

On-Time Performance

January 2022



Prepared by the Division of Strategic Planning & Performance

On-Time Performance January 2022

This report presents an analysis of January 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 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.

Reporting Calculations for Temporary Schedules and Special Events

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

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

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

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

In July, Metra launched pilot schedules on the BNSF, ME and UP-N (July 12), and the RI (July 19) that added off-peak options to meet post-COVID needs for riders. Metra also implemented minor weekday peak-period service increases on all other lines and restored ME Saturday service effective July 12. These changes resulted in an increase of 148 weekday trains and 38 Saturday trains systemwide in July. Schedule adjustments on September 13 resulted two fewer weekday trains on both the UP-N and UP-W. A schedule adjustment on November 15 resulted in eight fewer weekday BNSF trains. There were no schedule adjustments in January 2022.

Under these pilot and alternate schedules Metra operated 558 regularly scheduled revenue trains each weekday in January, which is a 19 percent reduction from Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 269 regularly scheduled revenue trains each Saturday in January, which is a one percent reduction from the 273 Saturday trains Metra operated pre-pandemic. Metra operated 185 regularly scheduled revenue trains each Sunday in January, which is a two percent increase from the 181 Sunday revenue trains Metra operated pre-pandemic. As a result of the changes under these alternative and pilot schedules, Metra operated about 15 percent fewer total revenue trains in January 2022 than in January 2019, about 19 percent fewer total revenue trains than in January 2020, but about 40 percent more total revenue trains than in January 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: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January 2022**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	861	17	98.0%	945	20	97.9%	1,806	37	98.0%	120	3	97.5%	120	0	100.0%	2,046	40	98.0%
ME-ML	483	9	98.1%	882	7	99.2%	1,365	16	98.8%	168	1	99.4%	145	1	99.3%	1,678	18	98.9%
ME-BI	147	8	94.6%	231	3	98.7%	378	11	97.1%	32	0	100.0%	--	--	--	410	11	97.3%
ME-SC	<u>231</u>	<u>10</u>	95.7%	<u>651</u>	<u>10</u>	98.5%	<u>882</u>	<u>20</u>	97.7%	<u>128</u>	<u>0</u>	100.0%	<u>120</u>	<u>3</u>	97.5%	<u>1,130</u>	<u>23</u>	98.0%
Subtotal	861	27	96.9%	1,764	20	98.9%	2,625	47	98.2%	328	1	99.7%	265	4	98.5%	3,218	52	98.4%
HC	105	13	87.6%	21	6	71.4%	126	19	84.9%	--	--	--	--	--	--	126	19	84.9%
MD-N	379	26	93.1%	419	22	94.7%	798	48	94.0%	80	5	93.8%	108	6	94.4%	986	59	94.0%
MD-W	<u>399</u>	<u>40</u>	90.0%	<u>441</u>	<u>23</u>	94.8%	<u>840</u>	<u>63</u>	92.5%	<u>96</u>	<u>5</u>	94.8%	<u>108</u>	<u>8</u>	92.6%	<u>1,044</u>	<u>76</u>	92.7%
Subtotal	778	66	91.5%	860	45	94.8%	1,638	111	93.2%	176	10	94.3%	216	14	93.5%	2,030	135	93.3%
NCS	168	10	94.0%	84	5	94.0%	252	15	94.0%	--	--	--	--	--	--	252	15	94.0%
RI	651	30	95.4%	1,029	23	97.8%	1,680	53	96.8%	132	4	97.0%	168	13	92.3%	1,980	70	96.5%
SWS	189	13	93.1%	63	8	87.3%	252	21	91.7%	--	--	--	--	--	--	252	21	91.7%
UP-N	462	28	93.9%	1,092	40	96.3%	1,554	68	95.6%	104	0	100.0%	108	6	94.4%	1,766	74	95.8%
UP-NW	441	39	91.2%	504	23	95.4%	945	62	93.4%	136	5	96.3%	126	6	95.2%	1,207	73	94.0%
UP-W	<u>336</u>	<u>24</u>	92.9%	<u>504</u>	<u>37</u>	92.7%	<u>840</u>	<u>61</u>	92.7%	<u>80</u>	<u>2</u>	97.5%	<u>108</u>	<u>10</u>	90.7%	<u>1,028</u>	<u>73</u>	92.9%
Subtotal	1,239	91	92.7%	2,100	100	95.2%	3,339	191	94.3%	320	7	97.8%	342	22	93.6%	4,001	220	94.5%
System	4,852	267	94.5%	6,866	227	96.7%	11,718	494	95.8%	1,076	25	97.7%	1,111	53	95.2%	13,905	572	95.9%

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

Delays data for most recent month is final (02/16/2022) 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-Jan	Annual
BNSF	2017	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	95.9%	94.5%
	2018	89.6	91.6	92.7	94.2	90.5	92.2	91.6	92.7	92.0	92.4	92.5	95.1	89.6%	92.2%
	2019	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3	96.7	96.3	95.9	97.7	92.7%	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	97.3%	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	99.0%	97.1%
	2022	98.0												98.0%	98.0%
	2017-2021 average	94.5	92.9	96.4	96.2	94.6	94.6	94.7	95.3	94.5	95.2	94.9	96.4	94.5%	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	95.6%	98.1%
	2018	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2	97.7	95.9	97.7%	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	96.4%	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	99.3%	98.0%
	2022	98.4												98.4%	98.4%
	2017-2021 average	97.1	96.2	98.8	99.1	98.3	98.1	97.7	98.2	98.5	98.4	97.8	97.9	97.1%	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	93.9%	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	86.4%	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	81.8%	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	90.9%	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	90.0%	86.5%
	2022	84.9												84.9%	84.9%
	2017-2021 average	88.4	87.8	90.7	93.9	83.6	88.4	90.0	90.3	89.1	88.7	89.4	92.5	88.4%	89.5%
MD-N	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	95.3%	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	91.8%	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	88.4%	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	93.3%	95.8%
	2021	91.8	86.7	96.4	95.1	93.9	89.3	91.1	95.7	94.7	91.6	94.7	94.0	91.8%	93.0%
	2022	94.0												94.0%	94.0%
	2017-2021 average	92.2	91.0	95.9	94.6	94.3	92.9	91.6	94.1	93.4	93.2	92.3	94.1	92.2%	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	96.9%	95.5%
	2018	94.7	91.3	96.3	97.7	95.8	96.5	97.4	96.6	96.4	95.7	93.2	96.6	94.7%	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	92.3%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3	93.9	94.1	92.4	95.8%	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	93.0%	94.1%
	2022	92.7												92.7%	92.7%
	2017-2021 average	94.7	91.6	96.1	96.3	95.9	96.0	96.1	95.7	96.1	95.7	94.0	93.3	94.7%	95.1%
NCS	2017	92.6	91.6	95.1	95.2	95.5	95.7	94.8	98.0	92.7	91.9	92.6	92.0	92.6%	94.0%
	2018	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	93.2%	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	87.6%	94.3%
	2020	92.7	82.0	95.5	94.8	100.0	84.2	90.9	86.9	96.4	92.0	97.5	95.5	92.7%	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	88.8%	90.4%
	2022	94.0												94.0%	94.0%
	2017-2021 average	91.5	87.1	95.2	94.9	93.6	94.8	93.9	94.2	93.8	94.4	92.1	92.7	91.5%	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-Jan	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	95.2%	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	92.2%	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	89.8%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9	95.5	96.0	97.5	95.2	98.4	92.0%	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	97.7%	95.7%
	2022	96.5												96.5%	96.5%
	2017-2021 average		93.1	91.8	96.8	97.3	94.1	94.6	93.9	94.8	94.6	96.2	93.9	95.5	93.1%
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	96.2%	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	93.9%	92.7%
	2019	90.4	91.0	93.8	94.4	95.3	91.7	92.0	94.9	92.0	92.1	94.1	94.2	90.4%	93.0%
	2020	95.6	94.1	97.6	98.1	100.0	88.8	89.1	80.5	86.7	91.8	94.0	96.4	95.6%	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	96.5%	91.0%
	2022	91.7												91.7%	91.7%
	2017-2021 average		94.2	91.9	94.9	95.7	93.7	91.7	93.2	92.6	93.6	92.6	92.1	93.9	94.2%
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	95.6%	97.2%
	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	97.6%	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	90.7%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6	97.2	97.4	97.0	97.4	98.9	98.5%	98.1%
	2021	98.4	93.6	96.9	98.7	97.3	97.6	95.1	92.7	95.9	97.1	96.2	95.4	98.4%	96.0%
	2022	95.8												95.8%	95.8%
	2017-2021 average		96.0	95.1	97.6	97.7	97.5	97.0	96.1	95.6	96.9	96.9	95.7	96.7	96.0%
UP-NW	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	96.2%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	95.7%	94.9%
	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4	96.7	92.1	88.6	95.4	90.3%	93.0%
	2020	96.3	96.1	98.0	98.7	96.5	96.1	96.6	95.7	97.2	96.3	94.0	98.9	96.3%	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	97.7%	95.2%
	2022	94.0												94.0%	94.0%
	2017-2021 average		95.1	93.0	96.9	95.9	96.5	94.0	93.7	94.2	95.5	94.9	93.0	95.6	95.1%
UP-W	2017	95.0	96.5	96.1	92.9	93.8	92.4	94.8	94.3	94.7	92.9	94.8	90.7	95.0%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	92.3%	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	90.4%	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	93.6%	90.5%
	2022	92.9												92.9%	92.9%
	2017-2021 average		93.2	89.2	94.9	94.7	92.3	93.6	91.6	92.0	93.5	93.2	91.7	91.7	93.2%
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	95.6%	95.8%
	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4	95.5	93.6	94.6	94.2%	94.8%
	2019	91.8	88.2	96.3	96.1	95.3	95.8	93.2	95.3	95.9	95.7	93.6	96.7	91.8%	94.6%
	2020	95.9	95.6	97.6	98.5	96.2	96.6	96.3	95.4	96.9	96.4	95.6	97.5	95.9%	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	96.9%	95.5%
	2022	95.9												95.9%	95.9%
	2017-2021 average		94.7	93.0	96.8	96.8	95.7	95.4	94.9	95.4	95.7	95.8	94.6	95.6	94.7%

