

On-Time Performance

April 2024

Metra

On-Time Performance

April 2024

This report presents an analysis of April 2024 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, and on April 3 Metra added 12 UP-NW weekday trains. Metra added four ME-BI weekday trains on August 14. From September 9 through October 14, Metra added six Saturday HC trains for a promotion. Metra added one Sunday RI train on November 27.

Under these pilot and alternate schedules Metra operated 662 regularly scheduled revenue trains each weekday in April, which is 96 percent of Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 269 regularly scheduled revenue trains each Saturday in April, which is 99 percent of the 273 Saturday trains Metra operated pre-pandemic. Metra operated 186 regularly scheduled revenue trains each Sunday in April, which is three percent more than the 181 Sunday revenue trains Metra operated pre-pandemic. As a result of the changes under these alternative and pilot schedules, Metra operated about three percent fewer total revenue trains in April 2024 than in April 2019, 62 percent more total revenue trains than in April 2020, 55 percent more total revenue trains than in April 2021, 17 percent more total revenue trains than in April 2022, and six percent more total revenue trains than in April 2023.

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
April 2024**

	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	15	98.5%	1,034	19	98.2%	2,002	34	98.3%	120	2	98.3%	80	6	92.5%	2,202	42	98.1%
ME-ML	550	10	98.2%	924	6	99.4%	1,474	16	98.9%	168	0	100.0%	96	1	99.0%	1,738	17	99.0%
ME-BI	176	4	97.7%	308	8	97.4%	484	12	97.5%	32	0	100.0%	--	--	--	516	12	97.7%
ME-SC	<u>242</u>	<u>11</u>	95.5%	<u>682</u>	<u>13</u>	98.1%	<u>924</u>	<u>24</u>	97.4%	<u>128</u>	<u>2</u>	98.4%	<u>80</u>	<u>0</u>	100.0%	<u>1,132</u>	<u>26</u>	97.7%
Subtotal	968	25	97.4%	1,914	27	98.6%	2,882	52	98.2%	328	2	99.4%	176	1	99.4%	3,386	55	98.4%
HC	132	8	93.9%	--	--	--	132	8	93.9%	--	--	--	--	--	--	132	8	93.9%
MD-N	462	43	90.7%	682	40	94.1%	1,144	83	92.7%	80	4	95.0%	72	4	94.4%	1,296	91	93.0%
MD-W	<u>484</u>	<u>24</u>	95.0%	<u>660</u>	<u>26</u>	96.1%	<u>1,144</u>	<u>50</u>	95.6%	<u>96</u>	<u>3</u>	96.9%	<u>72</u>	<u>2</u>	97.2%	<u>1,312</u>	<u>55</u>	95.8%
Subtotal	946	67	92.9%	1,342	66	95.1%	2,288	133	94.2%	176	7	96.0%	144	6	95.8%	2,608	146	94.4%
NCS	176	17	90.3%	132	15	88.6%	308	32	89.6%	--	--	--	--	--	--	308	32	89.6%
RI	682	17	97.5%	1,078	26	97.6%	1,760	43	97.6%	132	4	97.0%	116	0	100.0%	2,008	47	97.7%
SWS	264	22	91.7%	396	40	89.9%	660	62	90.6%	--	--	--	--	--	--	660	62	90.6%
UP-N	484	6	98.8%	1,056	14	98.7%	1,540	20	98.7%	104	5	95.2%	72	2	97.2%	1,716	27	98.4%
UP-NW	770	22	97.1%	946	17	98.2%	1,716	39	97.7%	136	5	96.3%	84	2	97.6%	1,936	46	97.6%
UP-W	<u>572</u>	<u>24</u>	95.8%	<u>704</u>	<u>48</u>	93.2%	<u>1,276</u>	<u>72</u>	94.4%	<u>80</u>	<u>1</u>	98.8%	<u>72</u>	<u>3</u>	95.8%	<u>1,428</u>	<u>76</u>	94.7%
Subtotal	1,826	52	97.2%	2,706	79	97.1%	4,532	131	97.1%	320	11	96.6%	228	7	96.9%	5,080	149	97.1%
System	5,962	223	96.3%	8,602	272	96.8%	14,564	495	96.6%	1,076	26	97.6%	744	20	97.3%	16,384	541	96.7%

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

Delays data for most recent month is final (05/20/2024) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - April 2024**

	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	3,784	120	96.8%	4,042	100	97.5%	7,826	220	97.2%	516	9	98.3%	360	9	97.5%	8,702	238	97.3%
ME-ML	2,150	33	98.5%	3,612	39	98.9%	5,762	72	98.8%	714	8	98.9%	432	2	99.5%	6,908	82	98.8%
ME-BI	688	15	97.8%	1,204	15	98.8%	1,892	30	98.4%	136	0	100.0%		--		2,028	30	98.5%
ME-SC	946	34	96.4%	2,666	41	98.5%	3,612	75	97.9%	544	3	99.4%	360	0	100.0%	4,516	78	98.3%
Subtotal	3,784	82	97.8%	7,482	95	98.7%	11,266	177	98.4%	1,394	11	99.2%	792	2	99.7%	13,452	190	98.6%
HC	516	46	91.1%		--		516	46	91.1%		--			--		516	46	91.1%
MD-N	1,806	229	87.3%	2,666	185	93.1%	4,472	414	90.7%	350	10	97.1%	324	12	96.3%	5,146	436	91.5%
MD-W	1,892	132	93.0%	2,580	145	94.4%	4,472	277	93.8%	415	13	96.9%	324	13	96.0%	5,211	303	94.2%
Subtotal	3,698	361	90.2%	5,246	330	93.7%	8,944	691	92.3%	765	23	97.0%	648	25	96.1%	10,357	739	92.9%
NCS	688	101	85.3%	516	59	88.6%	1,204	160	86.7%		--			--		1,204	160	86.7%
RI	2,666	89	96.7%	4,214	124	97.1%	6,880	213	96.9%	569	11	98.1%	522	10	98.1%	7,971	234	97.1%
SWS	1,032	89	91.4%	1,548	144	90.7%	2,580	233	91.0%		--			--		2,580	233	91.0%
UP-N	1,892	50	97.4%	4,128	93	97.7%	6,020	143	97.6%	444	11	97.5%	324	15	95.4%	6,788	169	97.5%
UP-NW	3,010	190	93.7%	3,698	132	96.4%	6,708	322	95.2%	581	46	92.1%	378	13	96.6%	7,667	381	95.0%
UP-W	2,236	212	90.5%	2,752	212	92.3%	4,988	424	91.5%	346	14	96.0%	324	19	94.1%	5,658	457	91.9%
Subtotal	7,138	452	93.7%	10,578	437	95.9%	17,716	889	95.0%	1,371	71	94.8%	1,026	47	95.4%	20,113	1,007	95.0%
System	23,306	1,340	94.3%	33,626	1,289	96.2%	56,932	2,629	95.4%	4,615	125	97.3%	3,348	93	97.2%	64,895	2,847	95.6%

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

Delays data for most recent month is final (05/20/2024) version from TOPS.

