	98.1%	1,820	28	98.5%	150	5	96.7%	120	4	96.7%	2,090	37	98.2%
ME-ML	500	4	99.2%	840	2	99.8%	1,340	6	99.6%	210	0	100.0%	147	0	100.0%	1,697	6	99.6%
ME-BI	160	1	99.4%	280	1	99.6%	440	2	99.5%	40	0	100.0%	--	--	--	480	2	99.6%
ME-SC	<u>220</u>	<u>6</u>	97.3%	<u>620</u>	<u>16</u>	97.4%	<u>840</u>	<u>22</u>	97.4%	<u>160</u>	<u>3</u>	98.1%	<u>120</u>	<u>2</u>	98.3%	<u>1,120</u>	<u>27</u>	97.6%
Subtotal	880	11	98.8%	1,740	19	98.9%	2,620	30	98.9%	410	3	99.3%	267	2	99.3%	3,297	35	98.9%
HC	120	9	92.5%	--	--	--	120	9	92.5%	--	--	--	--	--	--	120	9	92.5%
MD-N	420	51	87.9%	620	56	91.0%	1,040	107	89.7%	100	6	94.0%	108	7	93.5%	1,248	120	90.4%
MD-W	<u>440</u>	<u>12</u>	97.3%	<u>600</u>	<u>26</u>	95.7%	<u>1,040</u>	<u>38</u>	96.3%	<u>120</u>	<u>7</u>	94.2%	<u>108</u>	<u>6</u>	94.4%	<u>1,268</u>	<u>51</u>	96.0%
Subtotal	860	63	92.7%	1,220	82	93.3%	2,080	145	93.0%	220	13	94.1%	216	13	94.0%	2,516	171	93.2%
NCS	160	15	90.6%	120	5	95.8%	280	20	92.9%	--	--	--	--	--	--	280	20	92.9%
RI	620	24	96.1%	980	26	97.3%	1,600	50	96.9%	165	4	97.6%	174	3	98.3%	1,939	57	97.1%
SWS	240	18	92.5%	360	31	91.4%	600	49	91.8%	--	--	--	--	--	--	600	49	91.8%
UP-N	440	12	97.3%	960	11	98.9%	1,400	23	98.4%	130	5	96.2%	108	3	97.2%	1,638	31	98.1%
UP-NW	700	39	94.4%	860	19	97.8%	1,560	58	96.3%	170	14	91.8%	126	5	96.0%	1,856	77	95.9%
UP-W	<u>520</u>	<u>33</u>	93.7%	<u>640</u>	<u>33</u>	94.8%	<u>1,160</u>	<u>66</u>	94.3%	<u>100</u>	<u>6</u>	94.0%	<u>108</u>	<u>2</u>	98.1%	<u>1,368</u>	<u>74</u>	94.6%
Subtotal	1,660	84	94.9%	2,460	63	97.4%	4,120	147	96.4%	400	25	93.8%	342	10	97.1%	4,862	182	96.3%
System	5,420	234	95.7%	7,820	244	96.9%	13,240	478	96.4%	1,345	50	96.3%	1,119	32	97.1%	15,704	560	96.4%

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

Delays data for most recent month is final (01/17/2024) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - December 2023**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	11,176	362	96.8%	11,948	459	96.2%	23,124	821	96.4%	1,550	50	96.8%	1,203	41	96.6%	25,877	912	96.5%
ME-ML	6,350	128	98.0%	10,668	352	96.7%	17,018	480	97.2%	2,184	139	93.6%	1,424	62	95.6%	20,626	681	96.7%
ME-BI	1,850	79	95.7%	3,110	72	97.7%	4,960	151	97.0%	416	10	97.6%		--		5,376	161	97.0%
ME-SC	<u>2,794</u>	<u>91</u>	96.7%	<u>7,874</u>	<u>185</u>	97.7%	<u>10,668</u>	<u>276</u>	97.4%	<u>1,664</u>	<u>79</u>	95.3%	<u>1,180</u>	<u>26</u>	97.8%	<u>13,512</u>	<u>381</u>	97.2%
Subtotal	10,994	298	97.3%	21,652	609	97.2%	32,646	907	97.2%	4,264	228	94.7%	2,604	88	96.6%	39,514	1,223	96.9%
HC	1,524	135	91.1%		--		1,524	135	91.1%	36	3	91.7%		--		1,560	138	91.2%
MD-N	5,334	588	89.0%	7,878	655	91.7%	13,212	1,243	90.6%	1,053	64	93.9%	1,067	48	95.5%	15,332	1,355	91.2%
MD-W	<u>5,588</u>	<u>318</u>	94.3%	<u>7,626</u>	<u>334</u>	95.6%	<u>13,214</u>	<u>652</u>	95.1%	<u>1,257</u>	<u>50</u>	96.0%	<u>1,064</u>	<u>68</u>	93.6%	<u>15,535</u>	<u>770</u>	95.0%
Subtotal	10,922	906	91.7%	15,504	989	93.6%	26,426	1,895	92.8%	2,310	114	95.1%	2,131	116	94.6%	30,867	2,125	93.1%
NCS	2,032	202	90.1%	1,524	164	89.2%	3,556	366	89.7%		--			--		3,556	366	89.7%
RI	7,871	437	94.4%	12,451	564	95.5%	20,322	1,001	95.1%	1,728	71	95.9%	1,663	58	96.5%	23,713	1,130	95.2%
SWS	3,021	233	92.3%	4,437	368	91.7%	7,458	601	91.9%		--			--		7,458	601	91.9%
UP-N	5,585	253	95.5%	12,188	379	96.9%	17,773	632	96.4%	1,372	56	95.9%	1,082	64	94.1%	20,227	752	96.3%
UP-NW	8,570	685	92.0%	10,450	485	95.4%	19,020	1,170	93.8%	1,771	104	94.1%	1,246	85	93.2%	22,037	1,359	93.8%
UP-W	<u>6,604</u>	<u>447</u>	93.2%	<u>8,128</u>	<u>669</u>	91.8%	<u>14,732</u>	<u>1,116</u>	92.4%	<u>1,050</u>	<u>63</u>	94.0%	<u>1,070</u>	<u>48</u>	95.5%	<u>16,852</u>	<u>1,227</u>	92.7%
Subtotal	20,759	1,385	93.3%	30,766	1,533	95.0%	51,525	2,918	94.3%	4,193	223	94.7%	3,398	197	94.2%	59,116	3,338	94.4%
System	68,299	3,958	94.2%	98,282	4,686	95.2%	166,581	8,644	94.8%	14,081	689	95.1%	10,999	500	95.5%	191,661	9,833	94.9%

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

Delays data for most recent month is final (01/17/2024) 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-Dec	Annual
BNSF	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	92.2%	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	95.0%	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	97.9%	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	97.1%	97.1%
	2022	98.0	97.6	98.1	97.8	95.2	96.3	97.1	95.8	97.4	97.2	97.1	97.7	97.1%	97.1%
	2023	97.5	96.2	96.3	94.0	97.2	95.8	94.7	95.9	98.0	97.5	96.3	98.2	96.5%	96.5%
2018-2022 average		94.9	93.3	96.8	96.5	94.5	95.2	94.9	95.6	95.5	95.9	96.1	97.6	95.6%	95.6%
ME	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	98.1%	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	98.0%	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	97.7%	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	98.0%	98.0%
	2022	98.4	97.0	97.9	98.4	97.3	98.1	97.7	97.8	96.8	97.4	94.3	97.6	97.4%	97.4%
	2023	98.4	97.4	97.2	94.8	94.1	95.5	95.4	97.4	98.1	97.9	97.6	98.9	96.9%	96.9%
2018-2022 average		97.7	95.7	98.8	99.0	98.0	98.4	97.4	98.1	98.2	98.2	97.2	97.7	97.9%	97.9%
HC	2018	86.4	90.7	90.9	95.2	73.4	87.1	93.9	93.2	96.2	88.8	87.8	90.7	89.4%	89.4%
	2019	81.8	82.1	87.1	87.7	85.1	92.1	89.6	89.0	82.9	90.7	90.7	95.9	87.9%	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	89.6%	89.6%
	2021	90.0	75.0	88.0	95.5	76.3	87.5	87.7	85.6	82.8	87.0	91.3	88.9	86.5%	86.5%
	2022	84.9	84.2	87.0	92.1	84.9	85.6	90.0	84.0	91.7	87.3	92.9	89.7	87.8%	87.8%
	2023	96.8	90.8	93.5	91.7	90.2	89.4	90.8	87.0	85.4	92.4	94.4	92.5	91.2%	91.2%
2018-2022 average		86.5	85.6	88.5	93.0	81.0	87.5	89.9	87.2	88.1	88.1	90.3	92.3	88.3%	88.3%
MD-N	2018	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0	90.3	94.3	92.7%	92.7%
	2019	88.4	85.2	94.2	94.3	94.3	92.3	89.4	91.8	95.3	93.2	88.9	95.1	91.9%	91.9%
	2020	93.3	95.7	97.6	97.0	95.3	96.7	96.9	97.4	95.7	96.3	94.5	95.0	95.8%	95.8%
	2021	91.8	86.7	96.4	95.1	93.9	89.3	91.1	95.7	94.7	91.6	94.7	94.0	93.0%	93.0%
	2022	94.0	93.5	95.9	95.5	90.3	88.3	89.5	89.2	93.5	89.8	89.4	88.2	91.4%	91.4%
	2023	92.0	93.0	94.8	93.1	86.2	93.4	86.2	90.1	93.4	92.2	89.1	90.4	91.2%	91.2%
2018-2022 average		91.7	90.3	95.8	94.3	93.2	92.0	92.1	93.5	94.2	92.5	91.1	93.4	92.8%	92.8%
MD-W	2018	94.7	91.3	96.3	97.7	95.8	96.5	97.4	96.6	96.4	95.7	93.2	96.6	95.7%	95.7%
	2019	92.3	91.9	96.4	95.7	95.5	97.0	96.7	96.0	96.2	95.5	91.0	96.1	95.1%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3	93.9	94.1	92.4	94.7%	94.7%
	2021	93.0	85.8	96.1	95.3	93.5	93.8	94.3	95.7	96.3	95.8	95.0	92.8	94.1%	94.1%
	2022	92.7	93.9	97.0	95.2	90.3	91.8	91.6	95.7	95.7	95.6	95.5	94.1	94.1%	94.1%
	2023	96.0	94.6	95.4	96.8	92.7	97.0	92.3	95.3	92.1	95.9	96.3	96.0	95.0%	95.0%
2018-2022 average		93.9	91.1	96.4	96.2	94.5	95.2	95.2	95.5	96.2	95.4	93.6	94.7	94.8%	94.8%
NCS	2018	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	92.9%	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	94.3%	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	91.7%	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	90.4%	90.4%
	2022	94.0	95.4	96.7	96.8	88.5	90.5	92.5	95.3	92.5	88.9	90.9	93.4	93.0%	93.0%
	2023	92.2	93.2	94.1	88.2	88.3	91.9	78.2	88.2	88.9	92.9	86.7	92.9	89.7%	89.7%
2018-2022 average		91.6	87.1	95.5	95.1	91.9	93.6	93.4	93.2	93.9	94.2	91.7	93.0	92.9%	92.9%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Dec	Annual
RI	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	94.8%	94.8%
	2019	89.8	87.1	96.7	95.7	88.9	94.0	88.2	92.6	90.1	94.9	91.4	94.1	92.0%	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	95.8%	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	95.7%	95.7%
	2022	96.5	93.7	98.0	98.1	97.0	95.8	95.2	95.8	95.0	94.1	97.2	95.9	96.0%	96.0%
	2023	95.4	96.0	96.8	96.6	96.3	95.4	95.0	91.7	95.6	91.7	95.5	97.1	95.2%	95.2%
	2018-2022 average	93.4	91.1	96.9	97.4	94.7	94.6	93.8	95.0	94.4	95.8	94.6	96.2	94.8%	94.8%
SWS	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	92.7%	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	94.0%	94.0%
	2021	96.5	85.0	94.8	90.9	92.5	90.0	93.3	91.7	93.3	88.5	88.5	88.1	91.0%	91.0%
	2022	91.7	92.5	92.0	94.4	93.7	93.2	95.4	93.5	89.3	90.5	96.8	95.2	93.2%	93.2%
	2023	92.1	95.0	95.4	94.2	93.8	91.4	86.0	89.0	91.8	90.6	92.2	91.8	91.9%	91.9%
	2018-2022 average	93.4	91.4	94.1	95.1	94.0	90.0	92.2	92.2	92.1	92.0	93.4	94.1	92.9%	92.9%
UP-N	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	96.6%	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	95.3%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6	97.2	97.4	97.0	97.4	98.9	98.1%	98.1%
	2021	98.4	93.6	96.9	98.7	97.3	97.6	95.1	92.7	95.9	97.1	96.2	95.4	96.0%	96.0%
	2022	95.8	96.6	97.0	96.4	95.6	96.2	94.9	95.7	96.4	92.4	96.5	97.4	95.9%	95.9%
	2023	97.4	96.6	97.9	95.5	95.6	96.2	93.5	96.1	98.0	93.8	96.9	98.1	96.3%	96.3%
	2018-2022 average	96.0	94.5	97.3	97.5	97.1	96.7	96.0	95.2	96.8	95.6	95.6	97.0	96.3%	96.3%
UP-NW	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	93.0%	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	96.7%	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	95.2%	95.2%
	2022	94.0	94.6	95.7	96.3	95.3	93.2	96.0	95.4	95.4	92.9	93.3	91.3	94.4%	94.4%
	2023	94.4	95.4	95.9	90.5	95.0	89.2	89.7	95.0	97.4	93.9	94.1	95.9	93.8%	93.8%
	2018-2022 average	94.7	92.3	96.4	96.5	96.1	94.0	94.6	94.4	95.9	94.4	92.5	94.8	94.7%	94.7%
UP-W	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	91.5%	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	92.3%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1	93.3	94.9%	94.9%
	2021	93.6	82.5	95.8	97.3	91.7	89.3	87.6	86.2	90.6	93.3	88.5	90.1	90.5%	90.5%
	2022	92.9	94.5	91.8	92.5	91.9	89.2	90.7	91.9	95.3	86.8	94.7	91.2	91.9%	91.9%
	2023	93.0	93.2	95.2	92.0	91.9	93.4	91.3	91.6	92.6	92.3	91.6	94.6	92.7%	92.7%
	2018-2022 average	92.8	88.4	94.0	94.8	91.8	93.1	90.7	91.4	93.6	92.2	91.5	91.8	92.2%	92.2%
System excluding South Shore	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4	95.5	93.6	94.6	94.8%	94.8%
	2019	91.8	88.2	96.3	96.1	95.3	95.8	93.2	95.3	95.9	95.7	93.6	96.7	94.6%	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	95.5%	95.5%
	2022	95.9	95.5	96.8	96.8	94.8	94.6	95.0	95.3	95.8	94.0	95.0	94.9	95.4%	95.4%
	2023	95.8	95.6	96.3	94.1	94.0	94.3	92.3	94.2	95.8	94.6	94.9	96.4	94.9%	94.9%
	2018-2022 average	94.8	92.5	96.7	96.8	95.3	95.3	94.8	95.2	95.8	95.4	94.6	95.8	95.3%	95.3%

