

On-Time Performance

April 2022



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

On-Time Performance Tables

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

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

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

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

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

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

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

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

Reporting Calculations for Temporary Schedules and Special Events

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

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

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

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

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

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

Under these pilot and alternate schedules Metra operated between 563 and 580 regularly scheduled revenue trains each weekday in April, which is a 19 to 16 percent reduction from Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 269 regularly scheduled revenue trains each Saturday in April, which is a one percent reduction from the 273 Saturday trains Metra operated pre-pandemic. Metra operated 185 regularly scheduled revenue trains each Sunday in April, which is a two percent increase from the 181 Sunday revenue trains Metra operated pre-pandemic. As a result of

the changes under these alternative and pilot schedules, Metra operated about 17 percent fewer total revenue trains in April 2022 than in April 2019, but about 39 percent more total revenue trains than in April 2020 and about 32 percent more total revenue trains than in April 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
April 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 | 924 | 20 | 97.8% | 987 | 24 | 97.6% | 1,911 | 44 | 97.7% | 150 | 3 | 98.0% | 80 | 1 | 98.8% | 2,141 | 48 | 97.8% |
| ME-ML | 483 | 2 | 99.6% | 882 | 10 | 98.9% | 1,365 | 12 | 99.1% | 210 | 1 | 99.5% | 96 | 3 | 96.9% | 1,671 | 16 | 99.0% |
| ME-BI | 147 | 2 | 98.6% | 231 | 6 | 97.4% | 378 | 8 | 97.9% | 40 | 4 | 90.0% | -- | -- | -- | 418 | 12 | 97.1% |
| ME-SC | <u>231</u> | <u>5</u> | 97.8% | <u>651</u> | <u>9</u> | 98.6% | <u>882</u> | <u>14</u> | 98.4% | <u>160</u> | <u>2</u> | 98.8% | <u>80</u> | <u>7</u> | 91.3% | <u>1,122</u> | <u>23</u> | 98.0% |
| Subtotal | 861 | 9 | 99.0% | 1,764 | 25 | 98.6% | 2,625 | 34 | 98.7% | 410 | 7 | 98.3% | 176 | 10 | 94.3% | 3,211 | 51 | 98.4% |
| HC | 105 | 9 | 91.4% | 21 | 1 | 95.2% | 126 | 10 | 92.1% | -- | -- | -- | -- | -- | -- | 126 | 10 | 92.1% |
| MD-N | 378 | 15 | 96.0% | 420 | 12 | 97.1% | 798 | 27 | 96.6% | 100 | 13 | 87.0% | 72 | 4 | 94.4% | 970 | 44 | 95.5% |
| MD-W | <u>399</u> | <u>25</u> | 93.7% | <u>441</u> | <u>16</u> | 96.4% | <u>840</u> | <u>41</u> | 95.1% | <u>120</u> | <u>8</u> | 93.3% | <u>72</u> | <u>1</u> | 98.6% | <u>1,032</u> | <u>50</u> | 95.2% |
| Subtotal | 777 | 40 | 94.9% | 861 | 28 | 96.7% | 1,638 | 68 | 95.8% | 220 | 21 | 90.5% | 144 | 5 | 96.5% | 2,002 | 94 | 95.3% |
| NCS | 167 | 6 | 96.4% | 85 | 2 | 97.6% | 252 | 8 | 96.8% | -- | -- | -- | -- | -- | -- | 252 | 8 | 96.8% |
| RI | 651 | 14 | 97.8% | 1,029 | 17 | 98.3% | 1,680 | 31 | 98.2% | 165 | 5 | 97.0% | 112 | 1 | 99.1% | 1,957 | 37 | 98.1% |
| SWS | 189 | 11 | 94.2% | 63 | 3 | 95.2% | 252 | 14 | 94.4% | -- | -- | -- | -- | -- | -- | 252 | 14 | 94.4% |
| UP-N | 462 | 10 | 97.8% | 1,072 | 39 | 96.4% | 1,534 | 49 | 96.8% | 130 | 9 | 93.1% | 72 | 5 | 93.1% | 1,736 | 63 | 96.4% |
| UP-NW | 486 | 22 | 95.5% | 564 | 10 | 98.2% | 1,050 | 32 | 97.0% | 170 | 15 | 91.2% | 84 | 1 | 98.8% | 1,304 | 48 | 96.3% |
| UP-W | <u>336</u> | <u>28</u> | 91.7% | <u>504</u> | <u>39</u> | 92.3% | <u>840</u> | <u>67</u> | 92.0% | <u>100</u> | <u>6</u> | 94.0% | <u>72</u> | <u>3</u> | 95.8% | <u>1,012</u> | <u>76</u> | 92.5% |
| Subtotal | 1,284 | 60 | 95.3% | 2,140 | 88 | 95.9% | 3,424 | 148 | 95.7% | 400 | 30 | 92.5% | 228 | 9 | 96.1% | 4,052 | 187 | 95.4% |
| System | 4,958 | 169 | 96.6% | 6,950 | 188 | 97.3% | 11,908 | 357 | 97.0% | 1,345 | 66 | 95.1% | 740 | 26 | 96.5% | 13,993 | 449 | 96.8% |

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

Delays data for most recent month is final (05/18/2022) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - April 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 | 3,560 | 80 | 97.8% | 3,875 | 83 | 97.9% | 7,435 | 163 | 97.8% | 518 | 10 | 98.1% | 360 | 3 | 99.2% | 8,313 | 176 | 97.9% |
| ME-ML | 1,955 | 31 | 98.4% | 3,570 | 49 | 98.6% | 5,525 | 80 | 98.6% | 715 | 21 | 97.1% | 433 | 7 | 98.4% | 6,673 | 108 | 98.4% |
| ME-BI | 595 | 22 | 96.3% | 935 | 21 | 97.8% | 1,530 | 43 | 97.2% | 136 | 4 | 97.1% | | -- | | 1,666 | 47 | 97.2% |
| ME-SC | <u>935</u> | <u>32</u> | 96.6% | <u>2,635</u> | <u>44</u> | 98.3% | <u>3,570</u> | <u>76</u> | 97.9% | <u>544</u> | <u>22</u> | 96.0% | <u>360</u> | <u>12</u> | 96.7% | <u>4,474</u> | <u>110</u> | 97.5% |
| Subtotal | 3,485 | 85 | 97.6% | 7,140 | 114 | 98.4% | 10,625 | 199 | 98.1% | 1,395 | 47 | 96.6% | 793 | 19 | 97.6% | 12,813 | 265 | 97.9% |
| HC | 425 | 44 | 89.6% | 85 | 22 | 74.1% | 510 | 66 | 87.1% | -- | -- | -- | -- | -- | -- | 510 | 66 | 87.1% |
| MD-N | 1,531 | 73 | 95.2% | 1,699 | 87 | 94.9% | 3,230 | 160 | 95.0% | 350 | 34 | 90.3% | 324 | 10 | 96.9% | 3,904 | 204 | 94.8% |
| MD-W | <u>1,615</u> | <u>112</u> | 93.1% | <u>1,785</u> | <u>67</u> | 96.2% | <u>3,400</u> | <u>179</u> | 94.7% | <u>415</u> | <u>22</u> | 94.7% | <u>324</u> | <u>17</u> | 94.8% | <u>4,139</u> | <u>218</u> | 94.7% |
| Subtotal | 3,146 | 185 | 94.1% | 3,484 | 154 | 95.6% | 6,630 | 339 | 94.9% | 765 | 56 | 92.7% | 648 | 27 | 95.8% | 8,043 | 422 | 94.8% |
| NCS | 679 | 28 | 95.9% | 341 | 15 | 95.6% | 1,020 | 43 | 95.8% | -- | -- | -- | -- | -- | -- | 1,020 | 43 | 95.8% |
| RI | 2,635 | 97 | 96.3% | 4,165 | 119 | 97.1% | 6,800 | 216 | 96.8% | 569 | 25 | 95.6% | 504 | 24 | 95.2% | 7,873 | 265 | 96.6% |
| SWS | 765 | 43 | 94.4% | 255 | 32 | 87.5% | 1,020 | 75 | 92.6% | -- | -- | -- | -- | -- | -- | 1,020 | 75 | 92.6% |
| UP-N | 1,870 | 63 | 96.6% | 4,400 | 154 | 96.5% | 6,270 | 217 | 96.5% | 444 | 16 | 96.4% | 324 | 16 | 95.1% | 7,038 | 249 | 96.5% |
| UP-NW | 1,830 | 125 | 93.2% | 2,100 | 61 | 97.1% | 3,930 | 186 | 95.3% | 581 | 38 | 93.5% | 378 | 11 | 97.1% | 4,889 | 235 | 95.2% |
| UP-W | <u>1,360</u> | <u>102</u> | 92.5% | <u>2,040</u> | <u>154</u> | 92.5% | <u>3,400</u> | <u>256</u> | 92.5% | <u>346</u> | <u>14</u> | 96.0% | <u>324</u> | <u>19</u> | 94.1% | <u>4,070</u> | <u>289</u> | 92.9% |
| Subtotal | 5,060 | 290 | 94.3% | 8,540 | 369 | 95.7% | 13,600 | 659 | 95.2% | 1,371 | 68 | 95.0% | 1,026 | 46 | 95.5% | 15,997 | 773 | 95.2% |
| System | 19,755 | 852 | 95.7% | 27,885 | 908 | 96.7% | 47,640 | 1,760 | 96.3% | 4,618 | 206 | 95.5% | 3,331 | 119 | 96.4% | 55,589 | 2,085 | 96.2% |

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

Delays data for most recent month is final (05/18/2022) version from TOPS.