Table 2: On-Time Performance by Line

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Apr	Annual
BNSF	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	93.7%	95.0%
	2020	97.3	96.6	97.5	99.5	97.2	97.4	97.7	98.1	98.6	98.8	98.2	99.5	97.5%	97.9%
	2021	99.0	90.8	99.4	98.5	98.1	98.5	97.3	96.5	94.2	96.6	98.1	99.0	97.1%	97.1%
	2022	98.0	97.6	98.1	97.8	95.2	96.3	97.1	95.8	97.4	97.2	97.1	97.7	97.9%	97.1%
	2023	97.5	96.2	96.3	94.0	97.2	95.8	94.7	95.9	98.0	97.5	96.3	98.2	96.0%	96.5%
	2024	94.7	98.2	98.2	98.1									97.3%	97.3%
2019-2023 average		96.7	94.3	97.6	96.5	96.3	96.1	95.7	96.3	96.8	97.1	97.0	98.3	96.3%	96.6%
ME	2019	96.4	90.7	99.6	99.7	98.6	99.5	97.1	98.6	98.9	99.3	98.7	98.5	96.8%	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	97.9%	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	98.3%	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	97.9%	97.4%
	2023	98.4	97.4	97.2	94.8	94.1	95.5	95.4	97.4	98.1	97.9	97.6	98.9	97.0%	96.9%
	2024	98.8	98.4	98.7	98.4									98.6%	98.6%
2019-2023 average		97.9	95.7	98.4	98.2	96.9	98.0	96.8	97.8	98.1	98.2	97.1	98.4	97.5%	97.6%
HC	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	84.7%	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	91.7%	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	87.4%	86.5%
	2022	84.9	84.2	87.0	92.1	84.9	85.6	90.0	84.0	91.7	87.3	92.9	89.7	87.1%	87.8%
	2023	96.8	90.8	93.5	91.7	90.2	89.4	90.8	87.0	85.4	92.4	94.4	92.5	93.3%	91.2%
	2024	90.9	92.1	87.3	93.9									91.1%	91.1%
2019-2023 average		88.6	85.5	88.9	92.2	85.5	88.1	89.1	85.7	85.8	88.9	91.8	92.8	88.9%	88.6%
MD-N	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	90.7%	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	92.7%	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	94.8%	91.4%
	2023	92.0	93.0	94.8	93.1	86.2	93.4	86.2	90.1	93.4	92.2	89.1	90.4	93.2%	91.2%
	2024	86.7	93.1	93.5	93.0									91.5%	91.5%
2019-2023 average		91.8	91.1	95.7	94.7	91.7	91.8	90.1	92.4	94.5	92.5	90.9	92.5	93.3%	92.5%
MD-W	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	94.1%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3	93.9	94.1	92.4	95.0%	94.7%
	2021	93.0	85.8	96.1	95.3	93.5	93.8	94.3	95.7	96.3	95.8	95.0	92.8	92.7%	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	94.7%	94.1%
	2023	96.0	94.6	95.4	96.8	92.7	97.0	92.3	95.3	92.1	95.9	96.3	96.0	95.7%	95.0%
	2024	88.9	96.2	96.0	95.8									94.2%	94.2%
2019-2023 average		94.1	91.9	96.2	96.0	93.7	95.3	94.0	95.1	95.2	95.4	94.3	94.5	94.6%	94.7%
NCS	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	92.4%	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	91.1%	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	85.9%	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	95.8%	93.0%
	2023	92.2	93.2	94.1	88.2	88.3	91.9	78.2	88.2	88.9	92.9	86.7	92.9	92.0%	89.7%
	2024	80.8	89.1	87.4	89.6									86.7%	86.7%
2019-2023 average		91.2	88.6	95.1	93.6	91.6	93.4	88.2	92.0	93.0	93.3	91.2	94.4	92.2%	92.1%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Apr	Annual
RI	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	92.4%	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	94.8%	95.8%
	2021	97.7	91.9	96.2	97.7	97.6	93.5	92.8	96.1	95.6	96.1	95.5	97.5	95.9%	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	96.6%	96.0%
	2023	95.4	96.0	96.8	96.6	96.3	95.4	95.0	91.7	95.6	91.7	95.5	97.1	96.2%	95.2%
	2024	96.3	97.5	96.8	97.7									97.1%	97.1%
	2019-2023 average	94.1	92.4	97.1	97.3	95.1	94.7	93.5	94.3	94.5	94.6	95.0	96.5	95.2%	94.9%
SWS	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	92.4%	93.0%
	2020	95.6	94.1	97.6	98.1	100.0	88.8	89.1	80.5	86.7	91.8	94.0	96.4	96.2%	94.0%
	2021	96.5	85.0	94.8	90.9	92.5	90.0	93.3	91.7	93.3	88.5	88.5	88.1	91.9%	91.0%
	2022	91.7	92.5	92.0	94.4	93.7	93.2	95.4	93.5	89.3	90.5	96.8	95.2	92.6%	93.2%
	2023	92.1	95.0	95.4	94.2	93.8	91.4	86.0	89.0	91.8	90.6	92.2	91.8	94.3%	91.9%
	2024	88.0	91.7	93.7	90.6									91.0%	91.0%
	2019-2023 average	93.0	92.5	95.1	94.8	94.5	91.5	90.4	91.0	91.2	91.0	93.1	93.1	93.9%	92.7%
UP-N	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	93.7%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6	97.2	97.4	97.0	97.4	98.9	98.4%	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	97.0%	96.0%
	2022	95.8	96.6	97.0	96.4	95.6	96.2	94.9	95.7	96.4	92.4	96.5	97.4	96.5%	95.9%
	2023	97.4	96.6	97.9	95.5	95.6	96.2	93.5	96.1	98.0	93.8	96.9	98.1	96.9%	96.3%
	2024	96.8	97.8	97.0	98.4									97.5%	97.5%
	2019-2023 average	96.0	95.1	97.4	97.1	96.6	96.5	95.0	95.1	96.9	95.0	96.2	97.7	96.4%	96.2%
UP-NW	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4	96.7	92.1	88.6	95.4	92.1%	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	97.1%	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	95.7%	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	95.2%	94.4%
	2023	94.4	95.4	95.9	90.5	95.0	89.2	89.7	95.0	97.4	93.9	94.1	95.9	94.0%	93.8%
	2024	90.0	95.6	96.9	97.6									95.0%	95.0%
	2019-2023 average	94.4	93.3	96.4	94.6	95.9	93.2	93.1	94.3	96.5	93.5	93.0	95.1	94.7%	94.4%
UP-W	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	88.3%	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	97.3%	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	92.5%	90.5%
	2022	92.9	94.5	91.8	92.5	91.9	89.2	90.7	91.9	95.3	86.8	94.7	91.2	92.9%	91.9%
	2023	93.0	93.2	95.2	92.0	91.9	93.4	91.3	91.6	92.6	92.3	91.6	94.6	93.4%	92.7%
	2024	88.0	90.9	94.1	94.7									91.9%	91.9%
	2019-2023 average	92.9	89.3	94.2	94.6	92.6	93.0	90.6	91.8	93.5	92.2	91.5	93.2	92.8%	92.5%
System excluding South Shore	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	93.2%	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	96.7%	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	95.0	95.3	95.8	94.0	95.0	94.9	96.2%	95.4%
	2023	95.8	95.6	96.3	94.1	94.0	94.3	92.3	94.2	95.8	94.6	94.9	96.4	95.5%	94.9%
	2024	93.2	96.1	96.5	96.7									95.6%	95.6%
	2019-2023 average	95.1	93.2	96.8	96.3	95.2	95.2	94.0	95.0	95.9	95.2	94.9	96.2	95.4%	95.3%

Delays data for most recent month is final (05/20/2024) version from TOPS.

'2019-2023 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
April 2024**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
HC	919 82% OT	Tue, Apr 02	12	AM	12M EN ROUTE FOLLOWING AMTK #305. also delayed at BNSF corwith	
		Wed, Apr 03	18	R	19M CUS, PTC ISSUES, extraboard engineer had issues setting up PTC	
		Wed, Apr 24	10	K	Delayed 10m at CP Cermak for the Bridge being up, AMTK305 ahead left track circuit.	
		Mon, Apr 29	45	ZV	9 min lumber street. 44min on CN due to PTC breaking enforcement (Fault detected) 2min due to red signal at canal.	
ME-SC	332 77% OT	Mon, Apr 08	21	KP	POTUS Move	
		Tue, Apr 09	18	FS1	18" late due to being stopped outside of Randolph due to SS9217 having power issues over the South Shore cross over in the depot.	
		Fri, Apr 12	25	G1	WAITING ON 333 TO RELEASE A TP DUE TO SWITCH CIRCUIT OVER 3 69	
		Thu, Apr 18	7	ZV1	LATE FLIP FROM 331, DUE TO PTC ISSUES	
		Mon, Apr 22	0	GX1	Terminated at Stony, Flip from ME331, Deadheaded to Randolph.	
MD-N	2106 82% OT	Tue, Apr 02	7	CC	[10] Speed restrictions GRAYS LK / LIBERTYVILLE / RONDOUT / LAKE FOREST / DEERFIELD / GRAYLAND	
		Wed, Apr 10	8	GX	12" Fox Lake to Deerfield due to schedule and speed restrictions, 2" due to Item 2 at Chestnut Ave, 2" at Grayland due to a speed restriction	
		Fri, Apr 12	6	CC	[9] Fox Lake- Deerfield- Schedule and speed restrictions [2] Grayland- Speed restriction	
		Thu, Apr 18	7	CC	9" Speed restrictions, LAKE FOREST, DEERFIELD, GRAYLAND 4" ADA Fox Lake-N Glen	
MD-N	2118 82% OT	Tue, Apr 16	11	GX	-3" Departed Fox Lake late due to wrong consist info, 5/6 cars; -7" Stop signal CN X-ing, copy/comply with Automatic Grade Crossing Malfunction Item #2 Midlothian Rd. mp 39.10; -7" Temporary speed restriction	
		Wed, Apr 17	24	G	-7" Departed Fox Lake late, no daily card, performed a Class 1A brake test; -13" Signal problems Prairie Crossing to Liberty East, flagged by, restricted speed; -5" Temporary speed restrictions Rondout to Northbrook; -2" Temporary speed restriction Grayla	
		Wed, Apr 24	14	RF1	-9" Following late train ahead (2116), operating on restricting signals; Automatic Grade Crossing Malfunction Item #1 Oakton St. MP 13.75	
		Mon, Apr 29	9	ZR1	-5" Departed Fox Lake late due to waiting on/following 2116 THAT DID NOT VERIFY CONSIST WHILE INITIALIZING; -2" Stop signal CN X-ing; -5" Temporary speed restrictions Rondout to Northbrook; -2" Temporary speed restriction Grayland 25mph	
MD-N	2120 82% OT	Tue, Apr 16	9	GX1	(-9) Following late train ahead (2118)	
		Wed, Apr 17	21	G1	-14" Departed Lake Forest late due to waiting on a late 2118; Following train ahead (2118), operating on approach signals	
		Wed, Apr 24	12	RF1	Following late train ahead (2118); Automatic Grade Crossing Malfunction Item #1 Oakton St. MP 13.75.	
		Mon, Apr 29	8	ZR1	Following late train ahead (2118)	
MD-N	2124 82% OT	Tue, Apr 02	17	GT	(-17) CAD system crashed, signal problems A-5	
		Thu, Apr 11	9	RF	(-9) Stop signal CN X-ing; Temporary speed restrictions; Stop signal A-2	
		Wed, Apr 17	10	G1	Following late trains ahead (2118/2120)	
		Wed, Apr 24	11	GX	Automatic Grade Crossing Malfunction Item #1 Oakton St. MP 13.75.	
MD-N	2131 77% OT	Mon, Apr 01	7	U	[2] Grayland- Speed restriction [3] Glenview- ADA [3] Long Lake - Fox Lake- signal issues	
		Fri, Apr 05	7	VG	3 mins Cus-A-3 following trains ahead, 4 mins switch (#11) failure A-5, 4 mins stop signal Mayfair.	
		Tue, Apr 16	12	KW	3 mins Cus A-2 following trains ahead, 2 mins Grayland speed restriction, 2 mins stop signal Mayfair, 3 mins Ada, 5 mins enroute weather related wheel slip.	
		Mon, Apr 29	11	U	10 mins CUS- A3 trains (2227-2229) ahead, 2 mins Grayland- Speed restriction, 3 mins Libertyville- ADA (wheelchair) 3 mins Round Lake ADA, 3 mins Fox Lake- ADA	
		Tue, Apr 30	7	U	5 mins CUS- A3 trains (2227-2229) ahead, 2 mins Grayland Speed restriction, 3 mins North Glenview Ada.	
MD-N	2141 77% OT	Tue, Apr 09	34	K	-34" Due to a multivehicle accident at MP 13.2 at Howard St. and Lehigh Ave.	
		Wed, Apr 10	8	JM1	Due to passenger medical emergency on 2133 MP-24-00016942 (11276)	
		Mon, Apr 15	12	E	12 mins late, 10 mins late departure Cus loco 501 wouldn't load, 4 mins speed restatations.	
		Thu, Apr 18	10	U	5 mins Edgebrook loading ADA, 5 mins Glenview unloading ADA reported issues stowing lift on car 7494	
		Tue, Apr 30	6	RF1	5 mins Cus following 2139, 2 mins Grayland speed restriction.	
MD-N	2144 77% OT	Fri, Apr 05	6	F1	6 mins late, 9 mins Deerfield meeting and following 2142.	
		Wed, Apr 10	17	JM1	17 mins late, held short of Grayland for 2133 medical emergency MP-24-00016942 (11276)	
		Mon, Apr 15	13	G1	12 mins Deerfield late turn from 2123 (11 switch a5 issues), 4 mins enroute following Amtrak 8, 3 mins A-5 following 2244.	
		Fri, Apr 19	20	DD1	20 mins late, 21 mins Deerfield late turn from 2123 (THAT WAS DELAYED BY CP 249 AT A20 BUT WAS UNDER CONSRTUCTION COVERAGE)	
		Tue, Apr 30	12	RF1	13 mins Deerfield waiting on a late 2142 to clear.	
MD-N	2146 77% OT	Tue, Apr 09	8	A	7" waiting at Libertyville meeting 2125, 2" at Morgan St due PTC issue	
		Wed, Apr 10	8	A	8 mins at Libertyville meeting 2125	
		Mon, Apr 15	10	A	10 mins late, 10 mins Libertyville meeting 2125.	
		Mon, Apr 29	7	A1	5 mins Libertyville meeting 2125, 2 mins approach Mayfair, 2 mins Grayland speed restriction.	
		Tue, Apr 30	13	RF	6 mins CN crossing Metra Ncs 107, 7 mins Libertyville meeting 2125	
MD-N	2154 73% OT	Tue, Apr 02	7	RA1	Root cause originated with a Late departure from CUS as train 2145, waiting on lineup from Amtrak CUS north getting out of CUS which resulted in a Late arrival and short turn time out of Grayslake. (CUS North was issuing directives on New Orleans Terroritor	
		Wed, Apr 03	6	A	6 mins at Libertyville meeting 2147.	
		Tue, Apr 09	23	K1	25" at Grayslake meeting 2147 due to a multivehicle accident at MP 13.2 at Howard St. and Lehigh Ave.	
		Wed, Apr 10	13	E1	8 mins meeting 2147 at Grayslake, 5 mins enroute due to loco 77 losing HEP and crew had to hand operate doors	
		Thu, Apr 18	8	A	4 min libertyville meeting 2147 2 min a2 cross traffic	
		Tue, Apr 23	9	CC	9 mins Libertyville meeting 2147.	