Delays data for most recent month is final (01/17/2024) version from TOPS.

'2018-2022 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
December 2023**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
HC	917 80% OT	Fri, Dec 01	76		K	75M MP24, VEHICLE STUCK ON TRACKS. MP-23-00069619 (9842)
		Mon, Dec 04	22		D	Delayed 11 minutes at Corwith account freight interference. Delayed 8 minutes from Willow Springs to MP 20 account PTC restricting. Delayed 3 minutes at Lemont account overshot the platform and had to backup.
		Tue, Dec 05	15		RF	BRC-LEMOYNE, FREIGHT XTRAFFIC THEN WAITING ON SIGNAL.
		Thu, Dec 14	9		DD	9m CP Brighton Park due to freight train interference-IG3AH.13 yarding at Ashland. [Controllable Freight]
MD-N	2102 80% OT	Tue, Dec 05	8		RF	4" Stop signal Mayfair, no conflicting movements & Temporary speed restrictions enroute;
		Wed, Dec 06	10		ZN	(-10) Arrived CUS @ 6:29, PTC issues Mayfair, UP WIU down, red fence
		Thu, Dec 07	10		VE	(-10) lost HEP at Glenview Loco #77
		Fri, Dec 15	10		C	(-10), -10" Broken bar Lake Forest, X/O 2MT to 1MT Lake Forest to Deerfield
MD-N	2106 80% OT	Mon, Dec 04	9		CW	6" Fox Lake to Deerfield schedule' -4" Stop signal Rondout to copy/comply with Automatic Grade Crossing Malfunction Item #2 Everett Rd. mp 28.08 CAUSED BY BROKEN RAIL 2" Temporary speed restriction Grayland; -2" Temporary speed restriction A-5
		Tue, Dec 05	10		U	-7" Fox Lake to Deerfield schedule; -3" ADA Fox Lake to N. Glen; -2" Stop signal Mayfair, U.P. cross-traffic; -2" Temporary speed restriction Grayland; -2" Temporary speed restriction A-5
		Fri, Dec 08	6		CC	[7] Fox Lake- Deerfield, schedule/speed restriction [2] Grayland-speed restriction [2] A5-speed restriction (-6) -7" Fox Lake to Deerfield schedule; -2" Temporary speed restriction Grayland; -2" Temporary speed restriction A-5
		Fri, Dec 15	10		C	[12] Fox Lake- Deerfield- schedule, speed restriction, cross over [2] Grayland- speed restriction X/O 2MT to 1MT Rondout to Deerfield; Automatic Grade Crossing Malfunction Item #2 Everett Rd.
MD-N	2110 75% OT	Mon, Dec 04	6		CW	(-6) Automatic Grade Crossing Malfunction Item #2 Everett Rd. mp 28.08 & Conway Rd CAUSED BY BROKEN RAIL Operating on approach signals Lake Forest to Morton Grove
		Tue, Dec 05	8		VE1	Following 2108
		Fri, Dec 08	9		E	(-9) Mechanical issues, engine (#88) quit loading @ Forest Glen, breaker tripped
		Wed, Dec 20	7		E1	(-7) Departed Fox Lake late due to waiting on 2108 to shove back into the Fox Lake Coachyard. Made additional stops (Round Lake, Grayslake, Libertyville, Lake Forest, Deerfield, & Northbrook) to accommodate 2108's passengers, slow heavv passenger loading, -11" TDMS down on C and M
MD-N	2118 75% OT	Tue, Dec 05	8		CC	Temporary speed restrictions enroute (HAZEL AVE)
		Thu, Dec 07	10		GX	(-10) due too protecting Canal ST
		Tue, Dec 12	10		G	(-10) -7" Departed Fox Lake late due to switch failure West-end, hand line; -3" Stop signal CUS
		Wed, Dec 13	22		M1	2116 struck an automobile @ Caldwell Ave. mp 11.56, resulting in zero injuries, & following delays. Driver refused medical attention: (-22) Stop signal Morton Grove due to 2116's grade crossing accident, X/O 2MT to 1MT Morton Grove to Mayfair -20" TDMS down
MD-N	2120 75% OT	Mon, Dec 04	15		CW	-17" Departed Lake Forest late due to late arrival/turn of 2101 @ Rondout due to broken rail @ Lake Forest West; Two Automatic Grade Crossing Malfunction Item #2 Everett & Conway Rd.
		Thu, Dec 07	8		GX	(-8) due too stop signal @ A-2 and item 2 @ canal
		Wed, Dec 13	21		M1	2116 struck an automobile @ Caldwell Ave. mp 11.56, resulting in zero injuries, & following delays. Driver refused medical attention: (-21) Stop signal Morton Grove due to 2116's grade crossing accident, X/O 2MT to 1MT Morton Grove to Mayfair
		Tue, Dec 19	17		ZV	(-17)-18" Departed Lake Forest late due to PTC issues, stuck on "System Configuration"; Slow/heavy passenger loading, picking up 2124's passengers; Stop signal A-2 -15" TDMS down
MD-N	2144 60% OT	Mon, Dec 04	12		RF	12 mins late, 10 mins late (signal timing out) turned off of 2 MT at Deerfield. (Their turn, off 2123, was 10mins late waiting on a signal at CUS which caused the late turn at Deerfield, although they arrived Deerfield "on-time" due to the 10 min construc
		Tue, Dec 05	12		A	5 mins stop signal A-2, 4 mins stop signal Cus (Ncs 115) Washington St
		Tue, Dec 12	6		E1	6 mins late, 4 mins Deerfield turn from 2123, 3 mins Grayland speed restriction. (Loco METX 104 smoking from rear of the engine behind fuel tank while enroute on 2123, no faults found on computer, nothing found by crew to be causing it. Consist was swappe
		Thu, Dec 14	6		ZP1	6 mins late, 6 mins enroute A-5 to A-2 following Ncs 116.
		Tue, Dec 26	7		A	7 mins late, 4 mins stop signal A-3, 3 mins stop signal A-2.
		Wed, Dec 27	8		RF1	8 mins late, 4 mins Deerfield meeting 2142, 2 mins stop signal A-3, 2 mins stop signal A-2. 2142 held at CN diamond and CN dispatcher didn't answer
		Thu, Dec 28	30		M1	30 mins late, 20 mins Lake Forest waiting on a late 2142, 10 mins making extra station stop accommodating 2142's express Deerfield to Cus. Due to an automobile passenger train incident at a privet crossing at PM 41.80 2140 was annulled. The following trai
Fri, Dec 29	6		A	6 (3) Stop A3 (2) Stop A2 (1) Stop Lake St		

