

On-Time Performance

June 2022



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

On-Time Performance Tables

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

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

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

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

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

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

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

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

Reporting Calculations for Temporary Schedules and Special Events

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

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

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

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

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

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

Under these pilot and alternate schedules Metra operated 582 regularly scheduled revenue trains each weekday in June, which is a 16 percent reduction from Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 269 regularly scheduled revenue trains each Saturday in June, 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 June, 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 10 percent fewer total revenue trains in June 2022 than in June 2019, but about 77 percent more total revenue trains than in June 2020 and about 34 percent more total revenue trains than in June 2021.

Metra has developed a set of service restoration principles to guide schedule design as service is added back. These principles will help Metra meet the needs of riders as travel demand approaches a new normal. Metra will continue to monitor ridership and will add service back incrementally throughout the system to stay ahead of the ridership growth curve and ensure that adequate service is in place to provide social distancing and encourage ridership.

**Table 1.a: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
June 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	968	35	96.4%	1,034	40	96.1%	2,002	75	96.3%	120	3	97.5%	84	4	95.2%	2,206	82	96.3%
ME-ML	550	3	99.5%	924	17	98.2%	1,474	20	98.6%	168	1	99.4%	96	8	91.7%	1,738	29	98.3%
ME-BI	154	4	97.4%	242	5	97.9%	396	9	97.7%	32	0	100.0%	--	--	--	428	9	97.9%
ME-SC	<u>242</u>	<u>5</u>	97.9%	<u>682</u>	<u>18</u>	97.4%	<u>924</u>	<u>23</u>	97.5%	<u>128</u>	<u>0</u>	100.0%	<u>80</u>	<u>1</u>	98.8%	<u>1,132</u>	<u>24</u>	97.9%
Subtotal	946	12	98.7%	1,848	40	97.8%	2,794	52	98.1%	328	1	99.7%	176	9	94.9%	3,298	62	98.1%
HC	110	15	86.4%	22	4	81.8%	132	19	85.6%	--	--	--	--	--	--	132	19	85.6%
MD-N	396	47	88.1%	440	47	89.3%	836	94	88.8%	80	12	85.0%	72	10	86.1%	988	116	88.3%
MD-W	<u>418</u>	<u>41</u>	90.2%	<u>462</u>	<u>33</u>	92.9%	<u>880</u>	<u>74</u>	91.6%	<u>96</u>	<u>4</u>	95.8%	<u>72</u>	<u>8</u>	88.9%	<u>1,048</u>	<u>86</u>	91.8%
Subtotal	814	88	89.2%	902	80	91.1%	1,716	168	90.2%	176	16	90.9%	144	18	87.5%	2,036	202	90.1%
NCS	176	16	90.9%	88	9	89.8%	264	25	90.5%	--	--	--	--	--	--	264	25	90.5%
RI	682	26	96.2%	1,078	36	96.7%	1,760	62	96.5%	132	12	90.9%	112	10	91.1%	2,004	84	95.8%
SWS	198	10	94.9%	66	8	87.9%	264	18	93.2%	--	--	--	--	--	--	264	18	93.2%
UP-N	484	16	96.7%	1,054	34	96.8%	1,538	50	96.7%	106	6	94.3%	76	9	88.2%	1,720	65	96.2%
UP-NW	660	72	89.1%	792	31	96.1%	1,452	103	92.9%	136	8	94.1%	84	3	96.4%	1,672	114	93.2%
UP-W	<u>352</u>	<u>54</u>	84.7%	<u>528</u>	<u>53</u>	90.0%	<u>880</u>	<u>107</u>	87.8%	<u>80</u>	<u>4</u>	95.0%	<u>74</u>	<u>1</u>	98.6%	<u>1,034</u>	<u>112</u>	89.2%
Subtotal	1,496	142	90.5%	2,374	118	95.0%	3,870	260	93.3%	322	18	94.4%	234	13	94.4%	4,426	291	93.4%
System	5,390	344	93.6%	7,412	335	95.5%	12,802	679	94.7%	1,078	50	95.4%	750	54	92.8%	14,630	783	94.6%

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

Delays data for most recent month is final (07/18/2022) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - June 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	5,416	162	97.0%	5,871	175	97.0%	11,287	337	97.0%	758	14	98.2%	564	8	98.6%	12,609	359	97.2%
ME-ML	3,000	47	98.4%	5,376	90	98.3%	8,376	137	98.4%	1,051	29	97.2%	673	16	97.6%	10,100	182	98.2%
ME-BI	896	33	96.3%	1,408	35	97.5%	2,304	68	97.0%	200	5	97.5%	--	--	--	2,504	73	97.1%
ME-SC	<u>1,408</u>	<u>44</u>	96.9%	<u>3,968</u>	<u>76</u>	98.1%	<u>5,376</u>	<u>120</u>	97.8%	<u>800</u>	<u>24</u>	97.0%	<u>560</u>	<u>14</u>	97.5%	<u>6,736</u>	<u>158</u>	97.7%
Subtotal	5,304	124	97.7%	10,752	201	98.1%	16,056	325	98.0%	2,051	58	97.2%	1,233	30	97.6%	19,340	413	97.9%
HC	640	72	88.8%	128	32	75.0%	768	104	86.5%	--	--	--	--	--	--	768	104	86.5%
MD-N	2,305	159	93.1%	2,559	168	93.4%	4,864	327	93.3%	510	65	87.3%	504	24	95.2%	5,878	416	92.9%
MD-W	<u>2,432</u>	<u>205</u>	91.6%	<u>2,688</u>	<u>137</u>	94.9%	<u>5,120</u>	<u>342</u>	93.3%	<u>607</u>	<u>34</u>	94.4%	<u>504</u>	<u>29</u>	94.2%	<u>6,231</u>	<u>405</u>	93.5%
Subtotal	4,737	364	92.3%	5,247	305	94.2%	9,984	669	93.3%	1,117	99	91.1%	1,008	53	94.7%	12,109	821	93.2%
NCS	1,023	67	93.5%	513	30	94.2%	1,536	97	93.7%	--	--	--	--	--	--	1,536	97	93.7%
RI	3,968	149	96.2%	6,272	178	97.2%	10,240	327	96.8%	833	42	95.0%	784	40	94.9%	11,857	409	96.6%
SWS	1,152	65	94.4%	384	44	88.5%	1,536	109	92.9%	--	--	--	--	--	--	1,536	109	92.9%
UP-N	2,816	107	96.2%	6,462	222	96.6%	9,278	329	96.5%	654	24	96.3%	508	35	93.1%	10,440	388	96.3%
UP-NW	3,120	232	92.6%	3,648	118	96.8%	6,768	350	94.8%	853	56	93.4%	588	20	96.6%	8,209	426	94.8%
UP-W	<u>2,048</u>	<u>192</u>	90.6%	<u>3,072</u>	<u>248</u>	91.9%	<u>5,120</u>	<u>440</u>	91.4%	<u>506</u>	<u>20</u>	96.0%	<u>506</u>	<u>24</u>	95.3%	<u>6,132</u>	<u>484</u>	92.1%
Subtotal	7,984	531	93.3%	13,182	588	95.5%	21,166	1,119	94.7%	2,013	100	95.0%	1,602	79	95.1%	24,781	1,298	94.8%
System	30,224	1,534	94.9%	42,349	1,553	96.3%	72,573	3,087	95.7%	6,772	313	95.4%	5,191	210	96.0%	84,536	3,610	95.7%

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

Delays data for most recent month is final (07/18/2022) 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-Jun	Annual
BNSF	2017	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	95.5%	94.5%
	2018	89.6	91.6	92.7	94.2	90.5	92.2	91.6	92.7	92.0	92.4	92.5	95.1	91.8%	92.2%
	2019	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3	96.7	96.3	95.9	97.7	94.0%	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	97.4%	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	97.5%	97.1%
	2022	98.0	97.6	98.1	97.8	95.2	96.3							97.2%	97.2%
	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	94.9%	95.0%
ME	2017	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	97.9%	98.1%
	2018	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2	97.7	95.9	98.3%	98.1%
	2019	96.4	90.7	99.6	99.7	98.6	99.5	97.1	98.6	98.9	99.3	98.7	98.5	97.6%	98.0%
	2020	97.5	97.3	98.2	99.3	95.7	98.1	97.1	96.7	99.0	97.8	97.4	99.1	97.6%	97.7%
	2021	99.3	96.2	98.9	98.7	98.6	98.5	96.9	98.2	97.9	98.0	97.4	97.8	98.4%	98.0%
	2022	98.4	97.0	97.9	98.4	97.3	98.1							97.9%	97.9%
	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	97.9%	98.0%
HC	2017	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4	90.7	94.1%	93.2%
	2018	86.4	90.7	90.9	95.2	73.4	87.1	93.9	93.2	96.2	88.8	87.8	90.7	87.2%	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	85.9%	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	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	85.6%	86.5%
	2022	84.9	84.2	87.0	92.1	84.9	85.6							86.5%	86.5%
	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	89.0%	89.5%
MD-N	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	95.5%	93.8%
	2018	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0	90.3	94.3	92.4%	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	91.6%	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	95.7%	95.8%
	2021	91.8	86.7	96.4	95.1	93.9	89.3	91.1	95.7	94.7	91.6	94.7	94.0	92.3%	93.0%
	2022	94.0	93.5	95.9	95.5	90.3	88.3							92.9%	92.9%
	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	93.5%	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	96.0%	95.5%
	2018	94.7	91.3	96.3	97.7	95.8	96.5	97.4	96.6	96.4	95.7	93.2	96.6	95.4%	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	94.8%	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	95.4%	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	93.9	97.0	95.2	90.3	91.8							93.5%	93.5%
	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	95.1%	95.1%
NCS	2017	92.6	91.6	95.1	95.2	95.5	95.7	94.8	98.0	92.7	91.9	92.6	92.0	94.3%	94.0%
	2018	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	92.4%	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	93.6%	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	91.2%	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	88.6%	90.4%
	2022	94.0	95.4	96.7	96.8	88.5	90.5							93.7%	93.7%
	2017-2021 average	91.5	87.1	95.2	94.9	93.6	94.8	93.9	94.2	93.8	94.4	92.1	92.7	92.8%	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-Jun	Annual
RI	2017	95.2	97.1	97.8	98.0	94.6	96.0	95.3	95.2	95.7	95.9	94.0	92.8	96.5%	95.7%
	2018	92.2	90.2	95.7	96.8	94.8	95.0	96.7	94.9	95.6	97.2	93.3	95.4	94.1%	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	92.1%	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	94.9%	95.8%
	2021	97.7	91.9	96.2	97.7	97.6	93.5	92.8	96.1	95.6	96.1	95.5	97.5	95.8%	95.7%
	2022	96.5	93.7	98.0	98.1	97.0	95.8							96.6%	96.6%
	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	94.6%	94.7%
SWS	2017	96.2	94.1	96.4	97.3	92.8	97.1	97.1	94.3	96.3	93.7	90.1	93.8	95.6%	94.9%
	2018	93.9	90.5	92.0	95.4	92.4	87.1	91.9	92.7	94.8	93.6	93.1	95.2	91.9%	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	92.8%	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	96.1%	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	91.7%	91.0%
	2022	91.7	92.5	92.0	94.4	93.7	93.2							92.9%	92.9%
	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	93.7%	93.4%
UP-N	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	97.4%	97.2%
	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	96.9%	96.6%
	2019	90.7	89.1	96.9	97.6	97.6	95.3	94.6	94.7	97.2	95.4	94.4	99.3	94.6%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6	97.2	97.4	97.0	97.4	98.9	98.4%	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	97.1%	96.0%
	2022	95.8	96.6	97.0	96.4	95.6	96.2							96.3%	96.3%
	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	96.8%	96.5%
UP-NW	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	96.0%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	94.6%	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	93.2%	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	96.9%	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	96.1%	95.2%
	2022	94.0	94.6	95.7	96.3	95.3	93.2							94.8%	94.8%
	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	95.3%	94.9%
UP-W	2017	95.0	96.5	96.1	92.9	93.8	92.4	94.8	94.3	94.7	92.9	94.8	90.7	94.4%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	91.9%	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	90.3%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1	93.3	96.9%	94.9%
	2021	93.6	82.5	95.8	97.3	91.7	89.3	87.6	86.2	90.6	93.3	88.5	90.1	91.8%	90.5%
	2022	92.9	94.5	91.8	92.5	91.9	89.2							92.1%	92.1%
	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	93.0%	92.6%
System excluding South Shore	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	96.4%	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	94.7%	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	94.0%	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	96.6%	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	95.7%	95.5%
	2022	95.9	95.5	96.8	96.8	94.8	94.6							95.7%	95.7%
	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	95.4%	95.4%