**Table 3 (continued): Weekday Trains less than 85% On-Time
April 2024**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
MD-W	2402 82% OT	Fri, Apr 05	6	F1	6 mins late, 10 mins B-6 waiting on 2142 and 2144.
		Wed, Apr 17	7	G1	Due to B-12 plant failure the following Westline and North central service trains were affected.
		Thu, Apr 18	12	RA	6 mins B-6 holding for 2144, 6 mins Amtrak CP Canal holding for miss-lined NCS 115.
		Mon, Apr 29	7	A	8 mins stop signal A-5 3 mins stop signal A-2.
MD-W	2404 55% OT	Thu, Apr 04	6	A1	6 mins late, mins Franklin Pk late turn from 2229.
		Mon, Apr 08	7	GX1	9" Franklin Pk late turn from 2229, 2" stop signal at A-2.
		Mon, Apr 15	10	GT1	11 mins late turn from 2229 and copy TB cancellation 7147, CAD DISPLAY HAD TRAFFIC ARROW PREVENTING SIGNAL FROM BEING LINED UP THAT CLEARED ON ITS OWN, CAD TICKET OPENED 4 mins stop (cross traffic) signal A-2
		Tue, Apr 16	11	A	12 mins late turn from 2229, 4 mins switch failure B-6 holding for Ncs 115.
		Wed, Apr 17	0	XG	2404 was annulled at Franklin Pk expressed to Cus. Used crew and equipment for 2247 upon arrival 6:44.
		Thu, Apr 18	9	RA1	6 mins Franklin Pk late turn from 2229, 6 mins stop signal Amtrak CP Canal.
		Thu, Apr 23	10	ZF1	9 mins late turn from 2229, 3 mins spurious report of gate malfunction at Racine Ave. (2229 arrived Franklin Park 516PM, 4 mins late, which gives a short turn time. Due to an equipment swap because of PTC issues with cab car 8506 off #2138, 2229 had to le
		Wed, Apr 24	11	G	8 mins Franklin Pk late turn from 2229, 10 mins signal issue Galewood east crossed over 2-1.
		Mon, Apr 29	13	H1	late turn from 2229.
		Tue, Apr 30	6	A	late turn from 2229.
		NCS	107 82% OT	Tue, Apr 09	19
Mon, Apr 15	13			G	14 mins switch (11) failure A-5,
Thu, Apr 18	10			D	6" B12 stop signal FREIGHT MOVE CP 541 6207 FEET, 6" Deval stop signal, 2" 40 mph 24.65-24.8, 5" 10 mph 29.5-29.7 track 1 with track 2 open
Tue, Apr 30	7			CD	5 mins CUS stop signal inbound light engine and late revenue train, 2 mins 40 mph 24.65-24.8. 4 mins enroute 7447 left side loading doors very slow closing and occasionally sticking. 3 mins stop signal Trafton, 4 mins 30 mph 44.1-45.3.
NCS	113 82% OT	Mon, Apr 01	6	CD	[3] 25 mph speed restriction [3] METX 77 reported slow loading
		Tue, Apr 02	6	A	[4] B6 red wait on in bnd [3] 25 mph speed restriction [2] 40 mph speed restriction
		Wed, Apr 03	10	DD1	[2] B6 red waiting on inbound [5] Galewood red something going on Franklin park [3] 25 mph speed restriction
		Wed, Apr 17	55	G1	[2] Galewood red trains ahead of [52] River grove restricted / red 3 trains ahead [2] Deval cross traffic
NCS	114 73% OT	Thu, Apr 11	31	F1	-26" Departed Antioch late due to late arrival/turn of 101; -3" Stop signal Grayslake, cross-traffic
		Mon, Apr 15	37	DE1	30" FREIGHT INTERFERENCE AT DEVAL, SOUTHBOUND CN M346 IN EMERGENCY WALKING TRAIN [CONTROLLABLE FREIGHT]
		Wed, Apr 17	23	DD1	-16" Departed Antioch late due to late arrival/turn of 101; -6" Stop signal A-2, U.P. cross-traffic with PTC issues, knockdown/timeout signal [CONTROLLABLE FREIGHT]
		Thu, Apr 18	9	CD1	3" Antioch, RTC would not line up signal until PTC active TIGHT FLIP FROM 10 MPH SPEED RESTRICTION ON CN, 2" Wheeling, 10mph restriction, 5" Deval. Red signal, 2" A5, speed restriction Foreman Loftus
		Thu, Apr 25	12	RF	[13] Antioch. Ptc train ID issue(CN) [3] A2, copying an item 2
Tue, Apr 30	9	DD1	Stopped B6 waiting on late 2230 (delayed by CP247)		
SWS	809 77% OT	Tue, Apr 02	26	K	7M DELAY CUS WAITING FOR GEO TRAIN P/U PILOT. 25M DELAY BRIDGE STRIKE 79TH & KEDZIE
		Tue, Apr 16	27	K	10M DELAY AT 21ST FREIGHT M337 CP8831 W/165CARS move miscoordinated between 16th and 21st 18M DELAY DUE TO BRIDGE STRIKE AT MP 9.75 DAMAN AVE ALSO PTC ISSUES WITH BRC.
		Thu, Apr 18	10	I	10m Oak Lawn waiting for group travel. Traveled from Oak Lawn to 153rd Street. Used ADA Lift twice loading and unloading
		Tue, Apr 23	8	RO	Delayed due to late RI418 who cleared 16th St. 10 mins down due to single tracking for tie gang work on the RID and freight not being able to get the single until revenue got through. Tower operator ran out of slot
Mon, Apr 29	9	ZA1	Delayed 10m at 21st due to Amtrak 380-yard job with PTC issues		
SWS	811 82% OT	Wed, Apr 03	12	E1	13M WORTH, PICKING UP PASSENGERS FROM SWS818.
		Mon, Apr 08	14	F	FOUND BROKEN COUPLER SPRING ON CAR 7458 CAUSING LATE ARRIVAL TO CUS FROM YARD
		Fri, Apr 12	8	RA	8M LUMBER ST., RED SIGNAL. cus train director error
		Fri, Apr 19	15	RA	10M CUS, EQP. HELD OUT IN MIDDLE OF PLANT.
SWS	813 77% OT	Mon, Apr 01	7	CD	6M MP 9.75, 10MPH forest hill
		Wed, Apr 03	0	E1	Annulled- due to earlier mechanical issues from SW818.
		Wed, Apr 10	7	CD	5" for a speed restriction at MP 10.0, 3" for cross traffic at Belt Junction, 4" for ADA at Palos
		Tue, Apr 16	7	CD	5M DELAY DUE TO TRACK WORK AT MP10, 10 MPH SPEED RESTRICTION
		Thu, Apr 18	10	GX	5m for 10mph at MP 10.00, 5m Item 1 at Cicero.
SWS	818 68% OT	Tue, Apr 02	8	K1	8M 179TH ST., LATE ARR. SWS809.
		Wed, Apr 03	77	E	87M EN ROUTE ENG. #112 B/O WATER PUMP.
		Mon, Apr 08	8	D	9M LANDERS TO BELT JCT., IG4CL08 EB (ENG. NS4311, 99LDS., 6133FT.) SLOW MOVE AHEAD. [CONTROLLABLE FREIGHT]
		Tue, Apr 16	9	K1	9M 179TH ST., LATE TURN SWS809.
		Wed, Apr 17	6	GX	4M 95H ST., ITEM 1.
		Fri, Apr 19	8	RA1	5M CP518, WAITING FOR SWS811 TO CLEAR PLANT.
Mon, Apr 22	8	CD	5m MP10.05 for 10mph, 2m CP518-21st St. approach signals, 1m Polk St red signal		
SWS	822 73% OT	Mon, Apr 01	11	CD1	6M 179TH ST., LATE TURN SWS813.
		Wed, Apr 03	0	E1	Annulled- due to earlier mechanical issues from SW818.
		Thu, Apr 04	10	RF	CP518, WAITING FOR SWS821 TO CLEAR PLANT not stacked by ns disp
		Thu, Apr 18	19	GX1	7m late acct late flip from 813. 7m Ashburn waiting on 819 to clear. 5m 10mph at MP 10.00.
		Fri, Apr 19	15	K	10M AMTK-21ST, BRIDGE LIFT.
		Thu, Apr 25	19	KP1	13" Chicago Ridge on Freight. 546773-NS9702 with 98 cars and 6050 feet. 6m Ashburn waiting on 819 to clear

