

On-Time Performance

December 2022



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

On-Time Performance Tables

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

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

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

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

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

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

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

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

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

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

Reporting Calculations for Temporary Schedules and Special Events

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

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

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

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

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

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

weekday trains. Two ME weekday trains were added on May 23. Schedule changes on May 31 and June 20 did not change the number of scheduled revenue trains. Metra added six Saturday HC trains on July 2 under a summer promotion, which ran through September 3. On December 5 Metra added 18 UP-W weekday trains and on December 12 added 14 MD-N weekday trains, 12 MD-W weekday trains and two NCS weekday trains.

Under these pilot and alternate schedules Metra operated between 582 and 628 regularly scheduled revenue trains each weekday in December which is between 84 and 91 percent of Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 269 regularly scheduled revenue trains each Saturday in December, which is 99 percent of the 273 Saturday trains Metra operated pre-pandemic. Metra operated 185 regularly scheduled revenue trains each Sunday in December, 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 11 percent fewer total revenue trains in December 2022 than in December 2019, but about 45 percent more total revenue trains than in December 2020 and about six percent more total revenue trains than in December 2021.

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

**Table 1.a: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
December 2022**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	888	29	96.7%	956	19	98.0%	1,844	48	97.4%	150	0	100.0%	100	1	99.0%	2,094	49	97.7%
ME-ML	508	5	99.0%	874	23	97.4%	1,382	28	98.0%	211	1	99.5%	122	7	94.3%	1,715	36	97.9%
ME-BI	141	4	97.2%	227	10	95.6%	368	14	96.2%	40	1	97.5%	--	--	--	408	15	96.3%
ME-SC	<u>226</u>	<u>10</u>	95.6%	<u>646</u>	<u>12</u>	98.1%	<u>872</u>	<u>22</u>	97.5%	<u>160</u>	<u>2</u>	98.8%	<u>100</u>	<u>2</u>	98.0%	<u>1,132</u>	<u>26</u>	97.7%
Subtotal	875	19	97.8%	1,747	45	97.4%	2,622	64	97.6%	411	4	99.0%	222	9	95.9%	3,255	77	97.6%
HC	119	12	89.9%	7	1	85.7%	126	13	89.7%	--	--	--	--	--	--	126	13	89.7%
MD-N	404	58	85.6%	558	64	88.5%	962	122	87.3%	100	11	89.0%	90	3	96.7%	1,152	136	88.2%
MD-W	<u>425</u>	<u>29</u>	93.2%	<u>555</u>	<u>26</u>	95.3%	<u>980</u>	<u>55</u>	94.4%	<u>120</u>	<u>7</u>	94.2%	<u>90</u>	<u>8</u>	91.1%	<u>1,190</u>	<u>70</u>	94.1%
Subtotal	829	87	89.5%	1,113	90	91.9%	1,942	177	90.9%	220	18	91.8%	180	11	93.9%	2,342	206	91.2%
NCS	164	16	90.2%	108	2	98.1%	272	18	93.4%	--	--	--	--	--	--	272	18	93.4%
RI	627	37	94.1%	1,006	29	97.1%	1,633	66	96.0%	165	9	94.5%	140	4	97.1%	1,938	79	95.9%
SWS	189	8	95.8%	63	4	93.7%	252	12	95.2%	--	--	--	--	--	--	252	12	95.2%
UP-N	447	13	97.1%	979	20	98.0%	1,426	33	97.7%	130	6	95.4%	90	4	95.6%	1,646	43	97.4%
UP-NW	607	64	89.5%	747	63	91.6%	1,354	127	90.6%	170	9	94.7%	105	5	95.2%	1,629	141	91.3%
UP-W	<u>506</u>	<u>44</u>	91.3%	<u>639</u>	<u>63</u>	90.1%	<u>1,145</u>	<u>107</u>	90.7%	<u>100</u>	<u>10</u>	90.0%	<u>90</u>	<u>1</u>	98.9%	<u>1,335</u>	<u>118</u>	91.2%
Subtotal	1,560	121	92.2%	2,365	146	93.8%	3,925	267	93.2%	400	25	93.8%	285	10	96.5%	4,610	302	93.4%
System	5,251	329	93.7%	7,365	336	95.4%	12,616	665	94.7%	1,346	56	95.8%	927	35	96.2%	14,889	756	94.9%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (01/18/2023) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - December 2022**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	10,968	292	97.3%	11,821	389	96.7%	22,789	681	97.0%	1,579	41	97.4%	1,175	22	98.1%	25,543	744	97.1%
ME-ML	6,158	86	98.6%	10,702	212	98.0%	16,860	298	98.2%	2,186	89	95.9%	1,401	53	96.2%	20,447	440	97.8%
ME-BI	1,779	73	95.9%	2,801	75	97.3%	4,580	148	96.8%	416	12	97.1%	--	--	--	4,996	160	96.8%
ME-SC	<u>2,800</u>	<u>111</u>	96.0%	<u>7,900</u>	<u>186</u>	97.6%	<u>10,700</u>	<u>297</u>	97.2%	<u>1,664</u>	<u>67</u>	96.0%	<u>1,160</u>	<u>50</u>	95.7%	<u>13,524</u>	<u>414</u>	96.9%
Subtotal	10,737	270	97.5%	21,403	473	97.8%	32,140	743	97.7%	4,266	168	96.1%	2,561	103	96.0%	38,967	1,014	97.4%
HC	1,289	129	90.0%	241	54	77.6%	1,530	183	88.0%	60	11	81.7%	--	--	--	1,590	194	87.8%
MD-N	4,617	378	91.8%	5,247	453	91.4%	9,864	831	91.6%	1,053	142	86.5%	1,049	60	94.3%	11,966	1,033	91.4%
MD-W	<u>4,871</u>	<u>377</u>	92.3%	<u>5,473</u>	<u>256</u>	95.3%	<u>10,344</u>	<u>633</u>	93.9%	<u>1,257</u>	<u>57</u>	95.5%	<u>1,046</u>	<u>55</u>	94.7%	<u>12,647</u>	<u>745</u>	94.1%
Subtotal	9,488	755	92.0%	10,720	709	93.4%	20,208	1,464	92.8%	2,310	199	91.4%	2,095	115	94.5%	24,613	1,778	92.8%
NCS	2,035	145	92.9%	1,045	71	93.2%	3,080	216	93.0%	--	--	--	--	--	--	3,080	216	93.0%
RI	7,880	345	95.6%	12,475	421	96.6%	20,355	766	96.2%	1,726	104	94.0%	1,626	69	95.8%	23,707	939	96.0%
SWS	2,295	118	94.9%	765	91	88.1%	3,060	209	93.2%	--	--	--	--	--	--	3,060	209	93.2%
UP-N	5,596	262	95.3%	12,530	439	96.5%	18,126	701	96.1%	1,372	63	95.4%	1,062	77	92.7%	20,560	841	95.9%
UP-NW	6,907	557	91.9%	8,213	306	96.3%	15,120	863	94.3%	1,771	101	94.3%	1,226	50	95.9%	18,117	1,014	94.4%
UP-W	<u>4,250</u>	<u>397</u>	90.7%	<u>6,261</u>	<u>501</u>	92.0%	<u>10,511</u>	<u>898</u>	91.5%	<u>1,052</u>	<u>78</u>	92.6%	<u>1,054</u>	<u>45</u>	95.7%	<u>12,617</u>	<u>1,021</u>	91.9%
Subtotal	16,753	1,216	92.7%	27,004	1,246	95.4%	43,757	2,462	94.4%	4,195	242	94.2%	3,342	172	94.9%	51,294	2,876	94.4%
System	61,445	3,270	94.7%	85,474	3,454	96.0%	146,919	6,724	95.4%	14,136	765	94.6%	10,799	481	95.5%	171,854	7,970	95.4%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (01/18/2023) 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-Dec	Annual
BNSF	2017	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	94.5%	94.5%
	2018	89.6	91.6	92.7	94.2	90.5	92.2	91.6	92.7	92.0	92.4	92.5	95.1	92.2%	92.2%
	2019	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3	96.7	96.3	95.9	97.7	95.0%	95.0%
	2020	97.3	96.6	97.5	99.5	97.2	97.4	97.7	98.1	98.6	98.8	98.2	99.5	97.9%	97.9%
	2021	99.0	90.8	99.4	98.5	98.1	98.5	97.3	96.5	94.2	96.6	98.1	99.0	97.1%	97.1%
	2022	98.0	97.6	98.1	97.8	95.2	96.3	97.1	95.8	97.4	97.2	97.1	97.7	97.1%	97.1%
	2017-2021 average	94.5	92.9	96.4	96.2	94.6	94.6	94.7	95.3	94.5	95.2	94.9	96.4	95.0%	95.0%
ME	2017	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	98.1%	98.1%
	2018	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2	97.7	95.9	98.1%	98.1%
	2019	96.4	90.7	99.6	99.7	98.6	99.5	97.1	98.6	98.9	99.3	98.7	98.5	98.0%	98.0%
	2020	97.5	97.3	98.2	99.3	95.7	98.1	97.1	96.7	99.0	97.8	97.4	99.1	97.7%	97.7%
	2021	99.3	96.2	98.9	98.7	98.6	98.5	96.9	98.2	97.9	98.0	97.4	97.8	98.0%	98.0%
	2022	98.4	97.0	97.9	98.4	97.3	98.1	97.7	97.8	96.8	97.4	94.3	97.6	97.4%	97.4%
	2017-2021 average	97.1	96.2	98.8	99.1	98.3	98.1	97.7	98.2	98.5	98.4	97.8	97.9	98.0%	98.0%
HC	2017	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4	90.7	93.2%	93.2%
	2018	86.4	90.7	90.9	95.2	73.4	87.1	93.9	93.2	96.2	88.8	87.8	90.7	89.4%	89.4%
	2019	81.8	82.1	87.1	87.7	85.1	92.1	89.6	89.0	82.9	90.7	90.7	95.9	87.9%	87.9%
	2020	90.9	91.4	89.0	95.5	91.1	78.9	86.4	81.0	86.9	85.2	88.8	97.7	89.6%	89.6%
	2021	90.0	75.0	88.0	95.5	76.3	87.5	87.7	85.6	82.8	87.0	91.3	88.9	86.5%	86.5%
	2022	84.9	84.2	87.0	92.1	84.9	85.6	90.0	84.0	91.7	87.3	92.9	89.7	87.8%	87.8%
	2017-2021 average	88.4	87.8	90.7	93.9	83.6	88.4	90.0	90.3	89.1	88.7	89.4	92.5	89.5%	89.5%
MD-N	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	93.8%	93.8%
	2018	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0	90.3	94.3	92.7%	92.7%
	2019	88.4	85.2	94.2	94.3	94.3	92.3	89.4	91.8	95.3	93.2	88.9	95.1	91.9%	91.9%
	2020	93.3	95.7	97.6	97.0	95.3	96.7	96.9	97.4	95.7	96.3	94.5	95.0	95.8%	95.8%
	2021	91.8	86.7	96.4	95.1	93.9	89.3	91.1	95.7	94.7	91.6	94.7	94.0	93.0%	93.0%
	2022	94.0	93.5	95.9	95.5	90.3	88.3	89.5	89.2	93.5	89.8	89.4	88.2	91.4%	91.4%
	2017-2021 average	92.2	91.0	95.9	94.6	94.3	92.9	91.6	94.1	93.4	93.2	92.3	94.1	93.3%	93.3%
MD-W	2017	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	95.5%	95.5%
	2018	94.7	91.3	96.3	97.7	95.8	96.5	97.4	96.6	96.4	95.7	93.2	96.6	95.7%	95.7%
	2019	92.3	91.9	96.4	95.7	95.5	97.0	96.7	96.0	96.2	95.5	91.0	96.1	95.1%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3	93.9	94.1	92.4	94.7%	94.7%
	2021	93.0	85.8	96.1	95.3	93.5	93.8	94.3	95.7	96.3	95.8	95.0	92.8	94.1%	94.1%
	2022	92.7	93.9	97.0	95.2	90.3	91.8	91.6	95.7	95.7	95.6	95.5	94.1	94.1%	94.1%
	2017-2021 average	94.7	91.6	96.1	96.3	95.9	96.0	96.1	95.7	96.1	95.7	94.0	93.3	95.1%	95.1%
NCS	2017	92.6	91.6	95.1	95.2	95.5	95.7	94.8	98.0	92.7	91.9	92.6	92.0	94.0%	94.0%
	2018	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	92.9%	92.9%
	2019	87.6	91.8	95.0	95.2	95.0	97.3	95.2	95.0	95.8	95.2	91.3	96.7	94.3%	94.3%
	2020	92.7	82.0	95.5	94.8	100.0	84.2	90.9	86.9	96.4	92.0	97.5	95.5	91.7%	91.7%
	2021	88.8	68.8	92.4	90.7	90.8	93.9	81.0	89.8	92.5	95.2	94.4	92.9	90.4%	90.4%
	2022	94.0	95.4	96.7	96.8	88.5	90.5	92.5	95.3	92.5	88.9	90.9	93.4	93.0%	93.0%
	2017-2021 average	91.5	87.1	95.2	94.9	93.6	94.8	93.9	94.2	93.8	94.4	92.1	92.7	93.2%	93.2%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Dec	Annual
RI	2017	95.2	97.1	97.8	98.0	94.6	96.0	95.3	95.2	95.7	95.9	94.0	92.8	95.7%	95.7%
	2018	92.2	90.2	95.7	96.8	94.8	95.0	96.7	94.9	95.6	97.2	93.3	95.4	94.8%	94.8%
	2019	89.8	87.1	96.7	95.7	88.9	94.0	88.2	92.6	90.1	94.9	91.4	94.1	92.0%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9	95.5	96.0	97.5	95.2	98.4	95.8%	95.8%
	2021	97.7	91.9	96.2	97.7	97.6	93.5	92.8	96.1	95.6	96.1	95.5	97.5	95.7%	95.7%
	2022	96.5	93.7	98.0	98.1	97.0	95.8	95.2	95.8	95.0	94.1	97.2	95.9	96.0%	96.0%
	2017-2021 average	93.1	91.8	96.8	97.3	94.1	94.6	93.9	94.8	94.6	96.2	93.9	95.5	94.7%	94.7%
SWS	2017	96.2	94.1	96.4	97.3	92.8	97.1	97.1	94.3	96.3	93.7	90.1	93.8	94.9%	94.9%
	2018	93.9	90.5	92.0	95.4	92.4	87.1	91.9	92.7	94.8	93.6	93.1	95.2	92.7%	92.7%
	2019	90.4	91.0	93.8	94.4	95.3	91.7	92.0	94.9	92.0	92.1	94.1	94.2	93.0%	93.0%
	2020	95.6	94.1	97.6	98.1	100.0	88.8	89.1	80.5	86.7	91.8	94.0	96.4	94.0%	94.0%
	2021	96.5	85.0	94.8	90.9	92.5	90.0	93.3	91.7	93.3	88.5	88.5	88.1	91.0%	91.0%
	2022	91.7	92.5	92.0	94.4	93.7	93.2	95.4	93.5	89.3	90.5	96.8	95.2	93.2%	93.2%
	2017-2021 average	94.2	91.9	94.9	95.7	93.7	91.7	93.2	92.6	93.6	92.6	92.1	93.9	93.4%	93.4%
UP-N	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	97.2%	97.2%
	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	96.6%	96.6%
	2019	90.7	89.1	96.9	97.6	97.6	95.3	94.6	94.7	97.2	95.4	94.4	99.3	95.3%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6	97.2	97.4	97.0	97.4	98.9	98.1%	98.1%
	2021	98.4	93.6	96.9	98.7	97.3	97.6	95.1	92.7	95.9	97.1	96.2	95.4	96.0%	96.0%
	2022	95.8	96.6	97.0	96.4	95.6	96.2	94.9	95.7	96.4	92.4	96.5	97.4	95.9%	95.9%
	2017-2021 average	96.0	95.1	97.6	97.7	97.5	97.0	96.1	95.6	96.9	96.9	95.7	96.7	96.5%	96.5%
UP-NW	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	95.1%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	94.9%	94.9%
	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4	96.7	92.1	88.6	95.4	93.0%	93.0%
	2020	96.3	96.1	98.0	98.7	96.5	96.1	96.6	95.7	97.2	96.3	94.0	98.9	96.7%	96.7%
	2021	97.7	89.6	98.2	96.9	97.8	96.1	95.1	91.3	95.7	93.6	95.5	94.9	95.2%	95.2%
	2022	94.0	94.6	95.7	96.3	95.3	93.2	96.0	95.4	95.4	92.9	93.3	91.3	94.4%	94.4%
	2017-2021 average	95.1	93.0	96.9	95.9	96.5	94.0	93.7	94.2	95.5	94.9	93.0	95.6	94.9%	94.9%
UP-W	2017	95.0	96.5	96.1	92.9	93.8	92.4	94.8	94.3	94.7	92.9	94.8	90.7	94.1%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	91.5%	91.5%
	2019	90.4	77.0	90.7	94.0	92.9	95.9	91.1	95.3	95.0	95.3	92.3	95.9	92.3%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1	93.3	94.9%	94.9%
	2021	93.6	82.5	95.8	97.3	91.7	89.3	87.6	86.2	90.6	93.3	88.5	90.1	90.5%	90.5%
	2022	92.9	94.5	91.8	92.5	91.9	89.2	90.7	91.9	95.3	86.8	94.7	91.2	91.9%	91.9%
	2017-2021 average	93.2	89.2	94.9	94.7	92.3	93.6	91.6	92.0	93.5	93.2	91.7	91.7	92.6%	92.6%
System excluding South Shore	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	95.8%	95.8%
	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4	95.5	93.6	94.6	94.8%	94.8%
	2019	91.8	88.2	96.3	96.1	95.3	95.8	93.2	95.3	95.9	95.7	93.6	96.7	94.6%	94.6%
	2020	95.9	95.6	97.6	98.5	96.2	96.6	96.3	95.4	96.9	96.4	95.6	97.5	96.5%	96.5%
	2021	96.9	90.6	97.4	97.4	96.4	95.3	94.3	94.7	95.3	95.8	95.6	95.8	95.5%	95.5%
	2022	95.9	95.5	96.8	96.8	94.8	94.6	95.0	95.3	95.8	94.0	95.0	94.9	95.4%	95.4%
	2017-2021 average	94.7	93.0	96.8	96.8	95.7	95.4	94.9	95.4	95.7	95.8	94.6	95.6	95.4%	95.4%