Delays data for most recent month is final (02/16/2022) 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
January 2022**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
HC	914 81% OT	Thu, Jan 06	8	D	11M BRIGHTON PK	
		Mon, Jan 10	26	GF	(GATE XING / SIG / SWITCH FOREIGN) - 20M ROMEOVILLE ACCOUNT SWITCH O.O C	
		Mon, Jan 17	8	ZN	9M DELAY 21ST ST PTC ISSUES. - Amtrak system wide outage	
		Fri, Jan 28	24	GA	(SIGNAL / SWITCH FAILURE AMTRAK) - 22M DELAY 21ST ST SWITCH FAILURE	
HC	915 71% OT	Tue, Jan 11	35	ZP	39M CUS, PTC ISSUES and cascading delays; No. 915 delayed 15 minutes with CCF troubleshooting processes involving consist management for both Rock Island and UP. Debrief performed.	
		Thu, Jan 13	34	DD	41M NS-BRIGHTON PK., BN QLACNSA WITH 7615FT. EN ROUTE TO NS-ASHLAND AV. YD.	
		Thu, Jan 20	23	D	initially delayed 15 min at 21st waiting for CN-M336 to clear which put them out of slot at Lemoyne - BRC-LEMOYNE, BNSF HBRKCK-20 (ENG. BN 4119, 113CARS, 7200FT.) PULLING THRU PLANT TO THE BNSF.	
		Tue, Jan 25	7	D	(GENERAL FREIGHT INTERFERENCE) - 8MIN AT CP CERMAK DUE TO CN FREIGHT TRAIN L5369125, UP 5013, 9052FT. STOPPED 15:37, RESUMED 15:45.	
		Thu, Jan 27	7	ZN	10M LUMBER ST. TO CP-CERMAK DUE TO PROBLEMS DELIVERING 10MPH SPEED RESTRICTION AT LUMBER ST. TO CDU.	
		Mon, Jan 31	13	DD	5M CP-CERM (amtrak had problems issuing bulletin) 21M NS-BRIGHTON PK., BNSF ZLACNYC9-30 PULLING THRU PLANT.	
HC	916 81% OT	Fri, Jan 07	16	ZD	(PTC FOREIGN LINE TRANSPORTATION) - 11M BRIDGE PORT PTC ISSUES & COULD NOT REACH CN HELP DESK, 3M CERMAK WAITING FOR AMK TO CLEAR 3M 21ST AC	
		Mon, Jan 17	10	ZN	10M CERMAK WAITING FOR AMK TO CLEAR. 4M 21ST ST PTC ISSUES. Amtrak system wide outage	
		Thu, Jan 20	12	AM	12M CERMAK PROBLEM WITH BRIDGE AND WAITING FOR AMK 301 TO CLEAR.	
		Wed, Jan 26	10	AM	(AMTRAK CAUSED DELAY) - 10M ENROUTE DUE TO AMTRAK DELAYS	
MD-N	2124 81% OT	Fri, Jan 07	9	CW	-8" -3 min 10 mph at A-20; -12 min Track 0 at A-5. BROKEN RAIL A20, RUN THROUGH 0 TRACK - WEATHER RELATED	
		Mon, Jan 24	9	IW	(-9) Slow passenger loading, snowy weather conditions	
		Tue, Jan 25	7	E	(-7) -11" Mechanical problems engine #413. Slow loading engine, unable to make track speed (B/O Boost Temperature Sensor)	
		Fri, Jan 28	9	FW	(-8)" Sticky door (#8537); Slow passenger loading loading	
MD-N	2156 81% OT	Mon, Jan 17	7	K1	7 min late, late turn from 2147.	
		Tue, Jan 25	12	GW1	-11" min late, 12 min enroute loco 422 surging/hunting	
		Fri, Jan 28	27	CW1	-27" min late, late turn from 2147.	
		Mon, Jan 31	16	D	16 min late, 10 min CN (southbound freight) cross Traffic, 6 min stop signal Mayfair.	
MD-W	2202 81% OT	Mon, Jan 10	8	CW	-8" Stop Franklin Park to copy nine Automatic Grade Crossing Malfunction -BROKEN RAIL	
		Tue, Jan 11	8	KW	-7" Stopped @ Franklin Park to inspect equipment after hearing noise, lost door close light indicator the rest the trip HIT LARGE PIECE OF ICE	
		Wed, Jan 26	30	D	(-30)" Freight train interference B-17 (CP198 13,799')	
MD-W	2203 81% OT	Thu, Jan 27	8	D	(-8)" -13" Freight train interference (472) @ Wooddale	
		Mon, Jan 10	8	CW1	-8" 6" Departed CUS late due to late arrival/turn of 2203; -3" Scheduled meets with inbound trains	
		Fri, Jan 14	7	D	(-7) -3" Departed CUS late due to late arrival/turn of 2202 (lost time coming down 1 main); -3" Stop signal Galewood; -3" Meets with inbound trains	
		Wed, Jan 19	9	U1	(-9)" Late flip off of No. 2202 arriving 5 minute late due to an ADA slow loading en route. -4" ADA CUS to Chicago St.	
Wed, Jan 26	33	D1	(-35)" -30" Departed CUS late due to late arrival/turn of 2202; -5" Mechanical problems engine #92, lost H.E.P. @ Hanover Park, manually bled off doors at all stops			
MD-W	2210 71% OT	Tue, Jan 04	8	G	Arrived CUS @ 07:35. Signal problems Itasca East to Wood Dale East, verbal permission, restricted speed	
		Wed, Jan 05	8	GW	-8" Switch failure A-2 (#21) - BURNERS WERE BLOWING OUT DUE TO WIND	
		Thu, Jan 13	8	D	-8" Freight interference B-17 (686)	
		Fri, Jan 14	10	RN	(-8) -12" Departed Elgin late due to crew issues, (waiting on replacement engineer)	
		Tue, Jan 25	15	E1	(-15) 2206's original equipment (River Track) engine #107 was B/O, frozen radiator resulted in the following delays. Upon arrival of CUS, 2204 expressed out to Roselle, empty equipment, and operated as 2226 from Roselle in.	
Wed, Jan 26	12	FW	-7" Sticky door (7311); Slow loading/frozen doors			
MD-W	2212 71% OT	Tue, Jan 04	10	G	Arrived CUS @ 08:03. Following 2210; signal problems Itasca East to Wood Dale East, verbal permission, restricted speed	
		Mon, Jan 10	10	DD	-16" X/O @ B-12, operate 2MT, spot stations on crossing	
		Tue, Jan 11	9	CW	(-16)" -4" Following 2210, operating on approach signals; -6" Complying with change @ Franklin Park West due to broken rail on 2MT -CAUSED BY EXTREME COLD	
		Fri, Jan 14	8	RN1	(-7) -8" Following late 2210, operating on approach signals	
		Tue, Jan 18	6	U1	(-9) Following 2210, operating on approach signals MULTIPLE ADAS ON 2210	
		Tue, Jan 25	7	E1	(-7) 2206's original equipment (River Track) engine #107 was B/O, frozen radiator resulted in the following delays. Upon arrival of CUS, 2204 expressed out to Roselle, empty equipment, and operated as 2226 from Roselle in. Following 2210	
MD-W	2228 81% OT	Mon, Jan 10	9	G	(-9) -6" ADA Schaumburg to Bensenville; -4" Stop signal B-12, verbal permission by, restricted speed to River Grove	
		Tue, Jan 11	8	U	-9" ADA Elgin to Bensenville	
		Fri, Jan 14	8	D	(-8) -7" Stop signal Bensenville, single tracking, waiting on 2209 to clear, freight train interference; -4" ADA Bensenville to CUS	
		Wed, Jan 26	14	D1	(-13)" -15" Departed Big Timber late due to late arrival/turn of 2203	
SWS	803 76% OT	Wed, Jan 05	10	DR1	9M LATE DEPRTING CUS ACCOUNT LATE TURN FROM SWS802 6M FOREST HILL WAITING FOR SWS808EST	
		Fri, Jan 07	15	GA	(SIGNAL / SWITCH FAILURE AMTRAK) - 8M 21ST ST 15M FLAGGED BY CHICAGO RIDGE RESTRICTED SPEED	
		Mon, Jan 17	6	ZN	8M 21ST ST PTC ISSUES, CUT OUT. Amtrak system wide outage	
		Mon, Jan 24	10	GM	10M ENROUTE SLOW LOADING PASSENGERS, WEATHER AND ITEM 1 AWDM (Cicero)	
		Wed, Jan 26	7	G	(GATE XING / SIG / SWITCH FOREIGN) - 12M DELAY TALKED BY CP RIDGE COULD NOT DISPLAY A SIGNAL RESTRICTED SPEED TO WORTH. SIGNAL AT WORTH TOP	