**Table 3 (continued): Weekday Trains less than 85% On-Time
April 2024**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
UP-W	42	Wed, Apr 17	12	ZF	-12" Delayed due to PTC (error code D 05 brake sensor fault) took air twice, had to soft cut out & proceed @ 59 MPH - CAR 8477 CHANGED OUT BRAKE PIPE SENSOR	
		82% OT	Tue, Apr 23	6	U	-6" 4 ADA Lifts
			Wed, Apr 24	13	J	-13" Ejected an unruly passenger @ Bellwood & 1 ADA lift MP-24-00019576 (8881)
			Mon, Apr 29	8	U	-8" 3 ADA lifts also heavy passenger loading
UP-W	45	Fri, Apr 05	9	R	engineer forgot bag in crew room	
		82% OT	Tue, Apr 09	12	ZN	(-4) @ kedzie crossing over from track 3 to track 1 due to mchnp-09 coming rockwell (-2) slow passenger unloading @ oak park (-6) restricted speed peck to lafox due to ptc dropped out UP owned WIU had a time drift issue at the time of enforcement
			Wed, Apr 10	9	DE1	Delayed @ West Chicago on acct. of M33681-10 stopped across the CN Diamond @ Washington St. with air issues & 1 ADA lift (-3) [CONTROLLABLE FREIGHT]
			Wed, Apr 17	8	L	-8" Operated restricted speed @ MP 10.5, due to a report of a trespasser, slow passenger unloading @ Geneva

Data is final (05/20/2024) version from TOPS.

Table 4: Delay Codes by Cause Category & Carrier

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

Effective November 1, 2021

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

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

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

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

Table 5.a: Train Delays by Cause and Line
April 2024

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	2	-	-	-	1	6	4	9	2	8	2	4	18	56
Freight Interference - Peak	1	-	-	-	1	-	2	4	1	2	-	3	5	19
Primary	-	-	-	-	1	-	2	3	1	2	-	3	1	13
Secondary	1	-	-	-	-	-	-	1	-	-	-	-	4	6
Freight Interference - Off-Peak	1	-	-	-	-	6	2	5	1	6	2	1	13	37
Primary	1	-	-	-	-	2	1	1	1	2	1	1	7	17
Secondary	-	-	-	-	-	4	1	4	-	4	1	-	6	20
Signal/Switch Failure - Total	4	2	6	10	-	18	19	8	10	7	1	6	4	95
Signal/Switch Failure - Metra/PSA	3	2	6	10	-	17	19	7	10	3	1	6	4	88
Primary	2	2	3	2	-	13	8	3	4	2	1	5	3	48
Secondary	1	-	3	8	-	4	11	4	6	1	-	1	1	40
Signal/Switch Failure - Foreign	1	-	-	-	-	1	-	1	-	4	-	-	-	7
Primary	1	-	-	-	-	1	-	1	-	2	-	-	-	5
Secondary	-	-	-	-	-	-	-	-	-	2	-	-	-	2
Mechanical Failure - Total	6	5	1	2	1	8	7	4	2	11	7	5	11	70
Mechanical Failure - Metra/PSA	6	-	-	-	1	8	7	4	2	11	7	5	11	62
Non-Locomotive Equipment Issue - Metra/PSA	2	-	-	-	-	3	3	3	-	6	-	1	10	28
Primary	2	-	-	-	-	2	2	1	-	2	-	-	5	14
Secondary	-	-	-	-	-	1	1	2	-	4	-	1	5	14
Locomotive Issue - Metra/PSA	4	-	-	-	1	5	4	1	2	5	7	4	1	34
Primary	3	-	-	-	1	2	3	1	2	2	5	2	1	22
Secondary	1	-	-	-	-	3	1	-	-	3	2	2	-	12
Mechanical Failure - Foreign	-	5	1	2	-	-	-	-	-	-	-	-	-	8
Passenger Train Interference - Total	-	-	-	-	1	7	5	1	1	2	-	-	-	17
Passenger Train Interference - Metra/PSA	-	-	-	-	-	7	5	1	-	-	-	-	-	13
Passenger Train Interference - Foreign	-	-	-	-	1	-	-	-	1	2	-	-	-	4
Accident - Total	6	-	-	-	-	-	-	-	5	-	-	-	-	11
Accident - Metra/PSA	-	-	-	-	-	-	-	-	5	-	-	-	-	5
Accident - Foreign	6	-	-	-	-	-	-	-	-	-	-	-	-	6
Track Work - Total	1	-	-	1	-	10	-	3	8	7	3	2	2	37
Track Work - Metra/PSA	1	-	-	1	-	9	-	-	8	-	3	2	2	26
Track Work - Foreign	-	-	-	-	-	1	-	3	-	7	-	-	-	11
Human Error - Total	10	-	2	1	3	13	9	4	4	6	4	12	8	76
Human Error - Metra/PSA	6	-	2	1	1	2	5	1	4	2	2	5	4	35
Human Error - Foreign	4	-	-	-	2	11	4	3	-	4	2	7	4	41
PTC Related - Total	1	-	-	5	1	2	2	2	-	7	4	5	10	39
PTC Related - Metra/PSA	1	-	-	5	1	2	2	-	-	3	4	5	9	32
PTC Related - Foreign	-	-	-	-	-	-	-	2	-	4	-	-	1	7
Weather - Total	-	5	-	-	-	2	-	-	-	-	1	-	7	15
Weather - Metra/PSA	-	5	-	-	-	2	-	-	-	-	1	-	7	15
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	6	5	-	2	-	15	3	1	12	2	3	5	8	62
Obstruction/Debris - Total	6	-	3	5	1	10	2	-	3	12	2	7	8	59
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	4
Other - Total	-	-	-	-	-	-	4	-	-	-	-	-	-	4
Total Trains Delayed	42	17	12	26	8	91	55	32	47	62	27	46	76	541
Total Metra/PSA Delays	29	12	11	24	4	72	47	14	44	33	23	35	53	401
Total Foreign Carrier Delays	13	5	1	2	4	19	8	18	3	29	4	11	23	140

Data for current month is final (05/20/2024) version of TOPS

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

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

Table 5.b: Train Delays by Cause and Line
Average April Over Previous Five Years: 2019-2023