Table 2: On-Time Performance by Line

| Line | Year | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan-Apr | 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 | 96.0% | 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 | 92.0% | 92.2% |
| | 2019 | 92.7 | 88.8 | 97.8 | 95.1 | 94.9 | 94.6 | 93.0 | 96.3 | 96.7 | 96.3 | 95.9 | 97.7 | 93.7% | 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 | | | | | | | | | 97.9% | 97.9% |
| | 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 | 97.9% | 98.1% |
| | 2018 | 97.7 | 97.2 | 99.1 | 99.0 | 99.2 | 97.7 | 98.2 | 98.6 | 98.6 | 98.2 | 97.7 | 95.9 | 98.3% | 98.1% |
| | 2019 | 96.4 | 90.7 | 99.6 | 99.7 | 98.6 | 99.5 | 97.1 | 98.6 | 98.9 | 99.3 | 98.7 | 98.5 | 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 | | | | | | | | | 97.9% | 97.9% |
| | 2017-2021 average | 97.1 | 96.2 | 98.8 | 99.1 | 98.3 | 98.1 | 97.7 | 98.2 | 98.5 | 98.4 | 97.8 | 97.9 | 97.8% | 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 | 95.4% | 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 | 90.8% | 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 | 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 | | | | | | | | | 87.1% | 87.1% |
| | 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 | 90.2% | 89.5% |
| MD-N | 2017 | 95.3 | 95.6 | 96.5 | 96.1 | 95.9 | 93.4 | 88.4 | 93.1 | 90.4 | 93.9 | 94.8 | 92.4 | 95.9% | 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 | 92.0% | 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 | 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 | | | | | | | | | 94.8% | 94.8% |
| | 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 | 93.4% | 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 | 95.7% | 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 | 95.1% | 95.7% |
| | 2019 | 92.3 | 91.9 | 96.4 | 95.7 | 95.5 | 97.0 | 96.7 | 96.0 | 96.2 | 95.5 | 91.0 | 96.1 | 94.1% | 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 | | | | | | | | | 94.7% | 94.7% |
| | 2017-2021 average | 94.7 | 91.6 | 96.1 | 96.3 | 95.9 | 96.0 | 96.1 | 95.7 | 96.1 | 95.7 | 94.0 | 93.3 | 94.7% | 95.1% |
| NCS | 2017 | 92.6 | 91.6 | 95.1 | 95.2 | 95.5 | 95.7 | 94.8 | 98.0 | 92.7 | 91.9 | 92.6 | 92.0 | 93.7% | 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 | 92.8% | 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 | 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 | | | | | | | | | 95.8% | 95.8% |
| | 2017-2021 average | 91.5 | 87.1 | 95.2 | 94.9 | 93.6 | 94.8 | 93.9 | 94.2 | 93.8 | 94.4 | 92.1 | 92.7 | 92.2% | 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-Apr | 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 | 97.1% | 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 | 93.8% | 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 | 92.4% | 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 | | | | | | | | | 96.6% | 96.6% |
| | 2017-2021 average | 93.1 | 91.8 | 96.8 | 97.3 | 94.1 | 94.6 | 93.9 | 94.8 | 94.6 | 96.2 | 93.9 | 95.5 | 94.8% | 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 | 96.0% | 94.9% |
| | 2018 | 93.9 | 90.5 | 92.0 | 95.4 | 92.4 | 87.1 | 91.9 | 92.7 | 94.8 | 93.6 | 93.1 | 95.2 | 93.0% | 92.7% |
| | 2019 | 90.4 | 91.0 | 93.8 | 94.4 | 95.3 | 91.7 | 92.0 | 94.9 | 92.0 | 92.1 | 94.1 | 94.2 | 92.4% | 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 | | | | | | | | | 92.6% | 92.6% |
| | 2017-2021 average | 94.2 | 91.9 | 94.9 | 95.7 | 93.7 | 91.7 | 93.2 | 92.6 | 93.6 | 92.6 | 92.1 | 93.9 | 94.2% | 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 | 97.5% | 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 | 96.7% | 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 | 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 | | | | | | | | | 96.5% | 96.5% |
| | 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 | 96.6% | 96.5% |
| UP-NW | 2017 | 96.2 | 97.4 | 98.1 | 93.7 | 97.2 | 93.3 | 92.2 | 94.6 | 93.8 | 94.8 | 95.6 | 94.6 | 96.4% | 95.1% |
| | 2018 | 95.7 | 90.7 | 95.8 | 98.0 | 95.6 | 91.3 | 95.5 | 95.8 | 94.7 | 97.8 | 92.4 | 94.9 | 95.1% | 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 | 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 | | | | | | | | | 95.2% | 95.2% |
| | 2017-2021 average | 95.1 | 93.0 | 96.9 | 95.9 | 96.5 | 94.0 | 93.7 | 94.2 | 95.5 | 94.9 | 93.0 | 95.6 | 95.2% | 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 | 95.1% | 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 | 92.2% | 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 | 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 | | | | | | | | | 92.9% | 92.9% |
| | 2017-2021 average | 93.2 | 89.2 | 94.9 | 94.7 | 92.3 | 93.6 | 91.6 | 92.0 | 93.5 | 93.2 | 91.7 | 91.7 | 93.0% | 92.6% |
| System excluding South Shore | 2017 | 95.6 | 96.9 | 97.2 | 96.6 | 96.5 | 95.3 | 95.5 | 96.0 | 95.2 | 95.7 | 95.2 | 93.9 | 96.6% | 95.8% |
| | 2018 | 94.2 | 92.3 | 95.9 | 96.3 | 94.5 | 94.6 | 95.6 | 95.3 | 95.4 | 95.5 | 93.6 | 94.6 | 94.7% | 94.8% |
| | 2019 | 91.8 | 88.2 | 96.3 | 96.1 | 95.3 | 95.8 | 93.2 | 95.3 | 95.9 | 95.7 | 93.6 | 96.7 | 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 | | | | | | | | | 96.2% | 96.2% |
| | 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 | 95.3% | 95.4% |

Delays data for most recent month is final (05/18/2022) version from TOPS.

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

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

| Line | Train | Date | Minutes | | Delay Code | Delay Explanation |
|------|-------|-------------|---------|-------|------------|---|
| | | | Late | Delay | | |
| HC | 919 | Tue, Apr 05 | 84 | | K | (OBSTRUCTION ON TRACKS) - SEMI STUCK ON TRACKS AT MP14.25. 919 WAS INSTRUCTED TO BCK UP TO SUMMIT AND HOLD THERE. STOPPED FROM 1757PM TO 192 |
| | | Wed, Apr 13 | 10 | | D | FOLLOWED A DELAYED AMTRAK 305 OUT OF CUS that was also stopped at Brighton Park. Also LeMoyné for 6 minutes. [Controllable Freight] |
| | | Thu, Apr 14 | 43 | | D | [Controllable Freight] - 41M BNSF-CORWITH, AMTK 305 AHEAD WAITING ON BNSF ZALTWSP813 (ENG. BNSF7189, 56CARS, 5950FT.) PULLING INTO C |
| | | Fri, Apr 29 | 11 | | ZA | 20M SUMMIT, FOLLOWING AMTK305 WITH PTC ISSUES. |
| MD-W | 2212 | Fri, Apr 08 | 11 | | U1 | -6" Following 2210, operating on approach signals; -2" Elmwood Park meet with NCS 101; -3" Slow loading enroute with engine #93 |
| | | Mon, Apr 11 | 6 | | U1 | -7" Following 2210, operating on approach signals 2210 LOADING ADA PASSENGERS |
| | | Fri, Apr 15 | 7 | | U1 | -3" Following train ahead (2210) operating on approach signals; -2" ADA Bensenville to CUS; -2" Meet with NCS 101 @ Elmwood Park |
| | | Thu, Apr 21 | 8 | | ZG1 | Following train ahead (2210), operating on approach signals |
| | | Mon, Apr 25 | 6 | | U1 | -6" Following trains ahead (2210) operating on approach signals |
| RI | 513 | Wed, Apr 20 | 14 | | D | Delayed 13 minutes at the EJE Crossing account freight interference. [Controllable Freight] |
| | | Thu, Apr 21 | 40 | | K | (OBSTRUCTION ON TRACKS) - CAR ON THE TRACKS 89TH |
| | | Fri, Apr 22 | 28 | | J | (PASSENGER PROBLEMS/REMOVAL) - 1012/1047PM TINLEY PARK OAK PARK AVE. WAITING FOR POLICE /UNRULY PASSENGER. |
| | | Mon, Apr 25 | 22 | | F | MECHANICAL DEPT. MET TRAIN AT PRAIRIE ST. ATTEMPTING TO TROUBLE SHOOT PROBLEM WITH HEP. 7378 and 6029 TLC bypassed |
| | | Tue, Apr 26 | 6 | | I | (PASSENGER HANDLING, RUNNING TIME) - 5M 103RD ST. ACCOMODATING LAST MINUTE PASSENGERS (DETRAINING.) |
| UP-N | 320 | Mon, Apr 04 | 16 | | GT | -16" Delayed due to signal issues @ RP had a code line failure |
| | | Tue, Apr 05 | 7 | | VE1 | -7" Delayed following M318 |
| | | Fri, Apr 07 | 0 | | XE | M310's original equipment EM 2000 RPM input Failure on engine METX143. M310 used M320's equipment, which caused M320 to be cancelled. |
| | | Fri, Apr 29 | 10 | | ZT1 | -10" Delayed following M318 |
| UP-W | 10 | Fri, Apr 01 | 24 | | D | [Controllable Freight] -24" Stopped at Park interlocking due to freight train IT AG3-28 ahead (yarding into Proviso). |
| | | Tue, Apr 05 | 18 | | D | [Controllable Freight] -18" Delayed @ Bellwood waited for the MASPRB to clear into Proviso |
| | | Mon, Apr 18 | 7 | | G | -7" No signal @ Washington St. due to signal problems, had to reset system. Form A 30 mph track #1 MP 26.25 to MP 20.50 |
| | | Thu, Apr 21 | 10 | | D | [Controllable Freight] -10" Freight train interference @ Kedzie freight train leaving the main going onto the Rockwell |
| | | Thu, Apr 28 | 8 | | D | -8" Followed freight train MBUNSX-26 at 25th Avenue. [Controllable Freight] |
| UP-W | 13 | Tue, Apr 05 | 22 | | D | [Controllable Freight] -22" Delayed @ Kedzie waited for the IG3AH to clear onto the Rockwell Sub |
| | | Wed, Apr 06 | 15 | | D | [Controllable Freight] -15" Follow UEXBVL-05 from Kress to Peck. Wheel slip MP 21.5, slow XL 22.28. |
| | | Mon, Apr 18 | 12 | | D | [Controllable Freight] -12" Delayed following the IG1LA at Geneva. Harriman Center Reorg. |
| | | Thu, Apr 21 | 10 | | D | [Controllable Freight] -10" Freight train interference @Kedzie freight train leaving the main going onto the Rockwell |
| | | Fri, Apr 22 | 24 | | D | -24" stopped at kedzie due to IG3AH-20 stopped on the Rock well Sub MT #1 fouling Kedzie [Controllable Freight] |
| UP-W | 36 | Mon, Apr 04 | 12 | | D | [Controllable Freight] -12" Departed Elburn 13 mins down waited for the IG1LA-4 to clear |
| | | Tue, Apr 05 | 32 | | D1 | [Controllable Freight] -32" Late turn from M13 also delayed following the ZBRG2 out of Elburn |
| | | Wed, Apr 06 | 30 | | D1 | [Controllable Freight] -30" Late turn from Elburn M13. PTC trouble Elburn to Winfield |
| | | Mon, Apr 18 | 35 | | D1 | [Controllable Freight] -35" Departed Elburn 10 min down late turn from M13 also delayed @ the CN Washington St. interlocking waited for the M39361-17 to clear also had ADA lift @ Glen Ellyn. Harriman Center Reorg. |
| | | Tue, Apr 19 | 17 | | D | [Controllable Freight] -17" Departed Elburn 10 mins down waited for the MCHCB to clear Elburn switch West also had 1 ADA lift @ College Ave. |
| | | Fri, Apr 22 | 20 | | D1 | -20' late arrival of M13 at Elburn [Controllable Freight] |
| UP-W | 44 | Tue, Apr 12 | 24 | | D1 | -24" Departed 26 mins late due to late turn off M25 & PTC issues [Controllable Freight] |
| | | Thu, Apr 14 | 8 | | ZT | -8" PTC issues, "no train id match" had to call oss to reset |
| | | Wed, Apr 20 | 13 | | G1 | -13" Late turn off M25 (-6); signal 356-2 dropped red in front of the train (per the signal department, a momentary track light caused the red signal)-had to go restricted speed to the next signal |
| | | Tue, Apr 26 | 16 | | D1 | [Controllable Freight] -16" Late turn from M25 also PTC was synching very slowly. |

Data is final (05/18/2022) version from TOPS.