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
UP-NW	610	Mon, Jan 03	45	DM1	Delayed due to A44791-02 on the CN Barrington interlocking was struck by a car causing a blown airline hose waited for interlocking to be cleared and for tracks and trains to be released	
		81% OT	Thu, Jan 13	9		D
			Tue, Jan 18	10		D
			Mon, Jan 24	8		RW1
UP-NW	633	Mon, Jan 03	0	E1	Tied on to 627 and shoved to Harvard. 647 made all stops	
		67% OT	Wed, Jan 05	35		KP
			Mon, Jan 10	35		E1
			Wed, Jan 12	100		F
			Thu, Jan 13	10		E
			Wed, Jan 26	20		KW
	Mon, Jan 31	10	KW	-10" Main reservoir hose separated between engine & coach car 6179 @ Crystal Lake (STRUCK ICE AT CROSSING)		
UP-NW	640	Mon, Jan 03	67	DM1	Delayed due to A44791-02 on the CN Barrington interlocking was struck by a car causing a blown airline hose waited for interlocking to be cleared and for tracks and trains to be released	
		81% OT	Thu, Jan 13	9		UF1
			Thu, Jan 20	12		CW
			Mon, Jan 24	67		M1
UP-W	20	Thu, Jan 13	10	A	-10" Signal issues @ Western -WAITING ON EQUIPMENT TO YARD	
		81% OT	Thu, Jan 20	10		D
			Thu, Jan 27	8		RF
			Mon, Jan 31	142		M1
UP-W	29	Thu, Jan 06	7	CH	-7" Held @ Kedzie by disp for detector car to get off the tracks (CONTRACTOR)	
		76% OT	Fri, Jan 07	12		J
			Mon, Jan 24	20		GW
			Fri, Jan 28	32		DE1
			Mon, Jan 31	47		M1

Data is final (02/16/2022) version from TOPS.

Table 4: Delay Codes by Cause Category & Carrier

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

Effective November 1, 2021

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

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

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

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

Table 5.a: Train Delays by Cause and Line
January 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	4	-	-	-	5	3	18	1	3	5	7	2	19	67
Freight Interference - Peak	-	-	-	-	1	1	8	1	-	3	4	2	6	26
Primary	-	-	-	-	1	1	7	-	-	3	2	2	4	20
Secondary	-	-	-	-	-	-	1	1	-	-	2	-	2	6
Freight Interference - Off-Peak	4	-	-	-	4	2	10	-	3	2	3	-	13	41
Primary	3	-	-	-	4	1	8	-	3	1	1	-	10	31
Secondary	1	-	-	-	-	1	2	-	-	1	2	-	3	10
Signal/Switch Failure - Total	19	5	6	6	4	11	13	3	6	6	3	1	9	92
Signal/Switch Failure - Metra/PSA	14	5	6	6	-	8	13	2	6	3	3	1	9	76
Primary	11	5	5	5	-	8	12	1	6	2	3	1	3	62
Secondary	3	-	1	1	-	-	1	1	-	1	-	-	6	14
Signal/Switch Failure - Foreign	5	-	-	-	4	3	-	1	-	3	-	-	-	16
Primary	3	-	-	-	4	1	-	1	-	1	-	-	-	10
Secondary	2	-	-	-	-	2	-	-	-	2	-	-	-	6
Mechanical Failure - Total	8	-	1	-	-	4	12	1	4	-	8	16	1	55
Mechanical Failure - Metra/PSA	8	-	1	-	-	4	12	1	4	-	8	16	1	55
Non-Locomotive Equipment Issue - Metra/PSA	2	-	1	-	-	-	1	-	1	-	-	5	-	10
Primary	2	-	-	-	-	-	1	-	1	-	-	3	-	7
Secondary	-	-	1	-	-	-	-	-	-	-	-	2	-	3
Locomotive Issue - Metra/PSA	6	-	-	-	-	4	11	1	3	-	8	11	1	45
Primary	3	-	-	-	-	3	5	1	2	-	3	7	1	25
Secondary	3	-	-	-	-	1	6	-	1	-	5	4	-	20
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	-	-	-	-	2	1	-	-	-	-	-	-	1	4
Passenger Train Interference - Metra/PSA	-	-	-	-	-	1	-	-	-	-	-	-	1	2
Passenger Train Interference - Foreign	-	-	-	-	2	-	-	-	-	-	-	-	-	2
Accident - Total	1	3	-	-	-	-	4	-	14	-	23	21	15	81
Accident - Metra/PSA	1	3	-	-	-	-	4	-	14	-	23	6	15	66
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	15	-	15
Track Work - Total	-	-	-	-	-	2	-	-	1	-	3	2	4	12
Track Work - Metra/PSA	-	-	-	-	-	2	-	-	1	-	3	1	4	11
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	1	-	1
Human Error - Total	4	-	-	1	1	3	3	2	4	-	8	2	3	31
Human Error - Metra/PSA	4	-	-	1	1	-	3	1	4	-	7	2	-	22
Human Error - Foreign	-	-	-	-	1	3	-	1	-	-	1	-	3	9
PTC Related - Total	-	-	-	2	5	2	3	4	5	5	2	1	5	34
PTC Related - Metra/PSA	-	-	-	2	1	1	3	1	5	2	2	1	5	23
PTC Related - Foreign	-	-	-	-	4	1	-	3	-	3	-	-	-	11
Weather - Total	1	6	4	6	2	28	20	3	28	3	18	13	9	141
Weather - Metra/PSA	1	6	4	6	2	28	20	3	28	3	18	13	9	141
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	3	2	-	1	-	3	3	1	-	-	-	6	2	21
Obstruction/Debris - Total	-	2	-	6	-	2	-	-	5	2	2	9	5	33
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	-	-	-	1	-	-	-	-	-	-	-	-	-	1
Total Trains Delayed	40	18	11	23	19	59	76	15	70	21	74	73	73	572
Total Metra/PSA Delays	31	18	11	23	3	49	58	9	67	10	66	55	51	451
Total Foreign Carrier Delays	9	0	0	0	16	10	18	6	3	11	8	18	22	121