Delays data for most recent month is final (01/18/2023) version from TOPS.

'2017-2021 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

**Table 3: Weekday Trains less than 85% On-Time
December 2022**

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
HC	915	Thu, Dec 01	19	R	2m CP Lamoynre for PTC enforcement. 10m acct missed summit platform. Reversed move to Summit. 3m for Speed restriction at MP 13 and MP23.4. 5m Corwith freight interference.	
		71% OT	Mon, Dec 12	7	D	(GENERAL FREIGHT INTERFERENCE) - 18M BNSF-CORWITH, BNSF ZBDCHI-809 (ENG. BNSF8267, 7983FT.) PULLING THUR PLANT. [Controllable Freight]
			Tue, Dec 20	6	GF	20M CP CANAL TO CP JUSTICE, FLAGGED BY RED SIGNAL, THEN RESTRICTED SPEED
			Fri, Dec 23	84	ZA1	1 hr. 36 mins late, 915 was delayed enroute following a Amtrak 21 with Ptc issues and air problems, initial delay was 63 mins then followed the offender.
			Wed, Dec 28	24	RF	IHB DISPATCHER ERRANTLY BROUGHT STACK TRAIN INTO WYE AT CP CANAL AND WITH STACK TRAIN ON CIRCUIT, SIGNAL COULD NOT BE DISPLAYED FOR METRA REQUIRING TRAIN TO BE FLAGGED
		Fri, Dec 30	12	D	-(GENERAL FREIGHT INTERFERENCE)SIG DEPT) - 12MIN DELAY AT CP LEMOYNE DUE TO FREIGHT HGFDBRC128, BNSF 5727, 7200FT. [Controllable Freight]	
ME-SC	332	Mon, Dec 12	6	I	(PASSENGER HANDLING, RUNNING TIME) - ASSISTING PASSENGERS, HEAVY LOADING AT MCCORMICK PLACE	
		80% OT	Tue, Dec 13	6	I	Per Conductor heavy passenger handling at McCormick Place.
			Wed, Dec 14	8	I	(PASSENGER HANDLING, RUNNING TIME) - 8 MINUTE DELAY ACCOUNT HEAVY PASSENGER LOADING/UNLOADING AT 55TH. ST. AND MCCORMICK PLACE.
			Thu, Dec 29	10	J1	(PASSENGER PROBLEMS/REMOVAL) - DELAYED DUE TO FLIP FROM ME331
MD-N	2106	Fri, Dec 09	12	GF	STOP SIGNAL AT CN - TALKED BY - RESTRICTED SPEED	
		75% OT	Fri, Dec 16	9	CC	-9; (-3) stop at Mayfair; (-6) enroute/speed restrictions
			Tue, Dec 27	6	FW	(-6) Arrived CUS @ 07:13. Slow passenger loading, doors wedged close on #7233; Multiple temporary speed restrictions; Stop signal Mayfair BROKEN ROLLER ON DOOR ARM
			Wed, Dec 28	16	H	(-16) -10 departed fox lake late due to mechanical issues, FRA took exception to brake issues on coach #7325, setout b/o coach; Temporary speed restrictions; slow passenger loading ICE IN MAIN RES. HOSE-IMPROPER AIR TEST BY CARMAN
			Thu, Dec 29	6	U	Engineers car egged at FL. Cleaned before driving to Coach Yard Slow loading ADA at Lake Cook Road who wanted to board a car that did not have an ADA lift
MD-N	2110	Thu, Dec 01	8	YM1	(-8) Temporary speed restrictions; Station congestion, waiting on other trains	
		70% OT	Fri, Dec 02	6	U	(-6) -5" ADA Ingleside; Temporary speed restrictions
			Tue, Dec 13	7	A1	-7" Following 2108 on approach, stop Mayfair
			Wed, Dec 14	7	U1	-7" Following 2108
			Thu, Dec 15	9	ZF1	-9" Following late 2108
			Thu, Dec 20	8	ZR	(-8) Arrived CUS @ 07:53. -3" Following 2108; -5" PTC application @ N. Glenview, difficulties recovering
MD-N	2118	Thu, Dec 01	11	YM1	(-10) Making all flag stops; Temporary speed restrictions; CUS station congestion, waiting on 2222 & 2209	
		80% OT	Tue, Dec 20	13	ZR1	-5" Temporary speed restrictions; -3" Following tardy 2116; Stop signal CUS CP Canal St. waiting on 2116 to clear station track 15
			Tue, Dec 27	8	GW	-7" Switch failure A-2 (#35)ICE ON CONTACTS
		Wed, Dec 28	10	H1	(-10) Following late 2116; temporary speed restrictions	
MD-N	2131	Thu, Dec 01	7	U	7 mins late, 3 mins stop signal Mayfair, 6 mins two ADA's N. Glenview and Ingleside.	
		65% OT	Wed, Dec 07	17	G	17 mins late, 20 min talked by track circuit at Mayfair restricted speed. UPRR TRACK BOND
			Mon, Dec 12	8	A	8 mins late, 4 mins late arrival of equipment at CUS, 3 mins stop signal A-2 and A-3, 2 mins stop signal Mayfair
			Tue, Dec 13	19	H1	21 mins late, 3 mins stop signal A-2, 2 mins stop signal A-3, 5 mins cross traffic Mayfair, 3 mins ADA, 9 mins Rondout waiting on 2127/2148 to clear (air issue) J-line.
			Wed, Dec 14	9	A	9 mins late, 4 mins CUS late arrival of equipment from WACY, 4 mins stop signal A-2, stop signal A-3, 3 mins enroute speed restrictions.
			Thu, Dec 15	8	T	8 mins late, 2 stop signal A-3, 3 mins enroute speed (shoefly) restriction, 2 mins ADA, 4 mins Deerfield unknown passenger bleed off door.
		Thu, Dec 29	8	A	-8" 5 mins stop signal A-3 FOR EQUIPMENT TRAIN THAT CALLED READY BUT WAS NOT READY TO LEAVE YARD, 4 mins stop signal Mayfair, 3 mins ADA.	
MD-N	2133	Wed, Dec 07	16	G	17 mins late, track circuit Mayfair and following 2131. UPRR TRACK BOND	
		70% OT	Fri, Dec 09	8	A1	8 min late, following 2131 (delayed at mayfair) to A-5.
			Tue, Dec 13	15	H1	Held at Deerfield for 2127 flip issues (anglecock not open on MR) LOCO 414
			Wed, Dec 14	8	RN	8 mins late, 7 mins CUS late arrival of equipment from WACY. CREW REST ISSUES
			Thu, Dec 22	8	KW	10 mins late, weather delays late equipment set
		Thu, Dec 29	6	AM1	-6" 6 mins late, 6 mins Deerfield west held for Amtrak 339.	
MD-N	2135	Wed, Dec 07	13	G1	11 min late, stop signal Mayfair restricted speed. UPRR TRACK BOND	
		75% OT	Tue, Dec 13	9	H1	10 mins late, 3 mins ADA, 11 mins following 2131 and Amtrak 339.
			Mon, Dec 19	6	E	-5 minutes Deerfield to Foxlake Loco 97 died REPLACED AUX GEN BREAKER
			Thu, Dec 22	9	GW1	9 mins late, 6 mins CUS late arrival of equipment, 3 mins A-2, 4 mins following 339, 4 mins stop signal CN.
			Thu, Dec 29	16	E	-16" 16 mins late, ground fault relays issues loco 94 #4 TRACTION MOTOR