Table 4: Delay Codes by Cause Category & Carrier

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

Effective November 1, 2021

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

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

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

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

Table 5.a: Train Delays by Cause and Line
April 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 | 6 | - | - | - | 6 | 5 | 6 | 1 | 3 | 4 | 1 | 12 | 46 | 90 |
| Freight Interference - Peak | 2 | - | - | - | 6 | 2 | - | 1 | 2 | 3 | - | 8 | 18 | 42 |
| Primary | 2 | - | - | - | 6 | 2 | - | 1 | 2 | 3 | - | 5 | 13 | 34 |
| Secondary | - | - | - | - | - | - | - | - | - | - | - | 3 | 5 | 8 |
| Freight Interference - Off-Peak | 4 | - | - | - | - | 3 | 6 | - | 1 | 1 | 1 | 4 | 28 | 48 |
| Primary | 4 | - | - | - | - | 2 | 5 | - | 1 | 1 | 1 | 4 | 25 | 43 |
| Secondary | - | - | - | - | - | 1 | 1 | - | - | - | - | - | 3 | 5 |
| Signal/Switch Failure - Total | 3 | 3 | - | 8 | - | 5 | 6 | 2 | 3 | 3 | 15 | 3 | 4 | 55 |
| Signal/Switch Failure - Metra/PSA | - | 3 | - | 8 | - | 5 | 6 | 2 | 3 | 2 | 15 | - | 4 | 48 |
| Primary | - | 3 | - | 4 | - | 5 | 5 | 2 | 2 | 2 | 14 | - | 3 | 40 |
| Secondary | - | - | - | 4 | - | - | 1 | - | 1 | - | 1 | - | 1 | 8 |
| Signal/Switch Failure - Foreign | 3 | - | - | - | - | - | - | - | - | 1 | - | 3 | - | 7 |
| Primary | - | - | - | - | - | - | - | - | - | 1 | - | 3 | - | 4 |
| Secondary | 3 | - | - | - | - | - | - | - | - | - | - | - | - | 3 |
| Mechanical Failure - Total | 9 | 4 | - | 1 | - | 5 | 15 | 1 | 6 | - | 4 | 6 | 5 | 56 |
| Mechanical Failure - Metra/PSA | 9 | 4 | - | 1 | - | 5 | 15 | 1 | 6 | - | 4 | 6 | 5 | 56 |
| Non-Locomotive Equipment Issue - Metra/PSA | - | 4 | - | 1 | - | 2 | 3 | - | 1 | - | 1 | - | 3 | 15 |
| Primary | - | 2 | - | - | - | 2 | 2 | - | 1 | - | 1 | - | 3 | 11 |
| Secondary | - | 2 | - | 1 | - | - | 1 | - | - | - | - | - | - | 4 |
| Locomotive Issue - Metra/PSA | 9 | - | - | - | - | 3 | 12 | 1 | 5 | - | 3 | 6 | 2 | 41 |
| Primary | 4 | - | - | - | - | 1 | 4 | 1 | 3 | - | 2 | 2 | 2 | 19 |
| Secondary | 5 | - | - | - | - | 2 | 8 | - | 2 | - | 1 | 4 | - | 22 |
| Mechanical Failure - Foreign | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Passenger Train Interference - Total | - | - | - | - | - | 2 | - | - | - | 1 | - | 1 | - | 4 |
| Passenger Train Interference - Metra/PSA | - | - | - | - | - | 2 | - | - | - | - | - | 1 | - | 3 |
| Passenger Train Interference - Foreign | - | - | - | - | - | - | - | - | - | 1 | - | - | - | 1 |
| Accident - Total | 14 | - | - | 1 | - | 3 | - | - | 1 | 1 | 6 | - | - | 26 |
| Accident - Metra/PSA | 14 | - | - | 1 | - | 3 | - | - | 1 | - | 6 | - | - | 25 |
| Accident - Foreign | - | - | - | - | - | - | - | - | - | 1 | - | - | - | 1 |
| Track Work - Total | 2 | - | - | 2 | - | 8 | 4 | - | 6 | - | 12 | 4 | 4 | 42 |
| Track Work - Metra/PSA | 2 | - | - | 2 | - | 8 | 4 | - | 6 | - | 12 | 4 | 4 | 42 |
| Track Work - Foreign | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Human Error - Total | 4 | 1 | - | 2 | - | 8 | 2 | - | 4 | 2 | 7 | 12 | 1 | 43 |
| Human Error - Metra/PSA | 3 | 1 | - | 2 | - | 2 | 1 | - | 4 | 1 | 7 | 11 | 1 | 33 |
| Human Error - Foreign | 1 | - | - | - | - | 6 | 1 | - | - | 1 | - | 1 | - | 10 |
| PTC Related - Total | - | 2 | 2 | 4 | 3 | 3 | 9 | 3 | 5 | 2 | 10 | 5 | 7 | 55 |
| PTC Related - Metra/PSA | - | 1 | 2 | 4 | 1 | 3 | 9 | 1 | 5 | 2 | 10 | 5 | 7 | 50 |
| PTC Related - Foreign | - | 1 | - | - | 2 | - | - | 2 | - | - | - | - | - | 5 |
| Weather - Total | 3 | - | 1 | - | - | 3 | 1 | - | 1 | 1 | 1 | 1 | 3 | 15 |
| Weather - Metra/PSA | 3 | - | 1 | - | - | 3 | 1 | - | 1 | 1 | 1 | 1 | 3 | 15 |
| Weather - Foreign | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Passenger Related - Total | - | 6 | 3 | - | - | 1 | 7 | - | 5 | - | 5 | 1 | 3 | 31 |
| Obstruction/Debris - Total | 7 | - | 4 | 5 | 1 | 1 | - | 1 | 3 | - | 2 | 3 | 3 | 30 |
| Catenary Failure - Total | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Other - Total | - | - | 2 | - | - | - | - | - | - | - | - | - | - | 2 |
| Total Trains Delayed | 48 | 16 | 12 | 23 | 10 | 44 | 50 | 8 | 37 | 14 | 63 | 48 | 76 | 449 |
| Total Metra/PSA Delays | 38 | 15 | 12 | 23 | 2 | 33 | 43 | 5 | 34 | 6 | 62 | 32 | 30 | 335 |
| Total Foreign Carrier Delays | 10 | 1 | 0 | 0 | 8 | 11 | 7 | 3 | 3 | 8 | 1 | 16 | 46 | 114 |

Data for current month is final (05/18/2022) version of TOPS

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

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

Table 5.b: Train Delays by Cause and Line
Average April 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 | 5 | - | - | - | 3 | 8 | 9 | 6 | 3 | 5 | 0 | 3 | 18 | 60 |
| Freight Interference - Peak | 1 | - | - | - | 3 | 2 | 2 | 2 | 0 | 1 | - | 0 | 8 | 21 |
| Primary | 1 | - | - | - | 3 | 2 | 2 | 2 | 0 | 1 | - | 0 | 3 | 14 |
| Secondary | - | - | - | - | 0 | 1 | - | 0 | - | 0 | - | - | 5 | 7 |
| Freight Interference - Off-Peak | 4 | - | - | - | 0 | 6 | 7 | 4 | 3 | 4 | 0 | 3 | 10 | 40 |
| Primary | 4 | - | - | - | 0 | 4 | 5 | 3 | 2 | 3 | 0 | 2 | 6 | 30 |
| Secondary | 1 | - | - | - | - | 2 | 1 | 1 | 1 | 1 | - | 1 | 3 | 10 |
| Signal/Switch Failure - Total | 14 | 4 | 2 | 2 | 1 | 16 | 10 | 4 | 5 | 6 | 2 | 4 | 4 | 74 |
| Signal/Switch Failure - Metra/PSA | 8 | 4 | 2 | 2 | - | 10 | 7 | 1 | 5 | 3 | 2 | 1 | 3 | 47 |
| Primary | 6 | 3 | 2 | 2 | - | 6 | 6 | 1 | 4 | 2 | 1 | 1 | 2 | 36 |
| Secondary | 2 | 0 | 0 | - | - | 3 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 11 |
| Signal/Switch Failure - Foreign | 6 | - | - | - | 1 | 6 | 3 | 3 | - | 4 | - | 3 | 0 | 26 |
| Primary | 6 | - | - | - | 1 | 1 | 2 | 1 | - | 3 | - | 1 | 0 | 15 |
| Secondary | 0 | - | - | - | 0 | 5 | 2 | 1 | - | 1 | - | 2 | - | 11 |
| Mechanical Failure - Total | 9 | 1 | - | - | - | 11 | 5 | 2 | 6 | 1 | 6 | 6 | 5 | 51 |
| Mechanical Failure - Metra/PSA | 8 | 1 | - | - | - | 10 | 5 | 2 | 6 | 1 | 6 | 6 | 5 | 50 |
| Non-Locomotive Equipment Issue - Metra/PSA | 2 | 1 | - | - | - | 2 | 0 | 0 | 1 | 1 | 3 | 4 | 1 | 14 |
| Primary | 1 | 1 | - | - | - | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 1 | 8 |
| Secondary | 1 | 0 | - | - | - | 2 | - | - | - | 1 | 1 | 2 | 1 | 6 |
| Locomotive Issue - Metra/PSA | 6 | - | - | - | - | 8 | 5 | 1 | 6 | 0 | 3 | 3 | 3 | 36 |
| Primary | 2 | - | - | - | - | 3 | 2 | 0 | 3 | 0 | 1 | 1 | 1 | 15 |
| Secondary | 4 | - | - | - | - | 5 | 3 | 1 | 2 | - | 2 | 2 | 2 | 21 |
| Mechanical Failure - Foreign | 0 | - | - | - | - | 1 | - | - | - | - | - | - | - | 1 |
| Passenger Train Interference - Total | 0 | 0 | - | 0 | 1 | 2 | - | 0 | - | 2 | - | 0 | 1 | 8 |
| Passenger Train Interference - Metra/PSA | 0 | - | - | - | - | 2 | - | 0 | - | - | - | 0 | 1 | 3 |
| Passenger Train Interference - Foreign | - | 0 | - | 0 | 1 | 0 | - | - | - | 2 | - | - | - | 4 |
| Accident - Total | 8 | 3 | 1 | 2 | - | 0 | 4 | 1 | 2 | - | 1 | 12 | 2 | 37 |
| Accident - Metra/PSA | 8 | 3 | 1 | 2 | - | 0 | 4 | 1 | 1 | - | 1 | 12 | - | 34 |
| Accident - Foreign | - | - | - | - | - | 0 | - | - | 1 | - | - | - | 2 | 3 |
| Track Work - Total | 10 | 2 | 1 | 1 | 1 | 10 | 4 | 0 | 5 | 1 | 10 | 5 | 4 | 54 |
| Track Work - Metra/PSA | 10 | 2 | 1 | 1 | 1 | 10 | 4 | 0 | 5 | 0 | 10 | 5 | 4 | 53 |
| Track Work - Foreign | - | 0 | - | - | - | - | - | - | - | 1 | - | - | - | 1 |
| Human Error - Total | 9 | 0 | 0 | 0 | 1 | 6 | 4 | 1 | 4 | 1 | 3 | 6 | 6 | 42 |
| Human Error - Metra/PSA | 2 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 4 | 0 | 3 | 5 | 2 | 24 |
| Human Error - Foreign | 7 | - | - | - | 1 | 3 | 1 | 0 | - | 0 | 1 | 1 | 4 | 18 |
| PTC Related - Total | 2 | 1 | - | 0 | 1 | 1 | 1 | 2 | 3 | 1 | 3 | 4 | 5 | 25 |
| PTC Related - Metra/PSA | 2 | 1 | - | 0 | - | 1 | 1 | 1 | 3 | 1 | 3 | 4 | 5 | 20 |
| PTC Related - Foreign | - | 0 | - | 0 | 1 | 1 | - | 1 | 0 | 1 | - | 0 | 0 | 4 |
| Weather - Total | 2 | 1 | 0 | 0 | - | 3 | 2 | - | 4 | 1 | 2 | 0 | - | 15 |
| Weather - Metra/PSA | 2 | 1 | 0 | 0 | - | 3 | 2 | - | 4 | 1 | 2 | 0 | - | 15 |
| Weather - Foreign | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Passenger Related - Total | 3 | 1 | 1 | 1 | - | 4 | 3 | 0 | 5 | 1 | 5 | 8 | 6 | 38 |
| Obstruction/Debris - Total | 6 | 1 | 1 | 1 | 1 | 4 | 1 | 0 | 4 | 2 | 1 | 6 | 13 | 43 |
| Catenary Failure - Total | - | 0 | - | 0 | - | - | - | - | - | - | - | - | - | 1 |
| Other - Total | - | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | - | - | - | 3 |
| Total Trains Delayed | 68 | 16 | 5 | 9 | 8 | 66 | 45 | 18 | 41 | 23 | 32 | 55 | 64 | 450 |
| Total Metra/PSA Delays | 50 | 15 | 5 | 8 | 2 | 47 | 32 | 8 | 37 | 9 | 31 | 47 | 39 | 331 |
| Total Foreign Carrier Delays | 18 | 1 | 0 | 1 | 7 | 19 | 13 | 9 | 4 | 13 | 1 | 8 | 24 | 119 |

