

On-Time Performance

March 2023



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This report presents an analysis of March 2023 train delays as reported for Metra's eleven rail lines. On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule. Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late. "Extra" trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

On-Time Performance Tables

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

Table 2 lists on-time percentages by line for each month and year since 2016.

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

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

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

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

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

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

Reporting Calculations for Temporary Schedules and Special Events

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

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

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

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

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

A schedule change on March 28, 2022, resulted in an increase of five weekday BNSF revenue trains. A schedule change on April 25 resulted in 21 additional UP-NW weekday trains and four fewer UP-N weekday trains. Two ME weekday trains were added on May 23. Schedule changes on May 31 and June 20 did not change the number of scheduled revenue trains. Metra added six Saturday HC trains on July 2 under a summer promotion, which ran through September 3. On December 5 Metra added 18 UP-W weekday trains and on December 12 added 14 MD-N weekday trains, 12 MD-W weekday trains and two NCS weekday trains. On January 16, 2023, Metra added 18 SWS weekday trains.

Under these pilot and alternate schedules Metra operated 646 regularly scheduled revenue trains each weekday in March, which is 93 percent of Metra's pre-pandemic weekday service of 692 scheduled

revenue trains. Metra operated 269 regularly scheduled revenue trains each Saturday in March, which is 99 percent of the 273 Saturday trains Metra operated pre-pandemic. Metra operated 185 regularly scheduled revenue trains each Sunday in March, which is two percent more than the 181 Sunday revenue trains Metra operated pre-pandemic. As a result of the changes under these alternative and pilot schedules, Metra operated about the same number total revenue trains in March 2023 and in March 2019, about 11 percent more total revenue trains in March 2023 than in March 2020, 54 percent more total revenue trains than in March 2021, and 14 percent more total revenue trains than in March 2022.

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

**Table 1.a: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
March 2023**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	1,012	24	97.6%	1,081	44	95.9%	2,093	68	96.8%	125	13	89.6%	80	5	93.8%	2,298	86	96.3%
ME-ML	575	3	99.5%	966	28	97.1%	1,541	31	98.0%	168	12	92.9%	96	8	91.7%	1,805	51	97.2%
ME-BI	161	3	98.1%	253	7	97.2%	414	10	97.6%	32	2	93.8%	--	--	--	446	12	97.3%
ME-SC	<u>253</u>	<u>3</u>	98.8%	<u>713</u>	<u>13</u>	98.2%	<u>966</u>	<u>16</u>	98.3%	<u>128</u>	<u>14</u>	89.1%	<u>80</u>	<u>4</u>	95.0%	<u>1,174</u>	<u>34</u>	97.1%
Subtotal	989	9	99.1%	1,932	48	97.5%	2,921	57	98.0%	328	28	91.5%	176	12	93.2%	3,425	97	97.2%
HC	138	9	93.5%	--	--	--	138	9	93.5%	--	--	--	--	--	--	138	9	93.5%
MD-N	483	31	93.6%	713	35	95.1%	1,196	66	94.5%	90	2	97.8%	72	3	95.8%	1,358	71	94.8%
MD-W	<u>506</u>	<u>26</u>	94.9%	<u>690</u>	<u>30</u>	95.7%	<u>1,196</u>	<u>56</u>	95.3%	<u>103</u>	<u>3</u>	97.1%	<u>72</u>	<u>4</u>	94.4%	<u>1,371</u>	<u>63</u>	95.4%
Subtotal	989	57	94.2%	1,403	65	95.4%	2,392	122	94.9%	193	5	97.4%	144	7	95.1%	2,729	134	95.1%
NCS	184	9	95.1%	138	10	92.8%	322	19	94.1%	--	--	--	--	--	--	322	19	94.1%
RI	713	25	96.5%	1,127	31	97.2%	1,840	56	97.0%	140	7	95.0%	112	3	97.3%	2,092	66	96.8%
SWS	276	14	94.9%	414	18	95.7%	690	32	95.4%	--	--	--	--	--	--	690	32	95.4%
UP-N	506	11	97.8%	1,104	21	98.1%	1,610	32	98.0%	106	1	99.1%	72	5	93.1%	1,788	38	97.9%
UP-NW	690	31	95.5%	828	23	97.2%	1,518	54	96.4%	139	15	89.2%	84	2	97.6%	1,741	71	95.9%
UP-W	<u>598</u>	<u>27</u>	95.5%	<u>736</u>	<u>43</u>	94.2%	<u>1,334</u>	<u>70</u>	94.8%	<u>86</u>	<u>0</u>	100.0%	<u>72</u>	<u>1</u>	98.6%	<u>1,492</u>	<u>71</u>	95.2%
Subtotal	1,794	69	96.2%	2,668	87	96.7%	4,462	156	96.5%	331	16	95.2%	228	8	96.5%	5,021	180	96.4%
System	6,095	216	96.5%	8,763	303	96.5%	14,858	519	96.5%	1,117	69	93.8%	740	35	95.3%	16,715	623	96.3%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (04/19/2023) version from TOPS.