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
MD-N	2146	Thu, Dec 01	13	C	16 mins late, 12 mins Libertyville waiting on 2125 (WAITING ON GRAYLAND BALLAST), 4 min enroute two speed restrictions	
		40% OT	Thu, Dec 08	8	D	8 mins late, 3 mins Libertyville meeting 2125, 3 mins Northbrook meeting CP Christmas train.
		Tue, Dec 13	7	H1	6:18 7 mins late, wait at liberty or 2125 (behind from swapping equipment)	
		Wed, Dec 14	6	A1	6 mins late, 7 mins meeting 2125 at Libertyville THAT WAS DELAYED AT MAYFAIR	
		Thu, Dec 15	10	A1	10 mins late, 4 mins CN running time, 7 mins meeting 2125 at Libertyville.	
		Fri, Dec 16	10	GX1	-11; stopped at Libertyville siding waiting on 2125 (that was late but not reportable due to the broken grade crossing)	
		Mon, Dec 19	6	GA1	6 mins late, 7 mins waiting on 2125 who was late due to CUS track circuit congestion	
		Tue, Dec 20	8	CC	8 mins late, 4 mins waiting on 2125, 5 mins two speed restrictions enroute.	
		Wed, Dec 21	11	A1	11 mins late, 8 mins waiting on 2125 at Libertyville, 5 mins two speed restrictions enroute.	
		Thu, Dec 22	13	GW1	13 mins late, 5 mins waiting on 2125 at Libertyville, 5 mins two speed restrictions enroute, slow passenger loading.	
Wed, Dec 28	11	RF1	11 mins late, 3 mins CN, 8 mins meeting Libertyville meeting 2125.			
Thu, Dec 29	14	A1	-15" 15 mins late, 12 mins meeting Libertyville meeting 2125.			
MD-N	2152	Mon, Dec 05	12	G	12 mins late, 2 mins MP 26.5 speed restriction, 12 mins enroute signal issues stop signals Mayfair and Grayland plus restricted speed to 6.8.	
		70% OT	Wed, Dec 14	10	AM	Stopped at Rondout , Amtrak interference.
		Fri, Dec 16	12	GX1	-12; (-5) late flip from 2141; (-2) speed restriction at M.P. 26.5; (-2) held at Deerfield for 2147; (-2) item 2 at Central Ave; (-2) stop at A2.	
		Mon, Dec 19	7	AM	7 mins late, 4 mins Rondout waiting on Amtrak 340, 4 mins two speed restrictions enroute 26.5-26.4 and shoefly 8.3-7.8.	
		Tue, Dec 20	9	CC	8 mins late, 3 mins Rondout waiting on Amtrak, 4 mins two speed restrictions enroute 26.5-26.4 and shoefly 8.3-7.8, 4 mins PTC issues Morgan St.	
Wed, Dec 21	7	CC	7 mins late, 4 mins two speed restrictions enroute 26.5-26.4 and shoefly 8.3-7.8, 2 mins stop signal A-2.			
MD-W	2210	Thu, Dec 01	7	YM1	(-7) Station congestion, waiting on other trains	
		80% OT	Mon, Dec 05	7	U	(-7) ADA Schuamburg to Roselle; Following trains ahead A-2 to CUS
		Tue, Dec 13	12	J	-10" Police activity Tent City Elgin	
		Fri, Dec 30	7	I	(-7) -2" National St. waiting on passengers on wrong side platform; -1" Stop signal Western Ave.; Student engineer	
MD-W	2244	Wed, Dec 21	7	R1	7 mins late, following 2402.	
		80% OT	Thu, Dec 22	13	GW1	13 mins late, following 2402.
		Wed, Dec 28	8	CD1	8 mins late, 10 mins stop signal B-6 waiting on a late 2144, 3 mins talked by Canal St. [CONTROLLABLE FREIGHT]	
		Thu, Dec 29	6	RF1	-6" 6 mins late, 10 mins stop signal B-6 following 2402.	
NCS	109	Thu, Dec 01	15	KP	15 min late, 17 mins Galewood trespasser, 3 mins Rosemont passenger loading, 3 mins O'Hare passenger on wrong platform.	
		80% OT	Tue, Dec 13	8	GF	8 mins late, 11 mins Touhy Ave 529-A, 5 mins cross traffic Deval.
		Thu, Dec 15	7	ZN	7 mins late, 4 mins B-12 2 main? 3 mins cross traffic Deval, 3 mins PTC issues Leighton, 3 mins speed restriction.	
		Thu, Dec 22	12	GW1	8 mins late, 10 mins CUS late arrival of equipment, 3 mins following trains ahead, 5 mins stop signal A-3.	
RI	621	Tue, Dec 06	6	G	3m ADA/ LIFT-WALK ON 3m 47- YARD CREW DROP OFF 8M CP BURR OAK RED SIGNAL	
		70% OT	Wed, Dec 07	6	U	(ACCESSIBILITY RELATED (ADA)) - 4MIN DUE TO ADA PASSENGER 35TH ST TO 99TH ST.
		Wed, Dec 14	6	U	PER TTR1 3M ADA 3M DROP OFF YARD CREW	
		Thu, Dec 15	6	U	3M ADA 3M DROP OFF YARD CREW	
		Fri, Dec 16	14	H1	FOLLOWING 301 AND PASSING 705 EQUIPMENT WITH AIR PROBLEMS AT BRIDGE B -705 incorrect hose hookup by mechanical	
		Wed, Dec 21	13	E1	HAD TO CHANGE TRKS FOR TRAIN TO GO ON BV2 (issue with 630)	
UP-NW	631	Wed, Dec 07	17	G1	-17" Flagged @ Mayfair on acct. of a track circuit on the CP tracks & delayed waited M633 to clear, due to M633 being flagged @ Mayfair on acct. of a track circuit on CP tracks	
		80% OT	Thu, Dec 08	0	XM	Struck a vehicle @ MP22.31 (NON FATAL)
		Mon, Dec 12	79	K	-79" Delayed @ Cumberland, due to a vehicle on the tracks @MP18.78	
		Thu, Dec 22	12	D	-12" Delayed on acct. of CN @ Barrington cross traffic [Controllable Freight]	
UP-NW	633	Wed, Dec 07	19	G	-19" Flagged @ Mayfair on acct. of a track light on the CP tracks & CN cross traffic	
		80% OT	Mon, Dec 12	10	K	-70" Delayed due to a vehicle on the tracks @ MP 18.78
		Tue, Dec 20	16	D	-16" Delayed outside of Harvard station, due to freight interference (GEJAJA-20) [CONTROLLABLE FREIGHT]	
		Thu, Dec 22	10	F	-10" Delayed due to door issues en route (car 6020 loading door getting stuck) ADJ LOADING DOOR ARM	
UP-NW	635	Tue, Dec 06	8	A	-8" Delayed following M631 from Barrington	
		45% OT	Wed, Dec 07	21	G	-21" Flagged @ Mayfair on acct. of a track light on the CP tracks & followed M631 from Barrington
		Thu, Dec 08	104	M1	-104" Delayed @ Cumberland on acct. of M631 struck a vehicle @ MP22.31	
		Mon, Dec 12	90	K	-90" Delayed @ Deval, due to a vehicle on the tracks @MP18.78	
		Tue, Dec 13	8	M1	-8" Delayed following M631 from Barrington	
		Fri, Dec 16	7	A	-7; Following M631 at Palatine	
		Mon, Dec 19	9	KW	-9" 40MPH on the McHenry Subdivision weather restrictions	
		Tue, Dec 20	7	A	-7" Delayed following M631 signals from Barrington.	
		Thu, Dec 22	18	D	-18" Delayed following M631, due to CN @ Barrington cross traffic [Controllable Freight]	
		Tue, Dec 27	16	A	-16" Delayed following M631 signals from Barrington-Crystal Lake Junction	
Thu, Dec 29	9	F	-9" Late departure from CPT on acct of waited for crew to arrive from Cal Ave coach yard on M643 equipment, due to M633 & M635 equipment failure @ Cal Ave (M635 had door light issues, PA issues, & loading door issues on multiple cars @ Cal Ave)			