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

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

Table 5.b: Train Delays by Cause and Line
Average January Over Previous Five Years: 2017-2021

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	12	-	-	-	4	9	10	4	4	10	1	5	22	81
Freight Interference - Peak	8	-	-	-	4	2	4	3	0	3	0	3	8	35
Primary	4	-	-	-	3	2	3	2	0	2	0	2	4	23
Secondary	4	-	-	-	1	-	1	1	-	1	-	1	4	12
Freight Interference - Off-Peak	4	-	-	-	0	7	6	1	4	7	0	2	14	47
Primary	2	-	-	-	0	4	6	1	2	4	0	1	9	31
Secondary	2	-	-	-	-	3	1	-	1	3	0	1	5	16
Signal/Switch Failure - Total	12	8	4	6	4	15	14	9	17	9	1	4	6	107
Signal/Switch Failure - Metra/PSA	7	8	4	6	1	11	11	4	16	4	1	2	4	78
Primary	5	5	3	6	1	8	9	3	11	3	1	2	3	59
Secondary	2	3	1	1	-	2	3	1	5	1	0	-	1	19
Signal/Switch Failure - Foreign	5	-	-	-	3	4	3	5	1	4	0	2	2	29
Primary	3	-	-	-	2	1	1	3	1	3	-	1	1	16
Secondary	2	-	-	-	1	3	1	2	-	1	0	1	1	13
Mechanical Failure - Total	28	1	2	1	1	20	15	3	14	3	13	11	6	117
Mechanical Failure - Metra/PSA	28	0	1	1	0	19	15	3	14	3	13	11	6	114
Non-Locomotive Equipment Issue - Metra/PSA	9	0	1	1	0	2	1	0	1	2	2	5	3	26
Primary	3	-	1	0	0	1	1	0	0	1	1	2	2	12
Secondary	5	0	1	0	-	1	0	-	0	1	1	2	1	14
Locomotive Issue - Metra/PSA	20	-	-	-	0	17	14	3	13	2	11	6	2	88
Primary	4	-	-	-	0	4	4	1	3	1	2	1	1	21
Secondary	16	-	-	-	-	13	10	2	10	1	9	5	1	67
Mechanical Failure - Foreign	0	0	0	0	0	1	-	-	-	-	-	-	-	3
Passenger Train Interference - Total	1	0	1	1	0	4	0	1	-	2	-	-	0	12
Passenger Train Interference - Metra/PSA	-	0	1	0	-	3	0	1	-	-	-	-	0	5
Passenger Train Interference - Foreign	1	0	0	1	0	1	-	-	-	2	-	-	-	6
Accident - Total	3	2	1	1	1	4	2	2	6	2	1	9	12	47
Accident - Metra/PSA	2	2	1	1	-	4	2	2	5	-	1	9	9	36
Accident - Foreign	2	-	-	-	1	-	0	-	1	2	-	-	4	10
Track Work - Total	3	7	1	2	1	2	0	0	5	2	1	1	2	27
Track Work - Metra/PSA	3	7	1	2	1	2	0	0	5	2	1	1	2	27
Track Work - Foreign	-	-	-	-	-	-	-	-	-	0	-	-	-	0
Human Error - Total	9	7	2	3	2	17	5	3	10	2	7	7	7	81
Human Error - Metra/PSA	7	7	2	3	1	15	5	2	10	1	7	5	7	71
Human Error - Foreign	2	-	-	-	1	2	0	1	-	1	0	2	-	10
PTC Related - Total	2	1	0	2	2	3	1	-	3	-	8	3	8	33
PTC Related - Metra/PSA	1	1	0	2	0	3	1	-	3	-	8	3	8	31
PTC Related - Foreign	1	-	-	-	1	-	0	-	0	-	-	-	-	2
Weather - Total	28	14	6	11	1	22	12	6	34	3	19	18	9	183
Weather - Metra/PSA	28	14	6	11	1	21	12	6	34	2	19	18	9	182
Weather - Foreign	0	-	-	-	-	0	-	-	-	1	-	-	-	1
Passenger Related - Total	4	5	2	2	-	6	5	1	7	-	8	6	9	53
Obstruction/Debris - Total	9	5	1	3	-	4	6	3	13	1	4	8	10	67
Catenary Failure - Total	-	4	1	1	-	-	-	-	-	-	-	-	-	5
Other - Total	0	-	1	0	-	0	1	0	3	-	1	-	0	6
Total Trains Delayed	112	53	20	32	16	106	71	32	115	34	63	74	91	819
Total Metra/PSA Delays	89	53	20	32	4	88	57	22	109	12	62	65	63	676
Total Foreign Carrier Delays	23	1	1	1	12	18	13	10	6	21	1	9	28	143

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

Table 5.c: Train Delays by Cause and Line
January 2022 Compared to Average January Over Previous Five Years: 2017-2021