**Table 3 (continued): Weekday Trains less than 85% On-Time
December 2023**

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
MD-N	2146 55% OT	Mon, Dec 04	10	A	10 mins late, 8 mins Libertyville meeting 2125, 3 mins stop signal Mayfair, 2 mins Grayland speed restriction.
		Tue, Dec 05	11	A	9 mins Libertyville meeting 2125, 2 mins stop signal CN, 2 mins Grayland speed restriction.
		Wed, Dec 06	7	A	2146 arrived Cus at 18:18 6:18 7 mins late, 8 mins Libertyville meeting 2125, 2 mins Grayland speed restriction.
		Mon, Dec 11	6	A	6 mins late, 4 mins Libertyville meeting 2125, 2 mins holding out of Morton Grove for 2135's back-up (occupying crossing) move, 2 mins Grayland speed restriction, 2 mins following Nirc 9 to Cus.
		Thu, Dec 14	12	F	[7] Stop CN Crossing [10] Air dumped multiple times throughout trip 12 mins late, 8 mins Libertyville meeting 2125, 6 mins loco 93 lost it air 3 times enroute swapped equipment at Cus with 2244, used revers commute 2148's equipment for 2247.
		Mon, Dec 18	15	VG	[10] Stop Libertyville - waiting on 2125 [5] Item 1 Rockland Rd [1] Assisting passenger Lake Cook Rd [4] Stop Mayfair 15 mins late, 10 mins Libertyville meeting 2125, 5 mins Item 1 Rocklin Rd, 2 mins Grayland speed restriction.
		Tue, Dec 26	8	E1	8 mins late, 21 mins Fox Lake late turn from 2121, 9 mins enroute restarting Hep at each station. 2146 expressed from Lake Cook Rd to Western Ave station. Passengers were accommodated by 2148.
		Thu, Dec 28	81	M1	1 Hr. 21 mins late, 75 mins fox Lake late turn from 2121, 10 mins swapping crews between 2147 and 21246 at Grayland. Due to an automobile passenger train incident at a privet crossing at PM 41.80 2140 was annulled. The following trains were delayed or ann
	Fri, Dec 29	7	I	7 Speed restrictions and passenger loading	
MD-N	2152 60% OT	Mon, Dec 04	8	AM1	HELD FOR AMTRAK AT RONDOUT
		Tue, Dec 05	10	AM	10 mins late, 3 mins Lake Forest holding for Amtrak 340, 2 mins stop signal Mayfair, 2 mins Grayland speed restriction, 3 mins A-2 cross traffic, 6 mins Amtrak CP Lake St holding for Amtrak Polar Express equipment to make reverse move to track 1 and 2249.
		Wed, Dec 13	9	EA1	9 mins late, 9 mins holding for Polar Express to clear.
		Thu, Dec 14	8	RA	8 mins late, 8 mins CP Canal St holding for Polar Express to clear.
		Tue, Dec 19	7	RA	7 mins late, 2 mins Grayland speed restriction, 6 mins holding for Amtrak Polar Express to clear.
		Wed, Dec 20	7	RA	7 mins late, 2 mins Grayland speed restriction, 2 mins stop signal A-2, 4mins holding for Amtrak Polar Express to clear.
		Thu, Dec 21	8	RA	8 mins late, 8 mins train (Amtrak Polar express) congestion.
		Thu, Dec 28	6	M1	6 mins late, 6 mins Cus Polar express. Due to an automobile passenger train incident at a privet crossing at PM 41.80 2140 was annulled. The following trains were delayed or annulled.
MD-N	2156 80% OT	Mon, Dec 04	23	C1	Due to a possible broken rail on 2 MT just west of Deerfield depot 2156 was held for an outbound 2153: 20 mins 2 MT Deerfield west meeting a late 2153, 3 mins Grayland speed restriction. 23 mins late, 20 mins holding 2 MT Deerfield West meeting a late 215
		Wed, Dec 13	62	E1	[42] Late flip fox lake [6] Restricted speed fox lake 42 mins late, turn from 2145/2147 combo 62 mins late, 42 mins late turn from 2145/2147, 12 mins stop signal northbound CN freight, 12 mins stop signal Mayfair.
		Fri, Dec 15	8	R	-8", Late leaving Fox Lake, had issues with LOCO 506 loading after changing ends. CREW PROCEDURE ISSUES
		Thu, Dec 28	6	M1	6 mins late, 14 mins Fox Lake late turn from a late 2147. Due to an automobile passenger train incident at a privet crossing at PM 41.80 2140 was annulled. The following trains were delayed or annulled.
MD-W	2402 70% OT	Mon, Dec 04	6	A	6 mins late, 6 mins B-6 waiting on Signal FOR LATE 2144
		Tue, Dec 05	10	A1	10 mins late, 10 mins B-12 issues logging on to Ptc, 2 mins B-6 following a late 2144. SHORT FLIP FROM 2405
		Tue, Dec 12	9	E1	9 mins late, 10 mins enroute A-5 to Cus following 2144.
		Wed, Dec 13	8	VG	8 mins late, 10 mins switch failure B-6.
		Thu, Dec 14	9	ZP1	holding for a late Ncs 116.
		Tue, Dec 26	7	A	7 mins late, 10 mins B-6 holding for and following 2144.
NCS	100 80% OT	Fri, Dec 01	10	DD	-10" Freight interference at B-12 Train 65 700ft coming off the Harbor going to Schiller [CONTROLLABLE FREIGHT]
		Mon, Dec 11	9	VE	(-9) Mechanical issues, engine #85 shutdown @ Buffalo Grove NO DEFECTS FOUND
		Fri, Dec 15	8	DD	(-8) Freight interference N/B Grayslake. M343 [Controllable Freight]
		Thu, Dec 21	8	D	-6 mins: -6 waited for freight traffic on 3MT to clear to get passengers, -5 mins stopped at Western for cross traffic. [Controllable Freight]
NCS	113 70% OT	Thu, Dec 07	6	A	6 mins late, 5 mins stop signal A-5, 4 mins stop signal Galewood east.
		Fri, Dec 08	6	GX	6 mins late, 5 mins stop signal A-5 waiting on inbound Elgin trains, 8 mins 2 529-A's Main St and North Ave.
		Thu, Dec 14	6	ZP1	6 mins late, 4 mins stop signal A-5, 4 mins stop signal B-6.
		Mon, Dec 18	7	G	3 mins stop signal B-6, 4 mins switch failure Galewood east BAD ORDER HEATER
		Wed, Dec 27	7	A	7 mins late, 5 mins B-6 waiting on inbound trains, 1 min O'Hare extra stop passenger on wrong train, 2 mins 30 MPH restriction 38.90-39.20.
		Fri, Dec 29	6	A	6 (5) B6 – stop signal – waiting on eastbound Elgin train (2) River grove – held out for passenger train in station (3) speed restriction MP 38.90 – 39.20
NCS	116 80% OT	Fri, Dec 08	24	GX	24 mins late, 10 mins enroute 2 529-A's Main St and North Ave Antioch, 6 mins 529-A Midlothian Rd, 4 mins stop signal UP Deval, 4 mins stop signal Cus Lake St.
		Thu, Dec 14	14	ZP	14 mins late, 13 mins Antioch CN Ptc issue 116 not in the system. INCORRECT LEAD UNIT ENTERED IN CAD
		Wed, Dec 20	6	E1	6 mins late, 2 mins stop signal Metra Grayslake, 5 mins Cus holding for outbound trains.
		Fri, Dec 29	7	RA	7 Stop indication Lake st – CUS North Train director didn't answer radio
RI	303 80% OT	Wed, Dec 06	6	G	4m talked pass signal at Western due to track circuit.
		Thu, Dec 07	8	U	3m ADA getting on train at Oak Forest. 4m getting off at Tinley Park Oak Park Ave.
		Thu, Dec 21	95	K	(OBSTRUCTION ON TRACKS) - CAR STUCK ON TRACK #1 AND FOULED TRACK #2 AT 112TH.
		Fri, Dec 22	10	G	Delayed 10 minutes from CP Pershing to CP 46th Street account track circuit.

**Table 3 (continued): Weekday Trains less than 85% On-Time
December 2023**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
SWS	827 70% OT	Fri, Dec 01	10	ZN	RED FENCE, TIMED OUT AT ASHBURN TO GO DOWN MAIN 2 ptc comm issue with csx
		Wed, Dec 06	9	EA	6M STOP INDICATION AT TAYLOR, AMTRAK TRAIN 48 AHEAD INVESTIGATING AXLE ALARM [CONTROLLABLE FREIGHT] 2M PASSENGER HANDLING, AND 2M SPEED RESTRICTIONS.
		Thu, Dec 07	18	RA1	Departed CUS 14 minutes late account turn of SW826. Delayed 3 minutes at MP 4.5 account speed restriction.
		Tue, Dec 12	64	F1	LATE TRAIN DUE TO MECHANICAL ISSUE ON PRIOR EQUIPMENT AT 179TH
		Thu, Dec 14	15	E	SPEEDO ISSUES - replaced ZTR axle drive and cables
		Thu, Dec 21	33	E	Delayed 16 minutes from MP 3.0 to Belt Junction account speedometer failure and cutout PTC. Delayed 15 minutes at Belt Junction stopped due to PTC. Delayed 3 minutes at 107th Street account restricted speed for car on the tracks. REPLACED ZTR AXLE DRIVE A
UP-NW	657 80% OT	Wed, Dec 06	7	JM1	(-7) Delayed on acct of XH procedure @ MP 10.31 & waited for M653 to yard @ Barrington MP-23-00070469 (8799)
		Thu, Dec 07	15	H1	-15" Delayed behind M655 @ Erie
		Tue, Dec 19	13	D	-13" Waited for M653 to yard the train @ Barrington (M653 was delayed @ Barrington by CN freight) & waited for M668 to clear Crystal Lake Junction. [CONTROLLABLE FREIGHT]
		Wed, Dec 20	27	E1	-27" Late arrival of equipment from Cal Ave, due to M51 mechanical issues
UP-W	56 80% OT	Fri, Dec 01	7	J	-7" Passenger removal @ Geneva
		Mon, Dec 18	12	JM1	-12" Late turn off M37, due to a medical emergency @ Winfield MP-23-00072493 (11092)
		Tue, Dec 26	12	DE	-12" Operated track 2 Winfield - Elmhurst, due to MPRNP-26 coming out of 30 main onto track 1 with EOT mechanical issues
		Fri, Dec 29	10	J	-10" Stop @ Geneva waiting on police to remove a unrudely passenger. But the passenger eventually got off on his own.

Data is final (01/17/2024) version from TOPS.

Table 4: Delay Codes by Cause Category & Carrier

METRA/PSA		METRA/PSA (continued)		Foreign Carrier	
Category	Delay	Category	Delay	Category	Delay
Code	Definition	Code	Definition	Code	Definition
Passenger Train Interference		Human Error		Passenger Train Interference	
A	Passenger Train/Interline Interference	B	Human Error, Eng. Dept.	AM	Amtrak Caused Delay
AA	Rule 9.9 Delayed in Block / Rule 6.30 [obsolete Jan. 2020]	H	Human Error, Mechanical Department	AS	NICTD Train Interference
AD	Non-Revenue Passenger Train Interference [obsolete Jan. 2020]	Q	Late Issuance of Track Warrant	Freight Interference - Peak & Off-Peak	
Accident		R	Human Error, Transportation	D	General Freight Interference
M	Right of Way Accident / Misc.	RD	Metra Dispatcher Error (dispatching Metra trains)	DD	Freight Dispatcher Error (dispatching freight trains)
YC	Derailment - Engineering	RL	Human Error, Job Action / Employee No Show (CMS Error)	DE	Freight Mechanical Malfunction
YE	Derailment - Mechanical	RN	Human Error, Job Action / Employee No Show (Non-CMS)	DR	Freight-Human Error
YM	Derailment - Accident	RO	Human Error, Metra Tower Operator	Accident	
Passenger Related		YB	Derailment - Human Error, Engineering	DM	Freight-Accident / Incident
I	Passenger Handling, Running Time	YH	Derailment - Human Error, Mechanical	YF	Derailment - Accident, Foreign Line
IB	Passenger Handling, Bicycle	YR	Derailment - Human Error, Transportation	Passenger Related	
J	Passenger Problems / Removal	Weather		JA	Amtrak Passenger Problems / Removal
JM	Passenger Medical Emergency	AW	Pass. Train Interference, Weather [obsolete Jan. 2020]	Signal/Switch Failure	
U	Accessibility Related (ADA)	CW	M of W Work, Weather	GA	Signal / Switch Failure Amtrak (Signal Dept.)
Obstruction/Debris		EW	Locomotive Malfunction, Weather	GF	Gate Crossing / Signal / Switch Foreign Line
K	Obstruction On Tracks	FW	Cab Car / TRL / MU Malfunction, Weather	Track Work	
KD	Train Struck Debris	GW	Signal / Switch Malfunction Weather (Signal Dept.)	CA	Amtrak Engineering
L	Unauthorized People On Tracks / Near Miss	IW	Passenger Handling, Weather	CD	Track Work by Freight Carrier
KP	Suspicious Package(s) / Person(s) / Activity	KW	Obstruction On Tracks, Weather	Non-Locomotive Equipment Issue	
Signal/Switch Failure		MW	Right of Way Accident / Misc., Weather [obsolete Jan. 2020]	FS	NICTD MU Malfunction
CM	Switch Malfunction (Track Dept.)	NW	Utility Failure, Weather	Locomotive Issue	
G	Metra / PSA Signal / Switch Malfunction (Signal Dept.)	OW	AC/DC System Failure, Weather	EA	Amtrak Locomotive/Car Malfunction
GM	Metra / PSA Gate Crossing Malfunction	RW	Train Crew Issues, Weather	Human Error	
GT	Metra / PSA Telecom / CAD failure	UW	Accessibility, Weather	BA	Amtrak Engineering Human Error
GX	Metra / PSA Broken Gate Crossing	YW	Derailment Accident, Weather	HS	Human Error, NICTD Mechanical Dept. [obsolete Jan. 2020]
VG	Signal / Switch / Gate Crossing Failure, Nothing Found	ZW	PTC Weather	RA	Human Error, Amtrak Transportation
Track Work		Other		RF	Foreign/PSA Dispatcher Error (dispatching Metra trains)
C	Unscheduled Track Work	N	Utility Failure	RS	Human Error, NICTD Transportation
CC	Scheduled Track Work	S	Operational (Efficiency) Testing	Weather	
CF	Engineering Equipment Malfunction	T	Property Vandalism	DW	Freight Train Interference, Weather
CG	Scheduled Signal Work	W	Gas Leak (non-loco fuel)	PTC Related	
CH	Contractor Failure	PTC Related		ZA	PTC Amtrak Train (On-Board)
Catenary Failure		ZB	PTC Human Error, Engineering Dept.	ZD	PTC Foreign Line Transportation
CO	Scheduled Wire Work	ZC	PTC Construction / Maintenance	ZN	PTC Foreign Line Engineering
O	AC/DC System Failure	ZE	PTC Malfunction Locomotive Hardware	ZS	PTC NICTD MU Train (On-Board)
Non-Locomotive Equipment Issue		ZF	PTC Malfunction Coach Hardware		
F	Cab Car / Trailer / MU Malfunction	ZG	PTC Wayside		
UF	ADA Lift Failure	ZH	PTC Human Error, Mechanical		
VF	Cab Car Problem Reported, Nothing Found	ZP	PTC Dispatcher		
Locomotive Issue		ZR	PTC Human Error, Metra Transportation		
E	Locomotive Malfunction	ZT	PTC Back Office/Software		
VE	Locomotive Problem Reported, Nothing Found	ZV	Metra / PSA PTC On-Board Software		