Data for current month is final (05/12/2021) version of TOPS

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

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

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

Table 5.c: Train Delays by Cause and Line
April 2022 Compared to Average April 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 | 1 | - | - | - | 3 | (3) | (3) | (5) | - | (1) | 1 | 9 | 28 | 30 |
| Freight Interference - Peak | 1 | - | - | - | 3 | (0) | (2) | (1) | 2 | 2 | - | 8 | 10 | 21 |
| Primary | 1 | - | - | - | 3 | 0 | (2) | (1) | 2 | 2 | - | 5 | 10 | 20 |
| Secondary | - | - | - | - | (0) | (1) | - | (0) | - | (0) | - | 3 | 0 | 1 |
| Freight Interference - Off-Peak | (0) | - | - | - | (0) | (3) | (1) | (4) | (2) | (3) | 1 | 1 | 18 | 8 |
| Primary | 0 | - | - | - | (0) | (2) | (0) | (3) | (1) | (2) | 1 | 2 | 19 | 13 |
| Secondary | (1) | - | - | - | - | (1) | (0) | (1) | (0) | (1) | - | (1) | (0) | (5) |
| Signal/Switch Failure - Total | (11) | (1) | (2) | 6 | (1) | (11) | (4) | (2) | (2) | (3) | 13 | (1) | 0 | (19) |
| Signal/Switch Failure - Metra/PSA | (8) | (1) | (2) | 6 | - | (5) | (1) | 1 | (2) | (1) | 13 | (1) | 1 | 1 |
| Primary | (6) | (0) | (2) | 2 | - | (1) | (1) | 1 | (2) | (0) | 13 | (1) | 1 | 4 |
| Secondary | (2) | (0) | (0) | 4 | - | (3) | 0 | 0 | 0 | (0) | - | (0) | (0) | (3) |
| Signal/Switch Failure - Foreign | (3) | - | - | - | (1) | (6) | (3) | (3) | - | (3) | - | - | (0) | (19) |
| Primary | (6) | - | - | - | (1) | (1) | (2) | (1) | - | (2) | - | 2 | (0) | (11) |
| Secondary | 3 | - | - | - | (0) | (5) | (2) | (1) | - | (1) | - | (2) | - | (8) |
| Mechanical Failure - Total | 0 | 3 | - | 1 | - | (6) | 10 | (1) | (0) | (1) | (2) | (0) | 0 | 5 |
| Mechanical Failure - Metra/PSA | 1 | 3 | - | 1 | - | (5) | 10 | (1) | (0) | (1) | (2) | (0) | 0 | 6 |
| Non-Locomotive Equipment Issue - Metra/PSA | (2) | 3 | - | 1 | - | - | 3 | (0) | 0 | (1) | (2) | (4) | 2 | 1 |
| Primary | (1) | 1 | - | - | - | 2 | 2 | (0) | 0 | (0) | (1) | (2) | 2 | 3 |
| Secondary | (1) | 2 | - | 1 | - | (2) | 1 | - | - | (1) | (1) | (2) | (1) | (2) |
| Locomotive Issue - Metra/PSA | 3 | - | - | - | - | (5) | 7 | (0) | (1) | (0) | - | 3 | (1) | 5 |
| Primary | 2 | - | - | - | - | (2) | 2 | 1 | (0) | (0) | 1 | 1 | 1 | 4 |
| Secondary | 1 | - | - | - | - | (3) | 5 | (1) | (0) | - | (1) | 2 | (2) | 1 |
| Mechanical Failure - Foreign | (0) | - | - | - | - | (1) | - | - | - | - | - | - | - | (1) |
| Passenger Train Interference - Total | (0) | (0) | - | (0) | (1) | (0) | - | (0) | - | (1) | - | 1 | (1) | (4) |
| Passenger Train Interference - Metra/PSA | (0) | - | - | - | - | 0 | - | (0) | - | - | - | 1 | (1) | (0) |
| Passenger Train Interference - Foreign | - | (0) | - | (0) | (1) | (0) | - | - | - | (1) | - | - | - | (3) |
| Accident - Total | 6 | (3) | (1) | (1) | - | 3 | (4) | (1) | (1) | 1 | 5 | (12) | (2) | (11) |
| Accident - Metra/PSA | 6 | (3) | (1) | (1) | - | 3 | (4) | (1) | (0) | - | 5 | (12) | - | (9) |
| Accident - Foreign | - | - | - | - | - | (0) | - | - | (1) | 1 | - | - | (2) | (2) |
| Track Work - Total | (8) | (2) | (1) | 1 | (1) | (2) | 0 | (0) | 1 | (1) | 2 | (1) | (0) | (12) |
| Track Work - Metra/PSA | (8) | (2) | (1) | 1 | (1) | (2) | 0 | (0) | 1 | (0) | 2 | (1) | (0) | (11) |
| Track Work - Foreign | - | (0) | - | - | - | - | - | - | - | (1) | - | - | - | (1) |
| Human Error - Total | (5) | 1 | (0) | 2 | (1) | 2 | (2) | (1) | 0 | 1 | 4 | 6 | (5) | 1 |
| Human Error - Metra/PSA | 1 | 1 | (0) | 2 | (0) | (1) | (2) | (1) | 0 | 1 | 4 | 6 | (1) | 9 |
| Human Error - Foreign | (6) | - | - | - | (1) | 3 | - | (0) | - | 1 | (1) | (0) | (4) | (8) |
| PTC Related - Total | (2) | 1 | 2 | 4 | 2 | 2 | 8 | 1 | 2 | 1 | 7 | 1 | 2 | 30 |
| PTC Related - Metra/PSA | (2) | 0 | 2 | 4 | 1 | 2 | 8 | (0) | 2 | 1 | 7 | 1 | 2 | 30 |
| PTC Related - Foreign | - | 1 | - | (0) | 1 | (1) | - | 1 | (0) | (1) | - | (0) | (0) | 1 |
| Weather - Total | 1 | (1) | 1 | (0) | - | (0) | (1) | - | (3) | 0 | (1) | 1 | 3 | (0) |
| Weather - Metra/PSA | 1 | (1) | 1 | (0) | - | (0) | (1) | - | (3) | 0 | (1) | 1 | 3 | (0) |
| Weather - Foreign | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Passenger Related - Total | (3) | 5 | 2 | (1) | - | (3) | 4 | (0) | - | (1) | 0 | (7) | (3) | (7) |
| Obstruction/Debris - Total | 1 | (1) | 3 | 4 | 0 | (3) | (1) | 1 | (1) | (2) | 1 | (3) | (10) | (13) |
| Catenary Failure - Total | - | (0) | - | (0) | - | - | - | - | - | - | - | - | - | (1) |
| Other - Total | - | (0) | 2 | (0) | (0) | (0) | (1) | (0) | - | (1) | - | - | - | (1) |
| Total Trains Delayed | (20) | 0 | 7 | 14 | 2 | (22) | 5 | (10) | (4) | (9) | 31 | (7) | 12 | (1) |
| Total Metra/PSA Delays | -12 | 0 | 7 | 15 | 0 | -14 | 11 | -3 | -3 | -3 | 31 | -15 | -9 | 4 |
| Total Foreign Carrier Delays | -8 | 0 | 0 | -1 | 1 | -8 | -6 | -6 | -1 | -5 | 0 | 8 | 22 | -5 |