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	2,816	86	96.9%	3,008	97	96.8%	5,824	183	96.9%	365	22	94.0%	280	10	96.4%	6,469	215	96.7%
ME-ML	1,600	15	99.1%	2,688	73	97.3%	4,288	88	97.9%	504	20	96.0%	337	14	95.8%	5,129	122	97.6%
ME-BI	448	14	96.9%	704	16	97.7%	1,152	30	97.4%	96	2	97.9%	--	--	--	1,248	32	97.4%
ME-SC	<u>704</u>	<u>10</u>	98.6%	<u>1,984</u>	<u>38</u>	98.1%	<u>2,688</u>	<u>48</u>	98.2%	<u>384</u>	<u>19</u>	95.1%	<u>280</u>	<u>5</u>	98.2%	<u>3,352</u>	<u>72</u>	97.9%
Subtotal	2,752	39	98.6%	5,376	127	97.6%	8,128	166	98.0%	984	41	95.8%	617	19	96.9%	9,729	226	97.7%
HC	384	24	93.8%	--	--	--	384	24	93.8%	--	--	--	--	--	--	384	24	93.8%
MD-N	1,344	121	91.0%	1,984	116	94.2%	3,328	237	92.9%	250	8	96.8%	252	12	95.2%	3,830	257	93.3%
MD-W	<u>1,408</u>	<u>83</u>	94.1%	<u>1,920</u>	<u>74</u>	96.1%	<u>3,328</u>	<u>157</u>	95.3%	<u>295</u>	<u>9</u>	96.9%	<u>252</u>	<u>14</u>	94.4%	<u>3,875</u>	<u>180</u>	95.4%
Subtotal	2,752	204	92.6%	3,904	190	95.1%	6,656	394	94.1%	545	17	96.9%	504	26	94.8%	7,705	437	94.3%
NCS	512	27	94.7%	384	34	91.1%	896	61	93.2%	--	--	--	--	--	--	896	61	93.2%
RI	1,984	88	95.6%	3,136	115	96.3%	5,120	203	96.0%	404	17	95.8%	392	11	97.2%	5,916	231	96.1%
SWS	741	47	93.7%	1,017	52	94.9%	1,758	99	94.4%	--	--	--	--	--	--	1,758	99	94.4%
UP-N	1,408	44	96.9%	3,072	80	97.4%	4,480	124	97.2%	314	5	98.4%	252	7	97.2%	5,046	136	97.3%
UP-NW	1,920	116	94.0%	2,304	73	96.8%	4,224	189	95.5%	411	26	93.7%	294	19	93.5%	4,929	234	95.3%
UP-W	<u>1,664</u>	<u>91</u>	94.5%	<u>2,048</u>	<u>148</u>	92.8%	<u>3,712</u>	<u>239</u>	93.6%	<u>246</u>	<u>6</u>	97.6%	<u>252</u>	<u>14</u>	94.4%	<u>4,210</u>	<u>259</u>	93.8%
Subtotal	4,992	251	95.0%	7,424	301	95.9%	12,416	552	95.6%	971	37	96.2%	798	40	95.0%	14,185	629	95.6%
System	16,933	766	95.5%	24,249	916	96.2%	41,182	1,682	95.9%	3,269	134	95.9%	2,591	106	95.9%	47,042	1,922	95.9%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (04/19/2023) 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-Mar	Annual
BNSF	2018	89.6	91.6	92.7	94.2	90.5	92.2	91.6	92.7	92.0	92.4	92.5	95.1	91.3%	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	93.2%	95.0%
	2020	97.3	96.6	97.5	99.5	97.2	97.4	97.7	98.1	98.6	98.8	98.2	99.5	97.1%	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	96.6%	97.1%
	2022	98.0	97.6	98.1	97.8	95.2	96.3	97.1	95.8	97.4	97.2	97.1	97.7	97.9%	97.1%
	2023	97.5	96.2	96.3										96.7%	96.7%
	2018-2022 average	94.9	93.3	96.8	96.5	94.5	95.2	94.9	95.6	95.5	95.9	96.1	97.6	95.0%	95.6%
ME	2018	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2	97.7	95.9	98.0%	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	95.7%	98.0%
	2020	97.5	97.3	98.2	99.3	95.7	98.1	97.1	96.7	99.0	97.8	97.4	99.1	97.6%	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	98.2%	98.0%
	2022	98.4	97.0	97.9	98.4	97.3	98.1	97.7	97.8	96.8	97.4	94.3	97.6	97.8%	97.4%
	2023	98.4	97.4	97.2										97.7%	97.7%
	2018-2022 average	97.7	95.7	98.8	99.0	98.0	98.4	97.4	98.1	98.2	98.2	97.2	97.7	97.4%	97.9%
HC	2018	86.4	90.7	90.9	95.2	73.4	87.1	93.9	93.2	96.2	88.8	87.8	90.7	89.3%	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	83.7%	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	90.4%	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	84.5%	86.5%
	2022	84.9	84.2	87.0	92.1	84.9	85.6	90.0	84.0	91.7	87.3	92.9	89.7	85.4%	87.8%
	2023	96.8	90.8	93.5										93.8%	93.8%
	2018-2022 average	86.5	85.6	88.5	93.0	81.0	87.5	89.9	87.2	88.1	88.1	90.3	92.3	86.9%	88.3%
MD-N	2018	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0	90.3	94.3	92.2%	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	89.5%	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	95.4%	95.8%
	2021	91.8	86.7	96.4	95.1	93.9	89.3	91.1	95.7	94.7	91.6	94.7	94.0	91.8%	93.0%
	2022	94.0	93.5	95.9	95.5	90.3	88.3	89.5	89.2	93.5	89.8	89.4	88.2	94.5%	91.4%
	2023	92.0	93.0	94.8										93.3%	93.3%
	2018-2022 average	91.7	90.3	95.8	94.3	93.2	92.0	92.1	93.5	94.2	92.5	91.1	93.4	92.6%	92.8%
MD-W	2018	94.7	91.3	96.3	97.7	95.8	96.5	97.4	96.6	96.4	95.7	93.2	96.6	94.2%	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	93.6%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3	93.9	94.1	92.4	94.7%	94.7%
	2021	93.0	85.8	96.1	95.3	93.5	93.8	94.3	95.7	96.3	95.8	95.0	92.8	91.8%	94.1%
	2022	92.7	93.9	97.0	95.2	90.3	91.8	91.6	95.7	95.7	95.6	95.5	94.1	94.6%	94.1%
	2023	96.0	94.6	95.4										95.4%	95.4%
	2018-2022 average	93.9	91.1	96.4	96.2	94.5	95.2	95.2	95.5	96.2	95.4	93.6	94.7	93.9%	94.8%
NCS	2018	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	92.0%	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	91.4%	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	90.1%	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	83.7%	90.4%
	2022	94.0	95.4	96.7	96.8	88.5	90.5	92.5	95.3	92.5	88.9	90.9	93.4	95.4%	93.0%
	2023	92.2	93.2	94.1										93.2%	93.2%
	2018-2022 average	91.6	87.1	95.5	95.1	91.9	93.6	93.4	93.2	93.9	94.2	91.7	93.0	91.5%	92.9%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Mar	Annual
RI	2018	92.2	90.2	95.7	96.8	94.8	95.0	96.7	94.9	95.6	97.2	93.3	95.4	92.8%	94.8%
	2019	89.8	87.1	96.7	95.7	88.9	94.0	88.2	92.6	90.1	94.9	91.4	94.1	91.3%	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	93.9%	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	95.3%	95.7%
	2022	96.5	93.7	98.0	98.1	97.0	95.8	95.2	95.8	95.0	94.1	97.2	95.9	96.1%	96.0%
	2023	95.4	96.0	96.8										96.1%	96.1%
	2018-2022 average	93.4	91.1	96.9	97.4	94.7	94.6	93.8	95.0	94.4	95.8	94.6	96.2	93.9%	94.8%
SWS	2018	93.9	90.5	92.0	95.4	92.4	87.1	91.9	92.7	94.8	93.6	93.1	95.2	92.2%	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	91.7%	93.0%
	2020	95.6	94.1	97.6	98.1	100.0	88.8	89.1	80.5	86.7	91.8	94.0	96.4	95.7%	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	92.2%	91.0%
	2022	91.7	92.5	92.0	94.4	93.7	93.2	95.4	93.5	89.3	90.5	96.8	95.2	92.1%	93.2%
	2023	92.1	95.0	95.4										94.4%	94.4%
	2018-2022 average	93.4	91.4	94.1	95.1	94.0	90.0	92.2	92.2	92.1	92.0	93.4	94.1	93.0%	92.9%
UP-N	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	96.4%	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	92.3%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6	97.2	97.4	97.0	97.4	98.9	98.5%	98.1%
	2021	98.4	93.6	96.9	98.7	97.3	97.6	95.1	92.7	95.9	97.1	96.2	95.4	96.4%	96.0%
	2022	95.8	96.6	97.0	96.4	95.6	96.2	94.9	95.7	96.4	92.4	96.5	97.4	96.5%	95.9%
	2023	97.4	96.6	97.9										97.3%	97.3%
	2018-2022 average	96.0	94.5	97.3	97.5	97.1	96.7	96.0	95.2	96.8	95.6	95.6	97.0	96.0%	96.3%
UP-NW	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	94.2%	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	91.7%	93.0%
	2020	96.3	96.1	98.0	98.7	96.5	96.1	96.6	95.7	97.2	96.3	94.0	98.9	96.8%	96.7%
	2021	97.7	89.6	98.2	96.9	97.8	96.1	95.1	91.3	95.7	93.6	95.5	94.9	95.3%	95.2%
	2022	94.0	94.6	95.7	96.3	95.3	93.2	96.0	95.4	95.4	92.9	93.3	91.3	94.8%	94.4%
	2023	94.4	95.4	95.9										95.3%	95.3%
	2018-2022 average	94.7	92.3	96.4	96.5	96.1	94.0	94.6	94.4	95.9	94.4	92.5	94.8	94.5%	94.7%
UP-W	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	92.0%	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	86.3%	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	90.9%	90.5%
	2022	92.9	94.5	91.8	92.5	91.9	89.2	90.7	91.9	95.3	86.8	94.7	91.2	93.0%	91.9%
	2023	93.0	93.2	95.2										93.8%	93.8%
	2018-2022 average	92.8	88.4	94.0	94.8	91.8	93.1	90.7	91.4	93.6	92.2	91.5	91.8	91.8%	92.2%
System excluding South Shore	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4	95.5	93.6	94.6	94.2%	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	92.2%	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	96.3%	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	95.1%	95.5%
	2022	95.9	95.5	96.8	96.8	94.8	94.6	95.0	95.3	95.8	94.0	95.0	94.9	96.1%	95.4%
	2023	95.8	95.6	96.3										95.9%	95.9%
	2018-2022 average	94.8	92.5	96.7	96.8	95.3	95.3	94.8	95.2	95.8	95.4	94.6	95.8	94.7%	95.3%

Delays data for most recent month is final (04/19/2023) version from TOPS.