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
UP-NW	641 65% OT	Thu, Dec 08	115	M1	-115" Delayed @ Park Ridge on acct. of M631 struck a vehicle @ MP22.31
		Mon, Dec 12	98	K	-98" Delayed @ Jefferson Park, due to a vehicle on the tracks @MP18.78
		Fri, Dec 16	20	A	-20; Following M637 and waiting for M635 to release track warrant
		Wed, Dec 21	18	RF1	-18" Delayed @Bridge B on acct. of M647 @ Northwest Jct. coming from Cal Ave coach yard blocked train from obtaining a complete route
		Thu, Dec 22	50	G	-50" Late departure from CPT, due to late arrival of equipment from Cal Ave (stopped @ Western Ave, after departing Cal Ave coach yard, due to switch #27 failure @ Western Ave expressed from CPT to McHenry
		Tue, Dec 27	7	A	-7" Delayed following M637 from Barrington & 40 MPH @ MP58.2
		Thu, Dec 29	11	F1	-11" Delayed following M637 from Des Plaines
UP-NW	645 80% OT	Thu, Dec 08	108	M1	-108" Delayed @ Park Ridge on acct. of M631 struck a vehicle @ MP22.31
		Mon, Dec 12	53	K	-61" Delayed @ Jefferson Park, due to a vehicle on the tracks @MP18.78
		Wed, Dec 21	23	RF1	-23" Late arrival of equipment from Cal Ave coach yard, equipment staged behind M647 @ Northwestern junction
		Thu, Dec 22	0	XG	Annulled on acct. of switch #27 failure @ Western Ave, preventing train from departing Cal Ave coach yard
UP-NW	647 80% OT	Thu, Dec 08	132	M1	-132" Delayed @ Jefferson Park on acct. of M631 struck a vehicle @ MP22.31
		Mon, Dec 12	54	K	-54" Delayed @ Irving Park, due to a vehicle on the tracks @MP18.78
		Wed, Dec 21	20	RF	-20" Delayed @ Northwest Jct, M647 equipment was blocking M641 from clearing Northwest Junction plant, had to do a reverse move to clear the circuit & allow for Lake Street Tower Operator to obtain a complete lineup for M641 stopped @ Bridge B
		Thu, Dec 22	0	XG	Annulled on acct. of switch #27 failure @ Western Ave, preventing train from departing Cal Ave coach yard
		Mon, Dec 05	60	M1	-60" Delayed @ Cumberland on acct. of M658 struck a vehicle @ MP26.2
UP-NW	657 80% OT	Thu, Dec 08	125	M1	-105" Delayed following trains ahead due to M631 struck a vehicle @ MP22.31
		Fri, Dec 16	0	XM	Struck female pedestrian (non fatal) at MP 18.75, Track #1
		Fri, Dec 30	11	J	-11" Delayed at Palatine waiting on police to remove unruly passenger
UP-NW	661 75% OT	Wed, Dec 07	10	D	-10" Delayed following GSSAEV-02 from Crystal Lake to Harvard [Controllable Freight]
		Fri, Dec 09	30	K	-30" Stopped at Cumberland at 21:40 due to a car was stuck on the tracks at MP18.78-waited for car removal/track inspection - on the move at 22:40
		Fri, Dec 16	60	M1	-60; M659 ahead due to M657 critical incident ahead
		Thu, Dec 22	80	K	-80" Stopped at Fox River Grove due to a car on the tracks at MP41.58-waited for car removal & track inspection
		Fri, Dec 30	20	M1	-20" Delayed at Park Ridge on account of M664 striking pedestrian
UP-NW	662 80% OT	Mon, Dec 05	60	M1	-60" Delayed @ Barrington on acct. of M658 struck a vehicle @ MP26.2
		Thu, Dec 08	140	M1	-140" Late turn off M639 on acct. of M631 struck a vehicle @ MP22.31
		Mon, Dec 12	65	K	-65" Late turn off M639, due to a vehicle on the tracks @ MP18.78
		Fri, Dec 16	120	M1	-120; Delayed due to M657 critical incident ahead
UP-NW	664 75% OT	Mon, Dec 05	12	M1	-12" Delayed @ Crystal Lake on acct. of M658 struck a vehicle @ MP26.2
		Thu, Dec 08	44	M1	-44" Late turn off M651 on acct. of M631 struck a vehicle @ MP22.31
		Mon, Dec 12	10	K	-10" Late turn off M651, due to a vehicle on the tracks @ MP18.78
		Fri, Dec 16	65	M1	-65; Delayed due to M657 critical incident ahead
		Fri, Dec 30	0	XM	Annulled Struck pedestrian at M.P. 16 -FATAL
UP-NW	666 75% OT	Mon, Dec 05	50	M1	-50" Late turn off M655 on acct of M658 struck a vehicle @ MP26.2
		Thu, Dec 08	85	M1	-85" Late turn from M655 due to M631 struck a vehicle @ MP22.31
		Fri, Dec 09	25	K	-25" Stopped at Mount Prospect at 21:40 due to a car was stuck on the tracks at MP 18.78 - waited for car removal/track inspection - on the move at 22:40
		Fri, Dec 16	30	M1	-30; Delayed due to M657 critical incident ahead
		Fri, Dec 30	0	M1	Annulled- Delayed at Cumberland due to M664 striking pedestrian
UP-NW	668 80% OT	Thu, Dec 08	35	M1	-35" Late turn from M657 due to M631 struck a vehicle @ MP22.31
		Fri, Dec 16	215	M	-215; Delayed due to M657 critical incident ahead; stopped at Edison Park due to struck a vehicle at MP 12.45 Ozark Ave. The vehicle was on the right of way (after strike). Furthermore, a tire was stuck under the cabcar- waited tire removal and track insp
		Thu, Dec 22	75	K	-75" Stopped @ Pingree Rd. due to a car on the tracks at MP41.58 -waited for car removal & track inspection
		Fri, Dec 30	77	M1	-77" Delayed at Arlington Park due to M664 striking pedestrian
UP-W	34 78% OT	Thu, Dec 08	0	XE	Stopped at Wheaton MEXT 142 will not load (Auxiliary Generator Breaker) CHANGED OUT AUX GEN
		Fri, Dec 16	21	T1	-21; Single tracking 25th to Oak Park; had the IG1LC on tr 2 @ Vale with a car door open that was breaking side mirrors
		Wed, Dec 21	10	CW	-10 Delayed at Grace St. due to broken rail on MT1 CP Y016.
		Wed, Dec 28	8	RF	-8" Delayed at Elburn to time out signal because of improper line up
UP-W	38 80% OT	Thu, Dec 01	8	D	-8" Freight Delay (LG2G2) [Controllable Freight]
		Thu, Dec 08	26	E1	-26" Delayed due to M34 breaking down at Wheaton
		Mon, Dec 12	10	D	-10" Delayed following the ILCG1 [Controllable Freight]
		Fri, Dec 16	20	T1	-20; Single tracking 25th to Oak Park; had the IG1LC on tr 2 @ Vale with a car door open that was breaking side mirrors
UP-W	49 83% OT	Thu, Dec 15	12	RF	-12" Late arrival in Elburn, waited for M64 to depart the station (Terminal Train Dispatcher did not have a signal cleared for M64 @ Elburn for an on time departure)
		Mon, Dec 19	10	E	-10" Delayed @ College Ave on acct of METX87 screen went blank CHANGED OUT 3 PSMs AND PRG
		Tue, Dec 20	60	KP	-60" Delayed due to a report of a suicidal person @ MP 22.67

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UP-W	52 80% OT	Mon, Dec 05	0	E1	ANNULLED due to M33 annulled @ Maywood	
		Fri, Dec 16	11	I	-11; Slow passenger loading and unloading	
		Tue, Dec 27	44	H1	-44" Late turn off M33, due to tied onto M50 equipment with no fuel and park equipment in Elburn yard, delayed @ Wheaton on acct. of switch #5 failure @ University & heavy passenger loading en route	
		Wed, Dec 28	13	G	-13" Slow passenger loading Villa Park, Elmhurst, & Melrose park (load/unload from cab car only @ Villa Park & Elmhurst on acct. of operated track #2)	
UP-W	53 75% OT	Mon, Dec 05	11	E1	-11" Late departure from CPT on acct. of late arrival of equipment from Cal Ave coach yard; cross traffic @ Western Ave & XG @ MP25.02	
		Wed, Dec 07	10	RF	-10" Used M51 crew & equipment to operate as M53, due to Terminal Train Dispatcher wrong line with M51 original equipment @ Cal Ave, causing equipment to be late for departure @ CPT	
		Mon, Dec 19	12	E1	-12" Late departure from CPT on acct. of late arrival of equipment from Cal Ave coach yard (M49 engine was late getting to Cal Ave from M19A, so the yardmaster sent equipment out of the yard a different way).	
		Tue, Dec 20	45	KP	-45" Delayed due to a report of a suicidal person @ MP 22.67	
		Wed, Dec 21	67	RF1	-67 Delayed following M57, due to late arrival of M49 equipment from Cal Ave (trains swaps occurred to reduce delays) & Lake street plant congestion	
UP-W	55 70% OT	Mon, Dec 05	10	E1	-10" M53 ahead	
		Wed, Dec 07	7	RF1	-7" Delayed following M53	
		Mon, Dec 12	9	A	-9" Delayed waiting on M53 to shove in the yard @ Elburn	
		Mon, Dec 19	7	E1	-7" Delayed following M53 to Elburn	
		Tue, Dec 20	31	KP	-31" Delayed due to a report of a suicidal person @ MP 22.67	
		Thu, Dec 22	20	GF	-20, Late departure from CPT (operated train on M57 schedule and made all stops to Elburn to accommodate passengers, due to switch #27 failure @Western Ave.- M57 equipment was stuck in Cal Ave coach yard, because of the switch failure.	
UP-W	56 75% OT	Mon, Dec 05	7	E1	-7" Delayed @ 25th Ave for YCM07 to clear on acct. of yard crew had to tie onto M33 equipment & take to Cal Ave, due to engine issues	
		Fri, Dec 16	15	D1	-15; Late turn from M37 [Controllable Freight]	
		Mon, Dec 19	12	D1	-12" Late turn off M37 [Controllable Freight]	
		Tue, Dec 20	45	KP	-45" Delayed @ College Ave, due to a report of a suicidal person @ MP 22.67	
		Wed, Dec 28	11	G	-11" Delayed @ Turner on acct. of switch #7 failed (flagged across the plant & operated restricted speed to MP28.5)	
UP-W	59 83% OT	Fri, Dec 16	10	D1	-10; Late turn from M56 [Controllable Freight]	
		Tue, Dec 20	0	XKP	Annulled due to a report of a suicidal person @ MP 22.67	
		Wed, Dec 21	20	RF1	-20 Delayed following M53, due to late arrival of M49 equipment from Cal Ave (trains swaps occurred to reduce delays) & Lake street plant congestion	
UP-W	62 60% OT	Mon, Dec 05	20	GM1	-20" Delayed out of Elburn (brake test issues) & freight interference West Chicago-Elmhurst	
		Thu, Dec 08	8	RF	-8" No signal @ Bellwood (M60 ahead, due to meet M57 & M59 on acct of MG3AH-08 on track 3 going onto the Rockwell Sub & Terminal Train Dispatcher mistakenly stacked a signal for M5908, which went ahead & had to time out a signal)	
		Thu, Dec 15	13	D	-13" Delayed @ 25th Ave for freight interference (IG3G4) [Controllable Freight]	
		Fri, Dec 16	8	D1	-8; Following M5908 from Peck to West Chicago	
		Mon, Dec 19	15	D1	-15" Delayed @ Elmhurst behind M5908, Which was delayed due to freight interference (ITAG3-15) [Controllable Freight]	
		Tue, Dec 20	53	KP1	-53" Used M5908 equipment to operate as M62, due to a report of a suicidal person @ MP 22.67	
		Thu, Dec 22	23	CM	-23, Delayed @West Chicago on acct. of M5908 ahead @MP28 stopped by the Hot Box Detector for hot bearings (snowpiled up on the detector) & a broken rail on track 1 @ MP23.71 (waited for M53 to clear University in order to operate around M5908)	
		Wed, Dec 28	11	D	-11" Cross traffic @ CN @ Washington St (A49191-28) [CONTROLLABLE FREIGHT]	

Data is final (01/18/2023) 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
December 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	14	-	-	-	4	4	6	1	2	2	-	5	25	63
Freight Interference - Peak	9	-	-	-	4	1	1	-	-	1	-	4	4	24
Primary	9	-	-	-	4	1	1	-	-	1	-	4	3	23
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	1	1
Freight Interference - Off-Peak	5	-	-	-	-	3	5	1	2	1	-	1	21	39
Primary	5	-	-	-	-	2	2	1	2	1	-	1	15	29
Secondary	-	-	-	-	-	1	3	-	-	-	-	-	6	10
Signal/Switch Failure - Total	10	13	2	8	2	20	8	4	13	7	-	9	13	109
Signal/Switch Failure - Metra/PSA	3	13	2	8	-	14	7	1	10	-	-	9	10	77
Primary	3	10	2	5	-	7	7	-	9	-	-	8	7	58
Secondary	-	3	-	3	-	7	-	1	1	-	-	1	3	19
Signal/Switch Failure - Foreign	7	-	-	-	2	6	1	3	3	7	-	-	3	32
Primary	1	-	-	-	2	5	-	3	3	5	-	-	2	21
Secondary	6	-	-	-	-	1	1	-	-	2	-	-	1	11
Mechanical Failure - Total	2	-	-	-	-	7	3	2	21	1	11	14	17	78
Mechanical Failure - Metra/PSA	2	-	-	-	-	6	3	2	21	1	11	14	17	77
Non-Locomotive Equipment Issue - Metra/PSA	2	-	-	-	-	2	2	1	10	-	2	5	3	27
Primary	2	-	-	-	-	2	2	-	5	-	1	4	1	17
Secondary	-	-	-	-	-	-	-	1	5	-	1	1	2	10
Locomotive Issue - Metra/PSA	-	-	-	-	-	4	1	1	11	1	9	9	14	50
Primary	-	-	-	-	-	3	-	-	5	1	4	5	4	22
Secondary	-	-	-	-	-	1	1	1	6	-	5	4	10	28
Mechanical Failure - Foreign	-	-	-	-	-	1	-	-	-	-	-	-	-	1
Passenger Train Interference - Total	-	-	-	-	1	18	1	-	-	1	1	6	4	32
Passenger Train Interference - Metra/PSA	-	-	-	-	-	14	1	-	-	-	1	6	4	26
Passenger Train Interference - Foreign	-	-	-	-	1	4	-	-	-	1	-	-	-	6
Accident - Total	-	-	-	-	-	8	5	2	3	-	7	55	-	80
Accident - Metra/PSA	-	-	-	-	-	8	5	2	3	-	7	55	-	80
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Track Work - Total	-	-	5	-	-	10	2	-	3	-	-	1	3	24
Track Work - Metra/PSA	-	-	5	-	-	10	-	-	3	-	-	1	3	22
Track Work - Foreign	-	-	-	-	-	-	2	-	-	-	-	-	-	2
Human Error - Total	-	1	1	-	3	37	5	-	2	-	6	7	21	83
Human Error - Metra/PSA	-	1	1	-	1	29	3	-	2	-	3	-	9	49
Human Error - Foreign	-	-	-	-	2	8	2	-	-	-	3	7	12	34
PTC Related - Total	-	1	1	1	3	7	1	2	1	1	4	2	2	26
PTC Related - Metra/PSA	-	1	1	1	-	7	1	-	1	1	4	2	2	21
PTC Related - Foreign	-	-	-	-	3	-	-	2	-	-	-	-	-	5
Weather - Total	5	11	3	5	-	15	17	1	27	-	1	6	9	100
Weather - Metra/PSA	5	11	3	5	-	15	16	1	27	-	1	6	9	99
Weather - Foreign	-	-	-	-	-	-	1	-	-	-	-	-	-	1
Passenger Related - Total	-	10	1	12	-	8	10	-	4	-	7	9	4	65
Obstruction/Debris - Total	17	-	-	-	-	1	12	6	3	-	6	27	16	88
Catenary Failure - Total	-	-	2	-	-	-	-	-	-	-	-	-	-	2
Other - Total	1	-	-	-	-	1	-	-	-	-	-	-	4	6
Total Trains Delayed	49	36	15	26	13	136	70	18	79	12	43	141	118	756
Total Metra/PSA Delays	28	36	15	26	1	113	58	12	74	2	40	129	78	612
Total Foreign Carrier Delays	21	0	0	0	12	23	12	6	5	10	3	12	40	144