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	(8)	-	-	-	1	(6)	8	(3)	(1)	(5)	6	(3)	(3)	(14)
Freight Interference - Peak	(8)	-	-	-	(3)	(1)	4	(2)	(0)	0	4	(1)	(2)	(9)
Primary	(4)	-	-	-	(2)	(1)	4	(2)	(0)	1	2	(0)	(0)	(3)
Secondary	(4)	-	-	-	(1)	-	0	0	-	(1)	2	(1)	(2)	(6)
Freight Interference - Off-Peak	(0)	-	-	-	4	(5)	4	(1)	(1)	(5)	3	(2)	(1)	(6)
Primary	1	-	-	-	4	(3)	2	(1)	1	(3)	1	(1)	1	0
Secondary	(1)	-	-	-	-	(2)	1	-	(1)	(2)	2	(1)	(2)	(6)
Signal/Switch Failure - Total	7	(3)	2	(0)	0	(4)	(1)	(6)	(11)	(3)	2	(3)	3	(15)
Signal/Switch Failure - Metra/PSA	7	(3)	2	(0)	(1)	(3)	2	(2)	(10)	(1)	2	(1)	5	(2)
Primary	6	(0)	2	(1)	(1)	(0)	3	(2)	(5)	(1)	2	(1)	0	3
Secondary	1	(3)	0	0	-	(2)	(2)	-	(5)	(0)	(0)	-	5	(5)
Signal/Switch Failure - Foreign	-	-	-	-	1	(1)	(3)	(4)	(1)	(1)	(0)	(2)	(2)	(13)
Primary	-	-	-	-	2	-	(1)	(2)	(1)	(2)	-	(1)	(1)	(6)
Secondary	-	-	-	-	(1)	(1)	(1)	(2)	-	1	(0)	(1)	(1)	(7)
Mechanical Failure - Total	(20)	(1)	(1)	(1)	(1)	(16)	(3)	(2)	(10)	(3)	(5)	5	(5)	(62)
Mechanical Failure - Metra/PSA	(20)	(0)	(0)	(1)	(0)	(15)	(3)	(2)	(10)	(3)	(5)	5	(5)	(59)
Non-Locomotive Equipment Issue - Metra/PSA	(7)	(0)	(0)	(1)	(0)	(2)	-	(0)	0	(2)	(2)	0	(3)	(16)
Primary	(1)	-	(1)	(0)	(0)	(1)	0	(0)	1	(1)	(1)	1	(2)	(5)
Secondary	(5)	(0)	0	(0)	-	(1)	(0)	-	(0)	(1)	(1)	(0)	(1)	(11)
Locomotive Issue - Metra/PSA	(14)	-	-	-	(0)	(13)	(3)	(2)	(10)	(2)	(3)	5	(1)	(43)
Primary	(1)	-	-	-	(0)	(1)	1	0	(1)	(1)	1	6	(0)	4
Secondary	(13)	-	-	-	-	(12)	(4)	(2)	(9)	(1)	(4)	(1)	(1)	(47)
Mechanical Failure - Foreign	(0)	(0)	(0)	(0)	(0)	(1)	-	-	-	-	-	-	-	(3)
Passenger Train Interference - Total	(1)	(0)	(1)	(1)	2	(3)	(0)	(1)	-	(2)	-	-	1	(8)
Passenger Train Interference - Metra/PSA	-	(0)	(1)	(0)	-	(2)	(0)	(1)	-	-	-	-	1	(3)
Passenger Train Interference - Foreign	(1)	(0)	(0)	(1)	2	(1)	-	-	-	(2)	-	-	-	(4)
Accident - Total	(2)	1	(1)	(1)	(1)	(4)	2	(2)	8	(2)	22	12	3	34
Accident - Metra/PSA	(1)	1	(1)	(1)	-	(4)	2	(2)	9	-	22	(3)	6	30
Accident - Foreign	(2)	-	-	-	(1)	-	(0)	-	(1)	(2)	-	15	(4)	5
Track Work - Total	(3)	(7)	(1)	(2)	(1)	0	(0)	(0)	(4)	(2)	2	1	2	(15)
Track Work - Metra/PSA	(3)	(7)	(1)	(2)	(1)	0	(0)	(0)	(4)	(2)	2	(0)	2	(16)
Track Work - Foreign	-	-	-	-	-	-	-	-	-	(0)	-	1	-	1
Human Error - Total	(5)	(7)	(2)	(2)	(1)	(14)	(2)	(1)	(6)	(2)	1	(5)	(4)	(50)
Human Error - Metra/PSA	(3)	(7)	(2)	(2)	(1)	(15)	(2)	(1)	(6)	(1)	(0)	(3)	(7)	(49)
Human Error - Foreign	(2)	-	-	-	(0)	1	(0)	-	-	(1)	1	(2)	3	(1)
PTC Related - Total	(2)	(1)	(0)	0	3	(1)	2	4	2	5	(6)	(2)	(3)	1
PTC Related - Metra/PSA	(1)	(1)	(0)	0	1	(2)	2	1	2	2	(6)	(2)	(3)	(8)
PTC Related - Foreign	(1)	-	-	-	3	1	(0)	3	(0)	3	-	-	-	9
Weather - Total	(27)	(8)	(2)	(5)	1	6	8	(3)	(6)	0	(1)	(5)	0	(42)
Weather - Metra/PSA	(27)	(8)	(2)	(5)	1	7	8	(3)	(6)	1	(1)	(5)	0	(41)
Weather - Foreign	(0)	-	-	-	-	(0)	-	-	-	(1)	-	-	-	(1)
Passenger Related - Total	(1)	(3)	(2)	(1)	-	(3)	(2)	0	(7)	-	(8)	(0)	(7)	(32)
Obstruction/Debris - Total	(9)	(3)	(1)	3	-	(2)	(6)	(3)	(8)	1	(2)	1	(5)	(34)
Catenary Failure - Total	-	(4)	(1)	(1)	-	-	-	-	-	-	-	-	-	(5)
Other - Total	(0)	-	(1)	1	-	(0)	(1)	(0)	(3)	-	(1)	-	(0)	(5)
Total Trains Delayed	(72)	(35)	(9)	(9)	3	(47)	5	(17)	(45)	(13)	11	(1)	(18)	(247)
Total Metra/PSA Delays	-58	-35	-9	-9	-1	-39	1	-13	-42	-2	4	-10	-12	-225
Total Foreign Carrier Delays	-14	-1	-1	-1	4	-8	5	-4	-3	-10	7	9	-6	-22

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Table 6.a: Train Delays by Cause and Line - YTD
January - January 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	4	-	-	-	5	3	18	1	3	5	7	2	19	67
Freight Interference - Peak	-	-	-	-	1	1	8	1	-	3	4	2	6	26
Primary	-	-	-	-	1	1	7	-	-	3	2	2	4	20
Secondary	-	-	-	-	-	-	1	1	-	-	2	-	2	6
Freight Interference - Off-Peak	4	-	-	-	4	2	10	-	3	2	3	-	13	41
Primary	3	-	-	-	4	1	8	-	3	1	1	-	10	31
Secondary	1	-	-	-	-	1	2	-	-	1	2	-	3	10
Signal/Switch Failure - Total	19	5	6	6	4	11	13	3	6	6	3	1	9	92
Signal/Switch Failure - Metra/PSA	14	5	6	6	-	8	13	2	6	3	3	1	9	76
Primary	11	5	5	5	-	8	12	1	6	2	3	1	3	62
Secondary	3	-	1	1	-	-	1	1	-	1	-	-	6	14
Signal/Switch Failure - Foreign	5	-	-	-	4	3	-	1	-	3	-	-	-	16
Primary	3	-	-	-	4	1	-	1	-	1	-	-	-	10
Secondary	2	-	-	-	-	2	-	-	-	2	-	-	-	6
Mechanical Failure - Total	8	-	1	-	-	4	12	1	4	-	8	16	1	55
Mechanical Failure - Metra/PSA	8	-	1	-	-	4	12	1	4	-	8	16	1	55
Non-Locomotive Equipment Issue - Metra/PSA	2	-	1	-	-	-	1	-	1	-	-	5	-	10
Primary	2	-	-	-	-	-	1	-	1	-	-	3	-	7
Secondary	-	-	1	-	-	-	-	-	-	-	-	2	-	3
Locomotive Issue - Metra/PSA	6	-	-	-	-	4	11	1	3	-	8	11	1	45
Primary	3	-	-	-	-	3	5	1	2	-	3	7	1	25
Secondary	3	-	-	-	-	1	6	-	1	-	5	4	-	20
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	-	-	-	-	2	1	-	-	-	-	-	-	1	4
Passenger Train Interference - Metra/PSA	-	-	-	-	-	1	-	-	-	-	-	-	1	2
Passenger Train Interference - Foreign	-	-	-	-	2	-	-	-	-	-	-	-	-	2
Accident - Total	1	3	-	-	-	-	4	-	14	-	23	21	15	81
Accident - Metra/PSA	1	3	-	-	-	-	4	-	14	-	23	6	15	66
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	15	-	15
Track Work - Total	-	-	-	-	-	2	-	-	1	-	3	2	4	12
Track Work - Metra/PSA	-	-	-	-	-	2	-	-	1	-	3	1	4	11
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	1	-	1
Human Error - Total	4	-	-	1	1	3	3	2	4	-	8	2	3	31
Human Error - Metra/PSA	4	-	-	1	1	-	3	1	4	-	7	2	-	22
Human Error - Foreign	-	-	-	-	1	3	-	1	-	-	1	-	3	9
PTC Related - Total	-	-	-	2	5	2	3	4	5	5	2	1	5	34
PTC Related - Metra/PSA	-	-	-	2	1	1	3	1	5	2	2	1	5	23
PTC Related - Foreign	-	-	-	-	4	1	-	3	-	3	-	-	-	11
Weather - Total	1	6	4	6	2	28	20	3	28	3	18	13	9	141
Weather - Metra/PSA	1	6	4	6	2	28	20	3	28	3	18	13	9	141
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	3	2	-	1	-	3	3	1	-	-	-	6	2	21
Obstruction/Debris - Total	-	2	-	6	-	2	-	-	5	2	2	9	5	33
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	-	-	-	1	-	-	-	-	-	-	-	-	-	1
Total Trains Delayed	40	18	11	23	19	59	76	15	70	21	74	73	73	572
Total Metra/PSA Delays	31	18	11	23	3	49	58	9	67	10	66	55	51	451
Total Foreign Carrier Delays	9	0	0	0	16	10	18	6	3	11	8	18	22	121