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

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

Table 6.a: Train Delays by Cause and Line - YTD
January - April 2022

| Cause Category | BNSF | ME-ML | ME-BI | ME-SC | HC | MD-N | MD-W | NCS | RI | SWS | UP-N | UP-NW | UP-W | SYSTEM |
|---|------------|------------|-----------|------------|-----------|------------|------------|-----------|------------|-----------|------------|------------|------------|--------------|
| Freight Interference - Total | 20 | - | - | - | 28 | 13 | 43 | 2 | 12 | 24 | 10 | 19 | 128 | 299 |
| Freight Interference - Peak | 6 | - | - | - | 15 | 3 | 15 | 2 | 4 | 13 | 5 | 13 | 45 | 121 |
| Primary | 6 | - | - | - | 15 | 3 | 12 | 1 | 4 | 12 | 3 | 10 | 34 | 100 |
| Secondary | - | - | - | - | - | - | 3 | 1 | - | 1 | 2 | 3 | 11 | 21 |
| Freight Interference - Off-Peak | 14 | - | - | - | 13 | 10 | 28 | - | 8 | 11 | 5 | 6 | 83 | 178 |
| Primary | 13 | - | - | - | 13 | 6 | 20 | - | 8 | 9 | 3 | 6 | 69 | 147 |
| Secondary | 1 | - | - | - | - | 4 | 8 | - | - | 2 | 2 | - | 14 | 31 |
| Signal/Switch Failure - Total | 30 | 11 | 9 | 27 | 11 | 32 | 38 | 9 | 63 | 14 | 27 | 9 | 14 | 294 |
| Signal/Switch Failure - Metra/PSA | 16 | 11 | 9 | 27 | 3 | 29 | 37 | 8 | 63 | 6 | 27 | 6 | 14 | 256 |
| Primary | 13 | 11 | 7 | 21 | 3 | 25 | 30 | 5 | 52 | 5 | 23 | 6 | 7 | 208 |
| Secondary | 3 | - | 2 | 6 | - | 4 | 7 | 3 | 11 | 1 | 4 | - | 7 | 48 |
| Signal/Switch Failure - Foreign | 14 | - | - | - | 8 | 3 | 1 | 1 | - | 8 | - | 3 | - | 38 |
| Primary | 8 | - | - | - | 8 | 1 | 1 | 1 | - | 6 | - | 3 | - | 28 |
| Secondary | 6 | - | - | - | - | 2 | - | - | - | 2 | - | - | - | 10 |
| Mechanical Failure - Total | 30 | 7 | 1 | 1 | - | 26 | 39 | 8 | 23 | 3 | 22 | 63 | 14 | 237 |
| Mechanical Failure - Metra/PSA | 30 | 5 | 1 | 1 | - | 22 | 39 | 8 | 23 | 3 | 22 | 63 | 14 | 231 |
| Non-Locomotive Equipment Issue - Metra/PSA | 4 | 5 | 1 | 1 | - | 7 | 8 | 5 | 2 | - | 4 | 16 | 4 | 57 |
| Primary | 4 | 3 | - | - | - | 5 | 6 | 3 | 2 | - | 4 | 9 | 4 | 40 |
| Secondary | - | 2 | 1 | 1 | - | 2 | 2 | 2 | - | - | - | 7 | - | 17 |
| Locomotive Issue - Metra/PSA | 26 | - | - | - | - | 15 | 31 | 3 | 21 | 3 | 18 | 47 | 10 | 174 |
| Primary | 12 | - | - | - | - | 7 | 13 | 3 | 13 | 1 | 9 | 15 | 7 | 80 |
| Secondary | 14 | - | - | - | - | 8 | 18 | - | 8 | 2 | 9 | 32 | 3 | 94 |
| Mechanical Failure - Foreign | - | 2 | - | - | - | 4 | - | - | - | - | - | - | - | 6 |
| Passenger Train Interference - Total | - | - | - | - | 4 | 4 | - | - | - | 1 | - | 1 | 1 | 11 |
| Passenger Train Interference - Metra/PSA | - | - | - | - | - | 3 | - | - | - | - | - | 1 | 1 | 5 |
| Passenger Train Interference - Foreign | - | - | - | - | 4 | 1 | - | - | - | 1 | - | - | - | 6 |
| Accident - Total | 40 | 3 | - | 3 | - | 8 | 6 | - | 15 | 2 | 29 | 21 | 21 | 148 |
| Accident - Metra/PSA | 40 | 3 | - | 3 | - | 8 | 6 | - | 15 | 1 | 29 | 6 | 15 | 126 |
| Accident - Foreign | - | - | - | - | - | - | - | - | - | 1 | - | 15 | 6 | 22 |
| Track Work - Total | 3 | 30 | 7 | 13 | 1 | 15 | 6 | - | 12 | 3 | 32 | 11 | 10 | 143 |
| Track Work - Metra/PSA | 2 | 30 | 7 | 13 | - | 15 | 4 | - | 12 | 3 | 32 | 8 | 10 | 136 |
| Track Work - Foreign | 1 | - | - | - | 1 | - | 2 | - | - | - | - | 3 | - | 7 |
| Human Error - Total | 21 | 3 | 3 | 3 | 4 | 22 | 7 | 4 | 16 | 7 | 18 | 24 | 8 | 140 |
| Human Error - Metra/PSA | 20 | 3 | 3 | 3 | - | 3 | 6 | 2 | 15 | 2 | 17 | 15 | 5 | 94 |
| Human Error - Foreign | 1 | - | - | - | 4 | 19 | 1 | 2 | 1 | 5 | 1 | 9 | 3 | 46 |
| PTC Related - Total | 1 | 15 | 6 | 12 | 12 | 21 | 12 | 9 | 21 | 13 | 22 | 8 | 18 | 170 |
| PTC Related - Metra/PSA | - | 14 | 6 | 11 | 5 | 20 | 12 | 4 | 21 | 8 | 21 | 8 | 17 | 147 |
| PTC Related - Foreign | 1 | 1 | - | 1 | 7 | 1 | - | 5 | - | 5 | 1 | - | 1 | 23 |
| Weather - Total | 9 | 8 | 6 | 7 | 3 | 37 | 36 | 3 | 58 | 4 | 48 | 21 | 28 | 268 |
| Weather - Metra/PSA | 9 | 8 | 6 | 7 | 3 | 37 | 36 | 3 | 57 | 4 | 48 | 21 | 28 | 267 |
| Weather - Foreign | - | - | - | - | - | - | - | - | 1 | - | - | - | - | 1 |
| Passenger Related - Total | 6 | 23 | 7 | 2 | - | 12 | 25 | 3 | 13 | - | 10 | 17 | 16 | 134 |
| Obstruction/Debris - Total | 16 | 7 | 6 | 28 | 3 | 8 | 6 | 5 | 32 | 4 | 31 | 38 | 31 | 215 |
| Catenary Failure - Total | - | 1 | - | 13 | - | - | - | - | - | - | - | - | - | 14 |
| Other - Total | - | - | 2 | 1 | - | 6 | - | - | - | - | - | 3 | - | 12 |
| Total Trains Delayed | 176 | 108 | 47 | 110 | 66 | 204 | 218 | 43 | 265 | 75 | 249 | 235 | 289 | 2,085 |
| Total Metra/PSA Delays | 139 | 105 | 47 | 109 | 14 | 163 | 171 | 33 | 251 | 31 | 237 | 186 | 151 | 1,637 |
| Total Foreign Carrier Delays | 37 | 3 | 0 | 1 | 52 | 41 | 47 | 10 | 14 | 44 | 12 | 49 | 138 | 448 |

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

Table 6.b: Train Delays by Cause and Line - YTD
January - April 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 | 36 | - | - | - | 19 | 36 | 43 | 19 | 16 | 36 | 4 | 24 | 90 | 325 |
| Freight Interference - Peak | 15 | - | - | - | 17 | 9 | 13 | 9 | 4 | 14 | 2 | 12 | 32 | 125 |
| Primary | 7 | - | - | - | 14 | 6 | 11 | 7 | 3 | 10 | 1 | 7 | 15 | 82 |
| Secondary | 7 | - | - | - | 3 | 3 | 2 | 2 | 1 | 4 | 0 | 4 | 16 | 43 |
| Freight Interference - Off-Peak | 21 | - | - | - | 2 | 27 | 31 | 11 | 12 | 23 | 3 | 12 | 59 | 200 |
| Primary | 16 | - | - | - | 2 | 18 | 24 | 9 | 9 | 16 | 2 | 8 | 42 | 147 |
| Secondary | 5 | - | - | - | - | 10 | 6 | 1 | 3 | 7 | 1 | 4 | 16 | 54 |
| Signal/Switch Failure - Total | 62 | 28 | 13 | 16 | 9 | 55 | 47 | 31 | 54 | 32 | 12 | 21 | 21 | 402 |
| Signal/Switch Failure - Metra/PSA | 39 | 28 | 13 | 16 | 2 | 41 | 40 | 12 | 53 | 10 | 11 | 12 | 13 | 289 |
| Primary | 25 | 21 | 11 | 13 | 1 | 27 | 31 | 9 | 40 | 8 | 5 | 8 | 9 | 208 |
| Secondary | 14 | 7 | 3 | 3 | 0 | 14 | 8 | 3 | 13 | 2 | 6 | 4 | 4 | 81 |
| Signal/Switch Failure - Foreign | 23 | - | - | - | 8 | 14 | 7 | 19 | 1 | 23 | 0 | 9 | 8 | 113 |
| Primary | 19 | - | - | - | 6 | 5 | 4 | 15 | 1 | 15 | - | 6 | 6 | 77 |
| Secondary | 5 | - | - | - | 1 | 9 | 3 | 4 | - | 8 | 0 | 3 | 2 | 36 |
| Mechanical Failure - Total | 58 | 6 | 3 | 2 | 1 | 61 | 37 | 12 | 46 | 9 | 31 | 30 | 41 | 337 |
| Mechanical Failure - Metra/PSA | 57 | 3 | 2 | 1 | 0 | 55 | 37 | 12 | 46 | 9 | 31 | 30 | 41 | 324 |
| Non-Locomotive Equipment Issue - Metra/PSA | 20 | 3 | 2 | 1 | 0 | 7 | 3 | 2 | 6 | 5 | 13 | 15 | 19 | 96 |
| Primary | 8 | 1 | 1 | 0 | 0 | 2 | 2 | 1 | 3 | 3 | 7 | 7 | 9 | 44 |
| Secondary | 12 | 2 | 2 | 1 | - | 4 | 1 | 1 | 3 | 2 | 6 | 8 | 10 | 52 |
| Locomotive Issue - Metra/PSA | 37 | - | - | - | 0 | 48 | 34 | 10 | 39 | 5 | 19 | 15 | 22 | 228 |
| Primary | 10 | - | - | - | 0 | 15 | 12 | 3 | 17 | 3 | 6 | 6 | 6 | 77 |
| Secondary | 27 | - | - | - | - | 34 | 21 | 7 | 22 | 2 | 13 | 9 | 16 | 151 |
| Mechanical Failure - Foreign | 1 | 3 | 1 | 0 | 0 | 6 | 0 | 1 | - | - | - | - | - | 13 |
| Passenger Train Interference - Total | 2 | 1 | 1 | 2 | 3 | 12 | 1 | 4 | 0 | 8 | - | 0 | 1 | 34 |
| Passenger Train Interference - Metra/PSA | 0 | 0 | 1 | 0 | 0 | 9 | 0 | 4 | - | 0 | - | 0 | 1 | 16 |
| Passenger Train Interference - Foreign | 2 | 1 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 7 | - | - | - | 18 |
| Accident - Total | 29 | 21 | 4 | 5 | 1 | 9 | 16 | 5 | 12 | 6 | 16 | 37 | 22 | 184 |
| Accident - Metra/PSA | 26 | 7 | 2 | 5 | - | 8 | 15 | 5 | 10 | 3 | 16 | 37 | 12 | 146 |
| Accident - Foreign | 3 | 13 | 2 | - | 1 | 1 | 1 | - | 2 | 3 | - | - | 10 | 38 |
| Track Work - Total | 24 | 17 | 2 | 5 | 3 | 25 | 9 | 3 | 17 | 5 | 17 | 10 | 12 | 149 |
| Track Work - Metra/PSA | 24 | 17 | 2 | 5 | 3 | 24 | 7 | 3 | 17 | 3 | 17 | 10 | 12 | 143 |
| Track Work - Foreign | - | 0 | - | - | 0 | 1 | 1 | 0 | - | 2 | - | - | - | 6 |
| Human Error - Total | 60 | 12 | 4 | 5 | 6 | 45 | 30 | 11 | 31 | 11 | 23 | 27 | 29 | 294 |
| Human Error - Metra/PSA | 26 | 12 | 4 | 5 | 2 | 25 | 19 | 5 | 31 | 2 | 21 | 21 | 21 | 194 |
| Human Error - Foreign | 34 | - | - | - | 5 | 20 | 12 | 6 | - | 8 | 2 | 6 | 8 | 100 |
| PTC Related - Total | 10 | 6 | 1 | 3 | 6 | 8 | 6 | 3 | 17 | 3 | 27 | 12 | 31 | 133 |
| PTC Related - Metra/PSA | 8 | 5 | 1 | 2 | 1 | 7 | 5 | 3 | 16 | 1 | 27 | 12 | 30 | 120 |
| PTC Related - Foreign | 1 | 0 | - | 0 | 4 | 1 | 0 | 1 | 1 | 2 | - | 0 | 1 | 13 |
| Weather - Total | 64 | 47 | 17 | 26 | 3 | 52 | 46 | 10 | 79 | 8 | 37 | 49 | 29 | 466 |
| Weather - Metra/PSA | 61 | 47 | 17 | 26 | 3 | 51 | 45 | 10 | 79 | 7 | 37 | 48 | 28 | 458 |
| Weather - Foreign | 3 | - | - | - | 0 | 1 | 1 | - | 0 | 2 | - | 1 | 1 | 9 |
| Passenger Related - Total | 17 | 16 | 6 | 4 | 0 | 20 | 22 | 3 | 30 | 2 | 26 | 30 | 46 | 224 |
| Obstruction/Debris - Total | 23 | 10 | 6 | 10 | 1 | 16 | 14 | 8 | 34 | 8 | 11 | 29 | 33 | 203 |
| Catenary Failure - Total | - | 7 | 2 | 4 | - | - | - | - | - | - | - | - | - | 12 |
| Other - Total | 0 | 0 | 1 | 2 | 0 | 1 | 2 | 1 | 3 | 1 | 1 | 3 | 0 | 16 |
| Total Trains Delayed | 385 | 170 | 60 | 83 | 53 | 340 | 273 | 112 | 339 | 130 | 205 | 273 | 356 | 2,779 |
| Total Metra/PSA Delays | 280 | 152 | 57 | 81 | 12 | 257 | 206 | 66 | 318 | 46 | 199 | 232 | 238 | 2,144 |
| Total Foreign Carrier Delays | 105 | 18 | 3 | 2 | 41 | 83 | 67 | 46 | 21 | 84 | 6 | 40 | 118 | 635 |