Data for current month is final (01/18/2023) version of TOPS

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

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

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	6	-	-	-	6	9	12	7	5	13	1	4	32	93
Freight Interference - Peak	1	-	-	-	5	2	4	3	1	3	0	2	10	31
Primary	1	-	-	-	4	1	3	2	0	2	0	2	4	20
Secondary	0	-	-	-	0	1	1	1	1	1	-	0	6	11
Freight Interference - Off-Peak	5	-	-	-	1	7	8	4	4	10	0	2	22	63
Primary	4	-	-	-	1	5	7	3	3	7	0	1	14	45
Secondary	1	-	-	-	0	2	1	1	1	3	0	0	8	18
Signal/Switch Failure - Total	17	8	3	7	1	14	26	3	10	5	4	5	8	110
Signal/Switch Failure - Metra/PSA	16	8	3	7	-	11	25	2	10	2	4	5	7	100
Primary	10	4	1	5	-	9	18	2	8	2	3	4	4	69
Secondary	6	3	2	2	-	3	7	0	2	0	1	1	3	31
Signal/Switch Failure - Foreign	1	-	-	-	1	3	1	1	-	3	-	0	1	11
Primary	1	-	-	-	1	1	0	0	-	2	-	0	1	6
Secondary	0	-	-	-	-	2	0	1	-	1	-	-	0	4
Mechanical Failure - Total	21	3	1	-	0	9	8	1	11	1	13	6	9	83
Mechanical Failure - Metra/PSA	21	-	-	-	0	9	8	1	11	1	13	6	9	79
Non-Locomotive Equipment Issue - Metra/PSA	8	-	-	-	-	1	3	-	2	0	2	3	2	21
Primary	3	-	-	-	-	0	2	-	2	0	1	2	1	11
Secondary	5	-	-	-	-	1	2	-	0	0	1	1	1	10
Locomotive Issue - Metra/PSA	13	-	-	-	0	8	5	1	8	1	11	3	7	58
Primary	4	-	-	-	0	2	2	1	4	0	3	2	3	21
Secondary	9	-	-	-	-	6	2	1	5	0	8	2	4	37
Mechanical Failure - Foreign	-	3	1	-	-	-	-	-	-	-	-	-	-	4
Passenger Train Interference - Total	1	0	-	-	0	3	1	1	0	2	-	-	0	8
Passenger Train Interference - Metra/PSA	-	-	-	-	-	2	0	0	0	0	-	-	0	4
Passenger Train Interference - Foreign	1	0	-	-	0	1	0	0	-	1	-	-	-	4
Accident - Total	1	6	1	1	-	0	1	-	2	-	-	6	5	23
Accident - Metra/PSA	1	6	1	1	-	0	1	-	1	-	-	6	4	21
Accident - Foreign	0	-	-	-	-	-	-	-	1	-	-	-	1	2
Track Work - Total	3	2	1	1	0	6	5	2	2	0	5	2	3	32
Track Work - Metra/PSA	3	2	1	1	0	6	5	2	2	0	5	2	3	32
Track Work - Foreign	-	-	-	-	0	-	-	-	0	-	-	-	-	0
Human Error - Total	11	2	1	1	1	9	6	1	4	3	2	5	4	51
Human Error - Metra/PSA	8	2	1	1	1	5	5	1	4	3	2	5	4	40
Human Error - Foreign	4	-	-	-	0	4	1	1	0	1	-	-	1	11
PTC Related - Total	1	0	-	1	1	2	7	1	6	1	4	8	10	41
PTC Related - Metra/PSA	1	0	-	1	0	2	7	0	6	1	4	8	10	40
PTC Related - Foreign	-	0	-	-	0	-	-	1	-	0	-	-	-	2
Weather - Total	3	4	2	2	-	4	7	1	18	0	13	8	7	69
Weather - Metra/PSA	3	4	2	2	-	4	7	1	18	0	13	8	7	68
Weather - Foreign	-	-	-	-	-	-	-	-	0	-	-	-	-	0
Passenger Related - Total	3	5	1	1	0	8	8	2	8	1	6	12	17	71
Obstruction/Debris - Total	4	1	0	3	-	7	3	5	8	2	3	7	4	46
Catenary Failure - Total	-	9	3	3	-	-	-	-	-	-	-	-	-	15
Other - Total	-	0	0	-	-	0	1	0	1	1	-	-	2	6
Total Trains Delayed	71	41	12	20	10	72	82	23	74	29	51	61	102	648
Total Metra/PSA Delays	58	37	11	20	2	56	68	14	68	11	50	57	67	521
Total Foreign Carrier Delays	13	4	1	0	8	16	14	9	6	18	1	4	35	128

Data for current month is final (01/14/2022) 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
December 2022 Compared to Average December Over Previous Five Years: 2017-2021

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	8	-	-	-	(2)	(5)	(6)	(6)	(3)	(11)	(1)	1	(7)	(30)
Freight Interference - Peak	8	-	-	-	(1)	(1)	(3)	(3)	(1)	(2)	(0)	2	(6)	(7)
Primary	8	-	-	-	(0)	-	(2)	(2)	(0)	(1)	(0)	2	(1)	3
Secondary	(0)	-	-	-	(0)	(1)	(1)	(1)	(1)	(1)	-	(0)	(5)	(10)
Freight Interference - Off-Peak	(0)	-	-	-	(1)	(4)	(3)	(3)	(2)	(9)	(0)	(1)	(1)	(24)
Primary	1	-	-	-	(1)	(3)	(5)	(2)	(1)	(6)	(0)	(0)	1	(16)
Secondary	(1)	-	-	-	(0)	(1)	2	(1)	(1)	(3)	(0)	(0)	(2)	(8)
Signal/Switch Failure - Total	(7)	5	(1)	1	1	6	(18)	1	3	2	(4)	4	5	(1)
Signal/Switch Failure - Metra/PSA	(13)	5	(1)	1	-	3	(18)	(1)	-	(2)	(4)	4	3	(23)
Primary	(7)	6	1	0	-	(2)	(11)	(2)	1	(2)	(3)	4	3	(11)
Secondary	(6)	(0)	(2)	1	-	4	(7)	1	(1)	(0)	(1)	0	(0)	(12)
Signal/Switch Failure - Foreign	6	-	-	-	1	3	0	2	3	4	-	(0)	2	21
Primary	-	-	-	-	1	4	(0)	3	3	3	-	(0)	1	15
Secondary	6	-	-	-	-	(1)	1	(1)	-	1	-	-	1	7
Mechanical Failure - Total	(19)	(3)	(1)	-	(0)	(2)	(5)	1	10	-	(2)	8	8	(5)
Mechanical Failure - Metra/PSA	(19)	-	-	-	(0)	(3)	(5)	1	10	-	(2)	8	8	(2)
Non-Locomotive Equipment Issue - Metra/PSA	(6)	-	-	-	-	1	(1)	1	8	(0)	-	2	1	6
Primary	(1)	-	-	-	-	2	0	-	3	(0)	(0)	2	(0)	6
Secondary	(5)	-	-	-	-	(1)	(2)	1	5	(0)	0	-	1	(0)
Locomotive Issue - Metra/PSA	(13)	-	-	-	(0)	(4)	(4)	(0)	3	0	(2)	6	7	(8)
Primary	(4)	-	-	-	(0)	1	(2)	(1)	1	1	1	3	1	1
Secondary	(9)	-	-	-	-	(5)	(1)	0	1	(0)	(3)	2	6	(9)
Mechanical Failure - Foreign	-	(3)	(1)	-	-	1	-	-	-	-	-	-	-	(3)
Passenger Train Interference - Total	(1)	(0)	-	-	1	15	0	(1)	(0)	(1)	1	6	4	24
Passenger Train Interference - Metra/PSA	-	-	-	-	-	12	1	(0)	(0)	(0)	1	6	4	22
Passenger Train Interference - Foreign	(1)	(0)	-	-	1	3	(0)	(0)	-	(0)	-	-	-	2
Accident - Total	(1)	(6)	(1)	(1)	-	8	4	2	1	-	7	49	(5)	57
Accident - Metra/PSA	(1)	(6)	(1)	(1)	-	8	4	2	2	-	7	49	(4)	59
Accident - Foreign	(0)	-	-	-	-	-	-	-	(1)	-	-	-	(1)	(2)
Track Work - Total	(3)	(2)	4	(1)	(0)	4	(3)	(2)	1	(0)	(5)	(1)	(0)	(8)
Track Work - Metra/PSA	(3)	(2)	4	(1)	(0)	4	(5)	(2)	1	(0)	(5)	(1)	(0)	(10)
Track Work - Foreign	-	-	-	-	(0)	-	2	-	(0)	-	-	-	-	2
Human Error - Total	(11)	(1)	0	(1)	2	28	(1)	(1)	(2)	(3)	4	2	17	32
Human Error - Metra/PSA	(8)	(1)	0	(1)	0	24	(2)	(1)	(2)	(3)	1	(5)	5	9
Human Error - Foreign	(4)	-	-	-	2	4	1	(1)	(0)	(1)	3	7	11	23
PTC Related - Total	(1)	1	1	0	2	5	(6)	1	(5)	(0)	0	(6)	(8)	(15)
PTC Related - Metra/PSA	(1)	1	1	0	(0)	5	(6)	(0)	(5)	0	0	(6)	(8)	(19)
PTC Related - Foreign	-	(0)	-	-	3	-	-	1	-	(0)	-	-	-	3
Weather - Total	2	7	1	3	-	11	10	0	9	(0)	(12)	(2)	2	31
Weather - Metra/PSA	2	7	1	3	-	11	9	0	9	(0)	(12)	(2)	2	31
Weather - Foreign	-	-	-	-	-	-	1	-	(0)	-	-	-	-	1
Passenger Related - Total	(3)	5	0	11	(0)	(0)	2	(2)	(4)	(1)	1	(3)	(13)	(6)
Obstruction/Debris - Total	13	(1)	(0)	(3)	-	(6)	9	1	(5)	(2)	3	20	12	42
Catenary Failure - Total	-	(9)	(1)	(3)	-	-	-	-	-	-	-	-	-	(13)
Other - Total	1	(0)	(0)	-	-	1	(1)	(0)	(1)	(1)	-	-	2	0
Total Trains Delayed	(22)	(5)	3	6	3	64	(12)	(5)	5	(17)	(8)	80	16	108
Total Metra/PSA Delays	-30	-1	4	6	-1	57	-10	-2	6	-9	-10	72	11	91
Total Foreign Carrier Delays	8	-4	-1	0	4	7	-2	-3	-1	-8	2	8	5	16