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	8	-	-	-	4	5	7	3	2	3	0	5	18	56
Freight Interference - Peak	3	-	-	-	4	1	2	1	1	1	-	2	6	21
Primary	2	-	-	-	4	1	2	1	1	1	-	2	4	17
Secondary	0	-	-	-	0	-	-	-	-	0	-	1	2	4
Freight Interference - Off-Peak	6	-	-	-	0	4	5	1	2	2	0	3	12	35
Primary	5	-	-	-	0	2	4	1	1	2	0	2	10	29
Secondary	1	-	-	-	0	1	1	0	0	0	-	0	2	6
Signal/Switch Failure - Total	11	8	2	7	1	14	7	3	5	8	5	7	5	83
Signal/Switch Failure - Metra/PSA	3	8	2	7	-	11	7	2	5	4	5	4	5	62
Primary	2	4	1	4	-	8	6	2	4	3	4	3	3	44
Secondary	1	3	1	3	-	3	1	0	1	0	1	1	2	18
Signal/Switch Failure - Foreign	8	-	-	-	1	3	-	1	-	4	-	4	-	21
Primary	7	-	-	-	1	2	-	1	-	3	-	1	-	16
Secondary	1	-	-	-	0	1	-	0	-	1	-	2	-	6
Mechanical Failure - Total	8	1	-	0	0	8	8	2	6	2	4	6	3	48
Mechanical Failure - Metra/PSA	8	1	-	0	0	8	8	2	6	2	4	6	3	48
Non-Locomotive Equipment Issue - Metra/PSA	1	1	-	0	0	2	1	0	1	1	2	3	1	14
Primary	1	1	-	0	0	1	0	0	1	0	1	2	1	9
Secondary	0	0	-	0	-	2	0	-	1	1	0	1	0	6
Locomotive Issue - Metra/PSA	7	-	-	-	-	6	7	1	4	1	3	3	2	33
Primary	3	-	-	-	-	3	3	0	2	1	1	1	1	15
Secondary	4	-	-	-	-	3	4	1	2	0	2	2	0	19
Mechanical Failure - Foreign	-	-	-	-	-	0	-	-	-	-	-	-	-	0
Passenger Train Interference - Total	0	-	-	-	-	5	0	1	0	1	1	3	-	12
Passenger Train Interference - Metra/PSA	-	-	-	-	-	3	0	1	0	-	1	3	-	8
Passenger Train Interference - Foreign	0	-	-	-	-	2	0	0	-	1	-	0	-	4
Accident - Total	8	2	0	0	-	1	4	1	1	1	4	9	2	33
Accident - Metra/PSA	6	2	0	0	-	1	4	1	1	-	4	9	-	29
Accident - Foreign	2	-	-	-	-	0	-	-	-	1	-	-	2	5
Track Work - Total	5	2	0	2	1	3	4	2	8	1	6	5	2	40
Track Work - Metra/PSA	5	1	0	2	1	3	4	1	8	0	6	5	2	37
Track Work - Foreign	-	0	-	-	0	-	-	1	0	1	-	-	-	3
Human Error - Total	7	1	0	1	1	6	4	1	4	1	3	14	2	45
Human Error - Metra/PSA	6	1	0	1	-	2	3	1	4	1	2	9	1	30
Human Error - Foreign	1	-	-	-	1	5	1	0	-	0	1	5	1	14
PTC Related - Total	1	2	1	2	1	2	3	3	5	2	7	7	8	46
PTC Related - Metra/PSA	1	2	1	1	0	1	3	2	5	2	7	7	8	40
PTC Related - Foreign	-	1	-	0	1	1	-	1	0	1	-	0	0	6
Weather - Total	9	1	0	0	-	4	1	1	2	1	6	7	6	38
Weather - Metra/PSA	9	1	0	0	-	4	1	1	2	1	6	7	6	38
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	1	6	2	1	-	2	4	-	6	0	3	6	8	39
Obstruction/Debris - Total	4	1	2	3	1	4	1	1	4	1	3	7	7	39
Catenary Failure - Total	-	4	1	2	-	-	-	-	-	-	-	-	-	8
Other - Total	-	0	0	-	0	0	1	0	-	1	-	-	-	3
Total Trains Delayed	61	29	9	18	10	56	45	18	44	23	41	75	61	490
Total Metra/PSA Delays	42	28	9	18	2	40	36	11	41	12	40	61	40	380
Total Foreign Carrier Delays	19	1	0	0	8	16	8	7	3	12	1	14	21	110

Data for current month is final (05/22/2023) version of TOPS

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

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

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

Table 5.c: Train Delays by Cause and Line
April 2024 Compared to Average April Over Previous Five Years: 2019-2023

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	(6)	-	-	-	(3)	1	(3)	6	(0)	5	2	(1)	(0)	(0)
Freight Interference - Peak	(2)	-	-	-	(3)	(1)	0	3	0	1	-	1	(1)	(2)
Primary	(2)	-	-	-	(3)	(1)	0	2	0	1	-	1	(3)	(4)
Secondary	1	-	-	-	(0)	-	-	1	-	(0)	-	(1)	2	2
Freight Interference - Off-Peak	(5)	-	-	-	(0)	2	(3)	4	(1)	4	2	(2)	1	2
Primary	(4)	-	-	-	(0)	(0)	(3)	(0)	(0)	0	1	(1)	(3)	(12)
Secondary	(1)	-	-	-	-	3	-	4	(0)	4	1	(0)	4	14
Signal/Switch Failure - Total	(7)	(6)	4	3	(1)	4	12	5	5	(1)	(4)	(1)	(1)	12
Signal/Switch Failure - Metra/PSA	-	(6)	4	3	-	6	12	5	5	(1)	(4)	2	(1)	26
Primary	(0)	(2)	2	(2)	-	5	2	1	-	(1)	(3)	2	0	4
Secondary	0	(3)	2	5	-	1	10	4	5	1	(1)	-	(1)	22
Signal/Switch Failure - Foreign	(7)	-	-	-	(1)	(2)	-	(0)	-	(0)	-	(4)	-	(14)
Primary	(6)	-	-	-	(1)	(1)	-	-	-	(1)	-	(1)	-	(11)
Secondary	(1)	-	-	-	(0)	(1)	-	(0)	-	1	-	(2)	-	(4)
Mechanical Failure - Total	(2)	4	1	2	1	(0)	(1)	2	(4)	9	3	(1)	8	22
Mechanical Failure - Metra/PSA	(2)	(1)	-	(0)	1	(0)	(1)	2	(4)	9	3	(1)	8	14
Non-Locomotive Equipment Issue - Metra/PSA	1	(1)	-	(0)	(0)	1	2	3	(1)	5	(2)	(2)	9	14
Primary	1	(1)	-	-	(0)	1	2	1	(1)	2	(1)	(2)	4	5
Secondary	(0)	(0)	-	(0)	-	(1)	1	2	(1)	3	(0)	(0)	5	8
Locomotive Issue - Metra/PSA	(3)	-	-	-	1	(1)	(3)	(0)	(2)	4	4	1	(1)	1
Primary	0	-	-	-	1	(1)	0	1	(0)	1	4	1	(0)	7
Secondary	(3)	-	-	-	-	(0)	(3)	(1)	(2)	3	0	0	(0)	(7)
Mechanical Failure - Foreign	-	5	1	2	-	(0)	-	-	-	-	-	-	-	8
Passenger Train Interference - Total	(0)	-	-	-	1	2	5	-	1	1	(1)	(3)	-	5
Passenger Train Interference - Metra/PSA	-	-	-	-	-	4	5	0	(0)	-	(1)	(3)	-	5
Passenger Train Interference - Foreign	(0)	-	-	-	1	(2)	(0)	(0)	1	1	-	(0)	-	(0)
Accident - Total	(2)	(2)	(0)	(0)	-	(1)	(4)	(1)	4	(1)	(4)	(9)	(2)	(22)
Accident - Metra/PSA	(6)	(2)	(0)	(0)	-	(1)	(4)	(1)	4	-	(4)	(9)	-	(24)
Accident - Foreign	4	-	-	-	-	(0)	-	-	-	(1)	-	-	(2)	1
Track Work - Total	(4)	(2)	(0)	(1)	(1)	7	(4)	1	(0)	6	(3)	(3)	(0)	(3)
Track Work - Metra/PSA	(4)	(1)	(0)	(1)	(1)	6	(4)	(1)	0	(0)	(3)	(3)	(0)	(11)
Track Work - Foreign	-	(0)	-	-	(0)	1	-	2	(0)	6	-	-	-	8
Human Error - Total	3	(1)	2	0	2	7	5	3	-	5	1	(2)	6	31
Human Error - Metra/PSA	0	(1)	2	0	1	0	2	(0)	-	1	(0)	(4)	3	5
Human Error - Foreign	3	-	-	-	1	6	3	3	-	4	1	2	3	27
PTC Related - Total	(0)	(2)	(1)	3	(0)	(0)	(1)	(1)	(5)	5	(3)	(2)	2	(7)
PTC Related - Metra/PSA	(0)	(2)	(1)	4	1	1	(1)	(2)	(5)	1	(3)	(2)	1	(8)
PTC Related - Foreign	-	(1)	-	(0)	(1)	(1)	-	1	(0)	3	-	(0)	1	1
Weather - Total	(9)	4	(0)	(0)	-	(2)	(1)	(1)	(2)	(1)	(5)	(7)	1	(23)
Weather - Metra/PSA	(9)	4	(0)	(0)	-	(2)	(1)	(1)	(2)	(1)	(5)	(7)	1	(23)
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	5	(1)	(2)	1	-	13	(1)	1	6	2	(0)	(1)	-	23
Obstruction/Debris - Total	2	(1)	1	2	0	6	1	(1)	(1)	11	(1)	-	1	20
Catenary Failure - Total	-	(4)	(1)	(2)	-	-	-	-	-	-	-	-	-	(8)
Other - Total	-	(0)	(0)	-	(0)	(0)	3	(0)	-	(1)	-	-	-	1
Total Trains Delayed	(19)	(12)	3	8	(2)	35	10	14	3	39	(14)	(29)	15	51
Total Metra/PSA Delays	-13	-16	2	6	2	32	11	3	3	21	-17	-26	13	21
Total Foreign Carrier Delays	-6	4	1	2	-4	3	0	11	0	17	3	-3	2	30