Delays data for most recent month is final (07/18/2022) 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
June 2022**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
HC	915	Thu, Jun 09	7	D	(GENERAL FREIGHT INTERFERENCE) - CN has a L536 with 10000 feet of train to move at 21st at 1515 behind SWS 824 and at 1530 16th St Tower behind RI 619 and RI 426. This train has to move in this window to ensure open route for HCD trains. HCD 915 most like	
		82% OT	Mon, Jun 13	23	CA	15M AMTK 21ST, AMTK #21 LINED FIRST AND STOPPED AHEAD ON BRIDGE.
			Tue, Jun 14	7	D	(GENERAL FREIGHT INTERFERENCE) - 10M BRC-LEMOYNE, XTRAFFIC. [Controllable Freight]
			Tue, Jun 21	19	D	10m at 21st due to CN-L536-IC1032+1-106 cars and 6161 feet 10m at 37 crossover was due to 1st and 2nd shift miscommunication with Heritage 915 [Controllable Freight]
HC	919	Wed, Jun 01	19	CA1	(AMTRAK CAUSED DELAY) - HAD TO WAIT IN LINE DUE TO SW827 ISSUES. THEN GOT ROUTED BEHIND AN AMTK 305. HOWEVER, all caused by no availability of parallels routes at 21st Street SBB.	
		68% OT	Tue, Jun 07	15	D	(GENERAL FREIGHT INTERFERENCE) - 8M IHB-CP CANAL, XTRAFFIC. [Controllable Freight]
			Fri, Jun 10	15	ZD	15MIN DELAY AT LUMBER ST DUE TO FREIGHT NS66E, BNSF 7515, 6839FT IN EMERGENCY DUE TO PTC PENALTY.
			Mon, Jun 13	103	H	48M CUS, WESTERN AV. BROKEN PULL APART. carmen pulled pin on loco
			Tue, Jun 14	13	G	14M CUS, RED SIGNAL. (condensation in the 1 & 3 switches due to temperature)
			Thu, Jun 16	6	CA	10M CUS, RED SIGNAL - Harrison Bridge work
			Mon, Jun 20	13	AM	(AMTRAK CAUSED DELAY) - 10M AMTK 21ST TO BRIGHTON PK., RESTRICTED SPEED FOLLOWING AMTK #305.
ME-BI	227	Tue, Jun 14	10	KW	WEATHER SPEED RESTRICTION	
		82% OT	Thu, Jun 16	6	GT	DISPATCHER HAD TO REBOOT SYSTEM
			Fri, Jun 17	6	I	3 MINUTE DELAY AT KENSINGTON WAITING FOR ME127 TO CLEAR AFTER MAKING THE MEET WITH ME127.
			Fri, Jun 24	8	G1	(METR/PSA SIG/SWX MALFCN-SIG DEPT) - 8 MINUTE DELAY WAITING FOR ME127 TO CLEAR KENSINGTON. ME127 HAD A PTC BRAKING ENFORCEMENT DUE TO AN INT
ME-SC	338	Wed, Jun 08	6	GX	(METRA/PSA BROKEN GATE CROSSING) - 6M FOR ITEM ONE ON THE SC	
		82% OT	Mon, Jun 20	21	J	(PASSENGER PROBLEMS/REMOVAL) - 21 MIN WAITING ON POLICE FOR PASSENGER REMOVAL
			Thu, Jun 23	9	ZV	10M DUE TO PTC PUTTING TRAIN IN EMERGENCY DUE TO UNKNOWN SIGNAL (failed state in the system)
			Tue, Jun 28	15	VF	(CAB CAR / TRL / MU MALFUNCTION) - aps fault light at 87th CHANGED FILTERS
MD-N	2110	Wed, Jun 01	8	GW	(-8) -10" Signal problems Grayland, verbal permission past signal, restricted speed to A-6	
		82% OT	Mon, Jun 06	9	ZT	(-9) -10" PTC issues Mayfair, signal unknown, restricted speed to Grayland
			Tue, Jun 07	6	ZT	(-6) Operating on approach signals beginning @ A-20; -10" PTC issues Mayfair, signal unknown, restricted speed to Grayland
			Tue, Jun 14	10	KD	(-9) Stopped @ Grayslake to inspect equipment after striking a deer which also caused train to temporarily lose H.E.P.
MD-N	2124	Thu, Jun 02	9	RF	(-9) -5" Departed Fox Lake late due to waiting on a signal	
		73% OT	Tue, Jun 14	12	G	(-12) -10" PTC problems, signal dropped @ mp 31.1 (changed out module); -2" Mechanical door problems #7294, slow closing door engineer side
			Thu, Jun 16	7	G	(-7) Arrived CUS @ 09:01.
			Mon, Jun 20	8	K1	(-10) Arrived CUS @ 09:04. -10" Mechanical problems engine #80, slow loading, engine #115 was shutdown due to mechanical problems last night on 2625
			Thu, Jun 23	7	GX	(-10) Automatic Grade Crossing Malfunction Item #2 Green St. mp 1.03
MD-N	2126	Wed, Jun 01	12	ZG1	(-12) -13" Departed Deerfield late due to late arrival/turn of 2105	
		77% OT	Wed, Jun 15	8	A1	(-8) -9" Departed Deerfield late due to late arrival/turn of 2105 (which was delayed at Mayfair for cross traffic)
			Fri, Jun 17	13	GM1	-13" Departed Deerfield late due to late arrival/turn of 2105; -2" Mechanical problems, lost H.E.P., cat shutdown @ North Glenview on engine #77
			Mon, Jun 20	6	K1	-10" Departed Deerfield late due to late arrival/turn of 2105
			Mon, Jun 27	8	N	(-10) PTC issues unknown signal Morton Grove to Edgebrook restricted speed; -5" Stop signal A-5; Two Automatic Grade Crossing Malfunction Item #2's @ Racine Ave. mp 1.47 & Green St. mp 1.03
MD-N	2131	Thu, Jun 02	7	RF	-7" -4 min ADA to Fox Lake; -4 min ADA off at Lake Cook Rd.; -5 min stopped at CN crossing.	
		73% OT	Wed, Jun 08	13	GX1	15 min late, 5 min enroute Canal St. to A-5 item 2 Green St. following 2229.
			Tue, Jun 14	10	KW	10 min late, 3 min ADA, 10 min heat restriction.
			Tue, Jun 21	8	KW	arrived Fox Lake at 18:25 6:25 10 min late, heat restriction
			Wed, Jun 22	8	A	8 min stop signal Mayfair.
			Thu, Jun 23	13	RF	15 min late, 13 min stop signal Mayfair (NOT REGULAR CY OPERATOR), 4 min ADA.
MD-N	2133	Wed, Jun 08	12	GX1	7 min late, Green St. Following 2131.	
		77% OT	Mon, Jun 20	8	A	arrived Lake Forest at 17:55 5:55 8 min late, 6 min stop signal Mayfair, 5 min stop signal Deerfield waiting on 339 to clear
			Tue, Jun 21	6	KW	arrived Lake Forest at 17:54 5:54 7 min late, heat restriction, 3 min stop signal Mayfair, 4 min stop signal Deerfield
			Thu, Jun 23	7	RF1	7 min late, 13 min Mayfair following 2131.
			Fri, Jun 24	6	G1	6 min late, 13 min following 2131.
MD-N	2143	Mon, Jun 06	8	ZG	-8: -10 min at Morton Grove had a clear signal in the field, but PTC showed all red; -5 min had PTC problems at Prairie Crossing and had to cut it out.	
		82% OT	Tue, Jun 14	11	VG	12 min late, late arrival of equipment from WACY, 3 min Healy copy item 1 for Oakton St.
			Tue, Jun 21	6	KW	arrived Fox lake at 19:25 7:25 6 min late, heat restriction, 4 min stop signal Mayfair.
			Thu, Jun 30	11	RF	11 min late, 10 min signal issues Rondout. (CP DISPATCHER)
MD-N	2146	Thu, Jun 14	12	ZE1	11 min late, heat restriction and late turn from 2121.	
		82% OT	Thu, Jun 23	7	RF	7 min late, 8 min stop signal Libertyville.
			Fri, Jun 24	7	E1	7 min late, 8 min stop signal Libertyville. (WAITING ON 2125 DEADMAN PEDAL ISSUE)
			Mon, Jun 27	7	ZV	7 min late, 14 min Fox Lake PTC issues, 2 min CN cross traffic, 4 min stop signal Rondout restricted speed.