Effective November 1, 2021

'Metra/PSA' refers to delays that either directly affect or are directly attributable to Metra or its Purchase of Service Agreement partners (BNSF and Union Pacific) on Metra or PSA-controlled rail lines or trains in commuter operation.

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

The delay codes listed above are used for primary delayed trains; primary annulled trains (trains that fail to reach their scheduled destination station) use a primary delay code preceded by an "X" (e.g., XE, XGA, etc.);

All secondary trains, including annulled, use primary delay code followed by a "1" (e.g., E1, GA1, etc.); secondary annulled trains do not use a delay code preceded by an "X".

Table 5.a: Train Delays by Cause and Line
December 2023

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	5	-	-	-	2	-	13	3	1	10	-	2	21	57
Freight Interference - Peak	-	-	-	-	2	-	6	3	-	6	-	1	5	23
Primary	-	-	-	-	2	-	5	3	-	5	-	1	5	21
Secondary	-	-	-	-	-	-	1	-	-	1	-	-	-	2
Freight Interference - Off-Peak	5	-	-	-	-	-	7	-	1	4	-	1	16	34
Primary	4	-	-	-	-	-	5	-	1	3	-	1	13	27
Secondary	1	-	-	-	-	-	2	-	-	1	-	-	3	7
Signal/Switch Failure - Total	-	-	-	13	2	19	2	4	15	9	1	2	2	69
Signal/Switch Failure - Metra/PSA	-	-	-	13	-	18	2	4	15	3	1	-	2	58
Primary	-	-	-	4	-	15	2	4	15	1	1	-	1	43
Secondary	-	-	-	9	-	3	-	-	-	2	-	-	1	15
Signal/Switch Failure - Foreign	-	-	-	-	2	1	-	-	-	6	-	2	-	11
Primary	-	-	-	-	2	1	-	-	-	5	-	1	-	9
Secondary	-	-	-	-	-	-	-	-	-	1	-	1	-	2
Mechanical Failure - Total	9	-	-	-	-	28	7	4	4	8	1	24	5	90
Mechanical Failure - Metra/PSA	9	-	-	-	-	24	7	4	4	7	1	24	5	85
Non-Locomotive Equipment Issue - Metra/PSA	1	-	-	-	-	1	1	-	-	5	-	2	2	12
Primary	1	-	-	-	-	1	1	-	-	2	-	2	2	9
Secondary	-	-	-	-	-	-	-	-	-	3	-	-	-	3
Locomotive Issue - Metra/PSA	8	-	-	-	-	23	6	4	4	2	1	22	3	73
Primary	2	-	-	-	-	7	2	1	2	2	1	5	1	23
Secondary	6	-	-	-	-	16	4	3	2	-	-	17	2	50
Mechanical Failure - Foreign	-	-	-	-	-	4	-	-	-	1	-	-	-	5
Passenger Train Interference - Total	-	-	-	1	1	11	5	4	2	2	-	1	-	27
Passenger Train Interference - Metra/PSA	-	-	-	1	-	8	5	4	2	-	-	-	-	20
Passenger Train Interference - Foreign	-	-	-	-	1	3	-	-	-	2	-	1	-	7
Accident - Total	-	-	-	4	-	19	10	-	-	-	-	-	-	33
Accident - Metra/PSA	-	-	-	4	-	19	10	-	-	-	-	-	-	33
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Track Work - Total	4	-	-	-	-	9	-	-	-	2	15	-	7	37
Track Work - Metra/PSA	4	-	-	-	-	9	-	-	-	1	15	-	7	36
Track Work - Foreign	-	-	-	-	-	-	-	-	-	1	-	-	-	1
Human Error - Total	6	-	-	-	1	16	2	3	7	2	1	17	1	56
Human Error - Metra/PSA	3	-	-	-	-	3	1	1	6	-	1	16	1	32
Human Error - Foreign	3	-	-	-	1	13	1	2	1	2	-	1	-	24
PTC Related - Total	2	-	-	1	-	4	1	2	2	4	1	-	2	19
PTC Related - Metra/PSA	2	-	-	1	-	3	1	2	2	-	1	-	2	14
PTC Related - Foreign	-	-	-	-	-	1	-	-	-	4	-	-	-	5
Weather - Total	-	-	-	-	-	5	2	-	4	-	1	-	1	13
Weather - Metra/PSA	-	-	-	-	-	5	2	-	4	-	1	-	1	13
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	6	2	-	-	-	7	6	-	4	3	4	12	16	60
Obstruction/Debris - Total	5	4	2	8	2	2	3	-	18	9	7	19	19	98
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	-	-	-	-	1	-	-	-	-	-	-	-	-	1
Total Trains Delayed	37	6	2	27	9	120	51	20	57	49	31	77	74	560
Total Metra/PSA Delays	29	6	2	27	3	98	37	15	55	23	31	71	53	450
Total Foreign Carrier Delays	8	0	0	0	6	22	14	5	2	26	0	6	21	110

Data for current month is final (01/17/2024) 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 December Over Previous Five Years: 2018-2022

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	7	-	-	-	5	8	11	5	2	9	0	4	32	84
Freight Interference - Peak	2	-	-	-	5	2	3	2	0	2	0	3	10	29
Primary	2	-	-	-	4	1	3	2	0	1	0	2	5	20
Secondary	-	-	-	-	0	1	1	0	-	1	-	0	6	9
Freight Interference - Off-Peak	5	-	-	-	1	6	8	3	2	7	0	1	22	55
Primary	4	-	-	-	0	4	6	3	2	5	-	1	14	40
Secondary	1	-	-	-	0	2	2	1	0	2	0	0	7	14
Signal/Switch Failure - Total	9	9	3	8	1	17	7	3	10	5	3	5	6	86
Signal/Switch Failure - Metra/PSA	8	9	3	8	-	13	7	2	10	1	3	5	5	73
Primary	6	5	1	5	-	10	5	1	9	1	3	5	3	54
Secondary	1	4	2	3	-	4	1	0	1	0	1	0	1	19
Signal/Switch Failure - Foreign	2	-	-	-	1	4	1	1	1	3	-	-	1	13
Primary	0	-	-	-	1	2	0	1	1	3	-	-	1	8
Secondary	1	-	-	-	-	2	0	0	0	0	-	-	0	5
Mechanical Failure - Total	11	3	1	-	0	7	8	1	13	1	13	6	10	75
Mechanical Failure - Metra/PSA	11	-	-	-	0	7	8	1	13	1	13	6	10	70
Non-Locomotive Equipment Issue - Metra/PSA	5	-	-	-	-	1	4	0	4	0	2	2	2	21
Primary	2	-	-	-	-	1	2	-	2	0	1	2	1	11
Secondary	3	-	-	-	-	1	2	0	1	0	1	1	1	9
Locomotive Issue - Metra/PSA	6	-	-	-	0	5	4	1	9	1	11	4	9	49
Primary	3	-	-	-	0	2	2	0	4	0	4	2	3	20
Secondary	3	-	-	-	-	3	2	1	5	0	8	2	5	29
Mechanical Failure - Foreign	-	3	1	-	-	0	-	-	-	-	-	-	-	4
Passenger Train Interference - Total	1	-	-	-	0	6	1	0	0	2	0	1	1	12
Passenger Train Interference - Metra/PSA	-	-	-	-	-	5	0	0	0	0	0	1	1	8
Passenger Train Interference - Foreign	1	-	-	-	0	2	0	0	-	1	-	-	-	4
Accident - Total	1	6	1	0	-	2	2	0	2	-	1	17	5	37
Accident - Metra/PSA	1	6	1	0	-	2	2	0	1	-	1	17	4	35
Accident - Foreign	-	-	-	-	-	-	-	-	1	-	-	-	1	2
Track Work - Total	2	1	2	0	0	2	1	0	2	0	5	2	3	20
Track Work - Metra/PSA	2	1	2	0	0	2	0	0	2	0	5	2	3	20
Track Work - Foreign	-	-	-	-	0	-	0	-	0	-	-	-	-	1
Human Error - Total	6	2	1	1	1	14	6	1	3	3	3	4	7	51
Human Error - Metra/PSA	6	2	1	1	0	10	5	0	3	2	2	2	5	39
Human Error - Foreign	-	-	-	-	1	4	1	1	-	1	1	1	3	12
PTC Related - Total	1	1	0	1	1	4	7	2	6	1	5	8	11	47
PTC Related - Metra/PSA	1	0	0	1	0	4	7	0	6	1	5	8	11	44
PTC Related - Foreign	-	0	-	-	1	-	-	1	-	0	-	-	-	3
Weather - Total	1	5	1	2	-	5	6	0	12	0	6	4	3	46
Weather - Metra/PSA	1	5	1	2	-	5	5	0	12	0	6	4	3	46
Weather - Foreign	-	-	-	-	-	-	0	-	-	-	-	-	-	0
Passenger Related - Total	2	6	1	3	0	5	9	1	7	0	5	10	15	66
Obstruction/Debris - Total	7	0	0	2	-	7	5	5	8	1	4	12	6	59
Catenary Failure - Total	-	9	3	3	-	-	-	-	-	-	-	-	-	15
Other - Total	0	0	0	-	-	1	1	0	-	1	-	-	1	4
Total Trains Delayed	47	42	13	21	10	78	63	20	65	24	46	73	100	602
Total Metra/PSA Delays	38	39	12	21	1	60	49	12	61	9	45	68	63	478
Total Foreign Carrier Delays	9	4	1	0	8	17	14	8	4	15	1	5	37	123