'2018-2022 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

**Table 3: Weekday Trains less than 85% On-Time
March 2023**

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
HC	916 78% OT	Tue, Mar 14	8	CD	8m Stop Willow Springs difficulties contacting Flagman Stafiej.
		Thu, Mar 16	6	RF	waiting for signal at brighton, also a ptc enforcement for temp speed restriction
		Fri, Mar 17	6	CD	6m. Speed restrictions in route.
		Thu, Mar 23	6	D	6m speed restriction DUE TO CROSSING OVER at Justice 2-1 to get around freight light power [CONTROLLABLE FREIGHT]
		Tue, Mar 28	12	R	Overshot Lockport Station. Train had to make reverse move. ALSO SPEED RESTRICTION 10MPH 3.0-4.8
ME-ML	127 83% OT	Thu, Mar 09	10	RS	127 delayed MP 7.64 due to SS9209 stopped at Intermediate signal and called ME North Dispatcher to get Permission to pass signal.
		Tue, Mar 21	6	L	ME127 with Car 1359 put train in emergency 100 feet North of Harvey Station due to trespasser walking on track 1 refusing to clear track 1. Subject ended up clearing and seen north of ME127 train. Train given permission to proceed south. Trains given info
		Mon, Mar 27	10	CC1	10 MINUTE DELAY WAITING AT KENSINGTON TO MEET ME227. Arrived Kensington on time. ME227 was 5" delayed due to track work. 5" passenger loading.
		Fri, Mar 31	8	KP1	Waiting on Late ME227 WITH POLICE ACTIVITY following SS9209 which made extra stop at McCormick for Comic show.
ME-ML	138 52% OT	Wed, Mar 01	9	I	9m late. Speed restrictions and making flag stops between Kensington and 75th Street.
		Thu, Mar 02	8	I	4m slow orders. 4m passenger handling at Homewood and 59th street. 2m flag stop at 103rd.
		Fri, Mar 03	8	IW	8m due to Speed restrictions and flag stops between 111th and 75th.
		Mon, Mar 06	9	I	5" passenger handling; 4" speed restrictions.
		Tue, Mar 07	6	I	3m speed restrictions. 3m making flag stops.
		Thu, Mar 09	9	I	6m delayed for passenger handling/flag stops. 2m speed restrictons.
		Fri, Mar 10	8	I	3m slow loading at 211th, Flossmoor, 55th St and 51st St. 4m for slow orders at MP 19.11 and MP 17.00. 4m For Making 7 Flag Stops.
		Tue, Mar 14	7	I	Arrived 1943-7m late. Speed restrictions and flag stops.
		Fri, Mar 17	8	CC1	5m speed restrictions. 4m for 9 flag stops.
				Tue, Mar 21	6
		Wed, Mar 29	7	CC	Delayed due to Speed restrictions and flag stops.
MD-N	2118 65% OT	Mon, Mar 06	11	F1	(-11) -4" ADA Ingleside; -1" Long Lake flag stop; -2" Temporary speed restrictions; -5" A-6 to A-2 operating on approach signals; -2" A-2 to CUS following late 2210
		Wed, Mar 08	8	U	(-8) -2" Departed Fox Lake waiting on signal indication; -2" Temporary speed restrictions (Two 60 mph); -3" Operating on approach signals Deerfield West; -3" ADA Golf; -2" Temporary speed restriction (25mph)
		Tue, Mar 14	7	I	(-7) -3" Stop signal CN X-ing, NCS cross-traffic; -2" Made additional stop @ Lake Forest to pickup CBS film crew; -2" Temporary speed restriction (60mph); -2" Temporary speed restriction (25mph Grayland)
		Thu, Mar 16	8	A	(-8) -3" Stop signal CN X-ing; -2" Temporary speed restrictions (60mph); -3" Stop signal Rondout; -2" Temporary speed restriction Grayland (25mph); -4" Stop signal A-2 ARRIVED WESTERN 13M LATE OUT OF SLOT -waiting for NCS 110 at Grayslake
		Fri, Mar 17	29	GT	(-29) X/O 1MT Rondout to A-20; Stop signal A-20 DUE TO CCF ROUTER ISSUE, verbal permission by, restricted speed
		Tue, Mar 21	11	E1	(-11) Following train ahead (late 2116)
		Fri, Mar 24	8	ZN	(-8) Arrived CUS @ 8:38. -10' Stop CUS CP Lake St. station congestion AMTRAK 331 LINED UP FIRST BUT HAVING PTC ISSUES
		Tue, Mar 28	7	A	(-6) -8" Stop signal CN X-ing, waiting on NCS 110 (WHO WAS 7M LATE AT PRAIRIE CROSSING DUE TO STUDENT ENGINEER); -1" Temporary speed restriction Lake Forest; -2" ADA Golf to CUS; -2" Temporary speed restrictions; -2" Stop signal A-2 U.P cross-traffic
MD-N	2127 78% OT	Fri, Mar 10	14	JM	14 mins late, 13 mins medical emergency Edgebrook, 5 mins Deerfield waiting on 2146 to clear 2 main
		Tue, Mar 21	14	EA	14 mins late, 16 mins Deerfield held for LATE Amtrak 8 with air hose issues on 2 MT just east of Rondout.
		Mon, Mar 27	9	AM	9 mins late, 7 mins enroute Cus to Western Ave following Amtrak 7, 4 mins stop signal A-2 UP cross traffic.
		Tue, Mar 28	7	U	7 mins late, 2 mins CUS late ADA departed at 4:18, 2 mins PTC disengaged at Green St, 3 mins stop signal A-2 UP cross traffic, 2 mns Golf ADA off, 2 mins waiting on signal at Mayfair
		Fri, Mar 31	8	GX	8 mins late, 7 mins Gate malfunction item 2 Green St following 2405, 4 mins Mayfair UP cross traffic, 3 mins slow doors cars 6204-6203.
MD-N	2152 83% OT	Wed, Mar 08	17	ZF1	16 mins late, late turn from 2141.
		Thu, Mar 16	9	A1	9 mins late, 6 mins Rondout late turn from 2141, 4 min waiting on Amtrak 340.
		Tue, Mar 21	8	AM1	8 mins late, 5 mins late turn from 2141, 3 mins waiting on Dispatcher AFTER AMTRAK 340, 2 mins stop signal A-2
		Fri, Mar 31	14	KW1	14 mins late, 13 mins late turn from 2141, 2 mins weather related passenger loading,
MD-N	2154 78% OT	Mon, Mar 13	14	G1	14 mins A-2 switch failure waiting on a late 2153 to sashay around bad order 49 switch 1-2-1.
		Thu, Mar 16	9	GM1	9 mins late, 7 min Grayslake late turn from 2145, 2 mins Item 2 Beckwith Rd MP 15.52
		Tue, Mar 21	12	ZV1	12 min late TIGHT FLIP, 15 mins Libertyville meeting a late 2147 (13M LATE) PTC ISSUES BETWEEN HEALY AND A2
		Wed, Mar 22	9	E1	7 min TIGHT FLIP AT GRAYSLAKE, LATE FLIP FROM 2145
		Fri, Mar 31	9	KW1	10 mins late, 5 mins Libertyville meeting 2147, 5 mins weather related passenger loading.
MD-W	2203 83% OT	Wed, Mar 01	8	D1	(-8) -4" Departed CUS late due to late arrival/turn of 2202; -4" Meets with Eastbound trains @ stations [CONTROLLABLE FREIGHT]
		Mon, Mar 06	6	F1	(-6) -3mins for late arrival off 2202, -4mins holding out of stations for inbound trains
		Tue, Mar 14	49	C	(-49) -2" Stop signal CUS CP Washington St. waiting on inbound 2102; -48" Broken rail @ Roselle 1MT, Three Automatic Grade Crossing Malfunction Item #2's, then upgraded to Item #1's, then cancelled, & then talked over @ walking speed
		Mon, Mar 20	6	A	-6" Departed CUS late (CP Washington St.) due to waiting on late 2102; -1" Station meets with inbound trains (2202 ARRIVED 614 WITH 7 MINS TO FLIP TO 2203)

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation	
			Late	Delay			
MD-W	2222	Fri, Mar 03	13		GM1	(-14) Following trains late trains ahead; Automatic Grade Crossing Malfunction Item #1 @ 25th Ave. Franklin Park; Restricted Mars	
		83% OT	Mon, Mar 06	9		F1	(-10) Stop signal CUS CP Lake St. FROM CONGESTION CAUSED BY 2210
			Tue, Mar 14	10		C1	(-8) Following train ahead (2210); Three Automatic Grade Crossing Malfunctions DUE TO BROKEN RAIL
			Wed, Mar 15	7		L	(-6) Close call @ Medinah, trespasser ran in front of train, put train into emergency; Track construction
MD-W	2228	Tue, Mar 14	23		C1	-23" Departed Big Timber late due to late arrival/turn of 2203; -2" ADA Medinah	
		83% OT	Wed, Mar 22	9		G	(-9) -6" Stop signal B-12, track circuit; -3" Stop signal CUS CP Canal St. waiting on lineup, run time (2126 wrong consist info to the yard due to earlier equipment swap)
			Tue, Mar 28	18		D	(-19) -26" Freight interference B-17, 252 yarding @ Bensenville, walking his lineup [CONTROLLABLE FREIGHT]
			Thu, Mar 30	39		E	39 Loco #99 stopped loading after A5 turn. WACY notified and mechanical rescued on mainline MB MOTOR
MD-W	2233	Wed, Mar 01	6		DD	8 mins late, 13 mins enroute following Cp freight 253-01 B-Ville to Elgin.	
		83% OT	Tue, Mar 07	6		G1	7 mins late, 5 mins track circuit left on after Cp industry job switching out Newlywed's MP 6.4. B-6, 3 mins ADA
			Thu, Mar 09	11		D	10 mins late, 12 mins enroute following CP freight 253-09. [Controllable Freight]
			Tue, Mar 28	9		E	10 mins late, 12 mins enroute locomotive 99 experienced wheel slip and dynamic brake issues QTRON AXLE DRIVE AND HARNESS
MD-W	2402	Fri, Mar 03	12		A	12 mins late, 5 mins A-5 following 2144, 7 mins A-2 to Cus following 2143	
		70% OT	Wed, Mar 08	12		DD	13 mins late, 15 mins following a 246-freight going in to Galewood, used crew and equipment for 2247 [CONTROLLABLE FREIGHT]
			Mon, Mar 13	9		A	9 mins late, stop signal B-6 waiting on other trains. DELAYED BY 113 THAT WAS 3 MINS LATE AT WESTERN
			Tue, Mar 14	6		A	6 mins late, late turn from 2405, 5 mins stop signal B-6 WAITING FOR 2144 WHO WAS 6M LATE
			Mon, Mar 27	8		A	7 mins late, 9 mins stop signal B-6 - 2144 7m LATE AT WESTERN
			Thu, Mar 30	9		RA1	9 mins late, 9 mins late turn from 2405, MISCOMMUNICATION BETWEEN A2 AND CUS NORTH
NCS	114	Mon, Mar 06	8		D1	Freight Interference following 2230; Stop signal B12, stop signal Galewood, Stop signal A5.	
		83% OT	Fri, Mar 17	9		I	-8" Student engineer CROSSED OVER BY CN AND PASSENGERS ON WRONG SIDE - behind 2230 at b12 (cp westbound freight on 2 main)
			Tue, Mar 21	10		CD	(-10) -2" PTC slow initializing in the yard; -4" 10mph Temporary CN speed restriction @ mp 38.6; -2" Slow passenger loading @ Wheeling (kids/strollers); -4" ADA Prospect Heights to O'Hare; -2" 30mph Temporary speed restriction @ mp 28.0-27.85
			Wed, Mar 22	9		G	(-9) -5" Temporary speed restrictions; -9" Stop signal A-3/A-2 signal 38L did not come in FOLLOW UP: STUCK RELAY
RI	301	Thu, Mar 09	9		IB	4m for 2 speed restrictions. (Bul-1161 & 1144). 3m yard stop 49th St. 2m bike on wrong car. Passenger and bike moved to ADA car. 2m Passenger handling Robbins.	
		83% OT	Thu, Mar 16	15		ZV1	6m waiting on Train 701 with PTC issues. 2m for 10mph restriction. 2m Yard Stop. 3m Wheel Slip. 2m Robbins-flag stop.
			Fri, Mar 17	0		XE	Terminated at Tinley Park Oak Park Ave due to Engine problems with 419-dead in the water. rescue engine went to rescue.
			Wed, Mar 22	19		J	Delayed at Blue Island waiting on Metra PD for Unruly passenger. Passenger was removed and train is running about 14m late. 2m 16th -10mph speed restriction.
RI	512	Tue, Mar 14	9		R	1835 Received call that train 512 is stopped at Mokena with Cab Car 8559 and report of flat spot. When arrived LSS FRA defect on wheel. B/O Car Set out. IMPROPER TRAIN HANDLING	
		83% OT	Fri, Mar 17	22		E1	departed Joliet 1822-7m late. Held at Mokena waiting on RI427 to clear due to train 301 dead in the water at Tinley Park Oak Park and waiting on traffic to turn.
			Tue, Mar 21	11		JM	RI512 departed 1823 acct medical emergency at Joliet. Subject was removed from Train. Train 512 is flagging to LSS. Arrived LSS 1951-8m late.
			Wed, Mar 22	14		KP	At 1917, Metra PD requested train traffic stopped between Gresham MP 9.0 on the Rock Island District due to Chicago PD chasing 2 subjects. 1940 Train 512 on the move 15m late.
RI	613	Wed, Mar 01	6		C	Track 2 out from Bridge B west for Track Inspector and FRA. Stopped at Bridge A for 3m waiting on Engine 415 for Revenue train 419 and for traffic to turn on signal. RI613 cleared plant running 5m down. Arrived BI at 1314 - 6m late. Defect found in SW #25	
		83% OT	Thu, Mar 02	9		E	Mechanical issues. Had to restart the engine METX 402 ELECTRICAL GROUNDS ON 402
			Mon, Mar 20	9		R	8M ADA LIGHT AND BRAKES WOULDN'T TURN OFF ON CAB CAR 8565 -lift switched on but not used for rider, switched off without cycling lift, locking up lift
			Fri, Mar 24	11		RD	RI613 departed 10m late from LSS due to waiting on inbound train to clear acct RI Terminal lining up first. Want to note that Dispatcher has not worked the rock in a while. RI613 arrived BI 1319-11m late.
SWS	822	Fri, Mar 03	12		CD	Train 822 arrived 1807-12 late. Departed 3m late due to 813 arriving 5m late for BRC 10mph through Belt Jct at 179th 6m Belt Jct for 10mph speed restriction. 6m NS 518 waiting on SWS823 to clear.	
		83% OT	Tue, Mar 14	24		ZN1	Departed 30m late from 179th acct late turn from 813 and waiting for on time 815 to clear.
			Fri, Mar 24	6		ZN1	9M 179TH ST., LATE TURN AS SWS813.
			Tue, Mar 28	6		CD	1m late departure CUS for late arriving passenger. 3m Belt speed restriction. 2m at Oak Lawn for slow unloading passengers.
SWS	823	Thu, Mar 02	14		DD	Delayed 15m at NS CP 518 on NS Freight with BC27 crew NS-27G-NS4304-48 cars 8900 feet double move and shoving back into 55th Street Yard. Cleared 1905. [CONTROLLABLE FREIGHT]	
		83% OT	Fri, Mar 03	6		ZN	(METX 101) was stuck on system configuration screen. MTAC reset the ITCM. Once train received the comm flag they were able to initialize. Train restricted speed to NS-518. 7m delay. 4m 10mph at Belt Jct and restricted to Forest Hill. Arrived 1948-6m late.
			Fri, Mar 24	7		ZN	7M AMTK-21ST., AMTK PTC ISSUES.
			Mon, Mar 27	9		GF	6M BELT JCT., TK CIRCUIT OUT, 10 MPH. broken bond wire repaired by Belt Maintainer