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
MD-N	2147 82% OT	Mon, Jun 13	22	GW	23 min late, 20 min enroute stop signal Mayfair restricted speed to Edgebrook, 3 min CN cross traffic
		Thu, Jun 16	9	D	9 min late, CN cross traffic. [Controllable Freight]
		Tue, Jun 21	8	GT1	arrived Fox Lake at 20:20 8:20 8 min late, 11min signal issues Mayfair.
		Mon, Jun 27	10	ZV	10 min late, 14 min PTC issues enroute CUS-Deerfield.
MD-N	2152 68% OT	Mon, Jun 13	18	GW	18 min late, 8 min Lake Forest late turn from 2141, 12 min restricted speed Forest Glen stop Mayfair restricted speed. (LIGHTNING STRIKE)
		Tue, Jun 14	15	KW1	15 min late, 12 min Lake Forest late turn from 2141, 3 min heat restriction.
		Fri, Jun 17	12	G	12 late, 4 min late turn from 2141, 8 min enroute Approach signal A-5 switch failure A-2 following 2248.
		Tue, Jun 21	8	KW1	arrived CUS at 19:52 7:52 8 min late, late turn from 2141, heat restriction
		Wed, Jun 22	13	AM1	13 min late, 5 late turn from 2141, 8 min A-20 held for Amtrak 340, 1 min stop signal A-2.
		Fri, Jun 24	6	G	6 min late, 4 min late turn from 2141, 6 min A-3 talked past restricted speed.
		Tue, Jun 28	12	G	12 min late, 11 Rondout stop signal 2 main restricted speed, 1 min ADA, 2 min stop signal A-2.
MD-N	2156 64% OT	Mon, Jun 13	35	GW1	34 min late, late turn from 2147 and signal issues at Mayfair.
		Wed, Jun 15	14	G	14 min late, 11 min restricted speed enroute Rondout-Lake Forest, 2 min stop signal Mayfair.
		Thu, Jun 16	7	D1	6 late, late turn from 2147. [Controllable Freight]
		Tue, Jun 21	14	GT1	arrived CUS at 22:12 10:12 14 min late, late turn from 2147, PTC disengaged at Lake Forest restricted speed
		Thu, Jun 23	6	RF	6 min late, 6 min Libertyville waiting on lineup.
		Fri, Jun 24	10	R	11 min late, 6 min Fox Lake loco 423 wouldn't load Engineer walked back to the loco and rectified the problem. ENGINEER LEFT LOCO CUT IN
		Mon, Jun 27	14	ZV1	14 min late, late turn from 2147
Mon, Jun 27	13	G1	12 min late, 6 meeting a late 2151 at Libertyville, 10 min signal issues 2 main at Rondout used 1 Rondout to Deerfield.		
MD-W	2210 77% OT	Wed, Jun 01	13	ZG	(-14) PTC problems A-2
		Thu, Jun 16	12	CC	(-12) Temporary speed restrictions; ADA Elgin to Western Ave.; ADA Schaumburg to Roselle; Mechanical problems ADA lift #7484; Hot cars #7405 (ADA), #7306
		Tue, Jun 21	7	GX	(-7) Arrived CUS @ 07:34. Copy/comply with Automatic Grade Crossing Malfunction Item #2 @ Thatcher Ave MP 11.40
		Wed, Jun 22	12	RF1	(-19) Temporary speed restrictions
Thu, Jun 23	6	GX	(-6) GRADE CROSSING MALFUNCTION, Track construction, temporary speed restrictions		
MD-W	2212 73% OT	Wed, Jun 01	10	ZG1	(-10) -8" Following train ahead, operating on approach signals
		Wed, Jun 08	12	GM	(-12) -2" Track construction, temporary speed restriction; -5" Stop Mannheim to copy three Automatic Grade Crossing Malfunctions Item #2 @ Cal Wagner mp 13.12, Rose St. mp 12.98, & Edgington mp 12.84
		Thu, Jun 16	8	CC1	(-8) -2" Temporary speed restrictions; -4" Following tardy 2210, Stop signal Bartlett East; -2" ADA Bensenville to CUS
		Mon, Jun 20	7	CC1	-7 arrived CUS @ 8:00. Following train ahead (2210); Mechanical door problems (7464)
		Mon, Jun 27	7	CC	(-12) Following train ahead (2210), operating on approach signals
Thu, Jun 30	8	CC1	(-8) Following train ahead (2210)		
MD-W	2222 77% OT	Wed, Jun 08	11	GM	(-11) Track construction, temporary speed restrictions; Three Automatic Grade Crossing Malfunctions Item #2's
		Wed, Jun 15	6	CC	(-6) Temporary speed restrictions
		Fri, Jun 17	11	GM	(-12) Three Automatic Grade Crossing Malfunctions, Item #2 @ 25th Ave. AKA Rose St. & Ruby St., Item #1 @ Cal Wagner
		Mon, Jun 27	6	RA	-4" Track construction, temporary speed restrictions; Stop signal CUS CP Lake St. waiting on 2209 to depart (WOULD HAVE BEEN ON TIME)
		Tue, Jun 28	7	CC	(-8) -4" Track construction, temporary speed restrictions
MD-W	2404 68% OT	Wed, Jun 01	10	G1	-5 min late turn from 2229.
		Fri, Jun 03	6	G1	-6 min following 2244.
		Wed, Jun 08	8	GX1	9 min late, late turn from 2229.
		Thu, Jun 16	10	F1	2404 was held at Franklin Park 12 minutes while waiting for Mechanical issues on train 2244 at Galewood to be resolved.
		Mon, Jun 20	6	G	arrived CUS at 1807 6:07 6 min late, stop signal B-6 account No. 27 switch failing ahead.
		Tue, Jun 21	47	FW	arrived CUS at 18:49 6:49 48 min late, mechanical issues with cab car 8519 battery charger breaker, PCS and PTC locked out CHANGED OUT BATTERY CHARGER (OVERHEATED)
Wed, Jun 22	8	C1	9 min late, late turn from 2229, waiting on a late 2244.		
NCS	113 77% OT	Wed, Jun 08	10	GX1	10 min late, 10 min item 2 Green St. following 2233.
		Tue, Jun 14	8	KW	8 min late, 4 min heat restriction, 4 min cross traffic UP Deval
		Wed, Jun 15	7	VG	7 min late, late arrival of equipment. SWITCH ISSUE A3, NOTHING FOUND
		Thu, Jun 16	10	E	10 min late, min late, 10 min mechanical issues with loco Mechanical department had to reset a braker.
Mon, Jun 20	10	D	arrived Antioch at 1834 6:34 6 min late, 10 min CN cross traffic Deval [Controllable freight]		
RI	515 82% OT	Tue, Jun 07	14	J	(PASSENGER PROBLEMS/REMOVAL) - 8M TINLEY PARK 80TH AVE. POLICE ACTIVITY / FIGHT ON BOARD THE TRAIN.
		Fri, Jun 10	36	J	(PASSENGER PROBLEMS/REMOVAL) - FIGHT ON RI0515. HAD TO WAIT AT HICKORY CREEK FOR POLICE.
		Thu, Jun 16	35	E1	LATE TURN OF RI516 FROM TRACK DETECTOR AND ENGINE TROUBLE
		Fri, Jun 24	8	ZP	PTC consist not matching train ID due to night dispatcher entering in correctly. Not a CAD manager root cause but a train dispatcher data entry cause with no report out, addressing same. Also got talked by 16th street.
RI	621 73% OT	Wed, Jun 01	10	G	(METR/PSA SIG/SWX MALFCN-SIG DEPT) -LATE DEPARTURE OUT OF LSS SWITCH PROBLEMS IN THE DEPOT
		Fri, Jun 03	9	U	(ACCESSIBILITY RELATED (ADA)) - 9 MIN DELAY DUE TO 2 ADA- 35TH ST AND LASALLE THEN GOT OFF AT 103RD.
		Mon, Jun 06	10	K	Bridge Strike at Polk St. just outside of PTC limits; special protections required for MTEA.
		Wed, Jun 15	6	U	ADA AT 35TH
		Fri, Jun 17	6	U	2m Left LaSalle late waiting on signal 2m ADA @W 99th 2m 8 cars down Beverly
Tue, Jun 21	6	I	5M 8 CARS DOWN THE BEVERLY SUB. 1M DOOR PROBLEMS		