Data for current month is final (01/18/2023) 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
December 2023 Compared to Average December Over Previous Five Years: 2018-2022

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	(2)	-	-	-	(3)	(8)	2	(2)	(1)	1	(0)	(2)	(11)	(27)
Freight Interference - Peak	(2)	-	-	-	(3)	(2)	3	1	(0)	4	(0)	(2)	(5)	(6)
Primary	(2)	-	-	-	(2)	(1)	2	1	(0)	4	(0)	(1)	0	1
Secondary	0	-	-	-	(0)	(1)	0	(0)	-	0	-	(0)	(6)	(7)
Freight Interference - Off-Peak	0	-	-	-	(1)	(6)	(1)	(3)	(1)	(3)	(0)	(0)	(6)	(21)
Primary	-	-	-	-	(0)	(4)	(1)	(3)	(1)	(2)	-	-	(1)	(13)
Secondary	0	-	-	-	(0)	(2)	0	(1)	(0)	(1)	(0)	(0)	(4)	(7)
Signal/Switch Failure - Total	(9)	(9)	(3)	5	1	2	(5)	1	5	4	(2)	(3)	(4)	(17)
Signal/Switch Failure - Metra/PSA	(8)	(9)	(3)	5	-	5	(5)	2	5	2	(2)	(5)	(3)	(15)
Primary	(6)	(5)	(1)	(1)	-	5	(3)	3	6	(0)	(2)	(5)	(2)	(11)
Secondary	(1)	(4)	(2)	6	-	(1)	(1)	(0)	(1)	2	(1)	(0)	(0)	(4)
Signal/Switch Failure - Foreign	(2)	-	-	-	1	(3)	(1)	(1)	(1)	3	-	2	(1)	(2)
Primary	(0)	-	-	-	1	(1)	(0)	(1)	(1)	2	-	1	(1)	1
Secondary	(1)	-	-	-	-	(2)	(0)	-	-	0	-	1	(0)	(3)
Mechanical Failure - Total	(2)	(3)	(1)	-	(0)	21	(1)	3	(9)	7	(12)	18	(5)	15
Mechanical Failure - Metra/PSA	(2)	-	-	-	(0)	17	(1)	3	(9)	6	(12)	18	(5)	15
Non-Locomotive Equipment Issue - Metra/PSA	(4)	-	-	-	-	(0)	(3)	(0)	(4)	5	(2)	(0)	0	(9)
Primary	(1)	-	-	-	-	0	(1)	-	(2)	2	(1)	0	1	(2)
Secondary	(3)	-	-	-	-	(1)	(2)	(0)	(1)	3	(1)	(1)	(1)	(6)
Locomotive Issue - Metra/PSA	2	-	-	-	(0)	18	2	3	(5)	1	(10)	18	(6)	24
Primary	(1)	-	-	-	(0)	5	-	1	(2)	2	(3)	3	(2)	3
Secondary	3	-	-	-	-	13	2	2	(3)	(0)	(8)	15	(3)	21
Mechanical Failure - Foreign	-	(3)	(1)	-	-	4	-	-	-	1	-	-	-	1
Passenger Train Interference - Total	(1)	-	-	1	1	5	4	4	2	0	(0)	(0)	(1)	15
Passenger Train Interference - Metra/PSA	-	-	-	1	-	3	5	4	2	(0)	(0)	(1)	(1)	12
Passenger Train Interference - Foreign	(1)	-	-	-	1	1	(0)	(0)	-	1	-	1	-	3
Accident - Total	(1)	(6)	(1)	4	-	17	8	(0)	(2)	-	(1)	(17)	(5)	(4)
Accident - Metra/PSA	(1)	(6)	(1)	4	-	17	8	(0)	(1)	-	(1)	(17)	(4)	(2)
Accident - Foreign	-	-	-	-	-	-	-	-	(1)	-	-	-	(1)	(2)
Track Work - Total	2	(1)	(2)	(0)	(0)	7	(1)	(0)	(2)	2	10	(2)	4	17
Track Work - Metra/PSA	2	(1)	(2)	(0)	(0)	7	(0)	(0)	(2)	1	10	(2)	4	16
Track Work - Foreign	-	-	-	-	(0)	-	(0)	-	(0)	1	-	-	-	0
Human Error - Total	0	(2)	(1)	(1)	(0)	2	(4)	2	4	(1)	(2)	13	(6)	5
Human Error - Metra/PSA	(3)	(2)	(1)	(1)	(0)	(7)	(4)	1	3	(2)	(1)	14	(4)	(7)
Human Error - Foreign	3	-	-	-	0	9	(0)	1	1	1	(1)	(0)	(3)	12
PTC Related - Total	1	(1)	(0)	0	(1)	0	(6)	0	(4)	3	(4)	(8)	(9)	(28)
PTC Related - Metra/PSA	1	(0)	(0)	0	(0)	(1)	(6)	2	(4)	(1)	(4)	(8)	(9)	(30)
PTC Related - Foreign	-	(0)	-	-	(1)	1	-	(1)	-	4	-	-	-	2
Weather - Total	(1)	(5)	(1)	(2)	-	(0)	(4)	(0)	(8)	(0)	(5)	(4)	(2)	(33)
Weather - Metra/PSA	(1)	(5)	(1)	(2)	-	(0)	(3)	(0)	(8)	(0)	(5)	(4)	(2)	(33)
Weather - Foreign	-	-	-	-	-	-	(0)	-	-	-	-	-	-	(0)
Passenger Related - Total	4	(4)	(1)	(3)	(0)	2	(3)	(1)	(3)	3	(1)	2	1	(6)
Obstruction/Debris - Total	(2)	4	2	6	2	(5)	(2)	(5)	10	8	3	7	13	39
Catenary Failure - Total	-	(9)	(3)	(3)	-	-	-	-	-	-	-	-	-	(15)
Other - Total	(0)	(0)	(0)	-	1	(1)	(1)	(0)	-	(1)	-	-	(1)	(3)
Total Trains Delayed	(10)	(36)	(11)	6	(1)	42	(12)	0	(8)	25	(15)	4	(26)	(42)
Total Metra/PSA Delays	-9	-33	-10	6	2	38	-12	3	-6	14	-14	3	-10	-28
Total Foreign Carrier Delays	-1	-4	-1	0	-2	5	0	-3	-2	11	-1	1	-16	-13

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

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

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

Table 6.a: Train Delays by Cause and Line - YTD
January - December 2023

Top 2 causes for each line and the system are shaded														
Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	143	-	-	-	38	47	64	29	25	93	16	78	272	805
Freight Interference - Peak	37	-	-	-	38	13	23	13	4	34	7	44	68	281
Primary	27	-	-	-	37	7	18	12	3	30	7	24	47	212
Secondary	10	-	-	-	1	6	5	1	1	4	-	20	21	69
Freight Interference - Off-Peak	106	-	-	-	-	34	41	16	21	59	9	34	204	524
Primary	87	-	-	-	-	23	32	14	17	45	2	33	163	416
Secondary	19	-	-	-	-	11	9	2	4	14	7	1	41	108
Signal/Switch Failure - Total	119	92	38	100	18	263	127	62	133	126	26	82	74	1,260
Signal/Switch Failure - Metra/PSA	79	92	38	100	-	229	109	37	132	27	26	61	69	999
Primary	46	55	27	59	-	156	73	29	114	22	24	45	52	702
Secondary	33	37	11	41	-	73	36	8	18	5	2	16	17	297
Signal/Switch Failure - Foreign	40	-	-	-	18	34	18	25	1	99	-	21	5	261
Primary	36	-	-	-	17	31	17	22	1	81	-	16	5	226
Secondary	4	-	-	-	1	3	1	3	-	18	-	5	-	35
Mechanical Failure - Total	92	18	7	10	11	169	96	40	163	42	66	135	68	917
Mechanical Failure - Metra/PSA	92	15	4	8	11	153	96	39	163	37	66	135	68	887
Non-Locomotive Equipment Issue - Metra/PSA	30	15	4	8	4	22	23	8	29	14	17	39	30	243
Primary	18	13	1	6	3	9	14	4	16	9	11	20	21	145
Secondary	12	2	3	2	1	13	9	4	13	5	6	19	9	98
Locomotive Issue - Metra/PSA	62	-	-	-	7	131	73	31	134	23	49	96	38	644
Primary	26	-	-	-	5	47	39	13	45	13	17	27	22	254
Secondary	36	-	-	-	2	84	34	18	89	10	32	69	16	390
Mechanical Failure - Foreign	-	3	3	2	-	16	-	1	-	5	-	-	-	30
Passenger Train Interference - Total	18	7	1	1	7	192	63	24	26	27	3	31	9	409
Passenger Train Interference - Metra/PSA	-	4	-	1	-	132	52	20	26	4	3	26	9	277
Passenger Train Interference - Foreign	18	3	1	-	7	60	11	4	-	23	-	5	-	132
Accident - Total	80	4	2	14	4	108	64	21	125	23	76	86	73	680
Accident - Metra/PSA	56	-	-	7	-	43	29	5	120	8	76	84	30	458
Accident - Foreign	24	4	2	7	4	65	35	16	5	15	-	2	43	222
Track Work - Total	47	168	19	53	15	93	21	34	166	52	100	197	97	1,062
Track Work - Metra/PSA	47	168	19	53	-	93	20	8	158	15	98	194	97	970
Track Work - Foreign	-	-	-	-	15	-	1	26	8	37	2	3	-	92
Human Error - Total	102	24	9	19	11	161	55	45	66	50	45	186	74	847
Human Error - Metra/PSA	77	23	8	19	3	46	30	16	64	12	32	113	51	494
Human Error - Foreign	25	1	1	-	8	115	25	29	2	38	13	73	23	353
PTC Related - Total	31	20	9	30	13	67	39	40	51	75	61	84	84	604
PTC Related - Metra/PSA	27	18	8	29	5	58	36	25	50	17	59	83	83	498
PTC Related - Foreign	4	2	1	1	8	9	3	15	1	58	2	1	1	106
Weather - Total	149	31	19	8	6	60	71	27	77	16	144	131	121	860
Weather - Metra/PSA	146	31	19	8	6	60	71	27	77	16	144	131	117	853
Weather - Foreign	3	-	-	-	-	-	-	-	-	-	-	-	4	7
Passenger Related - Total	37	220	23	54	-	62	83	8	187	22	129	96	156	1,077
Obstruction/Debris - Total	84	46	20	69	13	110	77	34	109	70	70	241	185	1,128
Catenary Failure - Total	-	36	12	16	-	-	-	-	-	-	-	-	-	64
Other - Total	10	15	2	7	2	23	10	2	2	5	16	12	14	120
Total Trains Delayed	912	681	161	381	138	1,355	770	366	1,130	601	752	1,359	1,227	9,833
Total Metra/PSA Delays	653	668	153	371	40	1,009	613	221	1,088	233	719	1,176	879	7,823
Total Foreign Carrier Delays	259	13	8	10	98	346	157	145	42	368	33	183	348	2,010

Data for current month is final (01/17/2024) 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 - December Average Over Previous Five Years: 2018-2022