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Table 6.b: Train Delays by Cause and Line - YTD
January - January Average Over Previous Five Years: 2017-2021

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	12	-	-	-	4	9	10	4	4	10	1	5	22	81
Freight Interference - Peak	8	-	-	-	4	2	4	3	0	3	0	3	8	35
Primary	4	-	-	-	3	2	3	2	0	2	0	2	4	23
Secondary	4	-	-	-	1	-	1	1	-	1	-	1	4	12
Freight Interference - Off-Peak	4	-	-	-	0	7	6	1	4	7	0	2	14	47
Primary	2	-	-	-	0	4	6	1	2	4	0	1	9	31
Secondary	2	-	-	-	-	3	1	-	2	3	0	1	5	16
Signal/Switch Failure - Total	12	8	4	6	4	15	14	9	17	9	1	4	6	107
Signal/Switch Failure - Metra/PSA	7	8	4	6	1	11	11	4	16	4	1	2	4	78
Primary	5	5	3	6	1	8	9	3	11	3	1	2	3	59
Secondary	2	3	1	1	-	2	3	1	5	1	0	-	1	19
Signal/Switch Failure - Foreign	5	-	-	-	3	4	3	5	1	4	0	2	2	29
Primary	3	-	-	-	2	1	1	3	1	3	-	1	1	16
Secondary	2	-	-	-	1	3	1	2	-	1	0	1	1	13
Mechanical Failure - Total	28	1	2	1	1	20	15	3	14	3	13	11	6	117
Mechanical Failure - Metra/PSA	28	0	1	1	0	19	15	3	14	3	13	11	6	114
Non-Locomotive Equipment Issue - Metra/PSA	9	0	1	1	0	2	1	0	1	2	2	5	3	26
Primary	3	-	1	0	0	1	1	0	0	1	1	2	2	12
Secondary	5	0	1	0	-	1	0	-	0	1	1	2	1	14
Locomotive Issue - Metra/PSA	20	-	-	-	0	17	14	3	13	2	11	6	2	88
Primary	4	-	-	-	0	4	4	1	3	1	2	1	1	21
Secondary	16	-	-	-	-	13	10	2	10	1	9	5	1	67
Mechanical Failure - Foreign	0	0	0	0	0	1	-	-	-	-	-	-	-	3
Passenger Train Interference - Total	1	0	1	1	0	4	0	1	-	2	-	-	0	12
Passenger Train Interference - Metra/PSA	-	0	1	0	-	3	0	1	-	-	-	-	0	5
Passenger Train Interference - Foreign	1	0	0	1	0	1	-	-	-	2	-	-	-	6
Accident - Total	3	2	1	1	1	4	2	2	6	2	1	9	12	47
Accident - Metra/PSA	2	2	1	1	-	4	2	2	5	-	1	9	9	36
Accident - Foreign	2	-	-	-	1	-	0	-	1	2	-	-	4	10
Track Work - Total	3	7	1	2	1	2	0	0	5	2	1	1	2	27
Track Work - Metra/PSA	3	7	1	2	1	2	0	0	5	2	1	1	2	27
Track Work - Foreign	-	-	-	-	-	-	-	-	-	0	-	-	-	0
Human Error - Total	9	7	2	3	2	17	5	3	10	2	7	7	7	81
Human Error - Metra/PSA	7	7	2	3	1	15	5	2	10	1	7	5	7	71
Human Error - Foreign	2	-	-	-	1	2	0	1	-	1	0	2	-	10
PTC Related - Total	2	1	0	2	2	3	1	-	3	-	8	3	8	33
PTC Related - Metra/PSA	1	1	0	2	0	3	1	-	3	-	8	3	8	31
PTC Related - Foreign	1	-	-	-	1	-	0	-	0	-	-	-	-	2
Weather - Total	28	14	6	11	1	22	12	6	34	3	19	18	9	183
Weather - Metra/PSA	28	14	6	11	1	21	12	6	34	2	19	18	9	182
Weather - Foreign	0	-	-	-	-	0	-	-	-	1	-	-	-	1
Passenger Related - Total	4	5	2	2	-	6	5	1	7	-	8	6	9	53
Obstruction/Debris - Total	9	5	1	3	-	4	6	3	13	1	4	8	10	67
Catenary Failure - Total	-	4	1	1	-	-	-	-	-	-	-	-	-	5
Other - Total	0	-	1	0	-	0	1	0	3	-	1	-	0	6
Total Trains Delayed	112	53	20	32	16	106	71	32	115	34	63	74	91	819
Total Metra/PSA Delays	89	53	20	32	4	88	57	22	109	12	62	65	63	676
Total Foreign Carrier Delays	23	1	1	1	12	18	13	10	6	21	1	9	28	143

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January - January 2022 Compared to Average January - January Average Over Previous Five Years: 2017-2021