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

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
SWS	824	Fri, Jun 10	10	D	(GENERAL FREIGHT INTERFERENCE) - 9MIN DELAY AT BELT JCT DUE TO FREIGHT M367, CSXT 846 161 CARS. STOPPED AT 15:04, RESUMED AT 15:13. [Controllable Freight]	
		82% OT	Tue, Jun 21	9	ZN	4M WRIGHTWOOD, BRC PTC ISSUES.
			Fri, Jun 24	9	CD	8M CSX-FOREST HILL, NS MOW IN PLANT.
			Tue, Jun 28	11	CA	13M AMTK-21ST, BRIDGE UP.
UP-N	347	Thu, Jun 02	10	DD	-10" Waited for M345 to cross over at Highland Park (COAL TRAIN INCORRECTLY LINED) [Controllable Freight]	
		82% OT	Fri, Jun 03	7	ZT1	-7" 12 min delay waiting on M345 to crossover @Highland Park
			Mon, Jun 06	11	ZG	-11" PTC issues from MP46.2-MP49.1 operated restricted speed (per signal dept. there was a bad order 240 card @ MP47.6)
			Thu, Jun 09	11	L	Delayed behind M345 on acct of trespassers reported on the tracks @ MP8.53
UP-NW	618	Thu, Jun 02	10	ZN	-10" PTC issues @ Barrington	
		77% OT	Wed, Jun 15	21	GF1	-21" Following M616
			Thu, Jun 16	9	I	-8" Delayed @ Des Plaines due to trains ahead, heavy passenger loading
			Mon, Jun 20	18	N	delayed waited for dispatcher to respond to give signal also delayed following trains ahead AT&T PHONE LINE OUT
			Wed, Jun 22	34	E	-34" Head end power would not stay on CHANGED OUT DELCO
UP-NW	635	Wed, Jun 01	8	CM	7" Stopped at Cumberland, waiting on freight GSE V3G.	
		55% OT	Mon, Jun 13	9	CC1	-9" Departed late following M633 also slow order from MP.5 to MP6 30 MPH
			Tue, Jun 14	15	CM	-15" Delayed due to following M631 running on approaches
			Wed, Jun 15	11	D	-11" Delayed @ Deval for Freight Train (MALG32) [Controllable Freight]
			Thu, Jun 16	9	KW1	-9" Running on approaches from Barrington to C.L. JCT (following trains that had slowdowns due to heat)
			Mon, Jun 20	9	N	DEPARTED CPT WAITING ON M633 TO DEPART THEN FOLLOWING TO CLYBOURN AT&T PHONE LINE OUT
			Tue, Jun 21	9	GT	Followed M633 rom CPT to Clybourn then followed M631 from Barrington to Crystal Lake junction (CAD OUTAGE)
			Wed, Jun 22	8	ZT	-8" PTC issues
			Mon, Jun 27	7	RF	-7" Held at Mayfair 4 minutes for red signal
			Wed, Jun 29	24	KP	-24" Delayed south of Barrington, due to a report of a vehicle on the tracks @ MP 38.29
		UP-NW	639	Wed, Jun 01	18	CM
77% OT	Mon, Jun 13			13	KW	-13" Complied with item 16 from MP 26.2 to MP31 and beyond
	Tue, Jun 14			8	GX	-8" XH at MP 14.67
	Wed, Jun 15			18	ZE	-18" Delayed @ Arlington Heights PTC also speedometer not working AXLE DRIVE CHANGED OUT ON LOCO 148
	Wed, Jun 29			12	KP	-12" 30MPH (MP6.76-MP7.6); 30 MPH (MP8.2-MP9.2); followed M635 until Fox River Grove
UP-NW	641	Wed, Jun 01	14	CM	14" Late due to following M639.	
		41% OT	Fri, Jun 03	10	D1	-10" 10 min following M637 hold @T038 CN CROSS TRAFFIC
			Fri, Jun 10	7	RF	-7" Following M637 who was waiting for track authority @ C.L. JCT
			Mon, Jun 13	61	KW	-61" Stopped at Arlington Park for Tornado Warning also stopped at CN cross traffic
			Tue, Jun 14	15	M1	-15" Delayed due to M637 ahead @ Crystal Lake Junction for Track Warrant
			Wed, Jun 15	19	ZE1	-19" Delayed due to M639
			Mon, Jun 20	10	N	DEPARTED LATE DUE TO LATE ARRIVAL OF EQUIPMENT FROM YARD THEN FOLLOWING M637 AT&T PHONE LINE OUT
			Tue, Jun 21	20	GT	Following M637 and had to wait for M635 to clear McHenry Sub to be able to get track warrants.(CAD OUTAGE)
			Wed, Jun 22	11	RF	-11" Delayed @ Crystal Lake Junction waiting on M637 also waiting on track warrant @ Crystal Lake Junction
			Thu, Jun 23	13	C1	-13" Delayed @ Crystal Lake Junction following M637 also waiting on warrants @ Crystal Lake Junction
			Mon, Jun 27	8	RF1	-8" Waited on M635 to clear up track warrant on McHenry Sub
			Tue, Jun 28	7	RF	-7" Waited at Crystal Lake junction for M635 to clear track warrants
			Wed, Jun 29	21	KP	-21" Delayed following M637 & waited for track warrant
UP-W	18	Wed, Jun 01	7	ZG	7" PTC issues at A-2. (I.D. switch position)	
		77% OT	Thu, Jun 23	13	D	-13" Freight Train Interference [Controllable Freight] CWKLD
			Fri, Jun 24	7	G	-7" Multiple switch failures at Western
			Mon, Jun 27	25	D	-25" Freight train interference Geneva - Elmhurst (MNPPR) & 30 MPH between MP 10.05-MP 4.5 [Controllable Freight]
			Tue, Jun 28	10	G1	-10" Stopped @ Western waited for cross traffic to clear
UP-W	20	Tue, Jun 14	30	D	-30" Delayed stopped behind ZBRG2B-13 going into the yard @ Proviso [Controllable Freight]	
		77% OT	Fri, Jun 17	7	CC	-7" Delayed due to a form B with a 25mph speed restriction Kedzie - Oak Park also had a ADA lift @ Oak Park
			Fri, Jun 24	22	G	-22" Multiple switch failures at Western
			Mon, Jun 27	16	D	-16" Freight interference ZBRG2B @ MP 16.9 (-8) & MP 10.25-MP4.5 (30MPH) [Controllable Freight]
			Wed, Jun 29	12	VE	-12" Slow loading Engine (76) WORKING AS DESIGNED
UP-W	36	Tue, Jun 14	15	VF	-15" Delayed due to loading doors on car #7281 & 6123 not working properly	
		77% OT	Wed, Jun 15	36	D	-36" Freight Train [Controllable Freight]
			Fri, Jun 24	44	D	-40" Following freight MNPPR from West Chicago to Proviso
			Mon, Jun 27	21	CC	-21" 30 MPH between MP10.25-MP4.5 & used short crossovers @ Kedzie
			Wed, Jun 29	19	D	-19" Delayed @ Peck for Freight train. MNPPR [Controllable Freight]
UP-W	44	Wed, Jun 15	17	G	-32" Form B's, B/O switch @ Western (65/27)	
		82% OT	Thu, Jun 16	12	D	-27" Freight train interference [Controllable Freight]
			Fri, Jun 17	17	D	-32" Delayed behind the MNPCH & the UET1XW that was stopped due to cross traffic at the CN interlocking. [Controllable Freight]
			Mon, Jun 20	6	CC1	late turn of M25 also delayed due to form B with a speed restriction MP 10.25-4.5 and 33-31 also with a slow ADA lift
UP-W	45	Thu, Jun 02	9	JM	-9" Delayed at Glen Ellyn waiting for paramedics to arrive help a passenger complaining of chest pain.	
		82% OT	Mon, Jun 20	9	E	STOPPED AT VILLA PARK FROM 16:40 TO 16:57 DUE TO INDEPENDENT BRAKE NOT RELEASING ON LOCOMOTIVE changed out independent
			Mon, Jun 27	89	E1	-89" Tied onto M39 to shove into Elburn had to run to 30MPH
			Wed, Jun 29	9	CC	-9" Delayed following M39

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
UP-W	53 82% OT	Mon, Jun 13	70	KW	-70" Delayed due to Tornado Warning
		Mon, Jun 20	15	F1	departed CPT late due to taking on all M47 passengers, door light issues at Oak Park, and a lift at Winfield
		Mon, Jun 27	9	E1	-9" Waited to cross over to run around broken down equipment
		Thu, Jun 30	12	I	-6" Heavy passenger loading enroute (Cubs)
UP-W	55 82% OT	Tue, Jun 07	18	JM1	-18" Delayed following M555
		Thu, Jun 09	17	DE	Delayed @ Lombard, waited for M58 to clear on acct of MNPPR 07 had dragging equipment and had to immediately stop to inspect.
		Mon, Jun 13	54	KW	-54" Stopped just West of College Ave due to Tornado Warning
		Mon, Jun 27	30	E1	-30" Following M39-M45 combo train into Elburn
UP-W	58 77% OT	Mon, Jun 13	70	KW	-70" Stopped at Bellwood waiting on Tornado Warning
		Fri, Jun 17	10	CC	-10" Delayed from MP 10.0-4.5 30 MPH
		Thu, Jun 23	9	C	-9" Delayed @ Halsted waiting on the Track Department to clear
		Mon, Jun 27	0	E1	Annulled from M39 return equipment
		Wed, Jun 29	8	CC1	-8" Late turn off M39
UP-W	62 77% OT	Thu, Jun 09	7	DE1	Delayed @ Wheaton on acct of freight interference (MNPPR)
		Mon, Jun 13	60	KW	-60" Delayed due to Tornado Warning
		Mon, Jun 20	14	F1	late turn of M53
		Thu, Jun 23	12	D	-12" Delayed following Freight Train [Controllable Freight] ACPYC
		Fri, Jun 24	41	G	-41" Multiple switch failures at Western
UP-W	64 82% OT	Wed, Jun 01	14	ZT	14" PTC comm loss at M.P. 14.8. PTC help desk ticket #12448212.
		Mon, Jun 13	60	KW	-60" Delayed due to Tornado Warning
		Fri, Jun 24	10	D1	-10" Late arrival of M57
		Mon, Jun 27	12	E1	-12" Late turn from M57
UP-W	68 82% OT	Fri, Jun 10	20	D	-20" Freight train interference: waited for WCHGT-10 to clear at West Chicago [Controllable Freight]
		Mon, Jun 13	26	KW	-26" Delayed due to Tornado Warning
		Tue, Jun 14	15	D	-15" Waited for a signal at 25th Avenue due to freight train EYCPRM-14 was yarding into Proviso [Controllable Freight]
		Fri, Jun 24	36	D	-36" Delayed @ Elburn late arrival of M65
UP-W	555 82% OT	Tue, Jun 07	21	JM	-21" Medical Emergency MP 4.5 Passenger was removed from train
		Mon, Jun 13	56	KW	-56" Stopped at West Chicago for high winds
		Wed, Jun 15	7	R	-7" Delayed @ OTC - head end power shut down twice also PTC issues (DOUBLE HEADED AND WRONG LOCO CUT IN)
		Mon, Jun 27	41	E1	-41" Following M39-M45 combo train into Elburn