Data for current month is final (05/20/2024) version of TOPS

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

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

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 - April 2024

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	24	-	-	-	9	14	11	11	6	26	3	17	92	213
Freight Interference - Peak	9	-	-	-	9	1	3	6	1	9	-	10	30	78
Primary	7	-	-	-	8	1	3	4	1	6	-	7	17	54
Secondary	2	-	-	-	1	-	-	2	-	3	-	3	13	24
Freight Interference - Off-Peak	15	-	-	-	-	13	8	5	5	17	3	7	62	135
Primary	13	-	-	-	-	6	6	1	4	10	2	7	49	98
Secondary	2	-	-	-	-	7	2	4	1	7	1	-	13	37
Signal/Switch Failure - Total	45	5	8	18	12	117	118	52	60	56	3	10	37	541
Signal/Switch Failure - Metra/PSA	11	5	8	18	-	41	47	14	58	16	3	7	32	260
Primary	10	5	4	6	-	33	33	9	38	12	3	6	18	177
Secondary	1	-	4	12	-	8	14	5	20	4	-	1	14	83
Signal/Switch Failure - Foreign	34	-	-	-	12	76	71	38	2	40	-	3	5	281
Primary	20	-	-	-	11	62	54	30	-	25	-	3	3	208
Secondary	14	-	-	-	1	14	17	8	2	15	-	-	2	73
Mechanical Failure - Total	19	8	2	3	4	51	33	10	42	23	33	38	58	324
Mechanical Failure - Metra/PSA	19	1	-	1	2	50	33	10	42	21	33	38	58	308
Non-Locomotive Equipment Issue - Metra/PSA	10	1	-	1	-	15	10	4	2	8	7	3	15	76
Primary	6	1	-	1	-	9	4	2	2	4	5	2	7	43
Secondary	4	-	-	-	-	6	6	2	-	4	2	1	8	33
Locomotive Issue - Metra/PSA	9	-	-	-	2	35	23	6	40	13	26	35	43	232
Primary	7	-	-	-	2	12	12	3	18	6	14	14	11	99
Secondary	2	-	-	-	-	23	11	3	22	7	12	21	32	133
Mechanical Failure - Foreign	-	7	2	2	2	1	-	-	-	2	-	-	-	16
Passenger Train Interference - Total	-	-	-	-	4	24	9	12	1	12	-	5	4	71
Passenger Train Interference - Metra/PSA	-	-	-	-	-	23	8	12	-	-	-	5	4	52
Passenger Train Interference - Foreign	-	-	-	-	4	1	1	-	1	12	-	-	-	19
Accident - Total	6	-	-	5	-	10	-	-	18	-	10	22	11	82
Accident - Metra/PSA	-	-	-	5	-	10	-	-	18	-	10	22	5	70
Accident - Foreign	6	-	-	-	-	-	-	-	-	-	-	-	6	12
Track Work - Total	27	7	-	5	4	24	6	11	11	12	13	9	28	157
Track Work - Metra/PSA	27	7	-	5	1	22	5	-	11	1	13	9	28	129
Track Work - Foreign	-	-	-	-	3	2	1	11	-	11	-	-	-	28
Human Error - Total	40	15	6	13	4	53	39	26	27	27	14	67	29	360
Human Error - Metra/PSA	33	15	6	13	1	17	26	11	25	9	12	55	21	244
Human Error - Foreign	7	-	-	-	3	36	13	15	2	18	2	12	8	116
PTC Related - Total	8	1	3	12	5	24	14	17	8	34	8	12	40	186
PTC Related - Metra/PSA	6	1	3	11	4	24	13	8	8	17	8	12	30	145
PTC Related - Foreign	2	-	-	1	1	-	1	9	-	17	-	-	10	41
Weather - Total	44	20	2	4	1	59	35	6	22	6	31	103	66	399
Weather - Metra/PSA	44	20	2	4	1	59	35	6	22	6	31	103	66	399
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	11	20	1	6	-	30	19	6	26	2	17	21	36	195
Obstruction/Debris - Total	14	6	8	12	2	24	15	7	13	24	16	49	38	228
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	-	-	-	-	1	6	4	2	-	11	21	28	18	91
Total Trains Delayed	238	82	30	78	46	436	303	160	234	233	169	381	457	2,847
Total Metra/PSA Delays	165	75	28	75	12	306	205	76	223	107	164	349	336	2,121
Total Foreign Carrier Delays	73	7	2	3	34	130	98	84	11	126	5	32	121	726

Data for current month is final (05/20/2024) version of TOPS

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

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

Table 6.b: Train Delays by Cause and Line - YTD
January - April Average Over Previous Five Years: 2019-2023

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	29	-	-	-	20	28	44	12	13	24	6	23	84	283
Freight Interference - Peak	7	-	-	-	17	8	14	6	3	10	3	13	30	110
Primary	5	-	-	-	15	5	12	5	2	8	2	8	19	82
Secondary	2	-	-	-	2	2	2	1	1	2	1	5	11	28
Freight Interference - Off-Peak	22	-	-	-	3	20	31	5	10	15	3	9	55	173
Primary	18	-	-	-	3	13	25	4	8	11	1	7	41	130
Secondary	4	-	-	-	-	8	6	1	2	4	2	2	14	43
Signal/Switch Failure - Total	45	19	10	20	9	60	40	24	60	27	12	21	21	367
Signal/Switch Failure - Metra/PSA	22	19	10	20	2	52	38	10	59	8	12	12	15	277
Primary	17	13	7	15	2	37	30	8	47	7	8	8	10	208
Secondary	4	6	2	5	-	15	8	2	12	1	4	4	5	68
Signal/Switch Failure - Foreign	23	-	-	-	7	8	2	15	1	18	0	10	6	90
Primary	18	-	-	-	7	6	1	14	1	12	-	7	5	70
Secondary	5	-	-	-	0	2	0	1	-	6	0	3	1	20
Mechanical Failure - Total	36	5	2	1	0	45	38	9	35	9	20	34	29	263
Mechanical Failure - Metra/PSA	36	2	1	1	0	39	38	9	35	9	20	34	29	253
Non-Locomotive Equipment Issue - Metra/PSA	14	2	1	1	0	8	5	2	7	5	10	11	12	78
Primary	5	2	0	1	0	2	3	2	3	2	5	7	7	39
Secondary	9	0	1	0	-	5	2	0	4	3	5	4	5	39
Locomotive Issue - Metra/PSA	22	-	-	-	0	31	32	6	28	4	10	23	17	175
Primary	9	-	-	-	0	12	13	3	14	3	4	8	6	73
Secondary	13	-	-	-	-	19	19	3	14	1	6	15	11	102
Mechanical Failure - Foreign	-	3	1	0	-	6	0	0	-	0	-	-	-	11
Passenger Train Interference - Total	3	1	0	1	3	20	4	3	1	6	1	4	1	46
Passenger Train Interference - Metra/PSA	0	0	0	0	0	13	3	3	1	0	1	3	1	26
Passenger Train Interference - Foreign	3	0	0	1	2	7	1	0	0	5	-	0	-	20
Accident - Total	23	19	3	3	1	11	9	2	13	6	20	31	30	171
Accident - Metra/PSA	18	6	1	3	-	10	8	2	13	2	20	28	14	124
Accident - Foreign	4	13	2	-	1	1	2	-	0	4	-	3	16	47
Track Work - Total	16	16	2	7	4	21	10	5	21	5	15	12	12	145
Track Work - Metra/PSA	16	16	2	7	2	19	8	3	21	1	15	11	12	133
Track Work - Foreign	0	0	-	-	1	1	2	2	1	4	-	1	-	12
Human Error - Total	39	11	4	5	6	40	24	10	25	11	20	35	20	251
Human Error - Metra/PSA	25	11	4	5	2	17	14	6	25	3	18	22	14	165
Human Error - Foreign	13	0	0	-	4	23	9	4	0	9	2	13	7	85
PTC Related - Total	7	8	2	6	9	14	8	6	27	11	36	18	42	193
PTC Related - Metra/PSA	4	7	2	5	3	13	8	4	26	4	36	17	40	169
PTC Related - Foreign	2	1	0	1	6	2	0	2	1	7	0	0	1	24
Weather - Total	52	43	16	24	3	46	41	10	65	6	49	49	42	446
Weather - Metra/PSA	49	43	16	24	2	45	40	10	64	5	49	49	40	437
Weather - Foreign	3	-	-	-	0	1	1	-	0	1	-	1	1	9
Passenger Related - Total	9	28	5	4	0	11	23	2	27	1	19	25	35	190
Obstruction/Debris - Total	20	9	5	16	2	12	13	7	35	6	21	41	27	214
Catenary Failure - Total	-	11	3	8	-	-	-	-	-	-	-	-	-	22
Other - Total	0	1	1	1	0	2	1	1	2	1	0	3	-	15
Total Trains Delayed	278	171	53	95	57	309	256	91	323	114	219	296	344	2,605
Total Metra/PSA Delays	199	154	50	93	14	232	195	55	307	41	210	246	228	2,024
Total Foreign Carrier Delays	79	17	3	2	43	76	62	36	16	73	9	51	116	582

Data for current month is final (05/22/2023) version of TOPS

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

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

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

Table 6.c: Train Delays by Cause and Line - YTD
January - April 2024 Compared to Average January - April Average Over Previous Five Years: 2019-2023