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	(8)	-	-	-	1	(6)	8	(3)	(1)	(5)	6	(3)	(3)	(14)
Freight Interference - Peak	(8)	-	-	-	(3)	(1)	4	(2)	(0)	0	4	(1)	(2)	(9)
Primary	(4)	-	-	-	(2)	(1)	4	(2)	(0)	1	2	(0)	(0)	(3)
Secondary	(4)	-	-	-	(1)	-	0	0	-	(1)	2	(1)	(2)	(6)
Freight Interference - Off-Peak	(0)	-	-	-	4	(5)	4	(1)	(1)	(5)	3	(2)	(1)	(6)
Primary	1	-	-	-	4	(3)	2	(1)	1	(3)	1	(1)	1	0
Secondary	(1)	-	-	-	-	(2)	1	-	(1)	(2)	2	(1)	(2)	(6)
Signal/Switch Failure - Total	7	(3)	2	(0)	0	(4)	(1)	(6)	(11)	(3)	2	(3)	3	(15)
Signal/Switch Failure - Metra/PSA	7	(3)	2	(0)	(1)	(3)	2	(2)	(10)	(1)	2	(1)	5	(2)
Primary	6	(0)	2	(1)	(1)	(0)	3	(2)	(5)	(1)	2	(1)	0	3
Secondary	1	(3)	0	0	-	(2)	(2)	-	(5)	(0)	(0)	-	5	(5)
Signal/Switch Failure - Foreign	-	-	-	-	1	(1)	(3)	(4)	(1)	(1)	(0)	(2)	(2)	(13)
Primary	-	-	-	-	2	-	(1)	(2)	(1)	(2)	-	(1)	(1)	(6)
Secondary	-	-	-	-	(1)	(1)	(1)	(2)	-	1	(0)	(1)	(1)	(7)
Mechanical Failure - Total	(20)	(1)	(1)	(1)	(1)	(16)	(3)	(2)	(10)	(3)	(5)	5	(5)	(62)
Mechanical Failure - Metra/PSA	(20)	(0)	(0)	(1)	(0)	(15)	(3)	(2)	(10)	(3)	(5)	5	(5)	(59)
Non-Locomotive Equipment Issue - Metra/PSA	(7)	(0)	(0)	(1)	(0)	(2)	-	(0)	0	(2)	(2)	0	(3)	(16)
Primary	(1)	-	(1)	(0)	(0)	(1)	0	(0)	1	(1)	(1)	1	(2)	(5)
Secondary	(5)	(0)	0	(0)	-	(1)	(0)	-	(0)	(1)	(1)	(0)	(1)	(11)
Locomotive Issue - Metra/PSA	(14)	-	-	-	(0)	(13)	(3)	(2)	(10)	(2)	(3)	5	(1)	(43)
Primary	(1)	-	-	-	(0)	(1)	1	0	(1)	(1)	1	6	(0)	4
Secondary	(13)	-	-	-	-	(12)	(4)	(2)	(9)	(1)	(4)	(1)	(1)	(47)
Mechanical Failure - Foreign	(0)	(0)	(0)	(0)	(0)	(1)	-	-	-	-	-	-	-	(3)
Passenger Train Interference - Total	(1)	(0)	(1)	(1)	2	(3)	(0)	(1)	-	(2)	-	-	1	(8)
Passenger Train Interference - Metra/PSA	-	(0)	(1)	(0)	-	(2)	(0)	(1)	-	-	-	-	1	(3)
Passenger Train Interference - Foreign	(1)	(0)	(0)	(1)	2	(1)	-	-	-	(2)	-	-	-	(4)
Accident - Total	(2)	1	(1)	(1)	(1)	(4)	2	(2)	8	(2)	22	12	3	34
Accident - Metra/PSA	(1)	1	(1)	(1)	-	(4)	2	(2)	9	-	22	(3)	6	30
Accident - Foreign	(2)	-	-	-	(1)	-	(0)	-	(1)	(2)	-	15	(4)	5
Track Work - Total	(3)	(7)	(1)	(2)	(1)	0	(0)	(0)	(4)	(2)	2	1	2	(15)
Track Work - Metra/PSA	(3)	(7)	(1)	(2)	(1)	0	(0)	(0)	(4)	(2)	2	(0)	2	(16)
Track Work - Foreign	-	-	-	-	-	-	-	-	-	(0)	-	1	-	1
Human Error - Total	(5)	(7)	(2)	(2)	(1)	(14)	(2)	(1)	(6)	(2)	1	(5)	(4)	(50)
Human Error - Metra/PSA	(3)	(7)	(2)	(2)	(1)	(15)	(2)	(1)	(6)	(1)	(0)	(3)	(7)	(49)
Human Error - Foreign	(2)	-	-	-	(0)	1	(0)	-	-	(1)	1	(2)	3	(1)
PTC Related - Total	(2)	(1)	(0)	0	3	(1)	2	4	2	5	(6)	(2)	(3)	1
PTC Related - Metra/PSA	(1)	(1)	(0)	0	1	(2)	2	1	2	2	(6)	(2)	(3)	(8)
PTC Related - Foreign	(1)	-	-	-	3	1	(0)	3	(0)	3	-	-	-	9
Weather - Total	(27)	(8)	(2)	(5)	1	6	8	(3)	(6)	0	(1)	(5)	0	(42)
Weather - Metra/PSA	(27)	(8)	(2)	(5)	1	7	8	(3)	(6)	1	(1)	(5)	0	(41)
Weather - Foreign	(0)	-	-	-	-	(0)	-	-	-	(1)	-	-	-	(1)
Passenger Related - Total	(1)	(3)	(2)	(1)	-	(3)	(2)	0	(7)	-	(8)	(0)	(7)	(32)
Obstruction/Debris - Total	(9)	(3)	(1)	3	-	(2)	(6)	(3)	(8)	1	(2)	1	(5)	(34)
Catenary Failure - Total	-	(4)	(1)	(1)	-	-	-	-	-	-	-	-	-	(5)
Other - Total	(0)	-	(1)	1	-	(0)	(1)	(0)	(3)	-	(1)	-	(0)	(5)
Total Trains Delayed	(72)	(35)	(9)	(9)	3	(47)	5	(17)	(45)	(13)	11	(1)	(18)	(247)
Total Metra/PSA Delays	-58	-35	-9	-9	-1	-39	1	-13	-42	-2	4	-10	-12	-225
Total Foreign Carrier Delays	-14	-1	-1	-1	4	-8	5	-4	-3	-10	7	9	-6	-22

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

**Table 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 - Jan
Freight Interference - Total	67												67 11.7%
Freight Interference - Peak	26												26 4.5%
<i>Primary</i>	20												20 3.5%
<i>Secondary</i>	6												6 1.0%
Freight Interference - Off-Peak	41												41 7.2%
<i>Primary</i>	31												31 5.4%
<i>Secondary</i>	10												10 1.7%
Signal/Switch Failure - Total	92												92 16.1%
Signal/Switch Failure - Metra/PSA	76												76 13.3%
<i>Primary</i>	62												62 10.8%
<i>Secondary</i>	14												14 2.4%
Signal/Switch Failure - Foreign	16												16 2.8%
<i>Primary</i>	10												10 1.7%
<i>Secondary</i>	6												6 1.0%
Mechanical Failure - Total	55												55 9.6%
Mechanical Failure - Metra/PSA	55												55 9.6%
Non-Locomotive Equipment Issue - Metra/PSA	10												10 1.7%
<i>Primary</i>	7												7 1.2%
<i>Secondary</i>	3												3 0.5%
Locomotive Issue - Metra/PSA	45												45 7.9%
<i>Primary</i>	25												25 4.4%
<i>Secondary</i>	20												20 3.5%
Mechanical Failure - Foreign	-												- 0.0%
Passenger Train Interference - Total	4												4 0.7%
Passenger Train Interference - Metra/PSA	2												2 0.3%
Passenger Train Interference - Foreign	2												2 0.3%
Accident - Total	81												81 14.2%
Accident - Metra/PSA	66												66 11.5%
Accident - Foreign	15												15 2.6%
Track Work - Total	12												12 2.1%
Track Work - Metra/PSA	11												11 1.9%
Track Work - Foreign	1												1 0.2%
Human Error - Total	31												31 5.4%
Human Error - Metra/PSA	22												22 3.8%
Human Error - Foreign	9												9 1.6%
PTC Related - Total	34												34 5.9%
PTC Related - Metra/PSA	23												23 4.0%
PTC Related - Foreign	11												11 1.9%
Weather - Total	141												141 24.7%
Weather - Metra/PSA	141												141 24.7%
Weather - Foreign	-												- 0.0%
Passenger Related - Total	21												21 3.7%
Obstruction/Debris - Total	33												33 5.8%
Catenary Failure - Total	-												- 0.0%
Other - Total	1												1 0.2%
Total Trains Delayed	572												572 100.0%
Total Metra/PSA Delays	451												451 78.8%
Total Foreign Carrier Delays	121												121 21.2%