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	117	-	-	-	70	102	129	44	40	108	14	69	317	1,011
Freight Interference - Peak	35	-	-	-	56	23	40	20	8	44	6	41	106	379
Primary	23	-	-	-	49	16	30	15	6	34	5	24	63	264
Secondary	13	-	-	-	7	7	9	4	2	11	2	17	43	115
Freight Interference - Off-Peak	81	-	-	-	13	79	90	24	32	64	7	29	211	631
Primary	67	-	-	-	12	53	70	20	26	46	4	22	154	475
Secondary	14	-	-	-	2	26	19	4	6	18	4	6	57	156
Signal/Switch Failure - Total	149	72	32	65	31	210	117	58	171	81	38	80	83	1,188
Signal/Switch Failure - Metra/PSA	97	72	32	65	4	174	103	32	167	33	38	59	69	944
Primary	70	54	24	41	4	119	82	25	133	23	26	41	44	685
Secondary	27	18	8	24	0	55	21	6	34	10	12	18	25	259
Signal/Switch Failure - Foreign	52	-	-	-	27	36	15	26	4	49	0	21	14	243
Primary	42	-	-	-	24	19	9	22	3	34	-	15	10	177
Secondary	11	-	-	-	3	17	5	4	1	15	0	6	3	66
Mechanical Failure - Total	148	16	6	5	4	138	87	28	131	25	97	91	106	882
Mechanical Failure - Metra/PSA	147	8	4	3	4	129	86	28	131	25	97	91	106	859
Non-Locomotive Equipment Issue - Metra/PSA	58	8	4	3	1	20	16	5	23	11	32	32	39	251
Primary	26	4	2	2	1	10	10	3	12	6	19	19	21	133
Secondary	32	4	2	2	-	11	6	2	11	4	12	14	19	118
Locomotive Issue - Metra/PSA	89	0	-	-	3	109	70	23	108	15	65	59	66	608
Primary	29	-	-	-	2	36	29	8	43	8	23	23	25	227
Secondary	60	0	-	-	1	73	41	15	65	7	42	36	41	381
Mechanical Failure - Foreign	2	8	2	2	0	8	1	1	-	-	-	-	-	22
Passenger Train Interference - Total	18	2	0	5	9	41	5	11	4	22	1	5	3	127
Passenger Train Interference - Metra/PSA	2	1	0	4	0	28	3	10	3	0	1	5	3	60
Passenger Train Interference - Foreign	16	1	0	1	9	12	2	1	1	22	-	0	0	67
Accident - Total	79	33	6	5	4	38	26	6	49	9	45	83	66	450
Accident - Metra/PSA	70	20	4	5	1	29	21	5	39	6	45	79	44	368
Accident - Foreign	8	13	2	-	3	8	5	1	11	4	0	4	22	82
Track Work - Total	84	58	8	25	14	81	47	8	110	19	81	57	61	653
Track Work - Metra/PSA	82	58	8	25	10	77	44	7	109	10	81	55	61	628
Track Work - Foreign	2	0	-	-	4	3	3	1	1	9	-	2	-	25
Human Error - Total	135	25	10	16	19	110	60	28	83	31	70	78	71	737
Human Error - Metra/PSA	81	25	10	16	6	56	43	13	81	16	57	50	50	504
Human Error - Foreign	54	1	-	0	13	54	17	15	1	16	12	28	22	234
PTC Related - Total	35	20	6	15	16	46	37	18	70	26	63	50	84	487
PTC Related - Metra/PSA	32	19	6	14	6	42	34	11	68	11	63	48	81	437
PTC Related - Foreign	3	1	-	1	11	4	2	7	1	15	0	1	3	50
Weather - Total	103	86	31	40	6	103	83	18	153	12	110	157	75	978
Weather - Metra/PSA	100	86	31	40	5	103	82	18	152	11	108	156	74	965
Weather - Foreign	3	-	-	-	1	1	1	-	1	2	2	1	1	12
Passenger Related - Total	63	72	15	17	1	74	83	9	111	5	102	104	141	797
Obstruction/Debris - Total	74	39	15	44	4	48	44	21	104	22	55	104	92	666
Catenary Failure - Total	-	29	9	17	-	-	-	-	-	-	-	-	-	55
Other - Total	11	4	2	4	1	5	9	1	6	3	2	7	3	58
Total Trains Delayed	1,016	455	141	258	179	994	727	251	1,031	365	680	885	1,104	8,087
Total Metra/PSA Delays	757	432	137	254	43	765	552	155	971	141	651	759	724	6,341
Total Foreign Carrier Delays	258	24	4	4	137	229	175	96	61	224	29	127	380	1,746

Data for current month is final (01/18/2023) 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 - December 2023 Compared to Average January - December Average Over Previous Five Years: 2018-2022

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	26	-	-	-	(32)	(55)	(65)	(15)	(15)	(15)	2	9	(45)	(206)
Freight Interference - Peak	2	-	-	-	(18)	(10)	(17)	(7)	(4)	(10)	1	3	(38)	(98)
Primary	4	-	-	-	(12)	(9)	(12)	(3)	(3)	(4)	2	-	(16)	(52)
Secondary	(3)	-	-	-	(6)	(1)	(4)	(3)	(1)	(7)	(2)	3	(22)	(46)
Freight Interference - Off-Peak	25	-	-	-	(13)	(45)	(49)	(8)	(11)	(5)	2	5	(7)	(107)
Primary	20	-	-	-	(12)	(30)	(38)	(6)	(9)	(1)	(2)	11	9	(59)
Secondary	5	-	-	-	(2)	(15)	(10)	(2)	(2)	(4)	3	(5)	(16)	(48)
Signal/Switch Failure - Total	(30)	20	6	35	(13)	53	10	4	(38)	45	(12)	2	(9)	72
Signal/Switch Failure - Metra/PSA	(18)	20	6	35	(4)	55	6	5	(35)	(6)	(12)	2	-	55
Primary	(24)	1	3	18	(4)	37	(9)	4	(19)	(1)	(2)	4	8	17
Secondary	6	19	3	17	(0)	18	15	2	(16)	(5)	(10)	(2)	(8)	38
Signal/Switch Failure - Foreign	(12)	-	-	-	(9)	(2)	3	(1)	(3)	50	(0)	0	(9)	18
Primary	(6)	-	-	-	(7)	12	8	0	(2)	47	-	1	(5)	49
Secondary	(7)	-	-	-	(2)	(14)	(4)	(1)	(1)	3	(0)	(1)	(3)	(31)
Mechanical Failure - Total	(56)	2	1	5	7	31	9	12	32	17	(31)	44	(38)	35
Mechanical Failure - Metra/PSA	(55)	7	-	5	7	24	10	11	32	12	(31)	44	(38)	28
Non-Locomotive Equipment Issue - Metra/PSA	(28)	7	-	5	3	2	7	3	6	3	(15)	7	(9)	(8)
Primary	(8)	9	(1)	4	2	(1)	4	1	4	3	(8)	1	0	12
Secondary	(20)	(2)	1	0	1	2	3	2	2	1	(6)	5	(10)	(20)
Locomotive Issue - Metra/PSA	(27)	(0)	-	-	4	22	3	8	26	8	(16)	37	(28)	36
Primary	(3)	-	-	-	3	11	10	5	2	5	(6)	4	(3)	27
Secondary	(24)	(0)	-	-	1	11	(7)	3	24	3	(10)	33	(25)	9
Mechanical Failure - Foreign	(2)	(5)	1	0	(0)	8	(1)	0	-	5	-	-	-	8
Passenger Train Interference - Total	0	5	1	(4)	(2)	151	58	13	22	5	2	26	6	282
Passenger Train Interference - Metra/PSA	(2)	3	(0)	(3)	(0)	104	49	10	23	4	2	21	6	217
Passenger Train Interference - Foreign	2	2	1	(1)	(2)	48	9	3	(1)	1	-	5	(0)	65
Accident - Total	1	(29)	(4)	9	0	70	38	15	76	14	31	3	7	230
Accident - Metra/PSA	(14)	(20)	(4)	2	(1)	14	8	(0)	81	2	31	5	(14)	90
Accident - Foreign	16	(9)	-	7	1	57	30	15	(6)	11	(0)	(2)	21	140
Track Work - Total	(37)	110	11	28	1	12	(26)	26	56	33	19	140	36	409
Track Work - Metra/PSA	(35)	110	11	28	(10)	16	(24)	1	49	5	17	139	36	342
Track Work - Foreign	(2)	(0)	-	-	11	(3)	(2)	25	7	28	2	1	-	67
Human Error - Total	(33)	(1)	(1)	3	(8)	51	(5)	17	(17)	19	(25)	108	3	110
Human Error - Metra/PSA	(4)	(2)	(2)	3	(3)	(10)	(13)	3	(17)	(4)	(25)	63	1	(10)
Human Error - Foreign	(29)	0	1	(0)	(5)	61	8	14	1	22	1	45	1	119
PTC Related - Total	(4)	0	3	15	(3)	21	2	22	(19)	49	(2)	34	(0)	117
PTC Related - Metra/PSA	(5)	(1)	2	15	(1)	16	2	14	(18)	6	(4)	35	2	61
PTC Related - Foreign	1	1	1	0	(3)	5	1	8	(0)	43	2	(0)	(2)	56
Weather - Total	46	(55)	(12)	(32)	(0)	(43)	(12)	9	(76)	4	34	(26)	46	(118)
Weather - Metra/PSA	46	(55)	(12)	(32)	1	(43)	(11)	9	(75)	5	36	(25)	43	(112)
Weather - Foreign	-	-	-	-	(1)	(1)	(1)	-	(1)	(2)	(2)	(1)	3	(5)
Passenger Related - Total	(26)	148	8	37	(1)	(12)	(0)	(1)	76	17	27	(8)	15	280
Obstruction/Debris - Total	10	7	5	25	9	62	33	13	5	48	15	137	93	462
Catenary Failure - Total	-	7	3	(1)	-	-	-	-	-	-	-	-	-	9
Other - Total	(1)	11	(0)	3	1	18	1	1	(4)	2	14	5	11	62
Total Trains Delayed	(104)	226	20	123	(41)	361	43	115	99	236	72	474	123	1,746
Total Metra/PSA Delays	-104	236	16	117	-3	244	61	66	117	92	68	417	155	1,482
Total Foreign Carrier Delays	1	-11	4	6	-39	117	-18	49	-19	144	4	56	-32	264