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UP-NW	641	Fri, Mar 10	23	J1	-23"	Following trains ahead
	78% OT	Tue, Mar 14	7	A	-7"	Delayed following M637 from Barrington
		Fri, Mar 17	15	CF1	-15"	Late arrival of equipment into OTC, crew departed @ M37 to go to the yard to get they equipment
		Thu, Mar 23	8	A	-8"	Delayed following M637; meet M656 @ Palatine; waited for a signal @ Crystal Lake Junction
		Fri, Mar 31	20	D1	-20"	Following trains ahead [CONTROLLABLE FREIGHT]
UP-NW	666	Thu, Mar 09	105	M1	-105"	Late turn off M655, due to a vehicle on the tracks @M.P. 47.39; Stopped at Palatine due to M661 critical incident
	83% OT	Fri, Mar 17	13	L	-13"	Stopped at Cumberland due to trespasser on tracks at M.P. 16.85
		Thu, Mar 30	11	L	-11"	RMCC had all traffic stopped at M.P. 60.9 for a trespasser on the tracks until 21:31
		Fri, Mar 31	15	KW	-75"	Delayed due to high winds/ tornado warnings from mp 26 to mp60
UP-W	32	Mon, Mar 06	10	D	-10"	Freight train interference ZBRG2B [Controllable Freight]
	74% OT	Tue, Mar 07	10	D	-10"	Follow stack train from Elburn to Kedzie [CONTROLLABLE FREIGHT]
		Wed, Mar 08	18	D	-18"	Followed Freight from Elburn - Kedzie (IG3SK08)
		Fri, Mar 10	15	RF	-15"	Late arrival of M13 at Elburn
		Tue, Mar 14	25	D	-25"	Delayed following ZLTG2 [CONTROLLABLE FREIGHT]
		Thu, Mar 30	18	RN1	-18"	Late accommodating M30 passengers
UP-W	72	Tue, Mar 07	12	J	-12"	Stopped at Geneva due to police activity - waited for local police arrival for intoxicated passenger removal.
	83% OT	Thu, Mar 16	22	J	-20"	Stopped at Villa Park due to police activity- waited for local police arrival & unruly passenger removal
		Fri, Mar 24	21	D	(-31)	Waited at Park for ZSCG2-23 to go into Proviso then waited at Vale for MAHNP-24 to clear. [CONTROLLABLE FREIGHT]
		Fri, Mar 31	74	KW	-74"	Delayed due to high winds / tornado warnings from mp.30 to mp50; also car on the tracks at mp 13.75 WolfRoad- waited for car removal and track inspection

Data is final (04/19/2023) 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
March 2023

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	10	-	-	-	1	3	16	2	2	6	5	10	16	71
Freight Interference - Peak	3	-	-	-	1	-	6	-	-	3	1	6	9	29
Primary	1	-	-	-	1	-	4	-	-	3	1	1	7	18
Secondary	2	-	-	-	-	-	2	-	-	-	-	5	2	11
Freight Interference - Off-Peak	7	-	-	-	-	3	10	2	2	3	4	4	7	42
Primary	7	-	-	-	-	3	8	1	2	3	1	3	7	35
Secondary	-	-	-	-	-	-	2	1	-	-	3	1	-	7
Signal/Switch Failure - Total	2	4	3	6	-	15	12	4	4	7	-	7	4	68
Signal/Switch Failure - Metra/PSA	2	4	3	6	-	15	12	4	4	2	-	7	4	63
Primary	2	3	2	5	-	11	8	3	3	2	-	2	4	45
Secondary	-	1	1	1	-	4	4	1	1	-	-	5	-	18
Signal/Switch Failure - Foreign	-	-	-	-	-	-	-	-	-	5	-	-	-	5
Primary	-	-	-	-	-	-	-	-	-	5	-	-	-	5
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mechanical Failure - Total	4	-	-	-	-	9	9	2	13	1	7	4	3	52
Mechanical Failure - Metra/PSA	4	-	-	-	-	7	9	2	13	1	7	4	3	50
Non-Locomotive Equipment Issue - Metra/PSA	3	-	-	-	-	1	5	-	-	-	-	1	1	11
Primary	2	-	-	-	-	-	1	-	-	-	-	1	1	5
Secondary	1	-	-	-	-	1	4	-	-	-	-	-	-	6
Locomotive Issue - Metra/PSA	1	-	-	-	-	6	4	2	13	1	7	3	2	39
Primary	1	-	-	-	-	2	4	1	4	1	2	1	2	18
Secondary	-	-	-	-	-	4	-	1	9	-	5	2	-	21
Mechanical Failure - Foreign	-	-	-	-	-	2	-	-	-	-	-	-	-	2
Passenger Train Interference - Total	1	-	-	-	2	8	5	-	1	-	-	3	1	21
Passenger Train Interference - Metra/PSA	-	-	-	-	-	4	5	-	1	-	-	3	1	14
Passenger Train Interference - Foreign	1	-	-	-	2	4	-	-	-	-	-	-	-	7
Accident - Total	10	-	-	-	-	-	2	-	4	-	-	13	-	29
Accident - Metra/PSA	7	-	-	-	-	-	-	-	4	-	-	13	-	24
Accident - Foreign	3	-	-	-	-	-	2	-	-	-	-	-	-	5
Track Work - Total	11	13	1	6	2	12	6	6	4	3	1	3	6	74
Track Work - Metra/PSA	11	13	1	6	-	12	6	2	4	-	1	3	6	65
Track Work - Foreign	-	-	-	-	2	-	-	4	-	3	-	-	-	9
Human Error - Total	12	1	1	-	2	7	4	1	11	1	7	2	8	57
Human Error - Metra/PSA	9	-	-	-	1	3	1	-	11	-	3	-	4	32
Human Error - Foreign	3	1	1	-	1	4	3	1	-	1	4	2	4	25
PTC Related - Total	7	-	-	6	1	8	1	1	8	11	3	-	7	53
PTC Related - Metra/PSA	5	-	-	6	-	7	1	-	8	1	3	-	7	38
PTC Related - Foreign	2	-	-	-	1	1	-	1	-	10	-	-	-	15
Weather - Total	13	1	-	-	-	2	-	-	1	1	3	4	17	42
Weather - Metra/PSA	13	1	-	-	-	2	-	-	1	1	3	4	17	42
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	1	28	1	2	-	6	5	1	9	-	2	7	7	69
Obstruction/Debris - Total	14	3	6	14	1	1	3	2	9	1	10	18	2	84
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	1	1	-	-	-	-	-	-	-	1	-	-	-	3
Total Trains Delayed	86	51	12	34	9	71	63	19	66	32	38	71	71	623
Total Metra/PSA Delays	67	50	11	34	2	57	42	11	64	7	29	59	51	484
Total Foreign Carrier Delays	19	1	1	0	7	14	21	8	2	25	9	12	20	139

Data for current month is final (04/19/2023) version of TOPS

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

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

Table 5.b: Train Delays by Cause and Line
Average March Over Previous Five Years: 2018-2022