Data for current month is final (05/12/2021) version of TOPS

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

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

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

Table 6.c: Train Delays by Cause and Line - YTD
January - April 2022 Compared to Average January - April 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 | (16) | - | - | - | 9 | (23) | (0) | (17) | (4) | (12) | 6 | (5) | 38 | (26) |
| Freight Interference - Peak | (9) | - | - | - | (2) | (6) | 2 | (7) | (0) | (1) | 3 | 1 | 13 | (4) |
| Primary | (1) | - | - | - | 1 | (3) | 1 | (6) | 1 | 2 | 2 | 3 | 19 | 18 |
| Secondary | (7) | - | - | - | (3) | (3) | 1 | (1) | (1) | (3) | 2 | (1) | (5) | (22) |
| Freight Interference - Off-Peak | (7) | - | - | - | 11 | (17) | (3) | (11) | (4) | (12) | 2 | (6) | 24 | (22) |
| Primary | (3) | - | - | - | 11 | (12) | (4) | (9) | (1) | (7) | 1 | (2) | 27 | 0 |
| Secondary | (4) | - | - | - | - | (6) | 2 | (2) | (3) | (5) | 1 | (4) | (2) | (23) |
| Signal/Switch Failure - Total | (32) | (17) | (4) | 11 | 2 | (23) | (9) | (22) | 9 | (18) | 15 | (12) | (7) | (108) |
| Signal/Switch Failure - Metra/PSA | (23) | (17) | (4) | 11 | 1 | (12) | (3) | (4) | 10 | (4) | 16 | (6) | 1 | (33) |
| Primary | (12) | (10) | (4) | 8 | 2 | (2) | (1) | (4) | 12 | (3) | 18 | (2) | (2) | 0 |
| Secondary | (11) | (7) | (1) | 3 | (0) | (10) | (2) | 0 | (2) | (1) | (2) | (4) | 3 | (33) |
| Signal/Switch Failure - Foreign | (9) | - | - | - | 0 | (11) | (6) | (18) | (1) | (15) | (0) | (6) | (8) | (75) |
| Primary | (11) | - | - | - | 2 | (4) | (3) | (14) | (1) | (9) | - | (3) | (6) | (49) |
| Secondary | 1 | - | - | - | (1) | (7) | (3) | (4) | - | (6) | (0) | (3) | (2) | (26) |
| Mechanical Failure - Total | (28) | 1 | (2) | (1) | (1) | (35) | 2 | (4) | (23) | (6) | (9) | 33 | (27) | (100) |
| Mechanical Failure - Metra/PSA | (27) | 2 | (1) | (0) | (0) | (33) | 2 | (4) | (23) | (6) | (9) | 33 | (27) | (93) |
| Non-Locomotive Equipment Issue - Metra/PSA | (16) | 2 | (1) | (0) | (0) | 0 | 5 | 3 | (4) | (5) | (9) | 1 | (15) | (39) |
| Primary | (4) | 2 | (1) | (0) | (0) | 3 | 4 | 2 | (1) | (3) | (3) | 2 | (5) | (4) |
| Secondary | (12) | 0 | (1) | - | - | (2) | 1 | 1 | (3) | (2) | (6) | (1) | (10) | (35) |
| Locomotive Issue - Metra/PSA | (11) | - | - | - | (0) | (33) | (3) | (7) | (18) | (2) | (1) | 32 | (12) | (54) |
| Primary | 2 | - | - | - | (0) | (8) | 1 | - | (4) | (2) | 3 | 9 | 1 | 3 |
| Secondary | (13) | - | - | - | - | (26) | (3) | (7) | (14) | (0) | (4) | 23 | (13) | (57) |
| Mechanical Failure - Foreign | (1) | (1) | (1) | (0) | (0) | (2) | (0) | (1) | - | - | - | - | - | (7) |
| Passenger Train Interference - Total | (2) | (1) | (1) | (2) | 1 | (8) | (1) | (4) | (0) | (7) | - | 1 | - | (23) |
| Passenger Train Interference - Metra/PSA | (0) | (0) | (1) | (0) | (0) | (6) | (0) | (4) | - | (0) | - | 1 | - | (11) |
| Passenger Train Interference - Foreign | (2) | (1) | (0) | (1) | 2 | (2) | (0) | (0) | (0) | (6) | - | - | - | (12) |
| Accident - Total | 11 | (18) | (4) | (2) | (1) | (1) | (10) | (5) | 3 | (4) | 13 | (16) | (1) | (36) |
| Accident - Metra/PSA | 14 | (4) | (2) | (2) | - | (0) | (9) | (5) | 5 | (2) | 13 | (31) | 3 | (20) |
| Accident - Foreign | (3) | (13) | (2) | - | (1) | (1) | (1) | - | (2) | (2) | - | 15 | (4) | (16) |
| Track Work - Total | (21) | 13 | 5 | 8 | (2) | (10) | (3) | (3) | (5) | (2) | 15 | 1 | (2) | (6) |
| Track Work - Metra/PSA | (22) | 13 | 5 | 8 | (3) | (9) | (3) | (3) | (5) | (0) | 15 | (2) | (2) | (7) |
| Track Work - Foreign | 1 | (0) | - | - | 1 | (1) | 1 | (0) | - | (2) | - | 3 | - | 1 |
| Human Error - Total | (39) | (9) | (1) | (2) | (2) | (23) | (23) | (7) | (15) | (4) | (5) | (3) | (21) | (154) |
| Human Error - Metra/PSA | (6) | (9) | (1) | (2) | (2) | (22) | (13) | (3) | (16) | (0) | (4) | (6) | (16) | (100) |
| Human Error - Foreign | (33) | - | - | - | (1) | (1) | (11) | (4) | 1 | (3) | (1) | 3 | (5) | (54) |
| PTC Related - Total | (9) | 9 | 5 | 9 | 6 | 13 | 6 | 6 | 4 | 10 | (5) | (4) | (13) | 37 |
| PTC Related - Metra/PSA | (8) | 9 | 5 | 9 | 4 | 13 | 7 | 1 | 5 | 7 | (6) | (4) | (13) | 27 |
| PTC Related - Foreign | (0) | 1 | - | 1 | 3 | 0 | (0) | 4 | (1) | 3 | 1 | (0) | - | 10 |
| Weather - Total | (55) | (39) | (11) | (19) | (0) | (15) | (10) | (7) | (21) | (4) | 11 | (28) | (1) | (198) |
| Weather - Metra/PSA | (52) | (39) | (11) | (19) | 0 | (14) | (9) | (7) | (22) | (3) | 11 | (27) | 0 | (191) |
| Weather - Foreign | (3) | - | - | - | (0) | (1) | (1) | - | 1 | (2) | - | (1) | (1) | (8) |
| Passenger Related - Total | (11) | 7 | 1 | (2) | (0) | (8) | 3 | (0) | (17) | (2) | (16) | (13) | (30) | (90) |
| Obstruction/Debris - Total | (7) | (3) | 0 | 18 | 2 | (8) | (8) | (3) | (2) | (4) | 20 | 9 | (2) | 12 |
| Catenary Failure - Total | - | (6) | (2) | 9 | - | - | - | - | - | - | - | - | - | 2 |
| Other - Total | (0) | (0) | 1 | (1) | (0) | 5 | (2) | (1) | (3) | (1) | (1) | - | (0) | (4) |
| Total Trains Delayed | (209) | (62) | (13) | 27 | 13 | (136) | (55) | (69) | (74) | (55) | 44 | (38) | (67) | (694) |
| Total Metra/PSA Delays | -141 | -47 | -10 | 28 | 2 | -94 | -35 | -33 | -67 | -15 | 38 | -46 | -87 | -507 |
| Total Foreign Carrier Delays | -68 | -15 | -3 | -1 | 11 | -42 | -20 | -36 | -7 | -40 | 6 | 9 | 20 | -187 |