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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 - Jan
Freight Interference - Total	65	109	39	44	60	79	120	139	100	68	79	122	65 21.2%
Freight Interference - Peak	31	52	21	17	23	26	42	55	29	35	34	41	31 10.1%
Primary	26	43	17	16	21	22	31	38	22	28	28	32	26 8.5%
Secondary	5	9	4	1	2	4	11	17	7	7	6	9	5 1.6%
Freight Interference - Off-Peak	34	57	18	27	37	53	78	84	71	33	45	81	34 11.1%
Primary	24	47	16	26	32	44	54	64	61	28	36	58	24 7.8%
Secondary	10	10	2	1	5	9	24	20	10	5	9	23	10 3.3%
Signal/Switch Failure - Total	46	93	43	37	50	84	117	59	67	106	75	108	46 15.0%
Signal/Switch Failure - Metra/PSA	37	65	37	28	30	60	108	49	53	92	62	98	37 12.1%
Primary	32	51	29	26	27	51	80	39	41	73	43	77	32 10.5%
Secondary	5	14	8	2	3	9	28	10	12	19	19	21	5 1.6%
Signal/Switch Failure - Foreign	9	28	6	9	20	24	9	10	14	14	13	10	9 2.9%
Primary	8	25	6	7	18	23	8	9	10	13	12	8	8 2.6%
Secondary	1	3	-	2	2	1	1	1	4	1	1	2	1 0.3%
Mechanical Failure - Total	25	43	23	37	32	43	75	51	53	40	36	73	25 8.2%
Mechanical Failure - Metra/PSA	25	43	23	37	32	43	75	51	52	40	36	70	25 8.2%
Non-Locomotive Equipment Issue - Metra/PSA	4	14	9	3	10	20	17	7	20	9	22	18	4 1.3%
Primary	3	8	6	3	7	13	10	6	13	8	13	10	3 1.0%
Secondary	1	6	3	-	3	7	7	1	7	1	9	8	1 0.3%
Locomotive Issue - Metra/PSA	21	29	14	34	22	23	58	44	32	31	14	52	21 6.9%
Primary	11	19	11	14	10	14	28	14	17	14	6	18	11 3.6%
Secondary	10	10	3	20	12	9	30	30	15	17	8	34	10 3.3%
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	1	-	-	3	- 0.0%
Passenger Train Interference - Total	2	9	3	1	1	5	16	18	18	13	13	6	2 0.7%
Passenger Train Interference - Metra/PSA	2	7	3	1	-	4	9	16	13	10	8	2	2 0.7%
Passenger Train Interference - Foreign	-	2	-	-	1	1	7	2	5	3	5	4	- 0.0%
Accident - Total	30	35	24	40	17	36	5	66	50	15	8	17	30 9.8%
Accident - Metra/PSA	23	21	24	39	14	23	5	61	36	15	8	15	23 7.5%
Accident - Foreign	7	14	-	1	3	13	-	5	14	-	-	2	7 2.3%
Track Work - Total	1	18	40	17	28	38	76	77	93	63	91	25	1 0.3%
Track Work - Metra/PSA	1	18	38	16	27	37	73	71	86	62	84	23	1 0.3%
Track Work - Foreign	-	-	2	1	1	1	3	6	7	1	7	2	- 0.0%
Human Error - Total	25	62	27	23	47	29	108	83	59	46	50	37	25 8.2%
Human Error - Metra/PSA	19	52	19	16	34	20	71	53	37	17	40	29	19 6.2%
Human Error - Foreign	6	10	8	7	13	9	37	30	22	29	10	8	6 2.0%
PTC Related - Total	33	32	35	26	37	60	50	41	51	37	49	48	33 10.8%
PTC Related - Metra/PSA	28	26	29	16	31	54	39	33	48	29	35	43	28 9.2%
PTC Related - Foreign	5	6	6	10	6	6	11	8	3	8	14	5	5 1.6%
Weather - Total	23	430	5	1	12	31	27	106	10	58	85	54	23 7.5%
Weather - Metra/PSA	23	397	5	1	12	31	27	95	10	57	85	54	23 7.5%
Weather - Foreign	-	33	-	-	-	-	-	11	-	1	-	-	- 0.0%
Passenger Related - Total	20	37	23	18	27	67	89	76	63	50	50	44	20 6.5%
Obstruction/Debris - Total	36	36	21	26	50	45	72	34	68	75	52	41	36 11.8%
Catenary Failure - Total	-	-	-	2	11	-	2	14	14	-	7	-	- 0.0%
Other - Total	-	-	1	4	4	1	2	7	2	30	7	10	- 0.0%
Total Trains Delayed	306	904	284	276	376	518	759	771	648	601	602	585	306 100.0%
Total Metra/PSA Delays	214	702	223	204	272	385	572	560	482	477	474	429	214 69.9%
Total Foreign Carrier Delays	92	202	61	72	104	133	187	211	166	124	128	156	92 30.1%

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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 8: Train Delays by Duration
January 2022**

<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
Weekday Peak *														
6-10	4	5	7	6	6	12	25	5	10	6	5	11	12	114
11-15	4	1	1	1	2	7	4	2	9	4	6	1	2	44
16-20	1	0	0	2	2	2	4	0	5	2	2	6	1	27
21+	2	1	0	0	3	3	6	3	5	1	13	19	7	63
Annulled	<u>6</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>19</u>
Sub-Total	17	9	8	10	13	26	40	10	30	13	28	39	24	267
Weekday Off-Peak **														
6-10	4	2	2	3	2	7	14	1	10	5	3	4	11	68
11-15	4	1	0	3	1	6	3	3	5	2	6	9	7	50
16-20	4	2	1	0	0	2	1	1	6	0	9	1	4	31
21+	7	1	0	0	3	7	4	0	2	1	16	9	10	60
Annulled	<u>1</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>0</u>	<u>5</u>	<u>18</u>
Sub-Total	20	7	3	10	6	22	23	5	23	8	40	23	37	227
Saturday														
6-10	1	1	0	0	0	2	2	0	1	0	0	1	0	8
11-15	0	0	0	0	0	2	1	0	0	0	0	0	1	4
16-20	1	0	0	0	0	0	1	0	2	0	0	0	1	5
21+	0	0	0	0	0	1	1	0	1	0	0	3	0	6
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>
Sub-Total	3	1	0	0	0	5	5	0	4	0	0	5	2	25
Sunday-Holiday														
6-10	0	1	0	2	0	2	5	0	5	0	3	1	3	22
11-15	0	0	0	0	0	3	0	0	2	0	0	1	1	7
16-20	0	0	0	1	0	0	0	0	2	0	1	0	3	7
21+	0	0	0	0	0	1	3	0	4	0	2	4	3	17
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	3	0	6	8	0	13	0	6	6	10	53
January 2022 Total														
6-10	9	9	9	11	8	23	46	6	26	11	11	17	26	212
11-15	8	2	1	4	3	18	8	5	16	6	12	11	11	105
16-20	6	2	1	3	2	4	6	1	15	2	12	7	9	70
21+	9	2	0	0	6	12	14	3	12	2	31	35	20	146
Annulled	<u>8</u>	<u>3</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>8</u>	<u>3</u>	<u>7</u>	<u>39</u>
TOTAL	40	18	11	23	19	59	76	15	70	21	74	73	73	572
2022 Year-to-Date														
6-10	9	9	9	11	8	23	46	6	26	11	11	17	26	212
11-15	8	2	1	4	3	18	8	5	16	6	12	11	11	105
16-20	6	2	1	3	2	4	6	1	15	2	12	7	9	70
21+	9	2	0	0	6	12	14	3	12	2	31	35	20	146
Annulled	<u>8</u>	<u>3</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>8</u>	<u>3</u>	<u>7</u>	<u>39</u>
TOTAL	40	18	11	23	19	59	76	15	70	21	74	73	73	572
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
January 2022 Total														
6-10	22.5%	50.0%	81.8%	47.8%	42.1%	39.0%	60.5%	40.0%	37.1%	52.4%	14.9%	23.3%	35.6%	37.1%
11-15	20.0%	11.1%	9.1%	17.4%	15.8%	30.5%	10.5%	33.3%	22.9%	28.6%	16.2%	15.1%	15.1%	18.4%
16-20	15.0%	11.1%	9.1%	13.0%	10.5%	6.8%	7.9%	6.7%	21.4%	9.5%	16.2%	9.6%	12.3%	12.2%
21+	22.5%	11.1%	0.0%	0.0%	31.6%	20.3%	18.4%	20.0%	17.1%	9.5%	41.9%	47.9%	27.4%	25.5%
Annulled	<u>20.0%</u>	<u>16.7%</u>	<u>0.0%</u>	<u>21.7%</u>	<u>0.0%</u>	<u>3.4%</u>	<u>2.6%</u>	<u>0.0%</u>	<u>1.4%</u>	<u>0.0%</u>	<u>10.8%</u>	<u>4.1%</u>	<u>9.6%</u>	<u>6.8%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2022 Year-to-Date Delays By Duration														
6-10	22.5%	50.0%	81.8%	47.8%	42.1%	39.0%	60.5%	40.0%	37.1%	52.4%	14.9%	23.3%	35.6%	37.1%
11-15	20.0%	11.1%	9.1%	17.4%	15.8%	30.5%	10.5%	33.3%	22.9%	28.6%	16.2%	15.1%	15.1%	18.4%
16-20	15.0%	11.1%	9.1%	13.0%	10.5%	6.8%	7.9%	6.7%	21.4%	9.5%	16.2%	9.6%	12.3%	12.2%
21+	22.5%	11.1%	0.0%	0.0%	31.6%	20.3%	18.4%	20.0%	17.1%	9.5%	41.9%	47.9%	27.4%	25.5%
Annulled	<u>20.0%</u>	<u>16.7%</u>	<u>0.0%</u>	<u>21.7%</u>	<u>0.0%</u>	<u>3.4%</u>	<u>2.6%</u>	<u>0.0%</u>	<u>1.4%</u>	<u>0.0%</u>	<u>10.8%</u>	<u>4.1%</u>	<u>9.6%</u>	<u>6.8%</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.

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