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	11	-	-	-	8	7	9	3	4	12	2	7	24	87
Freight Interference - Peak	4	-	-	-	7	1	2	1	1	6	1	4	7	34
Primary	1	-	-	-	5	1	2	1	0	4	1	2	4	22
Secondary	3	-	-	-	2	0	0	0	1	2	0	2	3	12
Freight Interference - Off-Peak	7	-	-	-	1	6	7	2	3	6	1	3	17	53
Primary	6	-	-	-	1	4	5	2	2	5	0	2	14	41
Secondary	1	-	-	-	-	2	2	0	1	1	1	1	3	12
Signal/Switch Failure - Total	7	5	1	4	1	10	10	4	10	6	2	4	3	68
Signal/Switch Failure - Metra/PSA	6	5	1	4	1	8	10	3	10	2	2	2	2	55
Primary	2	4	1	4	1	5	7	2	9	1	1	2	2	40
Secondary	4	2	0	1	-	3	2	1	1	1	1	0	-	15
Signal/Switch Failure - Foreign	1	-	-	-	1	2	1	1	-	4	-	2	1	13
Primary	1	-	-	-	1	2	1	0	-	2	-	2	1	10
Secondary	-	-	-	-	-	0	-	1	-	2	-	-	0	3
Mechanical Failure - Total	5	0	-	-	0	10	6	2	10	2	7	5	13	61
Mechanical Failure - Metra/PSA	5	0	-	-	-	9	6	2	10	2	7	5	13	60
Non-Locomotive Equipment Issue - Metra/PSA	3	0	-	-	-	1	-	0	1	0	3	2	7	18
Primary	1	0	-	-	-	1	-	0	0	0	2	1	3	9
Secondary	2	-	-	-	-	1	-	-	1	-	1	1	4	9
Locomotive Issue - Metra/PSA	2	-	-	-	-	8	6	2	9	2	4	3	6	42
Primary	2	-	-	-	-	3	3	1	4	1	2	2	2	18
Secondary	1	-	-	-	-	6	3	1	5	1	3	1	4	24
Mechanical Failure - Foreign	-	-	-	-	0	1	-	-	-	-	-	-	-	1
Passenger Train Interference - Total	0	0	-	-	1	2	1	0	0	2	-	-	-	7
Passenger Train Interference - Metra/PSA	0	0	-	-	0	2	0	0	0	0	-	-	-	3
Passenger Train Interference - Foreign	-	-	-	-	1	0	0	-	0	1	-	-	-	4
Accident - Total	10	-	-	1	-	1	1	0	0	1	3	10	2	29
Accident - Metra/PSA	10	-	-	1	-	-	0	0	-	1	3	10	0	26
Accident - Foreign	1	-	-	-	-	1	1	-	0	-	-	-	1	3
Track Work - Total	4	6	-	1	1	7	2	2	4	2	5	2	2	38
Track Work - Metra/PSA	4	6	-	1	0	6	1	1	4	1	5	2	2	35
Track Work - Foreign	0	-	-	-	1	1	1	0	-	0	-	-	-	3
Human Error - Total	12	0	1	0	1	5	3	2	5	1	4	7	4	44
Human Error - Metra/PSA	9	0	1	0	0	2	2	1	5	1	4	3	1	30
Human Error - Foreign	2	-	-	-	1	3	1	0	-	0	1	3	3	15
PTC Related - Total	3	3	1	1	2	2	1	1	6	1	5	1	6	34
PTC Related - Metra/PSA	3	3	1	1	0	2	1	1	6	1	5	1	6	30
PTC Related - Foreign	1	-	-	0	2	-	-	0	-	1	-	-	0	4
Weather - Total	2	0	-	-	0	1	2	-	2	0	2	1	3	14
Weather - Metra/PSA	2	0	-	-	0	1	2	-	2	-	2	1	3	14
Weather - Foreign	-	-	-	-	-	-	-	-	-	0	-	-	-	0
Passenger Related - Total	3	4	1	0	-	5	8	1	6	1	5	7	12	52
Obstruction/Debris - Total	5	1	0	3	0	1	2	0	7	1	7	5	7	40
Catenary Failure - Total	-	3	1	4	-	-	-	-	-	-	-	-	-	8
Other - Total	-	-	-	-	-	1	0	-	-	0	-	1	0	3
Total Trains Delayed	63	23	5	16	16	53	45	15	54	29	43	51	74	485
Total Metra/PSA Delays	47	23	5	16	2	37	32	11	49	10	40	38	44	355
Total Foreign Carrier Delays	16	0	0	0	13	15	13	4	5	19	3	12	30	130

Data for current month is final (04/22/2022) version of TOPS

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

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

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

Table 5.c: Train Delays by Cause and Line
March 2023 Compared to Average March Over Previous Five Years: 2018-2022

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	(1)	-	-	-	(7)	(4)	7	(1)	(2)	(6)	3	3	(8)	(16)
Freight Interference - Peak	(1)	-	-	-	(6)	(1)	4	(1)	(1)	(3)	(0)	2	2	(5)
Primary	-	-	-	-	(4)	(1)	2	(1)	(0)	(1)	-	(1)	3	(4)
Secondary	(1)	-	-	-	(1)	(0)	2	(0)	(1)	(1)	(0)	3	(1)	(1)
Freight Interference - Off-Peak	-	-	-	-	(1)	(3)	3	0	(1)	(3)	3	1	(10)	(11)
Primary	1	-	-	-	(1)	(1)	3	(1)	(0)	(2)	1	1	(7)	(6)
Secondary	(1)	-	-	-	-	(1)	(0)	1	(1)	(1)	2	(0)	(3)	(5)
Signal/Switch Failure - Total	(5)	(1)	2	2	(1)	5	2	0	(6)	1	(2)	3	1	(0)
Signal/Switch Failure - Metra/PSA	(4)	(1)	2	2	(1)	7	2	1	(6)	0	(2)	5	2	8
Primary	0	(1)	1	1	(1)	6	1	1	(6)	1	(1)	0	2	5
Secondary	(4)	(1)	1	0	-	1	2	-	-	(1)	(1)	5	-	3
Signal/Switch Failure - Foreign	(1)	-	-	-	(1)	(2)	(1)	(1)	-	1	-	(2)	(1)	(8)
Primary	(1)	-	-	-	(1)	(2)	(1)	(0)	-	3	-	(2)	(1)	(5)
Secondary	-	-	-	-	-	(0)	-	(0)	-	(2)	-	-	(0)	(3)
Mechanical Failure - Total	(1)	(0)	-	-	(0)	(1)	3	-	3	(1)	(0)	(1)	(10)	(9)
Mechanical Failure - Metra/PSA	(1)	(0)	-	-	-	(2)	3	-	3	(1)	(0)	(1)	(10)	(10)
Non-Locomotive Equipment Issue - Metra/PSA	0	(0)	-	-	-	(0)	5	(0)	(1)	(0)	(3)	(1)	(6)	(7)
Primary	1	(0)	-	-	-	(1)	1	(0)	(0)	(0)	(2)	(0)	(2)	(4)
Secondary	(1)	-	-	-	-	0	4	-	(1)	-	(1)	(1)	(4)	(3)
Locomotive Issue - Metra/PSA	(1)	-	-	-	-	(2)	(2)	0	4	(1)	3	0	(4)	(3)
Primary	(1)	-	-	-	-	(1)	1	0	0	-	0	(1)	-	0
Secondary	(1)	-	-	-	-	(2)	(3)	-	4	(1)	2	1	(4)	(3)
Mechanical Failure - Foreign	-	-	-	-	(0)	1	-	-	-	-	-	-	-	1
Passenger Train Interference - Total	1	(0)	-	-	1	6	4	(0)	1	(2)	-	3	1	14
Passenger Train Interference - Metra/PSA	(0)	(0)	-	-	(0)	2	5	(0)	1	(0)	-	3	1	11
Passenger Train Interference - Foreign	1	-	-	-	1	4	(0)	-	(0)	(1)	-	-	-	3
Accident - Total	(0)	-	-	(1)	-	(1)	1	(0)	4	(1)	(3)	3	(2)	(0)
Accident - Metra/PSA	(3)	-	-	(1)	-	-	(0)	(0)	4	(1)	(3)	3	(0)	(2)
Accident - Foreign	2	-	-	-	-	(1)	1	(0)	(0)	-	-	-	(1)	2
Track Work - Total	7	7	1	5	1	5	4	4	0	1	(4)	1	4	36
Track Work - Metra/PSA	7	7	1	5	(0)	6	5	1	0	(1)	(4)	1	4	30
Track Work - Foreign	(0)	-	-	-	1	(1)	(1)	4	-	3	-	-	-	6
Human Error - Total	0	1	-	(0)	1	2	1	(1)	6	-	3	(5)	4	13
Human Error - Metra/PSA	(0)	(0)	(1)	(0)	1	1	(1)	(1)	6	(1)	(1)	(3)	3	2
Human Error - Foreign	1	1	1	-	0	1	2	1	-	1	3	(1)	1	10
PTC Related - Total	4	(3)	(1)	5	(1)	6	-	0	2	10	(2)	(1)	1	19
PTC Related - Metra/PSA	2	(3)	(1)	5	(0)	5	-	(1)	2	0	(2)	(1)	1	8
PTC Related - Foreign	1	-	-	(0)	(1)	1	-	1	-	9	-	-	(0)	11
Weather - Total	11	1	-	-	(0)	1	(2)	-	(1)	1	1	3	14	28
Weather - Metra/PSA	11	1	-	-	(0)	1	(2)	-	(1)	1	1	3	14	28
Weather - Foreign	-	-	-	-	-	-	-	-	-	(0)	-	-	-	(0)
Passenger Related - Total	(2)	24	0	2	-	1	(3)	0	3	(1)	(3)	(0)	(5)	17
Obstruction/Debris - Total	9	2	6	11	1	(0)	1	2	2	(0)	3	13	(5)	44
Catenary Failure - Total	-	(3)	(1)	(4)	-	-	-	-	-	-	-	-	-	(8)
Other - Total	1	1	-	-	-	(1)	(0)	-	-	1	-	(1)	(0)	0
Total Trains Delayed	23	28	7	18	(7)	18	18	4	12	3	(5)	20	(3)	138
Total Metra/PSA Delays	20	27	6	18	0	20	10	0	15	-3	-11	21	7	129
Total Foreign Carrier Delays	3	1	1	0	-6	-1	8	4	-3	6	6	0	-10	9