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	(5)	-	-	-	(11)	(14)	(33)	(1)	(7)	2	(3)	(6)	8	(70)
Freight Interference - Peak	2	-	-	-	(8)	(7)	(11)	(0)	(2)	(1)	(3)	(3)	0	(32)
Primary	2	-	-	-	(7)	(4)	(9)	(1)	(1)	(2)	(2)	(1)	(2)	(28)
Secondary	0	-	-	-	(1)	(2)	(2)	1	(1)	1	(1)	(2)	2	(4)
Freight Interference - Off-Peak	(7)	-	-	-	(3)	(7)	(23)	(0)	(5)	2	-	(2)	7	(38)
Primary	(5)	-	-	-	(3)	(7)	(19)	(3)	(4)	(1)	1	0	8	(32)
Secondary	(2)	-	-	-	-	(1)	(4)	3	(1)	3	(1)	(2)	(1)	(6)
Signal/Switch Failure - Total	0	(14)	(2)	(2)	3	57	78	28	0	29	(9)	(11)	16	174
Signal/Switch Failure - Metra/PSA	(11)	(14)	(2)	(2)	(2)	(11)	9	4	(1)	8	(9)	(5)	17	(17)
Primary	(7)	(8)	(3)	(9)	(2)	(4)	3	1	(9)	5	(5)	(2)	8	(31)
Secondary	(3)	(6)	2	7	-	(7)	6	3	8	3	(4)	(3)	9	15
Signal/Switch Failure - Foreign	11	-	-	-	5	68	69	23	1	22	(0)	(7)	(1)	191
Primary	2	-	-	-	4	56	53	16	(1)	13	-	(4)	(2)	138
Secondary	9	-	-	-	0	12	17	7	2	9	(0)	(3)	1	53
Mechanical Failure - Total	(17)	3	0	2	4	6	(5)	1	7	14	13	4	29	61
Mechanical Failure - Metra/PSA	(17)	(1)	(1)	-	2	11	(5)	1	7	12	13	4	29	55
Non-Locomotive Equipment Issue - Metra/PSA	(4)	(1)	(1)	-	(0)	7	5	2	(5)	3	(3)	(8)	3	(2)
Primary	1	(1)	(0)	0	(0)	7	1	0	(1)	2	(0)	(5)	0	4
Secondary	(5)	(0)	(1)	(0)	-	1	4	1	(4)	2	(2)	(3)	3	(6)
Locomotive Issue - Metra/PSA	(13)	-	-	-	2	4	(9)	(0)	12	9	16	12	26	57
Primary	(2)	-	-	-	2	0	(1)	0	4	3	10	6	5	26
Secondary	(11)	-	-	-	-	4	(8)	(1)	8	5	6	6	21	31
Mechanical Failure - Foreign	-	4	1	2	2	(5)	(0)	(0)	-	2	-	-	-	5
Passenger Train Interference - Total	(3)	(1)	(0)	(1)	1	4	5	9	0	6	(1)	1	3	25
Passenger Train Interference - Metra/PSA	(0)	(0)	-	(0)	(0)	10	5	9	(1)	(0)	(1)	2	3	26
Passenger Train Interference - Foreign	(3)	(0)	(0)	(1)	2	(6)	-	(0)	1	7	-	(0)	-	(1)
Accident - Total	(17)	(19)	(3)	2	(1)	(1)	(9)	(2)	5	(6)	(10)	(9)	(19)	(89)
Accident - Metra/PSA	(18)	(6)	(1)	2	-	0	(8)	(2)	5	(2)	(10)	(6)	(9)	(54)
Accident - Foreign	2	(13)	(2)	-	(1)	(1)	(2)	-	(0)	(4)	-	(3)	(10)	(35)
Track Work - Total	11	(9)	(2)	(2)	0	3	(4)	6	(10)	7	(2)	(3)	16	12
Track Work - Metra/PSA	11	(9)	(2)	(2)	(1)	3	(3)	(3)	(10)	0	(2)	(2)	16	(4)
Track Work - Foreign	(0)	(0)	-	-	2	1	(1)	9	(1)	7	-	(1)	-	16
Human Error - Total	1	4	2	8	(2)	13	15	16	2	16	(6)	32	9	109
Human Error - Metra/PSA	8	4	2	8	(1)	-	12	5	-	6	(6)	33	7	79
Human Error - Foreign	(6)	(0)	(0)	-	(1)	13	4	11	2	9	(0)	(1)	1	31
PTC Related - Total	1	(7)	1	6	(4)	10	6	11	(19)	23	(28)	(6)	(2)	(7)
PTC Related - Metra/PSA	2	(6)	1	6	1	11	5	4	(18)	13	(28)	(5)	(10)	(24)
PTC Related - Foreign	(0)	(1)	(0)	0	(5)	(2)	1	7	(1)	10	(0)	(0)	9	17
Weather - Total	(8)	(23)	(14)	(20)	(2)	13	(6)	(4)	(43)	(0)	(18)	54	24	(47)
Weather - Metra/PSA	(5)	(23)	(14)	(20)	(1)	14	(5)	(4)	(42)	1	(18)	54	26	(38)
Weather - Foreign	(3)	-	-	-	(0)	(1)	(1)	-	(0)	(1)	-	(1)	(1)	(9)
Passenger Related - Total	2	(8)	(4)	2	(0)	19	(4)	4	(1)	1	(2)	(4)	1	5
Obstruction/Debris - Total	(6)	(3)	3	(4)	-	12	2	0	(22)	18	(5)	8	11	14
Catenary Failure - Total	-	(11)	(3)	(8)	-	-	-	-	-	-	-	-	-	(22)
Other - Total	(0)	(1)	(1)	(1)	1	4	3	1	(2)	10	21	25	18	76
Total Trains Delayed	(40)	(89)	(23)	(17)	(11)	127	47	69	(89)	119	(50)	85	113	242
Total Metra/PSA Delays	-34	-79	-22	-18	-2	74	10	21	-84	66	-46	103	108	97
Total Foreign Carrier Delays	-6	-10	-1	1	-9	54	36	48	-5	53	-4	-19	5	144

Data for current month is final (05/20/2024) version of TOPS

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

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

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
2024**

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 - Apr
Freight Interference - Total	62	45	50	56									213 7.5%
Freight Interference - Peak	28	12	19	19									78 2.7%
Primary	17	10	14	13									54 1.9%
Secondary	11	2	5	6									24 0.8%
Freight Interference - Off-Peak	34	33	31	37									135 4.7%
Primary	25	28	28	17									98 3.4%
Secondary	9	5	3	20									37 1.3%
Signal/Switch Failure - Total	293	84	69	95									541 19.0%
Signal/Switch Failure - Metra/PSA	60	62	50	88									260 9.1%
Primary	48	45	36	48									177 6.2%
Secondary	12	17	14	40									83 2.9%
Signal/Switch Failure - Foreign	233	22	19	7									281 9.9%
Primary	171	15	17	5									208 7.3%
Secondary	62	7	2	2									73 2.6%
Mechanical Failure - Total	72	107	75	70									324 11.4%
Mechanical Failure - Metra/PSA	72	104	70	62									308 10.8%
Non-Locomotive Equipment Issue - Metra/PSA	13	23	12	28									76 2.7%
Primary	9	12	8	14									43 1.5%
Secondary	4	11	4	14									33 1.2%
Locomotive Issue - Metra/PSA	59	81	58	34									232 8.1%
Primary	21	30	26	22									99 3.5%
Secondary	38	51	32	12									133 4.7%
Mechanical Failure - Foreign	-	3	5	8									16 0.6%
Passenger Train Interference - Total	23	21	10	17									71 2.5%
Passenger Train Interference - Metra/PSA	18	13	8	13									52 1.8%
Passenger Train Interference - Foreign	5	8	2	4									19 0.7%
Accident - Total	48	16	7	11									82 2.9%
Accident - Metra/PSA	48	10	7	5									70 2.5%
Accident - Foreign	-	6	-	6									12 0.4%
Track Work - Total	47	24	49	37									157 5.5%
Track Work - Metra/PSA	43	23	37	26									129 4.5%
Track Work - Foreign	4	1	12	11									28 1.0%
Human Error - Total	96	115	73	76									360 12.6%
Human Error - Metra/PSA	71	103	35	35									244 8.6%
Human Error - Foreign	25	12	38	41									116 4.1%
PTC Related - Total	55	51	41	39									186 6.5%
PTC Related - Metra/PSA	39	40	34	32									145 5.1%
PTC Related - Foreign	16	11	7	7									41 1.4%
Weather - Total	313	48	23	15									399 14.0%
Weather - Metra/PSA	313	48	23	15									399 14.0%
Weather - Foreign	-	-	-	-									- 0.0%
Passenger Related - Total	38	26	69	62									195 6.8%
Obstruction/Debris - Total	62	71	36	59									228 8.0%
Catenary Failure - Total	-	-	-	-									- 0.0%
Other - Total	18	1	68	4									91 3.2%
Total Trains Delayed	1,127	609	570	541									2,847 100.0%
Total Metra/PSA Delays	782	501	437	401									2,121 74.5%
Total Foreign Carrier Delays	345	108	133	140									726 25.5%