Data is final (07/18/2022) 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
June 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	-	-	-	4	5	4	6	1	3	1	6	32	69
Freight Interference - Peak	2	-	-	-	1	1	-	4	-	2	1	2	14	27
Primary	2	-	-	-	1	1	-	4	-	2	1	1	12	24
Secondary	-	-	-	-	-	-	-	-	-	-	-	1	2	3
Freight Interference - Off-Peak	5	-	-	-	3	4	4	2	1	1	-	4	18	42
Primary	5	-	-	-	3	3	3	1	1	1	-	4	14	35
Secondary	-	-	-	-	-	1	1	1	-	-	-	-	4	7
Signal/Switch Failure - Total	12	6	4	13	2	27	29	5	18	2	1	21	10	150
Signal/Switch Failure - Metra/PSA	7	6	4	13	1	26	27	3	16	-	1	19	10	133
Primary	4	5	3	7	1	15	21	2	16	-	1	18	8	101
Secondary	3	1	1	6	-	11	6	1	-	-	-	1	2	32
Signal/Switch Failure - Foreign	5	-	-	-	1	1	2	2	2	2	-	2	-	17
Primary	4	-	-	-	1	1	1	2	-	1	-	1	-	11
Secondary	1	-	-	-	-	-	1	-	2	1	-	1	-	6
Mechanical Failure - Total	3	-	2	2	-	5	6	1	13	-	2	5	19	58
Mechanical Failure - Metra/PSA	3	-	2	2	-	5	6	1	13	-	2	5	19	58
Non-Locomotive Equipment Issue - Metra/PSA	-	-	2	2	-	-	3	-	3	-	1	1	5	17
Primary	-	-	2	2	-	-	2	-	2	-	1	1	3	13
Secondary	-	-	-	-	-	-	1	-	1	-	-	-	2	4
Locomotive Issue - Metra/PSA	3	-	-	-	-	5	3	1	10	-	1	4	14	41
Primary	2	-	-	-	-	3	2	1	6	-	1	4	6	25
Secondary	1	-	-	-	-	2	1	-	4	-	-	-	8	16
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	-	-	-	-	1	6	-	-	-	-	-	1	-	8
Passenger Train Interference - Metra/PSA	-	-	-	-	-	4	-	-	-	-	-	-	-	4
Passenger Train Interference - Foreign	-	-	-	-	1	2	-	-	-	-	-	1	-	4
Accident - Total	23	-	-	-	-	-	5	-	1	-	-	12	2	43
Accident - Metra/PSA	23	-	-	-	-	-	-	-	-	-	-	12	2	37
Accident - Foreign	-	-	-	-	-	-	5	-	1	-	-	-	-	6
Track Work - Total	1	3	-	-	6	2	14	2	9	7	14	8	19	85
Track Work - Metra/PSA	-	3	-	-	1	2	14	-	9	-	14	8	19	70
Track Work - Foreign	1	-	-	-	5	-	-	2	-	7	-	-	-	15
Human Error - Total	2	2	-	1	1	13	5	-	6	2	6	9	3	50
Human Error - Metra/PSA	2	2	-	1	1	1	1	-	4	2	5	2	3	24
Human Error - Foreign	-	-	-	-	-	12	4	-	2	-	1	7	-	26
PTC Related - Total	-	6	-	1	2	14	7	7	8	3	11	8	5	72
PTC Related - Metra/PSA	-	6	-	1	-	14	7	6	7	1	11	7	5	65
PTC Related - Foreign	-	-	-	-	2	-	-	1	1	2	-	1	-	7
Weather - Total	24	4	1	2	1	20	2	3	5	-	7	17	13	99
Weather - Metra/PSA	24	4	1	2	-	20	2	3	5	-	7	17	13	98
Weather - Foreign	-	-	-	-	1	-	-	-	-	-	-	-	-	1
Passenger Related - Total	1	8	1	4	-	4	2	-	14	1	10	8	7	60
Obstruction/Debris - Total	9	-	1	-	2	17	12	1	6	-	13	8	2	71
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	-	-	-	1	-	3	-	-	3	-	-	11	-	18
Total Trains Delayed	82	29	9	24	19	116	86	25	84	18	65	114	112	783
Total Metra/PSA Delays	69	29	9	24	5	96	71	14	77	4	63	97	80	638
Total Foreign Carrier Delays	13	0	0	0	14	20	15	11	7	14	2	17	32	145

Data for current month is final (07/18/2022) version of TOPS

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

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

Table 5.b: Train Delays by Cause and Line
Average June 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	11	-	0	-	4	9	9	5	7	15	1	8	22	92
Freight Interference - Peak	3	-	0	-	4	2	3	1	1	6	1	6	6	33
Primary	2	-	-	-	3	2	3	1	0	5	0	1	3	20
Secondary	1	-	0	-	1	1	0	0	0	1	0	5	2	13
Freight Interference - Off-Peak	8	-	-	-	0	6	6	4	6	9	1	2	16	58
Primary	7	-	-	-	0	5	5	3	5	6	0	1	13	44
Secondary	2	-	-	-	-	2	2	0	1	3	0	1	3	14
Signal/Switch Failure - Total	6	4	3	1	3	18	7	3	10	7	3	14	10	88
Signal/Switch Failure - Metra/PSA	4	4	3	1	0	15	5	1	9	3	3	8	9	66
Primary	3	2	2	1	0	11	4	1	8	2	3	4	6	46
Secondary	1	2	1	-	-	4	1	-	1	1	0	5	4	20
Signal/Switch Failure - Foreign	2	-	-	-	3	3	2	2	0	4	-	6	1	22
Primary	1	-	-	-	2	2	2	2	0	2	-	5	1	17
Secondary	1	-	-	-	0	1	0	0	-	2	-	1	-	5
Mechanical Failure - Total	14	1	-	1	1	13	5	3	10	5	11	9	6	77
Mechanical Failure - Metra/PSA	14	1	-	1	1	12	5	3	10	5	11	9	6	77
Non-Locomotive Equipment Issue - Metra/PSA	5	1	-	1	0	1	1	0	2	3	2	4	2	22
Primary	2	-	-	0	0	1	1	0	2	1	1	3	1	12
Secondary	3	1	-	1	-	-	0	-	1	2	1	1	1	10
Locomotive Issue - Metra/PSA	10	-	-	-	1	12	3	3	7	2	8	5	4	54
Primary	3	-	-	-	0	3	2	1	3	1	3	2	2	21
Secondary	7	-	-	-	0	8	2	1	4	1	5	3	1	33
Mechanical Failure - Foreign	-	0	-	-	-	0	-	-	-	-	-	-	-	0
Passenger Train Interference - Total	6	0	-	-	1	4	1	0	-	3	-	-	0	14
Passenger Train Interference - Metra/PSA	1	-	-	-	-	2	0	0	-	-	-	-	0	4
Passenger Train Interference - Foreign	4	0	-	-	1	1	0	-	-	3	-	-	-	10
Accident - Total	6	4	2	2	0	-	1	-	5	-	-	3	3	26
Accident - Metra/PSA	5	4	2	2	-	-	0	-	5	-	-	2	1	22
Accident - Foreign	1	-	-	-	0	-	0	-	-	-	-	1	2	4
Track Work - Total	12	4	4	6	-	12	3	0	17	2	7	7	4	78
Track Work - Metra/PSA	12	4	4	6	-	11	3	0	17	1	7	7	4	77
Track Work - Foreign	-	-	-	-	-	0	-	-	-	1	-	-	-	1
Human Error - Total	12	1	1	1	2	10	4	2	5	3	3	6	4	54
Human Error - Metra/PSA	9	1	1	1	1	7	3	1	5	2	2	3	2	38
Human Error - Foreign	3	0	-	-	1	3	1	1	0	1	1	2	1	16
PTC Related - Total	2	1	0	1	1	3	2	1	4	1	1	1	4	23
PTC Related - Metra/PSA	2	1	0	1	1	3	2	1	4	1	1	1	4	21
PTC Related - Foreign	-	-	-	-	0	0	-	1	0	0	-	0	-	2
Weather - Total	8	5	1	1	0	3	0	-	4	-	1	3	-	28
Weather - Metra/PSA	8	5	1	1	0	3	0	-	4	-	1	3	-	27
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	0	-	0
Passenger Related - Total	11	9	1	1	0	10	11	0	16	1	13	20	16	107
Obstruction/Debris - Total	7	6	1	2	1	2	4	0	5	2	1	10	6	47
Catenary Failure - Total	-	-	-	0	-	-	-	-	-	-	-	-	-	0
Other - Total	-	-	-	-	-	0	1	-	0	-	0	-	2	4
Total Trains Delayed	95	35	13	17	13	84	47	15	83	38	41	81	75	637
Total Metra/PSA Delays	73	34	12	17	3	67	34	7	75	14	39	64	49	490
Total Foreign Carrier Delays	22	1	0	0	10	17	13	9	8	24	2	17	26	147

Data for current month is final (07/15/2021) version of TOPS

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

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

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

Table 5.c: Train Delays by Cause and Line
June 2022 Compared to Average June 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	(4)	-	(0)	-	(0)	(4)	(5)	1	(6)	(12)	(0)	(2)	10	(23)
Freight Interference - Peak	(1)	-	(0)	-	(3)	(1)	(3)	3	(1)	(4)	0	(4)	8	(6)
Primary	(0)	-	-	-	(2)	(1)	(3)	3	(0)	(3)	1	-	9	4
Secondary	(1)	-	(0)	-	(1)	(1)	(0)	(0)	(0)	(1)	(0)	(4)	(0)	(10)
Freight Interference - Off-Peak	(3)	-	-	-	3	(2)	(2)	(2)	(5)	(8)	(1)	2	2	(16)
Primary	(2)	-	-	-	3	(2)	(2)	(2)	(4)	(5)	(0)	3	1	(9)
Secondary	(2)	-	-	-	-	(1)	(1)	1	(1)	(3)	(0)	(1)	1	(7)
Signal/Switch Failure - Total	6	2	1	12	(1)	9	22	2	8	(5)	(2)	7	(0)	62
Signal/Switch Failure - Metra/PSA	3	2	1	12	1	11	22	2	7	(3)	(2)	11	1	67
Primary	1	3	1	6	1	4	17	1	8	(2)	(2)	14	2	55
Secondary	2	(1)	-	6	-	7	5	1	(1)	(1)	(0)	(4)	(2)	12
Signal/Switch Failure - Foreign	3	-	-	-	(2)	(2)	-	0	2	(2)	-	(4)	(1)	(5)
Primary	3	-	-	-	(1)	(1)	(1)	0	(0)	(1)	-	(4)	(1)	(6)
Secondary	0	-	-	-	(0)	(1)	1	(0)	2	(1)	-	-	-	1
Mechanical Failure - Total	(11)	(1)	2	1	(1)	(8)	1	(2)	3	(5)	(9)	(4)	13	(19)
Mechanical Failure - Metra/PSA	(11)	(1)	2	1	(1)	(7)	1	(2)	3	(5)	(9)	(4)	13	(19)
Non-Locomotive Equipment Issue - Metra/PSA	(5)	(1)	2	1	(0)	(1)	2	(0)	1	(3)	(1)	(3)	3	(5)
Primary	(2)	-	2	2	(0)	(1)	1	(0)	0	(1)	(0)	(2)	2	1
Secondary	(3)	(1)	-	(1)	-	-	1	-	0	(2)	(1)	(1)	1	(6)
Locomotive Issue - Metra/PSA	(7)	-	-	-	(1)	(7)	(0)	(2)	3	(2)	(7)	(1)	10	(13)
Primary	(1)	-	-	-	(0)	(0)	0	(0)	3	(1)	(2)	2	4	4
Secondary	(6)	-	-	-	(0)	(6)	(1)	(1)	(0)	(1)	(5)	(3)	7	(17)
Mechanical Failure - Foreign	-	(0)	-	-	-	(0)	-	-	-	-	-	-	-	(0)
Passenger Train Interference - Total	(6)	(0)	-	-	0	2	(1)	(0)	-	(3)	-	1	(0)	(6)
Passenger Train Interference - Metra/PSA	(1)	-	-	-	-	2	(0)	(0)	-	-	-	-	(0)	(0)
Passenger Train Interference - Foreign	(4)	(0)	-	-	0	1	(0)	-	-	(3)	-	1	-	(6)
Accident - Total	17	(4)	(2)	(2)	(0)	-	4	-	(4)	-	-	9	(1)	17
Accident - Metra/PSA	18	(4)	(2)	(2)	-	-	(0)	-	(5)	-	-	10	1	15
Accident - Foreign	(1)	-	-	-	(0)	-	5	-	1	-	-	(1)	(2)	2
Track Work - Total	(11)	(1)	(4)	(6)	6	(10)	11	2	(8)	5	7	1	15	7
Track Work - Metra/PSA	(12)	(1)	(4)	(6)	1	(9)	11	(0)	(8)	(1)	7	1	15	(7)
Track Work - Foreign	1	-	-	-	5	(0)	-	2	-	6	-	-	-	14
Human Error - Total	(10)	1	(1)	-	(1)	3	1	(2)	1	(1)	3	3	(1)	(4)
Human Error - Metra/PSA	(7)	1	(1)	-	0	(6)	(2)	(1)	(1)	-	3	(1)	1	(14)
Human Error - Foreign	(3)	(0)	-	-	(1)	9	3	(1)	2	(1)	0	5	(1)	10
PTC Related - Total	(2)	5	(0)	(0)	1	11	5	6	4	2	10	7	1	49
PTC Related - Metra/PSA	(2)	5	(0)	(0)	(1)	11	5	5	3	-	10	6	1	44
PTC Related - Foreign	-	-	-	-	2	(0)	-	0	1	2	-	1	-	5
Weather - Total	16	(1)	-	1	1	17	2	3	1	-	6	14	13	71
Weather - Metra/PSA	16	(1)	-	1	(0)	17	2	3	1	-	6	14	13	71
Weather - Foreign	-	-	-	-	1	-	-	-	-	-	-	(0)	-	1
Passenger Related - Total	(10)	(1)	0	3	(0)	(6)	(9)	(0)	(2)	0	(3)	(12)	(9)	(47)
Obstruction/Debris - Total	2	(6)	0	(2)	1	15	8	1	1	(2)	12	(2)	(4)	24
Catenary Failure - Total	-	-	-	(0)	-	-	-	-	-	-	-	-	-	(0)
Other - Total	-	-	-	1	-	3	(1)	-	3	-	(0)	11	(2)	14
Total Trains Delayed	(13)	(6)	(4)	7	6	32	39	10	1	(20)	24	33	37	146
Total Metra/PSA Delays	-4	-5	-3	7	2	29	37	7	2	-10	24	33	31	148
Total Foreign Carrier Delays	-9	-1	0	0	4	3	2	2	-1	-10	0	0	6	-2