Data for current month is final (04/19/2023) version of TOPS

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

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

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

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

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	44	-	-	-	8	14	24	10	8	11	7	22	56	204
Freight Interference - Peak	8	-	-	-	8	6	9	4	-	4	3	16	22	80
Primary	3	-	-	-	8	4	7	4	-	4	3	5	14	52
Secondary	5	-	-	-	-	2	2	-	-	-	-	11	8	28
Freight Interference - Off-Peak	36	-	-	-	-	8	15	6	8	7	4	6	34	124
Primary	27	-	-	-	-	6	13	4	6	6	1	5	28	96
Secondary	9	-	-	-	-	2	2	2	2	1	3	1	6	28
Signal/Switch Failure - Total	8	9	8	20	1	57	29	11	25	17	-	9	17	211
Signal/Switch Failure - Metra/PSA	7	9	8	20	-	54	27	7	25	3	-	8	17	185
Primary	6	8	7	19	-	38	18	6	24	3	-	3	15	147
Secondary	1	1	1	1	-	16	9	1	1	-	-	5	2	38
Signal/Switch Failure - Foreign	1	-	-	-	1	3	2	4	-	14	-	1	-	26
Primary	1	-	-	-	1	3	1	4	-	10	-	1	-	21
Secondary	-	-	-	-	-	-	1	-	-	4	-	-	-	5
Mechanical Failure - Total	23	2	2	3	1	40	24	5	46	14	17	32	9	218
Mechanical Failure - Metra/PSA	23	2	2	3	1	33	24	5	46	13	17	32	9	210
Non-Locomotive Equipment Issue - Metra/PSA	13	2	2	3	-	9	8	1	4	5	5	6	3	61
Primary	4	2	-	2	-	1	4	1	2	3	2	5	3	29
Secondary	9	-	2	1	-	8	4	-	2	2	3	1	-	32
Locomotive Issue - Metra/PSA	10	-	-	-	1	24	16	4	42	8	12	26	6	149
Primary	5	-	-	-	1	12	11	3	15	4	4	9	5	69
Secondary	5	-	-	-	-	12	5	1	27	4	8	17	1	80
Mechanical Failure - Foreign	-	-	-	-	-	7	-	-	-	1	-	-	-	8
Passenger Train Interference - Total	10	-	1	-	2	47	15	2	2	3	-	3	2	87
Passenger Train Interference - Metra/PSA	-	-	-	-	-	29	13	2	2	1	-	3	2	52
Passenger Train Interference - Foreign	10	-	1	-	2	18	2	-	-	2	-	-	-	35
Accident - Total	10	-	-	-	-	5	7	1	22	-	20	30	49	144
Accident - Metra/PSA	7	-	-	-	-	5	5	1	22	-	20	30	20	110
Accident - Foreign	3	-	-	-	-	-	2	-	-	-	-	-	29	34
Track Work - Total	16	19	1	6	2	20	8	7	12	9	3	15	19	137
Track Work - Metra/PSA	16	19	1	6	-	20	8	2	10	-	3	15	19	119
Track Work - Foreign	-	-	-	-	2	-	-	5	2	9	-	-	-	18
Human Error - Total	21	5	5	4	4	30	10	8	21	13	14	18	14	167
Human Error - Metra/PSA	18	4	4	4	2	8	4	6	21	3	9	6	9	98
Human Error - Foreign	3	1	1	-	2	22	6	2	-	10	5	12	5	69
PTC Related - Total	13	5	2	8	3	15	4	5	28	22	11	6	25	147
PTC Related - Metra/PSA	9	4	1	8	1	13	4	3	27	5	11	6	24	116
PTC Related - Foreign	4	1	1	-	2	2	-	2	1	17	-	-	1	31
Weather - Total	41	7	3	5	1	9	22	5	20	3	31	19	28	194
Weather - Metra/PSA	38	7	3	5	1	9	22	5	20	3	31	19	28	191
Weather - Foreign	3	-	-	-	-	-	-	-	-	-	-	-	-	3
Passenger Related - Total	6	56	2	6	-	11	23	3	21	3	12	14	18	175
Obstruction/Debris - Total	22	11	7	17	2	8	13	3	26	3	21	66	22	221
Catenary Failure - Total	-	7	-	3	-	-	-	-	-	-	-	-	-	10
Other - Total	1	1	1	-	-	1	1	1	-	1	-	-	-	7
Total Trains Delayed	215	122	32	72	24	257	180	61	231	99	136	234	259	1,922
Total Metra/PSA Delays	145	120	29	72	7	191	144	38	220	35	124	199	168	1,492
Total Foreign Carrier Delays	70	2	3	0	17	66	36	23	11	64	12	35	91	430

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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 6.b: Train Delays by Cause and Line - YTD
January - March Average Over Previous Five Years: 2018-2022

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	31	-	-	-	19	25	39	9	13	29	5	19	79	269
Freight Interference - Peak	14	-	-	-	15	6	13	5	4	12	2	12	25	107
Primary	7	-	-	-	13	4	10	4	2	9	2	8	14	72
Secondary	7	-	-	-	2	2	3	1	2	3	1	4	11	35
Freight Interference - Off-Peak	18	-	-	-	4	19	26	5	10	17	2	8	54	162
Primary	13	-	-	-	4	11	20	4	8	12	1	5	40	118
Secondary	5	-	-	-	-	8	6	1	2	5	1	3	13	44
Signal/Switch Failure - Total	48	18	9	13	10	43	39	24	57	25	10	16	16	328
Signal/Switch Failure - Metra/PSA	29	18	9	13	2	35	35	9	56	7	10	10	9	243
Primary	20	14	7	11	2	24	28	7	43	5	6	7	6	179
Secondary	9	4	2	2	0	11	7	2	13	2	4	3	3	63
Signal/Switch Failure - Foreign	19	-	-	-	8	8	4	14	1	18	0	6	7	85
Primary	14	-	-	-	7	4	2	13	1	12	-	5	5	62
Secondary	5	-	-	-	1	5	2	2	-	6	0	1	2	22
Mechanical Failure - Total	46	5	3	1	0	47	31	10	34	8	22	31	35	273
Mechanical Failure - Metra/PSA	46	2	2	1	0	42	31	9	34	8	22	31	35	262
Non-Locomotive Equipment Issue - Metra/PSA	17	2	2	1	-	5	3	2	5	4	10	14	16	81
Primary	6	1	1	0	-	2	2	1	2	2	5	6	7	36
Secondary	10	1	2	1	-	3	1	1	3	2	5	7	9	45
Locomotive Issue - Metra/PSA	29	-	-	-	0	37	28	7	28	4	11	18	19	182
Primary	8	-	-	-	0	10	10	3	12	2	5	6	5	61
Secondary	21	-	-	-	-	27	17	5	16	2	7	12	14	121
Mechanical Failure - Foreign	0	3	1	0	0	6	0	1	-	-	-	-	-	11
Passenger Train Interference - Total	1	1	0	1	3	9	1	3	0	5	-	-	0	24
Passenger Train Interference - Metra/PSA	0	0	0	0	0	7	0	3	-	0	-	-	0	11
Passenger Train Interference - Foreign	1	0	0	1	2	2	0	0	0	5	-	-	-	13
Accident - Total	22	19	3	4	1	10	8	2	8	5	18	21	24	144
Accident - Metra/PSA	18	5	1	4	-	9	7	2	8	3	18	18	15	108
Accident - Foreign	3	13	2	-	1	1	1	-	0	2	-	3	9	37
Track Work - Total	11	12	2	4	3	16	5	3	11	3	11	5	7	91
Track Work - Metra/PSA	11	12	2	4	2	15	3	3	11	3	11	4	7	85
Track Work - Foreign	0	-	-	-	1	1	2	0	-	1	-	1	-	6
Human Error - Total	40	11	4	4	5	34	19	9	25	8	18	23	21	220
Human Error - Metra/PSA	22	11	4	4	2	18	12	5	25	2	17	17	16	154
Human Error - Foreign	17	-	-	-	3	15	7	4	0	7	1	6	5	66
PTC Related - Total	7	7	2	4	7	10	5	3	17	4	27	9	29	130
PTC Related - Metra/PSA	6	7	2	3	2	10	5	2	16	1	27	9	28	118
PTC Related - Foreign	1	-	-	0	4	0	0	1	0	2	0	-	1	12
Weather - Total	58	43	16	24	3	50	46	10	81	8	42	51	33	466
Weather - Metra/PSA	55	43	16	24	3	49	45	10	81	7	42	51	31	457
Weather - Foreign	3	-	-	-	0	1	1	-	1	2	-	1	1	9
Passenger Related - Total	11	14	4	2	0	15	20	3	24	1	19	23	35	172
Obstruction/Debris - Total	13	7	3	11	1	8	11	6	33	5	15	27	22	164
Catenary Failure - Total	-	6	2	5	-	-	-	-	-	-	-	-	-	12
Other - Total	0	-	1	1	-	1	1	0	3	0	0	3	0	12
Total Trains Delayed	289	141	48	74	52	269	225	82	307	102	186	229	300	2,305
Total Metra/PSA Delays	213	124	45	73	12	209	171	53	291	36	180	193	198	1,798
Total Foreign Carrier Delays	76	17	3	1	40	60	54	29	16	66	6	36	102	507

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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 - March 2023 Compared to Average January - March Average Over Previous Five Years: 2018-2022