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

Table 6.a: Train Delays by Cause and Line - YTD
January - December 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	116	-	-	-	70	63	89	27	26	50	18	85	347	891
Freight Interference - Peak	32	-	-	-	42	16	32	17	6	29	12	51	124	361
Primary	29	-	-	-	41	16	26	14	6	26	8	32	93	291
Secondary	3	-	-	-	1	-	6	3	-	3	4	19	31	70
Freight Interference - Off-Peak	84	-	-	-	28	47	57	10	20	21	6	34	223	530
Primary	75	-	-	-	28	29	41	7	19	19	3	31	171	423
Secondary	9	-	-	-	-	18	16	3	1	2	3	3	52	107
Signal/Switch Failure - Total	111	83	40	171	28	211	126	42	169	46	69	101	81	1,278
Signal/Switch Failure - Metra/PSA	59	83	40	171	6	179	109	28	164	18	69	91	78	1,095
Primary	43	70	33	92	5	130	88	15	136	13	49	82	57	813
Secondary	16	13	7	79	1	49	21	13	28	5	20	9	21	282
Signal/Switch Failure - Foreign	52	-	-	-	22	32	17	14	5	28	-	10	3	183
Primary	33	-	-	-	22	20	8	11	3	21	-	9	2	129
Secondary	19	-	-	-	-	12	9	3	2	7	-	1	1	54
Mechanical Failure - Total	103	13	5	6	1	101	92	19	137	8	97	125	90	797
Mechanical Failure - Metra/PSA	98	11	5	6	1	96	92	19	137	8	97	125	90	785
Non-Locomotive Equipment Issue - Metra/PSA	29	11	5	6	-	27	25	6	21	3	31	29	19	212
Primary	22	5	3	5	-	13	18	3	13	2	19	20	14	137
Secondary	7	6	2	1	-	14	7	3	8	1	12	9	5	75
Locomotive Issue - Metra/PSA	69	-	-	-	1	69	67	13	116	5	66	96	71	573
Primary	28	-	-	-	1	35	31	8	49	3	27	44	30	256
Secondary	41	-	-	-	-	34	36	5	67	2	39	52	41	317
Mechanical Failure - Foreign	5	2	-	-	-	5	-	-	-	-	-	-	-	12
Passenger Train Interference - Total	6	1	1	2	10	56	2	10	8	3	1	10	9	119
Passenger Train Interference - Metra/PSA	-	-	1	-	-	41	2	10	8	-	1	9	9	81
Passenger Train Interference - Foreign	6	1	-	2	10	15	-	-	-	3	-	1	-	38
Accident - Total	125	3	-	5	7	67	34	5	118	2	99	164	50	679
Accident - Metra/PSA	125	3	-	5	3	60	28	5	82	1	99	149	37	597
Accident - Foreign	-	-	-	-	4	7	6	-	36	1	-	15	13	82
Track Work - Total	38	73	13	19	10	84	97	6	64	21	98	52	80	655
Track Work - Metra/PSA	34	73	13	19	1	82	92	-	64	5	98	49	80	610
Track Work - Foreign	4	-	-	-	9	2	5	6	-	16	-	3	-	45
Human Error - Total	66	25	9	16	23	128	39	21	62	16	80	89	63	637
Human Error - Metra/PSA	56	25	9	16	9	45	22	6	59	6	66	39	38	396
Human Error - Foreign	10	-	-	-	14	83	17	15	3	10	14	50	25	241
PTC Related - Total	16	33	12	29	27	97	56	38	69	43	76	31	53	580
PTC Related - Metra/PSA	6	31	12	27	10	89	50	27	68	17	75	28	51	491
PTC Related - Foreign	10	2	-	2	17	8	6	11	1	26	1	3	2	89
Weather - Total	44	31	17	29	7	121	79	12	137	7	100	116	75	775
Weather - Metra/PSA	44	31	17	29	6	121	78	12	136	7	100	116	75	772
Weather - Foreign	-	-	-	-	1	-	1	-	1	-	-	-	-	3
Passenger Related - Total	19	89	27	41	2	45	68	7	75	2	108	85	80	648
Obstruction/Debris - Total	77	37	23	58	8	49	45	27	62	11	90	139	89	715
Catenary Failure - Total	-	42	9	30	-	-	-	-	-	-	-	-	-	81
Other - Total	23	10	4	8	1	11	18	2	12	-	5	17	4	115
Total Trains Delayed	744	440	160	414	194	1,033	745	216	939	209	841	1,014	1,021	7,970
Total Metra/PSA Delays	541	435	160	410	47	818	604	143	867	75	808	847	631	6,386
Total Foreign Carrier Delays	203	5	0	4	147	215	141	73	72	134	33	167	390	1,584

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

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	113	-	0	-	63	112	122	62	51	129	16	66	299	1,033
Freight Interference - Peak	37	-	0	-	54	23	36	24	9	49	6	38	101	379
Primary	23	-	-	-	47	15	28	18	6	37	4	22	53	252
Secondary	15	-	0	-	8	8	8	6	4	12	2	16	48	127
Freight Interference - Off-Peak	75	-	-	-	9	88	86	38	41	80	9	29	197	654
Primary	62	-	-	-	7	59	69	33	32	56	5	22	141	486
Secondary	14	-	-	-	2	30	18	5	9	24	4	7	56	168
Signal/Switch Failure - Total	174	72	33	41	30	203	132	62	152	86	29	76	87	1,176
Signal/Switch Failure - Metra/PSA	125	72	33	41	3	165	114	31	149	36	28	56	72	924
Primary	87	51	24	30	3	108	88	27	117	25	18	30	42	651
Secondary	38	20	8	11	0	56	26	5	32	11	10	26	30	274
Signal/Switch Failure - Foreign	49	-	-	-	26	38	18	31	3	51	0	21	15	252
Primary	40	-	-	-	22	19	12	24	3	34	-	14	12	180
Secondary	9	-	-	-	4	20	5	7	0	16	0	7	4	72
Mechanical Failure - Total	183	16	5	5	5	142	86	31	156	31	103	87	106	956
Mechanical Failure - Metra/PSA	181	8	4	3	5	132	85	30	156	31	103	87	106	932
Non-Locomotive Equipment Issue - Metra/PSA	66	8	4	3	1	17	13	4	25	11	30	33	46	263
Primary	28	3	2	1	1	9	8	2	14	6	18	19	23	134
Secondary	38	4	2	2	0	8	5	2	11	5	12	15	23	128
Locomotive Issue - Metra/PSA	114	0	-	-	4	115	72	26	131	20	72	54	60	669
Primary	35	-	-	-	2	36	30	9	49	9	23	20	22	237
Secondary	79	0	-	-	1	79	42	17	82	11	49	34	38	432
Mechanical Failure - Foreign	2	8	2	2	0	9	1	1	-	-	-	-	-	24
Passenger Train Interference - Total	20	5	2	6	9	36	5	10	5	25	1	3	3	130
Passenger Train Interference - Metra/PSA	2	4	1	4	0	26	3	9	3	0	1	3	2	59
Passenger Train Interference - Foreign	18	1	0	2	9	10	2	1	1	25	-	-	0	70
Accident - Total	80	38	8	10	3	28	31	8	35	13	38	89	60	441
Accident - Metra/PSA	66	25	6	10	0	21	25	6	31	7	37	81	36	351
Accident - Foreign	15	13	2	-	3	7	6	2	5	6	1	7	23	90
Track Work - Total	108	67	12	36	12	87	42	11	115	18	74	62	65	711
Track Work - Metra/PSA	105	67	12	36	10	84	40	11	115	12	74	61	65	692
Track Work - Foreign	4	0	-	-	2	3	2	0	1	6	-	1	-	19
Human Error - Total	167	28	13	16	19	113	67	28	87	36	66	71	79	790
Human Error - Metra/PSA	91	27	13	15	5	64	48	13	85	18	56	51	58	545
Human Error - Foreign	76	1	-	1	14	49	19	15	1	18	11	20	21	245
PTC Related - Total	35	13	4	9	11	27	25	11	56	18	48	44	75	377
PTC Related - Metra/PSA	33	12	4	9	4	25	24	6	55	8	48	43	72	343
PTC Related - Foreign	2	1	-	0	7	2	1	5	1	10	-	1	3	33
Weather - Total	110	86	31	38	6	98	80	19	145	11	106	144	68	942
Weather - Metra/PSA	107	86	31	38	5	97	80	19	144	10	104	143	67	930
Weather - Foreign	3	-	-	-	1	1	1	-	1	2	2	1	1	12
Passenger Related - Total	78	76	13	13	1	108	87	10	119	5	103	124	159	897
Obstruction/Debris - Total	82	39	14	39	5	49	44	21	105	28	40	91	97	654
Catenary Failure - Total	-	24	8	13	-	-	-	-	-	-	-	-	-	45
Other - Total	7	2	2	3	1	3	8	1	6	3	3	6	6	51
Total Trains Delayed	1,157	466	145	231	165	1,005	730	275	1,033	404	626	863	1,103	8,202
Total Metra/PSA Delays	873	441	141	226	39	774	559	158	969	158	596	746	740	6,422
Total Foreign Carrier Delays	283	25	4	4	125	231	171	116	64	246	30	117	363	1,780