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

Table 6.a: Train Delays by Cause and Line - YTD
January - June 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	36	-	-	-	44	27	59	12	16	30	11	30	182	447
Freight Interference - Peak	11	-	-	-	26	11	19	9	4	18	6	19	70	193
Primary	10	-	-	-	26	11	16	8	4	17	4	14	55	165
Secondary	1	-	-	-	-	-	3	1	-	1	2	5	15	28
Freight Interference - Off-Peak	25	-	-	-	18	16	40	3	12	12	5	11	112	254
Primary	23	-	-	-	18	11	30	2	12	10	3	11	93	213
Secondary	2	-	-	-	-	5	10	1	-	2	2	-	19	41
Signal/Switch Failure - Total	53	42	23	55	17	77	76	19	93	16	33	44	33	581
Signal/Switch Failure - Metra/PSA	31	42	23	55	4	67	73	15	91	6	33	37	33	510
Primary	24	37	16	35	4	48	59	9	79	5	26	36	23	401
Secondary	7	5	7	20	-	19	14	6	12	1	7	1	10	109
Signal/Switch Failure - Foreign	22	-	-	-	13	10	3	4	2	10	-	7	-	71
Primary	15	-	-	-	13	5	2	4	-	7	-	6	-	52
Secondary	7	-	-	-	-	5	1	-	2	3	-	1	-	19
Mechanical Failure - Total	37	7	4	4	-	45	58	12	45	3	42	75	42	374
Mechanical Failure - Metra/PSA	37	5	4	4	-	41	58	12	45	3	42	75	42	368
Non-Locomotive Equipment Issue - Metra/PSA	8	5	4	4	-	7	11	5	6	-	14	19	11	94
Primary	6	3	3	3	-	5	8	3	5	-	9	12	8	65
Secondary	2	2	1	1	-	2	3	2	1	-	5	7	3	29
Locomotive Issue - Metra/PSA	29	-	-	-	-	34	47	7	39	3	28	56	31	274
Primary	14	-	-	-	-	14	21	5	23	1	14	23	16	131
Secondary	15	-	-	-	-	20	26	2	16	2	14	33	15	143
Mechanical Failure - Foreign	-	2	-	-	-	4	-	-	-	-	-	-	-	6
Passenger Train Interference - Total	-	-	-	-	5	13	-	-	-	1	-	2	2	23
Passenger Train Interference - Metra/PSA	-	-	-	-	-	10	-	-	-	-	-	1	2	13
Passenger Train Interference - Foreign	-	-	-	-	5	3	-	-	-	1	-	1	-	10
Accident - Total	110	3	-	3	-	31	19	1	16	2	29	45	38	297
Accident - Metra/PSA	110	3	-	3	-	31	14	1	15	1	29	30	25	262
Accident - Foreign	-	-	-	-	-	-	5	-	1	1	-	15	13	35
Track Work - Total	5	37	7	14	8	23	48	4	27	13	50	21	31	288
Track Work - Metra/PSA	3	37	7	14	1	23	46	-	27	3	50	18	31	260
Track Work - Foreign	2	-	-	-	7	-	2	4	-	10	-	3	-	28
Human Error - Total	29	8	5	7	7	40	18	6	35	10	38	43	13	259
Human Error - Metra/PSA	23	8	5	7	1	6	10	3	32	4	35	23	8	165
Human Error - Foreign	6	-	-	-	6	34	8	3	3	6	3	20	5	94
PTC Related - Total	2	22	6	13	14	49	28	21	31	24	42	18	27	297
PTC Related - Metra/PSA	1	21	6	12	5	47	28	15	30	10	41	17	26	259
PTC Related - Foreign	1	1	-	1	9	2	-	6	1	14	1	1	1	38
Weather - Total	33	12	7	9	4	59	40	6	66	4	63	40	44	387
Weather - Metra/PSA	33	12	7	9	3	59	40	6	65	4	63	40	44	385
Weather - Foreign	-	-	-	-	1	-	-	-	1	-	-	-	-	2
Passenger Related - Total	7	38	9	9	-	16	34	3	36	2	33	31	26	244
Obstruction/Debris - Total	26	10	10	29	5	27	24	13	40	4	47	63	46	344
Catenary Failure - Total	-	3	-	13	-	-	-	-	-	-	-	-	-	16
Other - Total	21	-	2	2	-	9	1	-	4	-	-	14	-	53
Total Trains Delayed	359	182	73	158	104	416	405	97	409	109	388	426	484	3,610
Total Metra/PSA Delays	292	179	73	157	19	336	328	68	385	37	373	349	283	2,879
Total Foreign Carrier Delays	67	3	0	1	85	80	77	29	24	72	15	77	201	731

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

Table 6.b: Train Delays by Cause and Line - YTD
January - June 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	57	-	0	-	28	54	62	31	26	58	6	35	127	483
Freight Interference - Peak	21	-	0	-	25	13	18	12	5	21	2	19	43	180
Primary	12	-	-	-	21	9	15	10	4	16	2	9	22	119
Secondary	8	-	0	-	5	4	3	2	2	5	1	10	21	62
Freight Interference - Off-Peak	36	-	-	-	3	41	43	18	20	37	4	16	84	303
Primary	28	-	-	-	3	26	34	16	16	25	2	11	63	225
Secondary	8	-	-	-	0	14	9	2	4	12	2	5	22	78
Signal/Switch Failure - Total	79	38	18	21	17	93	63	36	74	47	16	38	43	585
Signal/Switch Failure - Metra/PSA	49	38	18	21	2	73	51	14	72	16	16	23	31	426
Primary	33	28	14	16	2	50	41	11	56	12	9	13	19	305
Secondary	16	10	5	5	0	23	10	3	17	5	7	9	12	121
Signal/Switch Failure - Foreign	31	-	-	-	15	20	11	22	2	31	0	16	11	159
Primary	24	-	-	-	13	9	7	18	2	20	-	11	9	112
Secondary	7	-	-	-	2	11	4	4	0	11	0	5	3	47
Mechanical Failure - Total	86	8	3	3	2	82	51	18	72	17	49	43	58	492
Mechanical Failure - Metra/PSA	85	4	2	2	2	76	51	17	72	17	49	43	58	479
Non-Locomotive Equipment Issue - Metra/PSA	34	4	2	2	1	8	5	2	11	8	18	21	25	140
Primary	14	1	1	1	1	3	3	1	5	4	10	11	12	67
Secondary	20	3	2	2	-	4	2	1	5	4	8	10	13	73
Locomotive Issue - Metra/PSA	52	-	-	-	1	68	46	15	61	9	31	22	33	339
Primary	16	-	-	-	1	21	17	5	24	4	10	9	11	118
Secondary	35	-	-	-	0	47	29	10	38	5	22	13	22	221
Mechanical Failure - Foreign	1	4	1	0	0	6	0	1	-	-	-	-	-	13
Passenger Train Interference - Total	8	1	1	2	5	18	2	5	1	17	-	0	1	60
Passenger Train Interference - Metra/PSA	2	0	1	0	0	13	1	5	0	0	-	0	1	23
Passenger Train Interference - Foreign	7	1	0	1	5	5	1	0	0	17	-	-	-	37
Accident - Total	36	26	6	8	2	9	18	6	24	6	20	42	30	232
Accident - Metra/PSA	32	12	4	8	0	8	16	5	21	3	20	41	15	185
Accident - Foreign	4	13	2	-	2	1	2	1	2	3	-	1	15	47
Track Work - Total	45	27	8	13	8	44	15	5	47	8	29	23	23	294
Track Work - Metra/PSA	45	27	8	13	8	42	13	5	47	4	29	23	23	286
Track Work - Foreign	0	0	-	-	0	2	2	0	-	4	-	0	-	8
Human Error - Total	89	15	6	7	9	64	39	16	43	15	29	36	39	407
Human Error - Metra/PSA	45	15	6	7	2	37	26	8	43	4	27	26	29	275
Human Error - Foreign	44	0	-	-	6	26	13	9	0	10	3	9	10	132
PTC Related - Total	18	11	2	7	7	12	8	5	27	6	29	15	39	185
PTC Related - Metra/PSA	16	11	2	6	2	11	7	3	26	3	29	14	38	168
PTC Related - Foreign	1	0	-	0	5	1	1	1	1	3	-	0	1	17
Weather - Total	81	51	18	27	3	60	46	11	87	8	39	54	35	520
Weather - Metra/PSA	78	51	18	27	3	59	46	11	87	7	39	53	34	511
Weather - Foreign	3	-	-	-	0	1	1	-	1	2	-	1	1	9
Passenger Related - Total	35	31	7	6	0	37	39	4	58	3	44	61	75	400
Obstruction/Debris - Total	43	22	7	18	2	22	24	10	52	11	19	52	54	337
Catenary Failure - Total	-	7	3	5	-	-	-	-	-	-	-	-	-	15
Other - Total	1	1	2	2	0	1	4	1	3	2	2	3	2	23
Total Trains Delayed	578	238	80	118	86	495	371	147	514	197	282	401	527	4,034
Total Metra/PSA Delays	429	220	77	115	23	379	278	82	481	70	273	339	360	3,127
Total Foreign Carrier Delays	149	19	3	2	63	115	93	65	33	127	9	63	167	907