Data for current month is final (01/17/2024) version of TOPS

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

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

**Table 7.a: Train Delays by Cause and Month
2023**

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 - Dec	
Freight Interference - Total	69	64	71	54	61	81	68	57	72	77	74	57	805	8.2%
Freight Interference - Peak	25	26	29	15	12	28	22	17	24	28	32	23	281	2.9%
Primary	18	16	18	13	9	24	18	16	16	17	26	21	212	2.2%
Secondary	7	10	11	2	3	4	4	1	8	11	6	2	69	0.7%
Freight Interference - Off-Peak	44	38	42	39	49	53	46	40	48	49	42	34	524	5.3%
Primary	32	29	35	34	42	46	33	36	39	34	29	27	416	4.2%
Secondary	12	9	7	5	7	7	13	4	9	15	13	7	108	1.1%
Signal/Switch Failure - Total	65	78	68	162	142	63	127	119	75	123	169	69	1,260	12.8%
Signal/Switch Failure - Metra/PSA	56	66	63	121	98	51	107	73	62	109	135	58	999	10.2%
Primary	45	57	45	73	81	36	73	46	52	75	76	43	702	7.1%
Secondary	11	9	18	48	17	15	34	27	10	34	59	15	297	3.0%
Signal/Switch Failure - Foreign	9	12	5	41	44	12	20	46	13	14	34	11	261	2.7%
Primary	7	9	5	36	44	10	17	37	11	13	28	9	226	2.3%
Secondary	2	3	-	5	-	2	3	9	2	1	6	2	35	0.4%
Mechanical Failure - Total	85	81	52	49	86	79	102	83	82	55	73	90	917	9.3%
Mechanical Failure - Metra/PSA	85	75	50	48	86	79	102	80	74	55	68	85	887	9.0%
Non-Locomotive Equipment Issue - Metra/PSA	26	24	11	13	42	19	23	19	28	11	15	12	243	2.5%
Primary	12	12	5	10	18	14	14	14	16	10	11	9	145	1.5%
Secondary	14	12	6	3	24	5	9	5	12	1	4	3	98	1.0%
Locomotive Issue - Metra/PSA	59	51	39	35	44	60	79	61	46	44	53	73	644	6.5%
Primary	26	25	18	17	20	24	27	14	18	22	20	23	254	2.6%
Secondary	33	26	21	18	24	36	52	47	28	22	33	50	390	4.0%
Mechanical Failure - Foreign	-	6	2	1	-	-	-	3	8	-	5	5	30	0.3%
Passenger Train Interference - Total	39	27	21	51	39	31	43	33	30	27	41	27	409	4.2%
Passenger Train Interference - Metra/PSA	25	13	14	32	21	23	34	30	19	17	29	20	277	2.8%
Passenger Train Interference - Foreign	14	14	7	19	18	8	9	3	11	10	12	7	132	1.3%
Accident - Total	90	25	29	67	147	29	14	135	22	50	39	33	680	6.9%
Accident - Metra/PSA	61	25	24	53	38	14	1	121	12	47	29	33	458	4.7%
Accident - Foreign	29	-	5	14	109	15	13	14	10	3	10	-	222	2.3%
Track Work - Total	19	44	74	64	131	215	147	37	74	124	96	37	1,062	10.8%
Track Work - Metra/PSA	13	41	65	55	130	214	126	37	47	114	92	36	970	9.9%
Track Work - Foreign	6	3	9	9	1	1	21	-	27	10	4	1	92	0.9%
Human Error - Total	67	43	57	91	66	71	117	93	61	60	65	56	847	8.6%
Human Error - Metra/PSA	33	33	32	60	37	36	71	50	36	41	33	32	494	5.0%
Human Error - Foreign	34	10	25	31	29	35	46	43	25	19	32	24	353	3.6%
PTC Related - Total	49	45	53	57	77	49	77	53	35	68	22	19	604	6.1%
PTC Related - Metra/PSA	40	38	38	54	66	42	52	44	31	63	16	14	498	5.1%
PTC Related - Foreign	9	7	15	3	11	7	25	9	4	5	6	5	106	1.1%
Weather - Total	44	108	42	128	32	8	242	70	13	111	49	13	860	8.7%
Weather - Metra/PSA	44	105	42	128	32	8	241	70	13	111	46	13	853	8.7%
Weather - Foreign	-	3	-	-	-	-	1	-	-	-	3	-	7	0.1%
Passenger Related - Total	52	54	69	81	118	179	103	119	76	80	86	60	1,077	11.0%
Obstruction/Debris - Total	65	72	84	70	80	114	124	185	94	87	55	98	1,128	11.5%
Catenary Failure - Total	1	9	-	38	-	-	6	-	9	-	1	-	64	0.7%
Other - Total	4	-	3	-	12	8	27	1	3	26	35	1	120	1.2%
Total Trains Delayed	649	650	623	912	991	927	1,197	985	646	888	805	560	9,833	100.0%
Total Metra/PSA Delays	477	531	484	740	718	768	994	810	476	750	625	450	7,823	79.6%
Total Foreign Carrier Delays	172	119	139	172	273	159	203	175	170	138	180	110	2,010	20.4%

Data for current month is final (01/17/2024) version of TOPS

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

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

**Table 7.b: Train Delays by Cause and Month
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 - Dec	
Freight Interference - Total	67	62	80	90	79	69	95	93	47	100	46	63	891	11.2%
Freight Interference - Peak	26	18	35	42	45	27	29	28	21	46	20	24	361	4.5%
Primary	20	16	30	34	41	24	24	18	15	31	15	23	291	3.7%
Secondary	6	2	5	8	4	3	5	10	6	15	5	1	70	0.9%
Freight Interference - Off-Peak	41	44	45	48	34	42	66	65	26	54	26	39	530	6.6%
Primary	31	36	37	43	31	35	44	50	24	40	23	29	423	5.3%
Secondary	10	8	8	5	3	7	22	15	2	14	3	10	107	1.3%
Signal/Switch Failure - Total	92	101	46	55	137	150	86	94	87	124	197	109	1,278	16.0%
Signal/Switch Failure - Metra/PSA	76	90	42	48	121	133	72	83	67	112	174	77	1,095	13.7%
Primary	62	67	39	40	92	101	42	68	59	77	108	58	813	10.2%
Secondary	14	23	3	8	29	32	30	15	8	35	66	19	282	3.5%
Signal/Switch Failure - Foreign	16	11	4	7	16	17	14	11	20	12	23	32	183	2.3%
Primary	10	10	4	4	13	11	7	10	17	10	12	21	129	1.6%
Secondary	6	1	-	3	3	6	7	1	3	2	11	11	54	0.7%
Mechanical Failure - Total	55	74	52	56	79	58	75	51	52	103	64	78	797	10.0%
Mechanical Failure - Metra/PSA	55	72	48	56	79	58	73	48	52	103	64	77	785	9.8%
Non-Locomotive Equipment Issue - Metra/PSA	10	23	9	15	20	17	16	16	18	27	14	27	212	2.7%
Primary	7	15	7	11	12	13	15	10	11	13	6	17	137	1.7%
Secondary	3	8	2	4	8	4	1	6	7	14	8	10	75	0.9%
Locomotive Issue - Metra/PSA	45	49	39	41	59	41	57	32	34	76	50	50	573	7.2%
Primary	25	17	19	19	26	25	23	18	14	29	19	22	256	3.2%
Secondary	20	32	20	22	33	16	34	14	20	47	31	28	317	4.0%
Mechanical Failure - Foreign	-	2	4	-	-	-	2	3	-	-	-	1	12	0.2%
Passenger Train Interference - Total	4	1	2	4	4	8	13	12	12	10	17	32	119	1.5%
Passenger Train Interference - Metra/PSA	2	-	-	3	4	4	10	7	10	6	9	26	81	1.0%
Passenger Train Interference - Foreign	2	1	2	1	-	4	3	5	2	4	8	6	38	0.5%
Accident - Total	81	30	11	26	106	43	87	45	67	48	55	80	679	8.5%
Accident - Metra/PSA	66	30	5	25	99	37	61	44	61	34	55	80	597	7.5%
Accident - Foreign	15	-	6	1	7	6	26	1	6	14	-	-	82	1.0%
Track Work - Total	12	59	30	42	60	85	54	128	51	74	36	24	655	8.2%
Track Work - Metra/PSA	11	57	26	42	54	70	51	124	46	73	34	22	610	7.7%
Track Work - Foreign	1	2	4	-	6	15	3	4	5	1	2	2	45	0.6%
Human Error - Total	31	24	42	43	69	50	63	78	49	69	36	83	637	8.0%
Human Error - Metra/PSA	22	10	29	33	47	24	43	54	25	40	20	49	396	5.0%
Human Error - Foreign	9	14	13	10	22	26	20	24	24	29	16	34	241	3.0%
PTC Related - Total	34	43	38	55	55	72	63	51	39	63	41	26	580	7.3%
PTC Related - Metra/PSA	23	38	36	50	47	65	54	44	34	53	26	21	491	6.2%
PTC Related - Foreign	11	5	2	5	8	7	9	7	5	10	15	5	89	1.1%
Weather - Total	141	84	28	15	20	99	43	31	17	127	70	100	775	9.7%
Weather - Metra/PSA	141	83	28	15	20	98	43	31	17	127	70	99	772	9.7%
Weather - Foreign	-	1	-	-	-	1	-	-	-	-	-	1	3	0.0%
Passenger Related - Total	21	38	44	31	50	60	79	88	54	71	47	65	648	8.1%
Obstruction/Debris - Total	33	71	81	30	58	71	36	49	70	65	63	88	715	9.0%
Catenary Failure - Total	-	-	14	-	2	-	10	1	38	4	10	2	81	1.0%
Other - Total	1	1	8	2	23	18	5	1	17	5	28	6	115	1.4%
Total Trains Delayed	572	588	476	449	742	783	709	722	600	863	710	756	7,970	100.0%
Total Metra/PSA Delays	451	490	361	335	604	638	537	574	491	693	600	612	6,386	80.1%
Total Foreign Carrier Delays	121	98	115	114	138	145	172	148	109	170	110	144	1,584	19.9%

Data for current month is final (01/18/2023) 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
December 2023

<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
Weekday Peak *														
6-10	5	3	1	0	2	27	0	14	15	10	2	6	11	96
11-15	0	0	0	1	4	5	6	1	4	3	1	10	9	44
16-20	2	0	0	3	0	6	1	0	1	1	2	4	2	22
21+	2	1	0	1	3	9	4	0	3	2	7	14	8	54
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>5</u>	<u>3</u>	<u>18</u>
Sub-Total	10	4	1	6	9	51	12	15	24	18	12	39	33	234
Weekday Off-Peak **														
6-10	4	2	1	1	0	28	15	3	14	11	0	3	14	96
11-15	6	0	0	1	0	8	6	1	2	5	4	1	13	47
16-20	3	0	0	1	0	3	1	0	8	4	1	3	3	27
21+	2	0	0	9	0	12	4	1	1	9	6	8	3	55
Annulled	<u>3</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>19</u>
Sub-Total	18	2	1	16	0	56	26	5	26	31	11	19	33	244
Saturday														
6-10	4	0	0	1	0	2	0	0	2	0	0	7	1	17
11-15	1	0	0	0	0	3	0	0	1	0	0	1	1	7
16-20	0	0	0	1	0	0	1	0	0	0	0	1	0	3
21+	0	0	0	1	0	1	3	0	1	0	5	5	4	20
Annulled	<u>0</u>	<u>0</u>	<u>0</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>0</u>	<u>0</u>	<u>3</u>
Sub-Total	5	0	0	3	0	6	7	0	4	0	5	14	6	50
Sunday-Holiday														
6-10	1	0	0	0	0	3	4	0	1	0	0	1	2	12
11-15	0	0	0	0	0	2	2	0	1	0	1	2	0	8
16-20	0	0	0	0	0	0	0	0	0	0	0	2	0	2
21+	1	0	0	2	0	2	0	0	1	0	2	0	0	8
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
Sub-Total	4	0	0	2	0	7	6	0	3	0	3	5	2	32
December 2023 Total														
6-10	14	5	2	2	2	60	19	17	32	21	2	17	28	221
11-15	7	0	0	2	4	18	14	2	8	8	6	14	23	106
16-20	5	0	0	5	0	9	3	0	9	5	3	10	5	54
21+	5	1	0	13	3	24	11	1	6	11	20	27	15	137
Annulled	<u>6</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>9</u>	<u>4</u>	<u>0</u>	<u>2</u>	<u>4</u>	<u>0</u>	<u>9</u>	<u>3</u>	<u>42</u>
TOTAL	37	6	2	27	9	120	51	20	57	49	31	77	74	560
2023 Year-to-Date														
6-10	316	389	96	181	56	704	388	179	608	283	262	384	449	4,295
11-15	177	117	20	58	29	288	144	59	191	113	140	239	233	1,808
16-20	98	63	10	23	15	121	63	31	85	50	74	147	121	901
21+	211	90	33	82	29	200	138	82	158	113	206	500	354	2,196
Annulled	<u>110</u>	<u>22</u>	<u>2</u>	<u>37</u>	<u>9</u>	<u>42</u>	<u>37</u>	<u>15</u>	<u>88</u>	<u>42</u>	<u>70</u>	<u>89</u>	<u>70</u>	<u>633</u>
TOTAL	912	681	161	381	138	1,355	770	366	1,130	601	752	1,359	1,227	9,833
Share of Delays by Duration														
<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
December 2023 Total														
6-10	37.8%	83.3%	100.0%	7.4%	22.2%	50.0%	37.3%	85.0%	56.1%	42.9%	6.5%	22.1%	37.8%	39.5%
11-15	18.9%	0.0%	0.0%	7.4%	44.4%	15.0%	27.5%	10.0%	14.0%	16.3%	19.4%	18.2%	31.1%	18.9%
16-20	13.5%	0.0%	0.0%	18.5%	0.0%	7.5%	5.9%	0.0%	15.8%	10.2%	9.7%	13.0%	6.8%	9.6%
21+	13.5%	16.7%	0.0%	48.1%	33.3%	20.0%	21.6%	5.0%	10.5%	22.4%	64.5%	35.1%	20.3%	24.5%
Annulled	<u>16.2%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>18.5%</u>	<u>0.0%</u>	<u>7.5%</u>	<u>7.8%</u>	<u>0.0%</u>	<u>3.5%</u>	<u>8.2%</u>	<u>0.0%</u>	<u>11.7%</u>	<u>4.1%</u>	<u>7.5%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2023 Year-to-Date Delays By Duration														
6-10	34.6%	57.1%	59.6%	47.5%	40.6%	52.0%	50.4%	48.9%	53.8%	47.1%	34.8%	28.3%	36.6%	43.7%
11-15	19.4%	17.2%	12.4%	15.2%	21.0%	21.3%	18.7%	16.1%	16.9%	18.8%	18.6%	17.6%	19.0%	18.4%
16-20	10.7%	9.3%	6.2%	6.0%	10.9%	8.9%	8.2%	8.5%	7.5%	8.3%	9.8%	10.8%	9.9%	9.2%
21+	23.1%	13.2%	20.5%	21.5%	21.0%	14.8%	17.9%	22.4%	14.0%	18.8%	27.4%	36.8%	28.9%	22.3%
Annulled	<u>12.1%</u>	<u>3.2%</u>	<u>1.2%</u>	<u>9.7%</u>	<u>6.5%</u>	<u>3.1%</u>	<u>4.8%</u>	<u>4.1%</u>	<u>7.8%</u>	<u>7.0%</u>	<u>9.3%</u>	<u>6.5%</u>	<u>5.7%</u>	<u>6.4%</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 (01/17/2024) version from TOPS.