Data for current month is final (05/18/2022) version of TOPS

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

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

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

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

| Cause Category | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan - Apr | |
|---|------------|------------|------------|------------|-----|-----|-----|-----|-----|-----|-----|-----|--------------|---------------|
| Freight Interference - Total | 67 | 62 | 80 | 90 | | | | | | | | | 299 | 14.3% |
| Freight Interference - Peak | 26 | 18 | 35 | 42 | | | | | | | | | 121 | 5.8% |
| Primary | 20 | 16 | 30 | 34 | | | | | | | | | 100 | 4.8% |
| Secondary | 6 | 2 | 5 | 8 | | | | | | | | | 21 | 1.0% |
| Freight Interference - Off-Peak | 41 | 44 | 45 | 48 | | | | | | | | | 178 | 8.5% |
| Primary | 31 | 36 | 37 | 43 | | | | | | | | | 147 | 7.1% |
| Secondary | 10 | 8 | 8 | 5 | | | | | | | | | 31 | 1.5% |
| Signal/Switch Failure - Total | 92 | 101 | 46 | 55 | | | | | | | | | 294 | 14.1% |
| Signal/Switch Failure - Metra/PSA | 76 | 90 | 42 | 48 | | | | | | | | | 256 | 12.3% |
| Primary | 62 | 67 | 39 | 40 | | | | | | | | | 208 | 10.0% |
| Secondary | 14 | 23 | 3 | 8 | | | | | | | | | 48 | 2.3% |
| Signal/Switch Failure - Foreign | 16 | 11 | 4 | 7 | | | | | | | | | 38 | 1.8% |
| Primary | 10 | 10 | 4 | 4 | | | | | | | | | 28 | 1.3% |
| Secondary | 6 | 1 | - | 3 | | | | | | | | | 10 | 0.5% |
| Mechanical Failure - Total | 55 | 74 | 52 | 56 | | | | | | | | | 237 | 11.4% |
| Mechanical Failure - Metra/PSA | 55 | 72 | 48 | 56 | | | | | | | | | 231 | 11.1% |
| Non-Locomotive Equipment Issue - Metra/PSA | 10 | 23 | 9 | 15 | | | | | | | | | 57 | 2.7% |
| Primary | 7 | 15 | 7 | 11 | | | | | | | | | 40 | 1.9% |
| Secondary | 3 | 8 | 2 | 4 | | | | | | | | | 17 | 0.8% |
| Locomotive Issue - Metra/PSA | 45 | 49 | 39 | 41 | | | | | | | | | 174 | 8.3% |
| Primary | 25 | 17 | 19 | 19 | | | | | | | | | 80 | 3.8% |
| Secondary | 20 | 32 | 20 | 22 | | | | | | | | | 94 | 4.5% |
| Mechanical Failure - Foreign | - | 2 | 4 | - | | | | | | | | | 6 | 0.3% |
| Passenger Train Interference - Total | 4 | 1 | 2 | 4 | | | | | | | | | 11 | 0.5% |
| Passenger Train Interference - Metra/PSA | 2 | - | - | 3 | | | | | | | | | 5 | 0.2% |
| Passenger Train Interference - Foreign | 2 | 1 | 2 | 1 | | | | | | | | | 6 | 0.3% |
| Accident - Total | 81 | 30 | 11 | 26 | | | | | | | | | 148 | 7.1% |
| Accident - Metra/PSA | 66 | 30 | 5 | 25 | | | | | | | | | 126 | 6.0% |
| Accident - Foreign | 15 | - | 6 | 1 | | | | | | | | | 22 | 1.1% |
| Track Work - Total | 12 | 59 | 30 | 42 | | | | | | | | | 143 | 6.9% |
| Track Work - Metra/PSA | 11 | 57 | 26 | 42 | | | | | | | | | 136 | 6.5% |
| Track Work - Foreign | 1 | 2 | 4 | - | | | | | | | | | 7 | 0.3% |
| Human Error - Total | 31 | 24 | 42 | 43 | | | | | | | | | 140 | 6.7% |
| Human Error - Metra/PSA | 22 | 10 | 29 | 33 | | | | | | | | | 94 | 4.5% |
| Human Error - Foreign | 9 | 14 | 13 | 10 | | | | | | | | | 46 | 2.2% |
| PTC Related - Total | 34 | 43 | 38 | 55 | | | | | | | | | 170 | 8.2% |
| PTC Related - Metra/PSA | 23 | 38 | 36 | 50 | | | | | | | | | 147 | 7.1% |
| PTC Related - Foreign | 11 | 5 | 2 | 5 | | | | | | | | | 23 | 1.1% |
| Weather - Total | 141 | 84 | 28 | 15 | | | | | | | | | 268 | 12.9% |
| Weather - Metra/PSA | 141 | 83 | 28 | 15 | | | | | | | | | 267 | 12.8% |
| Weather - Foreign | - | 1 | - | - | | | | | | | | | 1 | 0.0% |
| Passenger Related - Total | 21 | 38 | 44 | 31 | | | | | | | | | 134 | 6.4% |
| Obstruction/Debris - Total | 33 | 71 | 81 | 30 | | | | | | | | | 215 | 10.3% |
| Catenary Failure - Total | - | - | 14 | - | | | | | | | | | 14 | 0.7% |
| Other - Total | 1 | 1 | 8 | 2 | | | | | | | | | 12 | 0.6% |
| Total Trains Delayed | 572 | 588 | 476 | 449 | | | | | | | | | 2,085 | 100.0% |
| Total Metra/PSA Delays | 451 | 490 | 361 | 335 | | | | | | | | | 1,637 | 78.5% |
| Total Foreign Carrier Delays | 121 | 98 | 115 | 114 | | | | | | | | | 448 | 21.5% |

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

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

| Top 2 causes for each month and year-to-date are shaded | | | | | | | | | | | | | |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------------------|
| Cause Category | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan - Apr |
| Freight Interference - Total | 65 | 109 | 39 | 44 | 60 | 79 | 120 | 139 | 100 | 68 | 79 | 122 | 257 14.5% |
| Freight Interference - Peak | 31 | 52 | 21 | 17 | 23 | 26 | 42 | 55 | 29 | 35 | 34 | 41 | 121 6.8% |
| Primary | 26 | 43 | 17 | 16 | 21 | 22 | 31 | 38 | 22 | 28 | 28 | 32 | 102 5.8% |
| Secondary | 5 | 9 | 4 | 1 | 2 | 4 | 11 | 17 | 7 | 7 | 6 | 9 | 19 1.1% |
| Freight Interference - Off-Peak | 34 | 57 | 18 | 27 | 37 | 53 | 78 | 84 | 71 | 33 | 45 | 81 | 136 7.7% |
| Primary | 24 | 47 | 16 | 26 | 32 | 44 | 54 | 64 | 61 | 28 | 36 | 58 | 113 6.4% |
| Secondary | 10 | 10 | 2 | 1 | 5 | 9 | 24 | 20 | 10 | 5 | 9 | 23 | 23 1.3% |
| Signal/Switch Failure - Total | 46 | 93 | 43 | 37 | 50 | 84 | 117 | 59 | 67 | 106 | 75 | 108 | 219 12.4% |
| Signal/Switch Failure - Metra/PSA | 37 | 65 | 37 | 28 | 30 | 60 | 108 | 49 | 53 | 92 | 62 | 98 | 167 9.4% |
| Primary | 32 | 51 | 29 | 26 | 27 | 51 | 80 | 39 | 41 | 73 | 43 | 77 | 138 7.8% |
| Secondary | 5 | 14 | 8 | 2 | 3 | 9 | 28 | 10 | 12 | 19 | 19 | 21 | 29 1.6% |
| Signal/Switch Failure - Foreign | 9 | 28 | 6 | 9 | 20 | 24 | 9 | 10 | 14 | 14 | 13 | 10 | 52 2.9% |
| Primary | 8 | 25 | 6 | 7 | 18 | 23 | 8 | 9 | 10 | 13 | 12 | 8 | 46 2.6% |
| Secondary | 1 | 3 | - | 2 | 2 | 1 | 1 | 1 | 4 | 1 | 1 | 2 | 6 0.3% |
| Mechanical Failure - Total | 25 | 43 | 23 | 37 | 32 | 43 | 75 | 51 | 53 | 40 | 36 | 73 | 128 7.2% |
| Mechanical Failure - Metra/PSA | 25 | 43 | 23 | 37 | 32 | 43 | 75 | 51 | 52 | 40 | 36 | 70 | 128 7.2% |
| Non-Locomotive Equipment Issue - Metra/PSA | 4 | 14 | 9 | 3 | 10 | 20 | 17 | 7 | 20 | 9 | 22 | 18 | 30 1.7% |
| Primary | 3 | 8 | 6 | 3 | 7 | 13 | 10 | 6 | 13 | 8 | 13 | 10 | 20 1.1% |
| Secondary | 1 | 6 | 3 | - | 3 | 7 | 7 | 1 | 7 | 1 | 9 | 8 | 10 0.6% |
| Locomotive Issue - Metra/PSA | 21 | 29 | 14 | 34 | 22 | 23 | 58 | 44 | 32 | 31 | 14 | 52 | 98 5.5% |
| Primary | 11 | 19 | 11 | 14 | 10 | 14 | 28 | 14 | 17 | 14 | 6 | 18 | 55 3.1% |
| Secondary | 10 | 10 | 3 | 20 | 12 | 9 | 30 | 30 | 15 | 17 | 8 | 34 | 43 2.4% |
| Mechanical Failure - Foreign | - | - | - | - | - | - | - | - | 1 | - | - | 3 | - 0.0% |
| Passenger Train Interference - Total | 2 | 9 | 3 | 1 | 1 | 5 | 16 | 18 | 18 | 13 | 13 | 6 | 15 0.8% |
| Passenger Train Interference - Metra/PSA | 2 | 7 | 3 | 1 | - | 4 | 9 | 16 | 13 | 10 | 8 | 2 | 13 0.7% |
| Passenger Train Interference - Foreign | - | 2 | - | - | 1 | 1 | 7 | 2 | 5 | 3 | 5 | 4 | 2 0.1% |
| Accident - Total | 30 | 35 | 24 | 40 | 17 | 36 | 5 | 66 | 50 | 15 | 8 | 17 | 129 7.3% |
| Accident - Metra/PSA | 23 | 21 | 24 | 39 | 14 | 23 | 5 | 61 | 36 | 15 | 8 | 15 | 107 6.0% |
| Accident - Foreign | 7 | 14 | - | 1 | 3 | 13 | - | 5 | 14 | - | - | 2 | 22 1.2% |
| Track Work - Total | 1 | 18 | 40 | 17 | 28 | 38 | 76 | 77 | 93 | 63 | 91 | 25 | 76 4.3% |
| Track Work - Metra/PSA | 1 | 18 | 38 | 16 | 27 | 37 | 73 | 71 | 86 | 62 | 84 | 23 | 73 4.1% |
| Track Work - Foreign | - | - | 2 | 1 | 1 | 1 | 3 | 6 | 7 | 1 | 7 | 2 | 3 0.2% |
| Human Error - Total | 25 | 62 | 27 | 23 | 47 | 29 | 108 | 83 | 59 | 46 | 50 | 37 | 137 7.7% |
| Human Error - Metra/PSA | 19 | 52 | 19 | 16 | 34 | 20 | 71 | 53 | 37 | 17 | 40 | 29 | 106 6.0% |
| Human Error - Foreign | 6 | 10 | 8 | 7 | 13 | 9 | 37 | 30 | 22 | 29 | 10 | 8 | 31 1.8% |
| PTC Related - Total | 33 | 32 | 35 | 26 | 37 | 60 | 50 | 41 | 51 | 37 | 49 | 48 | 126 7.1% |
| PTC Related - Metra/PSA | 28 | 26 | 29 | 16 | 31 | 54 | 39 | 33 | 48 | 29 | 35 | 43 | 99 5.6% |
| PTC Related - Foreign | 5 | 6 | 6 | 10 | 6 | 6 | 11 | 8 | 3 | 8 | 14 | 5 | 27 1.5% |
| Weather - Total | 23 | 430 | 5 | 1 | 12 | 31 | 27 | 106 | 10 | 58 | 85 | 54 | 459 25.9% |
| Weather - Metra/PSA | 23 | 397 | 5 | 1 | 12 | 31 | 27 | 95 | 10 | 57 | 85 | 54 | 426 24.1% |
| Weather - Foreign | - | 33 | - | - | - | - | - | 11 | - | 1 | - | - | 33 1.9% |
| Passenger Related - Total | 20 | 37 | 23 | 18 | 27 | 67 | 89 | 76 | 63 | 50 | 50 | 44 | 98 5.5% |
| Obstruction/Debris - Total | 36 | 36 | 21 | 26 | 50 | 45 | 72 | 34 | 68 | 75 | 52 | 41 | 119 6.7% |
| Catenary Failure - Total | - | - | - | 2 | 11 | - | 2 | 14 | 14 | - | 7 | - | 2 0.1% |
| Other - Total | - | - | 1 | 4 | 4 | 1 | 2 | 7 | 2 | 30 | 7 | 10 | 5 0.3% |
| Total Trains Delayed | 306 | 904 | 284 | 276 | 376 | 518 | 759 | 771 | 648 | 601 | 602 | 585 | 1,770 100.0% |
| Total Metra/PSA Delays | 214 | 702 | 223 | 204 | 272 | 385 | 572 | 560 | 482 | 477 | 474 | 429 | 1,343 75.9% |
| Total Foreign Carrier Delays | 92 | 202 | 61 | 72 | 104 | 133 | 187 | 211 | 166 | 124 | 128 | 156 | 427 24.1% |