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

Table 6.c: Train Delays by Cause and Line - YTD
January - June 2022 Compared to Average January - June 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	(21)	-	(0)	-	16	(27)	(3)	(19)	(10)	(28)	5	(5)	55	(36)
Freight Interference - Peak	(10)	-	(0)	-	1	(2)	1	(3)	(1)	(3)	4	-	27	13
Primary	(2)	-	-	-	5	2	1	(2)	0	1	2	5	33	46
Secondary	(7)	-	(0)	-	(5)	(4)	(0)	(1)	(2)	(4)	1	(5)	(6)	(34)
Freight Interference - Off-Peak	(11)	-	-	-	15	(25)	(3)	(15)	(8)	(25)	1	(5)	28	(49)
Primary	(5)	-	-	-	15	(15)	(4)	(14)	(4)	(15)	1	-	30	(12)
Secondary	(6)	-	-	-	(0)	(9)	1	(1)	(4)	(10)	0	(5)	(3)	(37)
Signal/Switch Failure - Total	(26)	4	5	34	(0)	(16)	13	(17)	19	(31)	17	6	(10)	(4)
Signal/Switch Failure - Metra/PSA	(18)	4	5	34	2	(6)	22	1	19	(10)	17	14	2	84
Primary	(9)	9	2	19	2	(2)	18	(2)	23	(7)	17	23	4	96
Secondary	(9)	(5)	2	15	(0)	(4)	4	3	(5)	(4)	0	(8)	(2)	(12)
Signal/Switch Failure - Foreign	(9)	-	-	-	(2)	(10)	(8)	(18)	-	(21)	(0)	(9)	(11)	(88)
Primary	(9)	-	-	-	(0)	(4)	(5)	(14)	(2)	(13)	-	(5)	(9)	(60)
Secondary	0	-	-	-	(2)	(6)	(3)	(4)	2	(8)	(0)	(4)	(3)	(28)
Mechanical Failure - Total	(49)	(1)	1	1	(2)	(37)	7	(6)	(27)	(14)	(7)	32	(16)	(118)
Mechanical Failure - Metra/PSA	(48)	1	2	2	(2)	(35)	7	(5)	(27)	(14)	(7)	32	(16)	(111)
Non-Locomotive Equipment Issue - Metra/PSA	(26)	1	2	2	(1)	(1)	6	3	(5)	(8)	(4)	(2)	(14)	(46)
Primary	(8)	2	2	2	(1)	2	5	2	(0)	(4)	(1)	1	(4)	(2)
Secondary	(18)	(1)	(1)	(1)	-	(2)	1	1	(4)	(4)	(3)	(3)	(10)	(44)
Locomotive Issue - Metra/PSA	(23)	-	-	-	(1)	(34)	1	(8)	(22)	(6)	(3)	34	(2)	(65)
Primary	(2)	-	-	-	(1)	(7)	4	(0)	(1)	(3)	4	14	5	13
Secondary	(20)	-	-	-	(0)	(27)	(3)	(8)	(22)	(3)	(8)	20	(7)	(78)
Mechanical Failure - Foreign	(1)	(2)	(1)	(0)	(0)	(2)	(0)	(1)	-	-	-	-	-	(7)
Passenger Train Interference - Total	(8)	(1)	(1)	(2)	(0)	(5)	(2)	(5)	(1)	(16)	-	2	1	(37)
Passenger Train Interference - Metra/PSA	(2)	(0)	(1)	(0)	(0)	(3)	(1)	(5)	(0)	(0)	-	1	1	(10)
Passenger Train Interference - Foreign	(7)	(1)	(0)	(1)	-	(2)	(1)	(0)	(0)	(16)	-	1	-	(27)
Accident - Total	74	(23)	(6)	(5)	(2)	22	1	(5)	(8)	(4)	9	3	8	65
Accident - Metra/PSA	78	(9)	(4)	(5)	(0)	23	(2)	(4)	(6)	(2)	9	(11)	10	77
Accident - Foreign	(4)	(13)	(2)	-	(2)	(1)	3	(1)	(1)	(2)	-	14	(2)	(12)
Track Work - Total	(40)	10	(1)	1	(0)	(21)	33	(1)	(20)	5	21	(2)	8	(6)
Track Work - Metra/PSA	(42)	10	(1)	1	(7)	(19)	33	(5)	(20)	(1)	21	(5)	8	(26)
Track Work - Foreign	2	(0)	-	-	7	(2)	0	4	-	6	-	3	-	20
Human Error - Total	(60)	(7)	(1)	-	(2)	(24)	(21)	(10)	(8)	(5)	9	7	(26)	(148)
Human Error - Metra/PSA	(22)	(7)	(1)	-	(1)	(31)	(16)	(5)	(11)	(0)	8	(3)	(21)	(110)
Human Error - Foreign	(38)	(0)	-	-	(0)	8	(5)	(6)	3	(4)	0	11	(5)	(38)
PTC Related - Total	(16)	11	4	6	7	37	20	16	4	18	13	3	(12)	112
PTC Related - Metra/PSA	(15)	10	4	6	3	36	21	12	4	7	12	3	(12)	91
PTC Related - Foreign	(0)	1	-	1	4	1	(1)	5	(0)	11	1	1	(0)	21
Weather - Total	(48)	(39)	(11)	(18)	1	(1)	(6)	(5)	(21)	(4)	24	(14)	9	(133)
Weather - Metra/PSA	(45)	(39)	(11)	(18)	-	-	(6)	(5)	(22)	(3)	24	(13)	10	(126)
Weather - Foreign	(3)	-	-	-	1	(1)	(1)	-	0	(2)	-	(1)	(1)	(7)
Passenger Related - Total	(28)	7	2	3	(0)	(21)	(5)	(1)	(22)	(1)	(11)	(30)	(49)	(156)
Obstruction/Debris - Total	(17)	(12)	3	11	3	5	-	3	(12)	(7)	28	11	(8)	7
Catenary Failure - Total	-	(4)	(3)	8	-	-	-	-	-	-	-	-	-	1
Other - Total	20	(1)	0	0	(0)	8	(3)	(1)	1	(2)	(2)	11	(2)	30
Total Trains Delayed	(219)	(56)	(7)	40	18	(79)	34	(50)	(105)	(88)	106	25	(43)	(424)
Total Metra/PSA Delays	-137	-41	-4	42	-4	-43	50	-14	-96	-33	100	10	-77	-248
Total Foreign Carrier Delays	-82	-16	-3	-1	22	-35	-16	-36	-9	-55	6	14	34	-176

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**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 - Jun
Freight Interference - Total	67	62	80	90	79	69							447 12.4%
Freight Interference - Peak	26	18	35	42	45	27							193 5.3%
Primary	20	16	30	34	41	24							165 4.6%
Secondary	6	2	5	8	4	3							28 0.8%
Freight Interference - Off-Peak	41	44	45	48	34	42							254 7.0%
Primary	31	36	37	43	31	35							213 5.9%
Secondary	10	8	8	5	3	7							41 1.1%
Signal/Switch Failure - Total	92	101	46	55	137	150							581 16.1%
Signal/Switch Failure - Metra/PSA	76	90	42	48	121	133							510 14.1%
Primary	62	67	39	40	92	101							401 11.1%
Secondary	14	23	3	8	29	32							109 3.0%
Signal/Switch Failure - Foreign	16	11	4	7	16	17							71 2.0%
Primary	10	10	4	4	13	11							52 1.4%
Secondary	6	1	-	3	3	6							19 0.5%
Mechanical Failure - Total	55	74	52	56	79	58							374 10.4%
Mechanical Failure - Metra/PSA	55	72	48	56	79	58							368 10.2%
Non-Locomotive Equipment Issue - Metra/PSA	10	23	9	15	20	17							94 2.6%
Primary	7	15	7	11	12	13							65 1.8%
Secondary	3	8	2	4	8	4							29 0.8%
Locomotive Issue - Metra/PSA	45	49	39	41	59	41							274 7.6%
Primary	25	17	19	19	26	25							131 3.6%
Secondary	20	32	20	22	33	16							143 4.0%
Mechanical Failure - Foreign	-	2	4	-	-	-							6 0.2%
Passenger Train Interference - Total	4	1	2	4	4	8							23 0.6%
Passenger Train Interference - Metra/PSA	2	-	-	3	4	4							13 0.4%
Passenger Train Interference - Foreign	2	1	2	1	-	4							10 0.3%
Accident - Total	81	30	11	26	106	43							297 8.2%
Accident - Metra/PSA	66	30	5	25	99	37							262 7.3%
Accident - Foreign	15	-	6	1	7	6							35 1.0%
Track Work - Total	12	59	30	42	60	85							288 8.0%
Track Work - Metra/PSA	11	57	26	42	54	70							260 7.2%
Track Work - Foreign	1	2	4	-	6	15							28 0.8%
Human Error - Total	31	24	42	43	69	50							259 7.2%
Human Error - Metra/PSA	22	10	29	33	47	24							165 4.6%
Human Error - Foreign	9	14	13	10	22	26							94 2.6%
PTC Related - Total	34	43	38	55	55	72							297 8.2%
PTC Related - Metra/PSA	23	38	36	50	47	65							259 7.2%
PTC Related - Foreign	11	5	2	5	8	7							38 1.1%
Weather - Total	141	84	28	15	20	99							387 10.7%
Weather - Metra/PSA	141	83	28	15	20	98							385 10.7%
Weather - Foreign	-	1	-	-	-	1							2 0.1%
Passenger Related - Total	21	38	44	31	50	60							244 6.8%
Obstruction/Debris - Total	33	71	81	30	58	71							344 9.5%
Catenary Failure - Total	-	-	14	-	2	-							16 0.4%
Other - Total	1	1	8	2	23	18							53 1.5%
Total Trains Delayed	572	588	476	449	742	783							3,610 100.0%
Total Metra/PSA Delays	451	490	361	335	604	638							2,879 79.8%
Total Foreign Carrier Delays	121	98	115	114	138	145							731 20.2%