Table 9: Annual Train Delays and On-Time Performance

2018 - 2023

	Delays									On-Time Performance						
	2018	2019	2020	2021	2022	2018 - 2022 Avg	2023	2022 vs. 2023 change		2018	2019	2020	2021	2022	2018 - 2022 Avg	2023
BNSF	2,072	1,352	344	566	744	1,016	912	168	22.6%	92.2%	95.0%	97.9%	97.1%	97.1%	95.6%	96.5%
ME-ML	497	546	470	324	440	455	681	241	54.8%	98.0%	97.8%	97.3%	98.2%	97.8%	97.8%	96.7%
ME-BI	175	152	96	124	160	141	161	1	0.6%	97.6%	97.9%	98.1%	97.4%	96.8%	97.6%	97.0%
ME-SC	206	192	222	258	414	258	381	-33	-8.0%	98.5%	98.6%	98.2%	98.0%	96.9%	98.1%	97.2%
HC	189	216	125	172	194	179	138	-56	-28.9%	89.4%	87.9%	89.6%	86.5%	87.8%	88.3%	91.2%
MD-N	1,265	1,448	463	760	1,033	994	1,355	322	31.2%	92.7%	91.9%	95.8%	93.0%	91.4%	92.8%	91.2%
MD-W	733	841	614	702	745	727	770	25	3.4%	95.7%	95.1%	94.7%	94.1%	94.1%	94.8%	95.0%
NCS	367	292	179	202	216	251	366	150	69.4%	92.9%	94.3%	91.7%	90.4%	93.0%	92.9%	89.7%
RI	1,053	1,668	647	850	939	1,031	1,130	191	20.3%	94.8%	92.0%	95.8%	95.7%	96.0%	94.8%	95.2%
SWS	580	555	231	249	209	365	601	392	187.6%	92.7%	93.0%	94.0%	91.0%	93.2%	92.9%	91.9%
UP-N	691	955	252	660	841	680	752	-89	-10.6%	96.6%	95.3%	98.1%	96.0%	95.9%	96.3%	96.3%
UP-NW	951	1,346	447	668	1,014	885	1,359	345	34.0%	94.9%	93.0%	96.7%	95.2%	94.4%	94.7%	93.8%
UP-W	1,462	1,328	615	1,095	1,021	1,104	1,227	206	20.2%	91.5%	92.3%	94.9%	90.5%	91.9%	92.2%	92.7%
System	10,241	10,891	4,705	6,630	7,970	8,087	9,833	1,863	23.4%	94.8%	94.6%	96.5%	95.5%	95.4%	95.3%	94.9%

Delays data for most recent month is final (01/17/2024) version from TOPS.

**Table 10: Annual System Causes of Train Delays
2018 to 2023**

Cause Category	2018		2019		2020		2021		2022		2018-2022 Avg		2023	
	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%
Freight Interference - Total	1,514	14.8%	1,070	9.8%	555	11.8%	1,024	15.4%	891	11.2%	1,011	12.5%	805	8.2%
Freight Interference - Peak	556	5.4%	366	3.4%	208	4.4%	406	6.1%	361	4.5%	379	4.7%	281	2.9%
Primary	299	2.9%	232	2.1%	175	3.7%	324	4.9%	291	3.7%	264	3.3%	212	2.2%
Secondary	257	2.5%	134	1.2%	33	0.7%	82	1.2%	70	0.9%	115	1.4%	69	0.7%
Freight Interference - Off-Peak	958	9.4%	704	6.5%	347	7.4%	618	9.3%	530	6.6%	631	7.8%	524	5.3%
Primary	696	6.8%	485	4.5%	281	6.0%	490	7.4%	423	5.3%	475	5.9%	416	4.2%
Secondary	262	2.6%	219	2.0%	66	1.4%	128	1.9%	107	1.3%	156	1.9%	108	1.1%
Signal/Switch Failure - Total	1,565	15.3%	1,598	14.7%	612	13.0%	885	13.3%	1,278	16.0%	1,188	14.7%	1,260	12.8%
Signal/Switch Failure - Metra/PSA	1,228	12.0%	1,207	11.1%	472	10.0%	719	10.8%	1,095	13.7%	944	11.7%	999	10.2%
Primary	857	8.4%	825	7.6%	363	7.7%	569	8.6%	813	10.2%	685	8.5%	702	7.1%
Secondary	371	3.6%	382	3.5%	109	2.3%	150	2.3%	282	3.5%	259	3.2%	297	3.0%
Signal/Switch Failure - Foreign	337	3.3%	391	3.6%	140	3.0%	166	2.5%	183	2.3%	243	3.0%	261	2.7%
Primary	214	2.1%	273	2.5%	124	2.6%	147	2.2%	129	1.6%	177	2.2%	226	2.3%
Secondary	123	1.2%	118	1.1%	16	0.3%	19	0.3%	54	0.7%	66	0.8%	35	0.4%
Mechanical Failure - Total	1,403	13.7%	1,252	11.5%	426	9.1%	531	8.0%	797	10.0%	882	10.9%	917	9.3%
Mechanical Failure - Metra/PSA	1,363	13.3%	1,217	11.2%	405	8.6%	527	7.9%	785	9.8%	859	10.6%	887	9.0%
Non-Locomotive Equipment Issue - Metra/PSA	388	3.8%	357	3.3%	147	3.1%	153	2.3%	212	2.7%	251	3.1%	243	2.5%
Primary	178	1.7%	166	1.5%	86	1.8%	100	1.5%	137	1.7%	133	1.6%	145	1.5%
Secondary	210	2.1%	191	1.8%	61	1.3%	53	0.8%	75	0.9%	118	1.5%	98	1.0%
Locomotive Issue - Metra/PSA	975	9.5%	860	7.9%	258	5.5%	374	5.6%	573	7.2%	608	7.5%	644	6.5%
Primary	295	2.9%	285	2.6%	122	2.6%	176	2.7%	256	3.2%	227	2.8%	254	2.6%
Secondary	680	6.6%	575	5.3%	136	2.9%	198	3.0%	317	4.0%	381	4.7%	390	4.0%
Mechanical Failure - Foreign	40	0.4%	35	0.3%	21	0.4%	4	0.1%	12	0.2%	22	0.3%	30	0.3%
Passenger Train Interference - Total	222	2.2%	150	1.4%	39	0.8%	105	1.6%	119	1.5%	127	1.6%	409	4.2%
Passenger Train Interference - Metra/PSA	78	0.8%	41	0.4%	27	0.6%	75	1.1%	81	1.0%	60	0.7%	277	2.8%
Passenger Train Interference - Foreign	144	1.4%	109	1.0%	12	0.3%	30	0.5%	38	0.5%	67	0.8%	132	1.3%
Accident - Total	407	4.0%	591	5.4%	229	4.9%	343	5.2%	679	8.5%	450	5.6%	680	6.9%
Accident - Metra/PSA	371	3.6%	391	3.6%	198	4.2%	284	4.3%	597	7.5%	368	4.6%	458	4.7%
Accident - Foreign	36	0.4%	200	1.8%	31	0.7%	59	0.9%	82	1.0%	82	1.0%	222	2.3%
Track Work - Total	775	7.6%	851	7.8%	416	8.8%	567	8.6%	655	8.2%	653	8.1%	1,062	10.8%
Track Work - Metra/PSA	770	7.5%	834	7.7%	390	8.3%	536	8.1%	610	7.7%	628	7.8%	970	9.9%
Track Work - Foreign	5	0.0%	17	0.2%	26	0.6%	31	0.5%	45	0.6%	25	0.3%	92	0.9%
Human Error - Total	904	8.8%	1,068	9.8%	481	10.2%	596	9.0%	637	8.0%	737	9.1%	847	8.6%
Human Error - Metra/PSA	635	6.2%	684	6.3%	396	8.4%	407	6.1%	396	5.0%	504	6.2%	494	5.0%
Human Error - Foreign	269	2.6%	384	3.5%	85	1.8%	189	2.9%	241	3.0%	234	2.9%	353	3.6%
PTC Related - Total	289	2.8%	665	6.1%	400	8.5%	499	7.5%	580	7.3%	487	6.0%	604	6.1%
PTC Related - Metra/PSA	289	2.8%	643	5.9%	349	7.4%	411	6.2%	491	6.2%	437	5.4%	498	5.1%
PTC Related - Foreign	-	0.0%	22	0.2%	51	1.1%	88	1.3%	89	1.1%	50	0.6%	106	1.1%
Weather - Total	1,054	10.3%	1,676	15.4%	541	11.5%	842	12.7%	775	9.7%	978	12.1%	860	8.7%
Weather - Metra/PSA	1,050	10.3%	1,670	15.3%	538	11.4%	797	12.0%	772	9.7%	965	11.9%	853	8.7%
Weather - Foreign	4	0.0%	6	0.1%	3	0.1%	45	0.7%	3	0.0%	12	0.2%	7	0.1%
Passenger Related - Total	1,307	12.8%	1,122	10.3%	344	7.3%	564	8.5%	648	8.1%	797	9.9%	1,077	11.0%
Obstruction/Debris - Total	699	6.8%	791	7.3%	569	12.1%	556	8.4%	715	9.0%	666	8.2%	1,128	11.5%
Catenary Failure - Total	77	0.8%	20	0.2%	47	1.0%	50	0.8%	81	1.0%	55	0.7%	64	0.7%
Other - Total	25	0.2%	37	0.3%	46	1.0%	68	1.0%	115	1.4%	58	0.7%	120	1.2%
Total Trains Delayed	10,241	100.0%	10,891	100.0%	4,705	100.0%	6,630	100.0%	7,970	100.0%	8,087	100.0%	9,833	100.0%
Total Metra/PSA Delays	7,892	77.1%	8,652	79.4%	3,781	80.4%	4,994	75.3%	6,386	80.1%	6,341	78.4%	7,823	79.6%
Total Foreign Carrier Delays	2,349	22.9%	2,239	20.6%	924	19.6%	1,636	24.7%	1,584	19.9%	1,746	21.6%	2,010	20.4%

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