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	13	-	-	-	(11)	(11)	(15)	1	(5)	(18)	2	3	(23)	(65)
Freight Interference - Peak	(6)	-	-	-	(7)	-	(4)	(1)	(4)	(8)	1	4	(3)	(27)
Primary	(4)	-	-	-	(5)	0	(3)	0	(2)	(5)	1	(3)	(0)	(20)
Secondary	(2)	-	-	-	(2)	(0)	(1)	(1)	(1)	(3)	(1)	7	(3)	(7)
Freight Interference - Off-Peak	18	-	-	-	(4)	(11)	(11)	1	(2)	(10)	2	(2)	(20)	(38)
Primary	14	-	-	-	(4)	(5)	(7)	-	(2)	(6)	-	0	(12)	(22)
Secondary	4	-	-	-	-	(6)	(4)	1	-	(4)	2	(2)	(7)	(16)
Signal/Switch Failure - Total	(40)	(9)	(1)	7	(9)	14	(10)	(13)	(32)	(8)	(10)	(7)	1	(117)
Signal/Switch Failure - Metra/PSA	(22)	(9)	(1)	7	(2)	19	(8)	(2)	(31)	(4)	(10)	(2)	8	(58)
Primary	(14)	(6)	0	8	(2)	14	(10)	(1)	(19)	(2)	(6)	(4)	9	(32)
Secondary	(8)	(3)	(1)	(1)	(0)	5	2	(1)	(12)	(2)	(4)	2	(1)	(25)
Signal/Switch Failure - Foreign	(18)	-	-	-	(7)	(5)	(2)	(10)	(1)	(4)	(0)	(5)	(7)	(59)
Primary	(13)	-	-	-	(6)	(1)	(1)	(9)	(1)	(2)	-	(4)	(5)	(41)
Secondary	(5)	-	-	-	(1)	(5)	(1)	(2)	(1)	(2)	(0)	(1)	(2)	(17)
Mechanical Failure - Total	(23)	(3)	(1)	2	1	(7)	(7)	(5)	12	6	(5)	1	(26)	(55)
Mechanical Failure - Metra/PSA	(23)	0	(0)	2	1	(9)	(7)	(4)	12	5	(5)	1	(26)	(52)
Non-Locomotive Equipment Issue - Metra/PSA	(4)	0	(0)	2	-	4	5	(1)	(1)	1	(5)	(8)	(13)	(20)
Primary	(2)	1	(1)	2	-	1	2	(0)	-	1	(3)	(1)	(4)	(7)
Secondary	(1)	(1)	0	0	-	5	3	(1)	(1)	1	(2)	(6)	(9)	(13)
Locomotive Issue - Metra/PSA	(19)	-	-	-	1	(13)	(12)	(3)	14	4	1	8	(13)	(33)
Primary	(9)	-	-	-	1	2	1	0	3	2	(1)	3	(0)	8
Secondary	(16)	-	-	-	-	(15)	(12)	(4)	11	2	1	5	(13)	(41)
Mechanical Failure - Foreign	(0)	(3)	(1)	(0)	(0)	1	(0)	(1)	-	1	-	-	-	(3)
Passenger Train Interference - Total	9	(1)	1	(1)	(1)	38	14	(1)	2	(2)	-	3	2	63
Passenger Train Interference - Metra/PSA	(0)	(0)	-	(0)	(0)	22	13	(1)	2	1	-	3	2	41
Passenger Train Interference - Foreign	9	(0)	1	(1)	(0)	16	2	(0)	(0)	(3)	-	-	-	22
Accident - Total	(12)	(19)	(3)	(4)	(1)	(5)	(1)	(1)	14	(5)	2	9	25	(0)
Accident - Metra/PSA	(11)	(5)	(1)	(4)	-	(4)	(2)	(1)	14	(3)	2	12	5	2
Accident - Foreign	(0)	(13)	(2)	-	(1)	(1)	1	-	(0)	(2)	-	(3)	20	(3)
Track Work - Total	5	7	(1)	2	(1)	4	3	4	1	6	(8)	10	12	46
Track Work - Metra/PSA	5	7	(1)	2	(2)	5	5	(1)	(1)	(1)	(8)	11	12	34
Track Work - Foreign	(0)	-	-	-	1	(1)	(2)	5	2	8	-	(1)	-	12
Human Error - Total	(19)	(6)	1	(0)	(1)	(4)	(9)	(1)	(4)	5	(4)	(5)	(7)	(53)
Human Error - Metra/PSA	(4)	(7)	0	(0)	0	(10)	(8)	1	(4)	1	(8)	(11)	(7)	(56)
Human Error - Foreign	(14)	1	1	-	(1)	7	(1)	(2)	(0)	3	4	6	-	3
PTC Related - Total	6	(2)	-	4	(4)	5	(1)	2	11	18	(16)	(3)	(4)	17
PTC Related - Metra/PSA	3	(3)	(1)	5	(1)	3	(1)	1	11	4	(16)	(3)	(4)	(2)
PTC Related - Foreign	3	1	1	(0)	(2)	2	(0)	1	1	15	(0)	-	-	19
Weather - Total	(17)	(36)	(13)	(19)	(2)	(41)	(24)	(5)	(61)	(5)	(11)	(32)	(5)	(272)
Weather - Metra/PSA	(17)	(36)	(13)	(19)	(2)	(40)	(23)	(5)	(61)	(4)	(11)	(32)	(3)	(266)
Weather - Foreign	0	-	-	-	(0)	(1)	(1)	-	(1)	(2)	-	(1)	(1)	(6)
Passenger Related - Total	(5)	42	(2)	4	(0)	(4)	3	-	(3)	2	(7)	(9)	(17)	3
Obstruction/Debris - Total	9	4	4	6	1	(0)	2	(3)	(7)	(2)	6	39	(0)	57
Catenary Failure - Total	-	1	(2)	(2)	-	-	-	-	-	-	-	-	-	(2)
Other - Total	1	1	0	(1)	-	(0)	-	1	(3)	1	(0)	(3)	(0)	(5)
Total Trains Delayed	(74)	(19)	(16)	(2)	(28)	(12)	(45)	(21)	(76)	(3)	(50)	5	(41)	(383)
Total Metra/PSA Delays	-68	-4	-16	-1	-5	-18	-27	-15	-71	-1	-56	6	-30	-306
Total Foreign Carrier Delays	-6	-15	0	-1	-23	6	-18	-6	-5	-2	6	-1	-11	-77

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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
2023**

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

Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Mar	
Freight Interference - Total	69	64	71										204	10.6%
Freight Interference - Peak	25	26	29										80	4.2%
Primary	18	16	18										52	2.7%
Secondary	7	10	11										28	1.5%
Freight Interference - Off-Peak	44	38	42										124	6.5%
Primary	32	29	35										96	5.0%
Secondary	12	9	7										28	1.5%
Signal/Switch Failure - Total	65	78	68										211	11.0%
Signal/Switch Failure - Metra/PSA	56	66	63										185	9.6%
Primary	45	57	45										147	7.6%
Secondary	11	9	18										38	2.0%
Signal/Switch Failure - Foreign	9	12	5										26	1.4%
Primary	7	9	5										21	1.1%
Secondary	2	3	-										5	0.3%
Mechanical Failure - Total	85	81	52										218	11.3%
Mechanical Failure - Metra/PSA	85	75	50										210	10.9%
Non-Locomotive Equipment Issue - Metra/PSA	26	24	11										61	3.2%
Primary	12	12	5										29	1.5%
Secondary	14	12	6										32	1.7%
Locomotive Issue - Metra/PSA	59	51	39										149	7.8%
Primary	26	25	18										69	3.6%
Secondary	33	26	21										80	4.2%
Mechanical Failure - Foreign	-	6	2										8	0.4%
Passenger Train Interference - Total	39	27	21										87	4.5%
Passenger Train Interference - Metra/PSA	25	13	14										52	2.7%
Passenger Train Interference - Foreign	14	14	7										35	1.8%
Accident - Total	90	25	29										144	7.5%
Accident - Metra/PSA	61	25	24										110	5.7%
Accident - Foreign	29	-	5										34	1.8%
Track Work - Total	19	44	74										137	7.1%
Track Work - Metra/PSA	13	41	65										119	6.2%
Track Work - Foreign	6	3	9										18	0.9%
Human Error - Total	67	43	57										167	8.7%
Human Error - Metra/PSA	33	33	32										98	5.1%
Human Error - Foreign	34	10	25										69	3.6%
PTC Related - Total	49	45	53										147	7.6%
PTC Related - Metra/PSA	40	38	38										116	6.0%
PTC Related - Foreign	9	7	15										31	1.6%
Weather - Total	44	108	42										194	10.1%
Weather - Metra/PSA	44	105	42										191	9.9%
Weather - Foreign	-	3	-										3	0.2%
Passenger Related - Total	52	54	69										175	9.1%
Obstruction/Debris - Total	65	72	84										221	11.5%
Catenary Failure - Total	1	9	-										10	0.5%
Other - Total	4	-	3										7	0.4%
Total Trains Delayed	649	650	623										1,922	100.0%
Total Metra/PSA Delays	477	531	484										1,492	77.6%
Total Foreign Carrier Delays	172	119	139										430	22.4%

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**Table 7.b: Train Delays by Cause and Month
2022**