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

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	3	(0)	(0)	-	7	(49)	(33)	(35)	(25)	(79)	2	19	48	(142)
Freight Interference - Peak	(5)	-	(0)	-	(12)	(7)	(4)	(7)	(3)	(20)	6	13	23	(18)
Primary	6	-	-	-	(6)	1	(2)	(4)	0	(11)	4	10	40	39
Secondary	(12)	-	(0)	-	(7)	(8)	(2)	(3)	(4)	(9)	2	3	(17)	(57)
Freight Interference - Off-Peak	9	-	-	-	19	(41)	(29)	(28)	(21)	(59)	(3)	5	26	(124)
Primary	13	-	-	-	21	(30)	(28)	(26)	(13)	(37)	(2)	9	30	(63)
Secondary	(5)	-	-	-	(2)	(12)	(2)	(2)	(8)	(22)	(1)	(4)	(4)	(61)
Signal/Switch Failure - Total	(63)	11	7	130	(2)	8	(6)	(20)	17	(40)	40	25	(6)	102
Signal/Switch Failure - Metra/PSA	(66)	11	7	130	3	14	(5)	(3)	15	(18)	41	35	6	171
Primary	(44)	19	9	62	2	22	(0)	(12)	19	(12)	31	52	15	162
Secondary	(22)	(7)	(1)	68	1	(7)	(5)	8	(4)	(6)	10	(17)	(9)	8
Signal/Switch Failure - Foreign	3	-	-	-	(4)	(6)	(1)	(17)	2	(23)	(0)	(11)	(12)	(69)
Primary	(7)	-	-	-	(0)	1	(4)	(13)	0	(13)	-	(5)	(10)	(51)
Secondary	10	-	-	-	(4)	(8)	4	(4)	2	(9)	(0)	(6)	(3)	(18)
Mechanical Failure - Total	(80)	(3)	(0)	1	(4)	(41)	6	(12)	(19)	(23)	(6)	38	(16)	(159)
Mechanical Failure - Metra/PSA	(83)	3	1	3	(4)	(36)	7	(11)	(19)	(23)	(6)	38	(16)	(147)
Non-Locomotive Equipment Issue - Metra/PSA	(37)	3	1	3	(1)	10	12	2	(4)	(8)	1	(4)	(27)	(51)
Primary	(6)	2	1	4	(1)	4	10	1	(1)	(4)	1	1	(9)	3
Secondary	(31)	2	0	(1)	-	6	2	1	(3)	(4)	-	(6)	(18)	(53)
Locomotive Issue - Metra/PSA	(45)	(0)	-	-	(3)	(46)	(5)	(13)	(15)	(15)	(6)	42	11	(96)
Primary	(7)	-	-	-	(1)	(1)	1	(1)	-	(6)	4	24	8	19
Secondary	(38)	(0)	-	-	(1)	(45)	(6)	(12)	(15)	(9)	(10)	18	3	(115)
Mechanical Failure - Foreign	3	(6)	(2)	(2)	(0)	(4)	(1)	(1)	-	-	-	-	-	(12)
Passenger Train Interference - Total	(14)	(4)	(1)	(4)	1	20	(3)	-	3	(22)	-	7	6	(11)
Passenger Train Interference - Metra/PSA	(2)	(4)	(0)	(4)	(0)	15	(1)	1	5	(0)	-	6	7	22
Passenger Train Interference - Foreign	(12)	(0)	(0)	0	1	5	(2)	(1)	(1)	(22)	-	1	(0)	(32)
Accident - Total	45	(35)	(8)	(5)	4	39	3	(3)	83	(11)	61	75	(10)	238
Accident - Metra/PSA	59	(22)	(6)	(5)	3	39	3	(1)	51	(6)	62	68	1	246
Accident - Foreign	(15)	(13)	(2)	-	1	-	-	(2)	31	(5)	(1)	8	(10)	(8)
Track Work - Total	(70)	6	1	(17)	(2)	(3)	55	(5)	(51)	3	24	(10)	15	(56)
Track Work - Metra/PSA	(71)	6	1	(17)	(9)	(2)	52	(11)	(51)	(7)	24	(12)	15	(82)
Track Work - Foreign	0	(0)	-	-	7	(1)	3	6	(1)	10	-	2	-	26
Human Error - Total	(101)	(3)	(4)	-	4	15	(28)	(7)	(25)	(20)	14	18	(16)	(153)
Human Error - Metra/PSA	(35)	(2)	(4)	1	4	(19)	(26)	(7)	(26)	(12)	10	(12)	(20)	(149)
Human Error - Foreign	(66)	(1)	-	(1)	0	34	(2)	(0)	2	(8)	3	30	4	(4)
PTC Related - Total	(19)	20	8	20	16	70	31	27	13	25	28	(13)	(22)	203
PTC Related - Metra/PSA	(27)	19	8	18	6	64	26	21	13	9	27	(15)	(21)	148
PTC Related - Foreign	8	1	-	2	10	6	5	6	(0)	16	1	2	(1)	56
Weather - Total	(66)	(55)	(14)	(9)	1	23	(1)	(7)	(8)	(4)	(6)	(28)	7	(167)
Weather - Metra/PSA	(63)	(55)	(14)	(9)	1	24	(2)	(7)	(8)	(3)	(4)	(27)	8	(158)
Weather - Foreign	(3)	-	-	-	0	(1)	0	-	0	(2)	(2)	(1)	(1)	(9)
Passenger Related - Total	(59)	13	14	28	1	(63)	(19)	(3)	(44)	(3)	5	(39)	(79)	(249)
Obstruction/Debris - Total	(5)	(2)	9	19	3	-	1	6	(43)	(17)	50	48	(8)	61
Catenary Failure - Total	-	18	1	17	-	-	-	-	-	-	-	-	-	36
Other - Total	16	8	2	5	0	8	10	1	6	(3)	2	11	(2)	64
Total Trains Delayed	(413)	(26)	15	183	29	28	15	(59)	(94)	(195)	215	151	(82)	(232)
Total Metra/PSA Delays	-332	-6	19	184	8	44	45	-15	-102	-83	212	101	-109	-36
Total Foreign Carrier Delays	-80	-20	-4	0	22	-16	-30	-43	8	-112	3	50	27	-196

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

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

Data for current month is final (01/18/2023) version of TOPS

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

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

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

Top 2 causes for each month and year-to-date are shaded														
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Dec	
Freight Interference - Total	65	109	39	44	60	79	120	139	100	68	79	122	1,024	15.4%
Freight Interference - Peak	31	52	21	17	23	26	42	55	29	35	34	41	406	6.1%
Primary	26	43	17	16	21	22	31	38	22	28	28	32	324	4.9%
Secondary	5	9	4	1	2	4	11	17	7	7	6	9	82	1.2%
Freight Interference - Off-Peak	34	57	18	27	37	53	78	84	71	33	45	81	618	9.3%
Primary	24	47	16	26	32	44	54	64	61	28	36	58	490	7.4%
Secondary	10	10	2	1	5	9	24	20	10	5	9	23	128	1.9%
Signal/Switch Failure - Total	46	93	43	37	50	84	117	59	67	106	75	108	885	13.3%
Signal/Switch Failure - Metra/PSA	37	65	37	28	30	60	108	49	53	92	62	98	719	10.8%
Primary	32	51	29	26	27	51	80	39	41	73	43	77	569	8.6%
Secondary	5	14	8	2	3	9	28	10	12	19	19	21	150	2.3%
Signal/Switch Failure - Foreign	9	28	6	9	20	24	9	10	14	14	13	10	166	2.5%
Primary	8	25	6	7	18	23	8	9	10	13	12	8	147	2.2%
Secondary	1	3	-	2	2	1	1	1	4	1	1	2	19	0.3%
Mechanical Failure - Total	25	43	23	37	32	43	75	51	53	40	36	73	531	8.0%
Mechanical Failure - Metra/PSA	25	43	23	37	32	43	75	51	52	40	36	70	527	7.9%
Non-Locomotive Equipment Issue - Metra/PSA	4	14	9	3	10	20	17	7	20	9	22	18	153	2.3%
Primary	3	8	6	3	7	13	10	6	13	8	13	10	100	1.5%
Secondary	1	6	3	-	3	7	7	1	7	1	9	8	53	0.8%
Locomotive Issue - Metra/PSA	21	29	14	34	22	23	58	44	32	31	14	52	374	5.6%
Primary	11	19	11	14	10	14	28	14	17	14	6	18	176	2.7%
Secondary	10	10	3	20	12	9	30	30	15	17	8	34	198	3.0%
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	1	-	-	3	4	0.1%
Passenger Train Interference - Total	2	9	3	1	1	5	16	18	18	13	13	6	105	1.6%
Passenger Train Interference - Metra/PSA	2	7	3	1	-	4	9	16	13	10	8	2	75	1.1%
Passenger Train Interference - Foreign	-	2	-	-	1	1	7	2	5	3	5	4	30	0.5%
Accident - Total	30	35	24	40	17	36	5	66	50	15	8	17	343	5.2%
Accident - Metra/PSA	23	21	24	39	14	23	5	61	36	15	8	15	284	4.3%
Accident - Foreign	7	14	-	1	3	13	-	5	14	-	-	2	59	0.9%
Track Work - Total	1	18	40	17	28	38	76	77	93	63	91	25	567	8.6%
Track Work - Metra/PSA	1	18	38	16	27	37	73	71	86	62	84	23	536	8.1%
Track Work - Foreign	-	-	2	1	1	1	3	6	7	1	7	2	31	0.5%
Human Error - Total	25	62	27	23	47	29	108	83	59	46	50	37	596	9.0%
Human Error - Metra/PSA	19	52	19	16	34	20	71	53	37	17	40	29	407	6.1%
Human Error - Foreign	6	10	8	7	13	9	37	30	22	29	10	8	189	2.9%
PTC Related - Total	33	32	35	26	37	60	50	41	51	37	49	48	499	7.5%
PTC Related - Metra/PSA	28	26	29	16	31	54	39	33	48	29	35	43	411	6.2%
PTC Related - Foreign	5	6	6	10	6	6	11	8	3	8	14	5	88	1.3%
Weather - Total	23	430	5	1	12	31	27	106	10	58	85	54	842	12.7%
Weather - Metra/PSA	23	397	5	1	12	31	27	95	10	57	85	54	797	12.0%
Weather - Foreign	-	33	-	-	-	-	-	11	-	1	-	-	45	0.7%
Passenger Related - Total	20	37	23	18	27	67	89	76	63	50	50	44	564	8.5%
Obstruction/Debris - Total	36	36	21	26	50	45	72	34	68	75	52	41	556	8.4%
Catenary Failure - Total	-	-	-	2	11	-	2	14	14	-	7	-	50	0.8%
Other - Total	-	-	1	4	4	1	2	7	2	30	7	10	68	1.0%
Total Trains Delayed	306	904	284	276	376	518	759	771	648	601	602	585	6,630	100.0%
Total Metra/PSA Delays	214	702	223	204	272	385	572	560	482	477	474	429	4,994	75.3%
Total Foreign Carrier Delays	92	202	61	72	104	133	187	211	166	124	128	156	1,636	24.7%

Data for current month is final (01/14/2022) 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
December 2022**

<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
Weekday Peak *														
6-10	11	2	2	6	4	43	14	6	16	2	5	15	15	141
11-15	7	1	0	2	3	9	4	4	4	1	5	6	9	55
16-20	6	2	0	2	0	5	4	0	2	0	2	11	5	39
21+	3	0	2	0	5	1	6	6	10	4	1	25	12	75
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>5</u>	<u>1</u>	<u>0</u>	<u>7</u>	<u>3</u>	<u>19</u>
Sub-Total	29	5	4	10	12	58	29	16	37	8	13	64	44	329
Weekday Off-Peak **														
6-10	6	7	5	8	0	34	15	1	12	2	6	9	18	123
11-15	4	6	2	1	0	18	4	0	7	1	1	6	16	66
16-20	1	2	1	1	1	6	1	1	2	0	4	4	10	34
21+	7	3	2	2	0	4	6	0	7	1	4	33	15	84
Annulled	<u>1</u>	<u>5</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>5</u>	<u>11</u>	<u>4</u>	<u>29</u>
Sub-Total	19	23	10	12	1	64	26	2	29	4	20	63	63	336
Saturday														
6-10	0	1	0	1	0	5	2	0	6	0	1	2	6	24
11-15	0	0	0	0	0	2	1	0	2	0	2	3	0	10
16-20	0	0	0	1	0	1	0	0	1	0	0	0	3	6
21+	0	0	1	0	0	3	4	0	0	0	2	4	1	15
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>1</u>	<u>0</u>	<u>0</u>	<u>1</u>
Sub-Total	0	1	1	2	0	11	7	0	9	0	6	9	10	56
Sunday-Holiday														
6-10	1	2	0	0	0	0	4	0	0	0	2	1	1	11
11-15	0	3	0	1	0	1	1	0	2	0	0	2	0	10
16-20	0	0	0	0	0	0	1	0	0	0	1	1	0	3
21+	0	2	0	1	0	1	1	0	2	0	1	1	0	9
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
Sub-Total	1	7	0	2	0	3	8	0	4	0	4	5	1	35
December 2022 Total														
6-10	18	12	7	15	4	82	35	7	34	4	14	27	40	299
11-15	11	10	2	4	3	30	10	4	15	2	8	17	25	141
16-20	7	4	1	4	1	12	6	1	5	0	7	16	18	82
21+	10	5	5	3	5	9	17	6	19	5	8	63	28	183
Annulled	<u>3</u>	<u>5</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>0</u>	<u>6</u>	<u>1</u>	<u>6</u>	<u>18</u>	<u>7</u>	<u>51</u>
TOTAL	49	36	15	26	13	136	70	18	79	12	43	141	118	756
2022 Year-to-Date														
6-10	238	209	89	175	79	542	375	108	417	104	259	285	342	3,222
11-15	129	73	29	68	44	224	164	52	160	42	166	183	225	1,559
16-20	81	39	9	47	23	108	62	15	96	19	111	129	156	895
21+	143	84	25	84	42	130	119	37	193	39	232	346	253	1,727
Annulled	<u>153</u>	<u>35</u>	<u>8</u>	<u>40</u>	<u>6</u>	<u>29</u>	<u>25</u>	<u>4</u>	<u>73</u>	<u>5</u>	<u>73</u>	<u>71</u>	<u>45</u>	<u>567</u>
TOTAL	744	440	160	414	194	1,033	745	216	939	209	841	1,014	1,021	7,970
Share of Delays by Duration														
<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
December 2022 Total														
6-10	36.7%	33.3%	46.7%	57.7%	30.8%	60.3%	50.0%	38.9%	43.0%	33.3%	32.6%	19.1%	33.9%	39.6%
11-15	22.4%	27.8%	13.3%	15.4%	23.1%	22.1%	14.3%	22.2%	19.0%	16.7%	18.6%	12.1%	21.2%	18.7%
16-20	14.3%	11.1%	6.7%	15.4%	7.7%	8.8%	8.6%	5.6%	6.3%	0.0%	16.3%	11.3%	15.3%	10.8%
21+	20.4%	13.9%	33.3%	11.5%	38.5%	6.6%	24.3%	33.3%	24.1%	41.7%	18.6%	44.7%	23.7%	24.2%
Annulled	<u>6.1%</u>	<u>13.9%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>2.2%</u>	<u>2.9%</u>	<u>0.0%</u>	<u>7.6%</u>	<u>8.3%</u>	<u>14.0%</u>	<u>12.8%</u>	<u>5.9%</u>	<u>6.7%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2022 Year-to-Date Delays By Duration														
6-10	32.0%	47.5%	55.6%	42.3%	40.7%	52.5%	50.3%	50.0%	44.4%	49.8%	30.8%	28.1%	33.5%	40.4%
11-15	17.3%	16.6%	18.1%	16.4%	22.7%	21.7%	22.0%	24.1%	17.0%	20.1%	19.7%	18.0%	22.0%	19.6%
16-20	10.9%	8.9%	5.6%	11.4%	11.9%	10.5%	8.3%	6.9%	10.2%	9.1%	13.2%	12.7%	15.3%	11.2%
21+	19.2%	19.1%	15.6%	20.3%	21.6%	12.6%	16.0%	17.1%	20.6%	18.7%	27.6%	34.1%	24.8%	21.7%
Annulled	<u>20.6%</u>	<u>8.0%</u>	<u>5.0%</u>	<u>9.7%</u>	<u>3.1%</u>	<u>2.8%</u>	<u>3.4%</u>	<u>1.9%</u>	<u>7.8%</u>	<u>2.4%</u>	<u>8.7%</u>	<u>7.0%</u>	<u>4.4%</u>	<u>7.1%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (01/18/2023) version from TOPS.