Data for current month is final (07/18/2022) version of TOPS

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

**Table 7.b: Train Delays by Cause and Month
2021**

Top 2 causes for each month and year-to-date are shaded

Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jun	
Freight Interference - Total	65	109	39	44	60	79	120	139	100	68	79	122	396	14.9%
Freight Interference - Peak	31	52	21	17	23	26	42	55	29	35	34	41	170	6.4%
Primary	26	43	17	16	21	22	31	38	22	28	28	32	145	5.4%
Secondary	5	9	4	1	2	4	11	17	7	7	6	9	25	0.9%
Freight Interference - Off-Peak	34	57	18	27	37	53	78	84	71	33	45	81	226	8.5%
Primary	24	47	16	26	32	44	54	64	61	28	36	58	189	7.1%
Secondary	10	10	2	1	5	9	24	20	10	5	9	23	37	1.4%
Signal/Switch Failure - Total	46	93	43	37	50	84	117	59	67	106	75	108	353	13.3%
Signal/Switch Failure - Metra/PSA	37	65	37	28	30	60	108	49	53	92	62	98	257	9.6%
Primary	32	51	29	26	27	51	80	39	41	73	43	77	216	8.1%
Secondary	5	14	8	2	3	9	28	10	12	19	19	21	41	1.5%
Signal/Switch Failure - Foreign	9	28	6	9	20	24	9	10	14	14	13	10	96	3.6%
Primary	8	25	6	7	18	23	8	9	10	13	12	8	87	3.3%
Secondary	1	3	-	2	2	1	1	1	4	1	1	2	9	0.3%
Mechanical Failure - Total	25	43	23	37	32	43	75	51	53	40	36	73	203	7.6%
Mechanical Failure - Metra/PSA	25	43	23	37	32	43	75	51	52	40	36	70	203	7.6%
Non-Locomotive Equipment Issue - Metra/PSA	4	14	9	3	10	20	17	7	20	9	22	18	60	2.3%
Primary	3	8	6	3	7	13	10	6	13	8	13	10	40	1.5%
Secondary	1	6	3	-	3	7	7	1	7	1	9	8	20	0.8%
Locomotive Issue - Metra/PSA	21	29	14	34	22	23	58	44	32	31	14	52	143	5.4%
Primary	11	19	11	14	10	14	28	14	17	14	6	18	79	3.0%
Secondary	10	10	3	20	12	9	30	30	15	17	8	34	64	2.4%
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	1	-	-	3	-	0.0%
Passenger Train Interference - Total	2	9	3	1	1	5	16	18	18	13	13	6	21	0.8%
Passenger Train Interference - Metra/PSA	2	7	3	1	-	4	9	16	13	10	8	2	17	0.6%
Passenger Train Interference - Foreign	-	2	-	-	1	1	7	2	5	3	5	4	4	0.2%
Accident - Total	30	35	24	40	17	36	5	66	50	15	8	17	182	6.8%
Accident - Metra/PSA	23	21	24	39	14	23	5	61	36	15	8	15	144	5.4%
Accident - Foreign	7	14	-	1	3	13	-	5	14	-	-	2	38	1.4%
Track Work - Total	1	18	40	17	28	38	76	77	93	63	91	25	142	5.3%
Track Work - Metra/PSA	1	18	38	16	27	37	73	71	86	62	84	23	137	5.1%
Track Work - Foreign	-	-	2	1	1	1	3	6	7	1	7	2	5	0.2%
Human Error - Total	25	62	27	23	47	29	108	83	59	46	50	37	213	8.0%
Human Error - Metra/PSA	19	52	19	16	34	20	71	53	37	17	40	29	160	6.0%
Human Error - Foreign	6	10	8	7	13	9	37	30	22	29	10	8	53	2.0%
PTC Related - Total	33	32	35	26	37	60	50	41	51	37	49	48	223	8.4%
PTC Related - Metra/PSA	28	26	29	16	31	54	39	33	48	29	35	43	184	6.9%
PTC Related - Foreign	5	6	6	10	6	6	11	8	3	8	14	5	39	1.5%
Weather - Total	23	430	5	1	12	31	27	106	10	58	85	54	502	18.8%
Weather - Metra/PSA	23	397	5	1	12	31	27	95	10	57	85	54	469	17.6%
Weather - Foreign	-	33	-	-	-	-	-	11	-	1	-	-	33	1.2%
Passenger Related - Total	20	37	23	18	27	67	89	76	63	50	50	44	192	7.2%
Obstruction/Debris - Total	36	36	21	26	50	45	72	34	68	75	52	41	214	8.0%
Catenary Failure - Total	-	-	-	2	11	-	2	14	14	-	7	-	13	0.5%
Other - Total	-	-	1	4	4	1	2	7	2	30	7	10	10	0.4%
Total Trains Delayed	306	904	284	276	376	518	759	771	648	601	602	585	2,664	100.0%
Total Metra/PSA Delays	214	702	223	204	272	385	572	560	482	477	474	429	2,000	75.1%
Total Foreign Carrier Delays	92	202	61	72	104	133	187	211	166	124	128	156	664	24.9%

Data for current month is final (07/15/2021) version of TOPS

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

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

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

Table 8: Train Delays by Duration
June 2022

Minutes	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	8	3	2	3	4	28	23	11	16	5	7	25	17	152
11-15	3	0	1	2	4	9	13	4	5	2	7	15	11	76
16-20	1	0	1	0	3	6	4	1	0	1	0	12	8	37
21+	14	0	0	0	4	3	1	0	2	2	1	18	17	62
Annulled	<u>9</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>17</u>
Sub-Total	35	3	4	5	15	47	41	16	26	10	16	72	54	344
Weekday Off-Peak **														
6-10	10	14	5	10	2	20	11	5	20	4	13	6	16	136
11-15	2	3	0	3	0	20	10	3	5	3	5	4	13	71
16-20	1	0	0	2	1	4	0	1	1	0	4	3	9	26
21+	15	0	0	2	1	3	11	0	6	1	10	16	14	79
Annulled	<u>12</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>1</u>	<u>23</u>
Sub-Total	40	17	5	18	4	47	33	9	36	8	34	31	53	335
Saturday														
6-10	2	1	0	0	0	7	0	0	6	0	3	3	1	23
11-15	1	0	0	0	0	1	1	0	4	0	3	4	1	15
16-20	0	0	0	0	0	2	0	0	0	0	0	1	2	5
21+	0	0	0	0	0	2	3	0	2	0	0	0	0	7
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	3	1	0	0	0	12	4	0	12	0	6	8	4	50
Sunday-Holiday														
6-10	0	6	0	0	0	6	4	0	3	0	2	2	0	23
11-15	0	0	0	0	0	1	2	0	5	0	1	1	0	10
16-20	0	0	0	1	0	1	1	0	1	0	2	0	1	7
21+	2	0	0	0	0	2	1	0	1	0	2	0	0	8
Annulled	<u>2</u>	<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>2</u>	<u>0</u>	<u>0</u>	<u>6</u>
Sub-Total	4	8	0	1	0	10	8	0	10	0	9	3	1	54
June 2022 Total														
6-10	20	24	7	13	6	61	38	16	45	9	25	36	34	334
11-15	6	3	1	5	4	31	26	7	19	5	16	24	25	172
16-20	2	0	1	3	4	13	5	2	2	1	6	16	20	75
21+	31	0	0	2	5	10	16	0	11	3	13	34	31	156
Annulled	<u>23</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>7</u>	<u>0</u>	<u>5</u>	<u>4</u>	<u>2</u>	<u>46</u>
TOTAL	82	29	9	24	19	116	86	25	84	18	65	114	112	783
2022 Year-to-Date														
6-10	90	93	32	63	47	188	215	44	183	57	114	130	160	1,416
11-15	49	27	15	24	18	101	80	29	84	19	71	73	102	692
16-20	32	10	6	15	15	47	36	5	45	11	47	48	65	382
21+	84	39	12	29	24	64	66	17	67	18	110	154	132	816
Annulled	<u>104</u>	<u>13</u>	<u>8</u>	<u>27</u>	<u>0</u>	<u>16</u>	<u>8</u>	<u>2</u>	<u>30</u>	<u>4</u>	<u>46</u>	<u>21</u>	<u>25</u>	<u>304</u>
TOTAL	359	182	73	158	104	416	405	97	409	109	388	426	484	3,610
Share of Delays by Duration														
Minutes	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
June 2022 Total														
6-10	24.4%	82.8%	77.8%	54.2%	31.6%	52.6%	44.2%	64.0%	53.6%	50.0%	38.5%	31.6%	30.4%	42.7%
11-15	7.3%	10.3%	11.1%	20.8%	21.1%	26.7%	30.2%	28.0%	22.6%	27.8%	24.6%	21.1%	22.3%	22.0%
16-20	2.4%	0.0%	11.1%	12.5%	21.1%	11.2%	5.8%	8.0%	2.4%	5.6%	9.2%	14.0%	17.9%	9.6%
21+	37.8%	0.0%	0.0%	8.3%	26.3%	8.6%	18.6%	0.0%	13.1%	16.7%	20.0%	29.8%	27.7%	19.9%
Annulled	<u>28.0%</u>	<u>6.9%</u>	<u>0.0%</u>	<u>4.2%</u>	<u>0.0%</u>	<u>0.9%</u>	<u>1.2%</u>	<u>0.0%</u>	<u>8.3%</u>	<u>0.0%</u>	<u>7.7%</u>	<u>3.5%</u>	<u>1.8%</u>	<u>5.9%</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	25.1%	51.1%	43.8%	39.9%	45.2%	45.2%	53.1%	45.4%	44.7%	52.3%	29.4%	30.5%	33.1%	39.2%
11-15	13.6%	14.8%	20.5%	15.2%	17.3%	24.3%	19.8%	29.9%	20.5%	17.4%	18.3%	17.1%	21.1%	19.2%
16-20	8.9%	5.5%	8.2%	9.5%	14.4%	11.3%	8.9%	5.2%	11.0%	10.1%	12.1%	11.3%	13.4%	10.6%
21+	23.4%	21.4%	16.4%	18.4%	23.1%	15.4%	16.3%	17.5%	16.4%	16.5%	28.4%	36.2%	27.3%	22.6%
Annulled	<u>29.0%</u>	<u>7.1%</u>	<u>11.0%</u>	<u>17.1%</u>	<u>0.0%</u>	<u>3.8%</u>	<u>2.0%</u>	<u>2.1%</u>	<u>7.3%</u>	<u>3.7%</u>	<u>11.9%</u>	<u>4.9%</u>	<u>5.2%</u>	<u>8.4%</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.

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