Top 2 causes for each month and year-to-date are shaded													
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Mar
Freight Interference - Total	67	62	80	90	79	69	95	93	47	100	46	63	209 12.8%
Freight Interference - Peak	26	18	35	42	45	27	29	28	21	46	20	24	79 4.8%
Primary	20	16	30	34	41	24	24	18	15	31	15	23	66 4.0%
Secondary	6	2	5	8	4	3	5	10	6	15	5	1	13 0.8%
Freight Interference - Off-Peak	41	44	45	48	34	42	66	65	26	54	26	39	130 7.9%
Primary	31	36	37	43	31	35	44	50	24	40	23	29	104 6.4%
Secondary	10	8	8	5	3	7	22	15	2	14	3	10	26 1.6%
Signal/Switch Failure - Total	92	101	46	55	137	150	86	94	87	124	197	109	239 14.6%
Signal/Switch Failure - Metra/PSA	76	90	42	48	121	133	72	83	67	112	174	77	208 12.7%
Primary	62	67	39	40	92	101	42	68	59	77	108	58	168 10.3%
Secondary	14	23	3	8	29	32	30	15	8	35	66	19	40 2.4%
Signal/Switch Failure - Foreign	16	11	4	7	16	17	14	11	20	12	23	32	31 1.9%
Primary	10	10	4	4	13	11	7	10	17	10	12	21	24 1.5%
Secondary	6	1	-	3	3	6	7	1	3	2	11	11	7 0.4%
Mechanical Failure - Total	55	74	52	56	79	58	75	51	52	103	64	78	181 11.1%
Mechanical Failure - Metra/PSA	55	72	48	56	79	58	73	48	52	103	64	77	175 10.7%
Non-Locomotive Equipment Issue - Metra/PSA	10	23	9	15	20	17	16	16	18	27	14	27	42 2.6%
Primary	7	15	7	11	12	13	15	10	11	13	6	17	29 1.8%
Secondary	3	8	2	4	8	4	1	6	7	14	8	10	13 0.8%
Locomotive Issue - Metra/PSA	45	49	39	41	59	41	57	32	34	76	50	50	133 8.1%
Primary	25	17	19	19	26	25	23	18	14	29	19	22	61 3.7%
Secondary	20	32	20	22	33	16	34	14	20	47	31	28	72 4.4%
Mechanical Failure - Foreign	-	2	4	-	-	-	2	3	-	-	-	1	6 0.4%
Passenger Train Interference - Total	4	1	2	4	4	8	13	12	12	10	17	32	7 0.4%
Passenger Train Interference - Metra/PSA	2	-	-	3	4	4	10	7	10	6	9	26	2 0.1%
Passenger Train Interference - Foreign	2	1	2	1	-	4	3	5	2	4	8	6	5 0.3%
Accident - Total	81	30	11	26	106	43	87	45	67	48	55	80	122 7.5%
Accident - Metra/PSA	66	30	5	25	99	37	61	44	61	34	55	80	101 6.2%
Accident - Foreign	15	-	6	1	7	6	26	1	6	14	-	-	21 1.3%
Track Work - Total	12	59	30	42	60	85	54	128	51	74	36	24	101 6.2%
Track Work - Metra/PSA	11	57	26	42	54	70	51	124	46	73	34	22	94 5.7%
Track Work - Foreign	1	2	4	-	6	15	3	4	5	1	2	2	7 0.4%
Human Error - Total	31	24	42	43	69	50	63	78	49	69	36	83	97 5.9%
Human Error - Metra/PSA	22	10	29	33	47	24	43	54	25	40	20	49	61 3.7%
Human Error - Foreign	9	14	13	10	22	26	20	24	24	29	16	34	36 2.2%
PTC Related - Total	34	43	38	55	55	72	63	51	39	63	41	26	115 7.0%
PTC Related - Metra/PSA	23	38	36	50	47	65	54	44	34	53	26	21	97 5.9%
PTC Related - Foreign	11	5	2	5	8	7	9	7	5	10	15	5	18 1.1%
Weather - Total	141	84	28	15	20	99	43	31	17	127	70	100	253 15.5%
Weather - Metra/PSA	141	83	28	15	20	98	43	31	17	127	70	99	252 15.4%
Weather - Foreign	-	1	-	-	-	1	-	-	-	-	-	1	1 0.1%
Passenger Related - Total	21	38	44	31	50	60	79	88	54	71	47	65	103 6.3%
Obstruction/Debris - Total	33	71	81	30	58	71	36	49	70	65	63	88	185 11.3%
Catenary Failure - Total	-	-	14	-	2	-	10	1	38	4	10	2	14 0.9%
Other - Total	1	1	8	2	23	18	5	1	17	5	28	6	10 0.6%
Total Trains Delayed	572	588	476	449	742	783	709	722	600	863	710	756	1,636 100.0%
Total Metra/PSA Delays	451	490	361	335	604	638	537	574	491	693	600	612	1,302 79.6%
Total Foreign Carrier Delays	121	98	115	114	138	145	172	148	109	170	110	144	334 20.4%

Data for current month is final (04/22/2022) version of TOPS

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

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

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

**Table 8: Train Delays by Duration
March 2023**

<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
Weekday Peak *														
6-10	11	2	1	1	7	16	13	7	8	9	1	8	10	94
11-15	6	1	1	1	1	9	7	0	7	2	3	6	5	49
16-20	2	0	0	0	1	1	1	1	3	0	2	5	2	18
21+	2	0	1	0	0	5	5	1	6	2	4	11	9	46
Annulled	<u>3</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>9</u>
Sub-Total	24	3	3	3	9	31	26	9	25	14	11	31	27	216
Weekday Off-Peak **														
6-10	11	21	5	7	0	16	18	6	14	13	4	6	13	134
11-15	5	1	1	0	0	8	4	3	7	2	4	7	7	49
16-20	9	1	0	2	0	1	2	0	3	2	0	1	2	23
21+	9	4	1	4	0	9	6	0	7	1	9	8	19	77
Annulled	<u>10</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>1</u>	<u>2</u>	<u>20</u>
Sub-Total	44	28	7	13	0	35	30	10	31	18	21	23	43	303
Saturday														
6-10	6	10	1	4	0	2	2	0	3	0	0	1	0	29
11-15	3	1	0	1	0	0	1	0	1	0	0	0	0	7
16-20	0	1	0	1	0	0	0	0	1	0	0	0	0	3
21+	3	0	1	6	0	0	0	0	2	0	1	10	0	23
Annulled	<u>1</u>	<u>0</u>	<u>0</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>4</u>	<u>0</u>	<u>7</u>
Sub-Total	13	12	2	14	0	2	3	0	7	0	1	15	0	69
Sunday-Holiday														
6-10	2	4	0	1	0	0	1	0	3	0	0	1	0	12
11-15	3	3	0	0	0	2	1	0	0	0	1	0	0	10
16-20	0	1	0	0	0	1	1	0	0	0	2	1	0	6
21+	0	0	0	1	0	0	1	0	0	0	1	0	1	4
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>3</u>
Sub-Total	5	8	0	4	0	3	4	0	3	0	5	2	1	35
March 2023 Total														
6-10	30	37	7	13	7	34	34	13	28	22	5	16	23	269
11-15	17	6	2	2	1	19	13	3	15	4	8	13	12	115
16-20	11	3	0	3	1	3	4	1	7	2	4	7	4	50
21+	14	4	3	11	0	14	12	1	15	3	15	29	29	150
Annulled	<u>14</u>	<u>1</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>6</u>	<u>6</u>	<u>3</u>	<u>39</u>
TOTAL	86	51	12	34	9	71	63	19	66	32	38	71	71	623
2023 Year-to-Date														
6-10	72	83	24	37	16	144	110	36	121	55	22	53	78	851
11-15	49	17	4	11	2	54	35	10	39	17	24	32	39	333
16-20	25	10	0	3	4	20	6	3	18	11	11	30	23	164
21+	42	8	4	14	2	32	27	9	43	14	53	100	94	442
Annulled	<u>27</u>	<u>4</u>	<u>0</u>	<u>7</u>	<u>0</u>	<u>7</u>	<u>2</u>	<u>3</u>	<u>10</u>	<u>2</u>	<u>26</u>	<u>19</u>	<u>25</u>	<u>132</u>
TOTAL	215	122	32	72	24	257	180	61	231	99	136	234	259	1,922
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
March 2023 Total														
6-10	34.9%	72.5%	58.3%	38.2%	77.8%	47.9%	54.0%	68.4%	42.4%	68.8%	13.2%	22.5%	32.4%	43.2%
11-15	19.8%	11.8%	16.7%	5.9%	11.1%	26.8%	20.6%	15.8%	22.7%	12.5%	21.1%	18.3%	16.9%	18.5%
16-20	12.8%	5.9%	0.0%	8.8%	11.1%	4.2%	6.3%	5.3%	10.6%	6.3%	10.5%	9.9%	5.6%	8.0%
21+	16.3%	7.8%	25.0%	32.4%	0.0%	19.7%	19.0%	5.3%	22.7%	9.4%	39.5%	40.8%	40.8%	24.1%
Annulled	<u>16.3%</u>	<u>2.0%</u>	<u>0.0%</u>	<u>14.7%</u>	<u>0.0%</u>	<u>1.4%</u>	<u>0.0%</u>	<u>5.3%</u>	<u>1.5%</u>	<u>3.1%</u>	<u>15.8%</u>	<u>8.5%</u>	<u>4.2%</u>	<u>6.3%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2023 Year-to-Date Delays By Duration														
6-10	33.5%	68.0%	75.0%	51.4%	66.7%	56.0%	61.1%	59.0%	52.4%	55.6%	16.2%	22.6%	30.1%	44.3%
11-15	22.8%	13.9%	12.5%	15.3%	8.3%	21.0%	19.4%	16.4%	16.9%	17.2%	17.6%	13.7%	15.1%	17.3%
16-20	11.6%	8.2%	0.0%	4.2%	16.7%	7.8%	3.3%	4.9%	7.8%	11.1%	8.1%	12.8%	8.9%	8.5%
21+	19.5%	6.6%	12.5%	19.4%	8.3%	12.5%	15.0%	14.8%	18.6%	14.1%	39.0%	42.7%	36.3%	23.0%
Annulled	<u>12.6%</u>	<u>3.3%</u>	<u>0.0%</u>	<u>9.7%</u>	<u>0.0%</u>	<u>2.7%</u>	<u>1.1%</u>	<u>4.9%</u>	<u>4.3%</u>	<u>2.0%</u>	<u>19.1%</u>	<u>8.1%</u>	<u>9.7%</u>	<u>6.9%</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%

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

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