Table 9: Annual Train Delays and On-Time Performance

2017 - 2022

	Delays										On-Time Performance					
	2017	2018	2019	2020	2021	2017 - 2021 Avg	2022	2021 vs. 2022 change		2017	2018	2019	2020	2021	2017 - 2021 Avg	2022
BNSF	1,450	2,072	1,352	344	566	1,157	744	178	31.4%	94.5%	92.2%	95.0%	97.9%	97.1%	95.0%	97.1%
ME-ML	493	497	546	470	324	466	440	116	35.8%	97.9%	98.0%	97.8%	97.3%	98.2%	97.9%	97.8%
ME-BI	179	175	152	96	124	145	160	36	29.0%	98.2%	97.6%	97.9%	98.1%	97.4%	97.9%	96.8%
ME-SC	275	206	192	222	258	231	414	156	60.5%	98.3%	98.5%	98.6%	98.2%	98.0%	98.3%	96.9%
HC	121	189	216	125	172	165	194	22	12.8%	93.2%	89.4%	87.9%	89.6%	86.5%	89.5%	87.8%
MD-N	1,089	1,265	1,448	463	760	1,005	1,033	273	35.9%	93.8%	92.7%	91.9%	95.8%	93.0%	93.3%	91.4%
MD-W	761	733	841	614	702	730	745	43	6.1%	95.5%	95.7%	95.1%	94.7%	94.1%	95.1%	94.1%
NCS	333	367	292	179	202	275	216	14	6.9%	94.0%	92.9%	94.3%	91.7%	90.4%	93.2%	93.0%
RI	946	1,053	1,668	647	850	1,033	939	89	10.5%	95.7%	94.8%	92.0%	95.8%	95.7%	94.7%	96.0%
SWS	403	580	555	231	249	404	209	-40	-16.1%	94.9%	92.7%	93.0%	94.0%	91.0%	93.4%	93.2%
UP-N	572	691	955	252	660	626	841	181	27.4%	97.2%	96.6%	95.3%	98.1%	96.0%	96.5%	95.9%
UP-NW	905	951	1,346	447	668	863	1,014	346	51.8%	95.1%	94.9%	93.0%	96.7%	95.2%	94.9%	94.4%
UP-W	1,014	1,462	1,328	615	1,095	1,103	1,021	-74	-6.8%	94.1%	91.5%	92.3%	94.9%	90.5%	92.6%	91.9%
System	8,541	10,241	10,891	4,705	6,630	8,202	7,970	1,340	20.2%	95.8%	94.8%	94.6%	96.5%	95.5%	95.4%	95.4%

Delays data for most recent month is final (01/18/2023) version from TOPS.

**Table 10: Annual System Causes of Train Delays
2017 to 2022**

Cause Category	2017		2018		2019		2020		2021		2017-2021 Avg		2022	
	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%
Freight Interference - Total	1,000	11.7%	1,514	14.8%	1,070	9.8%	555	11.8%	1,024	15.4%	1,033	12.6%	891	11.2%
Freight Interference - Peak	357	4.2%	556	5.4%	366	3.4%	208	4.4%	406	6.1%	379	4.6%	361	4.5%
Primary	228	2.7%	299	2.9%	232	2.1%	175	3.7%	324	4.9%	252	3.1%	291	3.7%
Secondary	129	1.5%	257	2.5%	134	1.2%	33	0.7%	82	1.2%	127	1.5%	70	0.9%
Freight Interference - Off-Peak	643	7.5%	958	9.4%	704	6.5%	347	7.4%	618	9.3%	654	8.0%	530	6.6%
Primary	476	5.6%	696	6.8%	485	4.5%	281	6.0%	490	7.4%	486	5.9%	423	5.3%
Secondary	167	2.0%	262	2.6%	219	2.0%	66	1.4%	128	1.9%	168	2.1%	107	1.3%
Signal/Switch Failure - Total	1,221	14.3%	1,565	15.3%	1,598	14.7%	612	13.0%	885	13.3%	1,176	14.3%	1,278	16.0%
Signal/Switch Failure - Metra/PSA	996	11.7%	1,228	12.0%	1,207	11.1%	472	10.0%	719	10.8%	924	11.3%	1,095	13.7%
Primary	639	7.5%	857	8.4%	825	7.6%	363	7.7%	569	8.6%	651	7.9%	813	10.2%
Secondary	357	4.2%	371	3.6%	382	3.5%	109	2.3%	150	2.3%	274	3.3%	282	3.5%
Signal/Switch Failure - Foreign	225	2.6%	337	3.3%	391	3.6%	140	3.0%	166	2.5%	252	3.1%	183	2.3%
Primary	140	1.6%	214	2.1%	273	2.5%	124	2.6%	147	2.2%	180	2.2%	129	1.6%
Secondary	85	1.0%	123	1.2%	118	1.1%	16	0.3%	19	0.3%	72	0.9%	54	0.7%
Mechanical Failure - Total	1,169	13.7%	1,403	13.7%	1,252	11.5%	426	9.1%	531	8.0%	956	11.7%	797	10.0%
Mechanical Failure - Metra/PSA	1,147	13.4%	1,363	13.3%	1,217	11.2%	405	8.6%	527	7.9%	932	11.4%	785	9.8%
Non-Locomotive Equipment Issue - Metra/PSA	268	3.1%	388	3.8%	357	3.3%	147	3.1%	153	2.3%	263	3.2%	212	2.7%
Primary	142	1.7%	178	1.7%	166	1.5%	86	1.8%	100	1.5%	134	1.6%	137	1.7%
Secondary	126	1.5%	210	2.1%	191	1.8%	61	1.3%	53	0.8%	128	1.6%	75	0.9%
Locomotive Issue - Metra/PSA	879	10.3%	975	9.5%	860	7.9%	258	5.5%	374	5.6%	669	8.2%	573	7.2%
Primary	308	3.6%	295	2.9%	285	2.6%	122	2.6%	176	2.7%	237	2.9%	256	3.2%
Secondary	571	6.7%	680	6.6%	575	5.3%	136	2.9%	198	3.0%	432	5.3%	317	4.0%
Mechanical Failure - Foreign	22	0.3%	40	0.4%	35	0.3%	21	0.4%	4	0.1%	24	0.3%	12	0.2%
Passenger Train Interference - Total	133	1.6%	222	2.2%	150	1.4%	39	0.8%	105	1.6%	130	1.6%	119	1.5%
Passenger Train Interference - Metra/PSA	76	0.9%	78	0.8%	41	0.4%	27	0.6%	75	1.1%	59	0.7%	81	1.0%
Passenger Train Interference - Foreign	57	0.7%	144	1.4%	109	1.0%	12	0.3%	30	0.5%	70	0.9%	38	0.5%
Accident - Total	634	7.4%	407	4.0%	591	5.4%	229	4.9%	343	5.2%	441	5.4%	679	8.5%
Accident - Metra/PSA	512	6.0%	371	3.6%	391	3.6%	198	4.2%	284	4.3%	351	4.3%	597	7.5%
Accident - Foreign	122	1.4%	36	0.4%	200	1.8%	31	0.7%	59	0.9%	90	1.1%	82	1.0%
Track Work - Total	945	11.1%	775	7.6%	851	7.8%	416	8.8%	567	8.6%	711	8.7%	655	8.2%
Track Work - Metra/PSA	931	10.9%	770	7.5%	834	7.7%	390	8.3%	536	8.1%	692	8.4%	610	7.7%
Track Work - Foreign	14	0.2%	5	0.0%	17	0.2%	26	0.6%	31	0.5%	19	0.2%	45	0.6%
Human Error - Total	900	10.5%	904	8.8%	1,068	9.8%	481	10.2%	596	9.0%	790	9.6%	637	8.0%
Human Error - Metra/PSA	604	7.1%	635	6.2%	684	6.3%	396	8.4%	407	6.1%	545	6.6%	396	5.0%
Human Error - Foreign	296	3.5%	269	2.6%	384	3.5%	85	1.8%	189	2.9%	245	3.0%	241	3.0%
PTC Related - Total	30	0.4%	289	2.8%	665	6.1%	400	8.5%	499	7.5%	377	4.6%	580	7.3%
PTC Related - Metra/PSA	24	0.3%	289	2.8%	643	5.9%	349	7.4%	411	6.2%	343	4.2%	491	6.2%
PTC Related - Foreign	6	0.1%	-	0.0%	22	0.2%	51	1.1%	88	1.3%	33	0.4%	89	1.1%
Weather - Total	597	7.0%	1,054	10.3%	1,676	15.4%	541	11.5%	842	12.7%	942	11.5%	775	9.7%
Weather - Metra/PSA	595	7.0%	1,050	10.3%	1,670	15.3%	538	11.4%	797	12.0%	930	11.3%	772	9.7%
Weather - Foreign	2	0.0%	4	0.0%	6	0.1%	3	0.1%	45	0.7%	12	0.1%	3	0.0%
Passenger Related - Total	1,147	13.4%	1,307	12.8%	1,122	10.3%	344	7.3%	564	8.5%	897	10.9%	648	8.1%
Obstruction/Debris - Total	654	7.7%	699	6.8%	791	7.3%	569	12.1%	556	8.4%	654	8.0%	715	9.0%
Catenary Failure - Total	33	0.4%	77	0.8%	20	0.2%	47	1.0%	50	0.8%	45	0.6%	81	1.0%
Other - Total	78	0.9%	25	0.2%	37	0.3%	46	1.0%	68	1.0%	51	0.6%	115	1.4%
Total Trains Delayed	8,541	100.0%	10,241	100.0%	10,891	100.0%	4,705	100.0%	6,630	100.0%	8,202	100.0%	7,970	100.0%
Total Metra/PSA Delays	6,791	79.5%	7,892	77.1%	8,652	79.4%	3,781	80.4%	4,994	75.3%	6,422	78.3%	6,386	80.1%
Total Foreign Carrier Delays	1,750	20.5%	2,349	22.9%	2,239	20.6%	924	19.6%	1,636	24.7%	1,780	21.7%	1,584	19.9%

Data for current month is final (01/18/2023) version of TOPS

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

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

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