Data for current month is final (05/20/2024) version of TOPS

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

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

**Table 7.b: Train Delays by Cause and Month
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 - Apr	
Freight Interference - Total	69	64	71	54	61	81	68	57	72	77	74	57	258	9.1%
Freight Interference - Peak	25	26	29	15	12	28	22	17	24	28	32	23	95	3.4%
Primary	18	16	18	13	9	24	18	16	16	17	26	21	65	2.3%
Secondary	7	10	11	2	3	4	4	1	8	11	6	2	30	1.1%
Freight Interference - Off-Peak	44	38	42	39	49	53	46	40	48	49	42	34	163	5.8%
Primary	32	29	35	34	42	46	33	36	39	34	29	27	130	4.6%
Secondary	12	9	7	5	7	7	13	4	9	15	13	7	33	1.2%
Signal/Switch Failure - Total	65	78	68	162	142	63	127	119	75	123	169	69	373	13.2%
Signal/Switch Failure - Metra/PSA	56	66	63	121	98	51	107	73	62	109	135	58	306	10.8%
Primary	45	57	45	73	81	36	73	46	52	75	76	43	220	7.8%
Secondary	11	9	18	48	17	15	34	27	10	34	59	15	86	3.0%
Signal/Switch Failure - Foreign	9	12	5	41	44	12	20	46	13	14	34	11	67	2.4%
Primary	7	9	5	36	44	10	17	37	11	13	28	9	57	2.0%
Secondary	2	3	-	5	-	2	3	9	2	1	6	2	10	0.4%
Mechanical Failure - Total	85	81	52	49	86	79	102	83	82	55	73	90	267	9.4%
Mechanical Failure - Metra/PSA	85	75	50	48	86	79	102	80	74	55	68	85	258	9.1%
Non-Locomotive Equipment Issue - Metra/PSA	26	24	11	13	42	19	23	19	28	11	15	12	74	2.6%
Primary	12	12	5	10	18	14	14	14	16	10	11	9	39	1.4%
Secondary	14	12	6	3	24	5	9	5	12	1	4	3	35	1.2%
Locomotive Issue - Metra/PSA	59	51	39	35	44	60	79	61	46	44	53	73	184	6.5%
Primary	26	25	18	17	20	24	27	14	18	22	20	23	86	3.0%
Secondary	33	26	21	18	24	36	52	47	28	22	33	50	98	3.5%
Mechanical Failure - Foreign	-	6	2	1	-	-	-	3	8	-	5	5	9	0.3%
Passenger Train Interference - Total	39	27	21	51	39	31	43	33	30	27	41	27	138	4.9%
Passenger Train Interference - Metra/PSA	25	13	14	32	21	23	34	30	19	17	29	20	84	3.0%
Passenger Train Interference - Foreign	14	14	7	19	18	8	9	3	11	10	12	7	54	1.9%
Accident - Total	90	25	29	67	147	29	14	135	22	50	39	33	211	7.4%
Accident - Metra/PSA	61	25	24	53	38	14	1	121	12	47	29	33	163	5.8%
Accident - Foreign	29	-	5	14	109	15	13	14	10	3	10	-	48	1.7%
Track Work - Total	19	44	74	64	131	215	147	37	74	124	96	37	201	7.1%
Track Work - Metra/PSA	13	41	65	55	130	214	126	37	47	114	92	36	174	6.1%
Track Work - Foreign	6	3	9	9	1	1	21	-	27	10	4	1	27	1.0%
Human Error - Total	67	43	57	91	66	71	117	93	61	60	65	56	258	9.1%
Human Error - Metra/PSA	33	33	32	60	37	36	71	50	36	41	33	32	158	5.6%
Human Error - Foreign	34	10	25	31	29	35	46	43	25	19	32	24	100	3.5%
PTC Related - Total	49	45	53	57	77	49	77	53	35	68	22	19	204	7.2%
PTC Related - Metra/PSA	40	38	38	54	66	42	52	44	31	63	16	14	170	6.0%
PTC Related - Foreign	9	7	15	3	11	7	25	9	4	5	6	5	34	1.2%
Weather - Total	44	108	42	128	32	8	242	70	13	111	49	13	322	11.4%
Weather - Metra/PSA	44	105	42	128	32	8	241	70	13	111	46	13	319	11.3%
Weather - Foreign	-	3	-	-	-	-	1	-	-	-	3	-	3	0.1%
Passenger Related - Total	52	54	69	81	118	179	103	119	76	80	86	60	256	9.0%
Obstruction/Debris - Total	65	72	84	70	80	114	124	185	94	87	55	98	291	10.3%
Catenary Failure - Total	1	9	-	38	-	-	6	-	9	-	1	-	48	1.7%
Other - Total	4	-	3	-	12	8	27	1	3	26	35	1	7	0.2%
Total Trains Delayed	649	650	623	912	991	927	1,197	985	646	888	805	560	2,834	100.0%
Total Metra/PSA Delays	477	531	484	740	718	768	994	810	476	750	625	450	2,232	78.8%
Total Foreign Carrier Delays	172	119	139	172	273	159	203	175	170	138	180	110	602	21.2%

Data for current month is final (05/22/2023) version of TOPS

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

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

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

Table 8: Train Delays by Duration
April 2024

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	7	3	2	4	3	25	13	9	6	14	5	14	9	114
11-15	4	3	1	0	2	11	2	3	6	3	0	3	6	44
16-20	2	2	0	1	2	2	0	0	1	0	1	1	3	15
21+	0	1	1	4	1	5	9	4	4	2	0	1	6	38
Annulled	<u>2</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>12</u>
Sub-Total	15	10	4	11	8	43	24	17	17	22	6	22	24	223
Weekday Off-Peak **														
6-10	3	1	5	8	0	18	15	5	11	15	5	7	21	114
11-15	2	2	1	0	0	13	5	5	8	8	6	3	10	63
16-20	4	1	1	1	0	3	1	1	3	5	2	0	6	28
21+	5	2	1	3	0	6	3	4	2	8	1	7	10	52
Annulled	<u>5</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>15</u>
Sub-Total	19	6	8	13	0	40	26	15	26	40	14	17	48	272
Saturday														
6-10	1	0	0	1	0	2	1	0	2	0	2	1	1	11
11-15	1	0	0	0	0	1	1	0	0	0	2	0	0	5
16-20	0	0	0	0	0	1	1	0	2	0	1	1	0	6
21+	0	0	0	0	0	0	0	0	0	0	0	3	0	3
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
Sub-Total	2	0	0	2	0	4	3	0	4	0	5	5	1	26
Sunday-Holiday														
6-10	0	0	0	0	0	1	2	0	0	0	1	1	2	7
11-15	1	1	0	0	0	1	0	0	0	0	1	0	0	4
16-20	2	0	0	0	0	0	0	0	0	0	0	0	0	2
21+	3	0	0	0	0	2	0	0	0	0	0	1	1	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	6	1	0	0	0	4	2	0	0	0	2	2	3	20
April 2024 Total														
6-10	11	4	7	13	3	46	31	14	19	29	13	23	33	246
11-15	8	6	2	0	2	26	8	8	14	11	9	6	16	116
16-20	8	3	1	2	2	6	2	1	6	5	4	2	9	51
21+	8	3	2	7	1	13	12	8	6	10	1	12	17	100
Annulled	<u>7</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>7</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>28</u>
TOTAL	42	17	12	26	8	91	55	32	47	62	27	46	76	541
2024 Year-to-Date														
6-10	59	29	15	33	16	176	120	75	102	103	45	116	146	1,035
11-15	64	22	5	8	11	100	48	24	42	43	30	44	81	522
16-20	41	8	2	5	6	45	20	11	20	26	20	31	57	292
21+	50	16	6	19	12	89	82	43	42	47	49	117	141	713
Annulled	<u>24</u>	<u>7</u>	<u>2</u>	<u>13</u>	<u>1</u>	<u>26</u>	<u>33</u>	<u>7</u>	<u>28</u>	<u>14</u>	<u>25</u>	<u>73</u>	<u>32</u>	<u>285</u>
TOTAL	238	82	30	78	46	436	303	160	234	233	169	381	457	2,847
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
April 2024 Total														
6-10	26.2%	23.5%	58.3%	50.0%	37.5%	50.5%	56.4%	43.8%	40.4%	46.8%	48.1%	50.0%	43.4%	45.5%
11-15	19.0%	35.3%	16.7%	0.0%	25.0%	28.6%	14.5%	25.0%	29.8%	17.7%	33.3%	13.0%	21.1%	21.4%
16-20	19.0%	17.6%	8.3%	7.7%	25.0%	6.6%	3.6%	3.1%	12.8%	8.1%	14.8%	4.3%	11.8%	9.4%
21+	19.0%	17.6%	16.7%	26.9%	12.5%	14.3%	21.8%	25.0%	12.8%	16.1%	3.7%	26.1%	22.4%	18.5%
Annulled	<u>16.7%</u>	<u>5.9%</u>	<u>0.0%</u>	<u>15.4%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>3.6%</u>	<u>3.1%</u>	<u>4.3%</u>	<u>11.3%</u>	<u>0.0%</u>	<u>6.5%</u>	<u>1.3%</u>	<u>5.2%</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%
2024 Year-to-Date Delays By Duration														
6-10	24.8%	35.4%	50.0%	42.3%	34.8%	40.4%	39.6%	46.9%	43.6%	44.2%	26.6%	30.4%	31.9%	36.4%
11-15	26.9%	26.8%	16.7%	10.3%	23.9%	22.9%	15.8%	15.0%	17.9%	18.5%	17.8%	11.5%	17.7%	18.3%
16-20	17.2%	9.8%	6.7%	6.4%	13.0%	10.3%	6.6%	6.9%	8.5%	11.2%	11.8%	8.1%	12.5%	10.3%
21+	21.0%	19.5%	20.0%	24.4%	26.1%	20.4%	27.1%	26.9%	17.9%	20.2%	29.0%	30.7%	30.9%	25.0%
Annulled	<u>10.1%</u>	<u>8.5%</u>	<u>6.7%</u>	<u>16.7%</u>	<u>2.2%</u>	<u>6.0%</u>	<u>10.9%</u>	<u>4.4%</u>	<u>12.0%</u>	<u>6.0%</u>	<u>14.8%</u>	<u>19.2%</u>	<u>7.0%</u>	<u>10.0%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (05/20/2024) version from TOPS.