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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 8: Train Delays by Duration
April 2022

| Minutes | BNSF | ME-ML | ME-BI | ME-SC | HC | MD-N | MD-W | NCS | RI | SWS | UP-N | UP-NW | UP-W | System |
|---|--------------|-------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|-------------|-------------|-------------|
| Weekday Peak * | | | | | | | | | | | | | | |
| 6-10 | 6 | 2 | 1 | 1 | 4 | 11 | 14 | 3 | 9 | 6 | 6 | 13 | 13 | 89 |
| 11-15 | 2 | 0 | 0 | 0 | 2 | 4 | 3 | 0 | 2 | 1 | 3 | 4 | 6 | 27 |
| 16-20 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 1 | 3 | 3 | 14 |
| 21+ | 4 | 0 | 1 | 3 | 3 | 0 | 5 | 2 | 2 | 1 | 0 | 1 | 6 | 28 |
| Annulled | <u>8</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>1</u> | <u>0</u> | <u>1</u> | <u>0</u> | <u>11</u> |
| Sub-Total | 20 | 2 | 2 | 5 | 9 | 15 | 25 | 6 | 14 | 11 | 10 | 22 | 28 | 169 |
| Weekday Off-Peak ** | | | | | | | | | | | | | | |
| 6-10 | 5 | 6 | 1 | 4 | 1 | 5 | 6 | 0 | 5 | 1 | 16 | 5 | 19 | 74 |
| 11-15 | 5 | 2 | 2 | 0 | 0 | 4 | 6 | 2 | 3 | 1 | 6 | 1 | 8 | 40 |
| 16-20 | 3 | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 7 | 1 | 4 | 21 |
| 21+ | 5 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 7 | 0 | 9 | 3 | 8 | 38 |
| Annulled | <u>6</u> | <u>1</u> | <u>1</u> | <u>3</u> | <u>0</u> | <u>0</u> | <u>1</u> | <u>0</u> | <u>1</u> | <u>1</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>15</u> |
| Sub-Total | 24 | 10 | 6 | 9 | 1 | 12 | 16 | 2 | 17 | 3 | 39 | 10 | 39 | 188 |
| Saturday | | | | | | | | | | | | | | |
| 6-10 | 2 | 0 | 0 | 1 | 0 | 6 | 3 | 0 | 1 | 0 | 4 | 4 | 4 | 25 |
| 11-15 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 3 | 1 | 11 |
| 16-20 | 1 | 1 | 1 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 1 | 2 | 1 | 13 |
| 21+ | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 1 | 0 | 1 | 5 | 0 | 12 |
| Annulled | <u>0</u> | <u>0</u> | <u>2</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>2</u> | <u>1</u> | <u>0</u> | <u>5</u> |
| Sub-Total | 3 | 1 | 4 | 2 | 0 | 13 | 8 | 0 | 5 | 0 | 9 | 15 | 6 | 66 |
| Sunday-Holiday | | | | | | | | | | | | | | |
| 6-10 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 9 |
| 11-15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 16-20 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 4 |
| 21+ | 0 | 2 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 10 |
| Annulled | <u>1</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>1</u> |
| Sub-Total | 1 | 3 | 0 | 7 | 0 | 4 | 1 | 0 | 1 | 0 | 5 | 1 | 3 | 26 |
| April 2022 Total | | | | | | | | | | | | | | |
| 6-10 | 13 | 9 | 2 | 7 | 5 | 24 | 23 | 3 | 16 | 7 | 27 | 22 | 39 | 197 |
| 11-15 | 7 | 2 | 3 | 1 | 2 | 10 | 11 | 2 | 6 | 2 | 11 | 8 | 15 | 80 |
| 16-20 | 4 | 2 | 2 | 1 | 0 | 4 | 7 | 1 | 4 | 2 | 10 | 7 | 8 | 52 |
| 21+ | 9 | 2 | 2 | 10 | 3 | 6 | 8 | 2 | 10 | 1 | 12 | 9 | 14 | 88 |
| Annulled | <u>15</u> | <u>1</u> | <u>3</u> | <u>4</u> | <u>0</u> | <u>0</u> | <u>1</u> | <u>0</u> | <u>1</u> | <u>2</u> | <u>3</u> | <u>2</u> | <u>0</u> | <u>32</u> |
| TOTAL | 48 | 16 | 12 | 23 | 10 | 44 | 50 | 8 | 37 | 14 | 63 | 48 | 76 | 449 |
| 2022 Year-to-Date | | | | | | | | | | | | | | |
| 6-10 | 42 | 49 | 19 | 39 | 30 | 88 | 125 | 18 | 106 | 38 | 64 | 68 | 106 | 792 |
| 11-15 | 26 | 20 | 11 | 13 | 13 | 47 | 36 | 13 | 57 | 14 | 42 | 37 | 53 | 382 |
| 16-20 | 18 | 8 | 4 | 7 | 7 | 30 | 19 | 2 | 41 | 8 | 29 | 22 | 38 | 233 |
| 21+ | 33 | 22 | 7 | 25 | 16 | 35 | 35 | 10 | 44 | 11 | 80 | 93 | 78 | 489 |
| Annulled | <u>57</u> | <u>9</u> | <u>6</u> | <u>26</u> | <u>0</u> | <u>4</u> | <u>3</u> | <u>0</u> | <u>17</u> | <u>4</u> | <u>34</u> | <u>15</u> | <u>14</u> | <u>189</u> |
| TOTAL | 176 | 108 | 47 | 110 | 66 | 204 | 218 | 43 | 265 | 75 | 249 | 235 | 289 | 2,085 |
| 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 2022 Total | | | | | | | | | | | | | | |
| 6-10 | 27.1% | 56.3% | 16.7% | 30.4% | 50.0% | 54.5% | 46.0% | 37.5% | 43.2% | 50.0% | 42.9% | 45.8% | 51.3% | 43.9% |
| 11-15 | 14.6% | 12.5% | 25.0% | 4.3% | 20.0% | 22.7% | 22.0% | 25.0% | 16.2% | 14.3% | 17.5% | 16.7% | 19.7% | 17.8% |
| 16-20 | 8.3% | 12.5% | 16.7% | 4.3% | 0.0% | 9.1% | 14.0% | 12.5% | 10.8% | 14.3% | 15.9% | 14.6% | 10.5% | 11.6% |
| 21+ | 18.8% | 12.5% | 16.7% | 43.5% | 30.0% | 13.6% | 16.0% | 25.0% | 27.0% | 7.1% | 19.0% | 18.8% | 18.4% | 19.6% |
| Annulled | <u>31.3%</u> | <u>6.3%</u> | <u>25.0%</u> | <u>17.4%</u> | <u>0.0%</u> | <u>0.0%</u> | <u>2.0%</u> | <u>0.0%</u> | <u>2.7%</u> | <u>14.3%</u> | <u>4.8%</u> | <u>4.2%</u> | <u>0.0%</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% |
| 2022 Year-to-Date Delays By Duration | | | | | | | | | | | | | | |
| 6-10 | 23.9% | 45.4% | 40.4% | 35.5% | 45.5% | 43.1% | 57.3% | 41.9% | 40.0% | 50.7% | 25.7% | 28.9% | 36.7% | 38.0% |
| 11-15 | 14.8% | 18.5% | 23.4% | 11.8% | 19.7% | 23.0% | 16.5% | 30.2% | 21.5% | 18.7% | 16.9% | 15.7% | 18.3% | 18.3% |
| 16-20 | 10.2% | 7.4% | 8.5% | 6.4% | 10.6% | 14.7% | 8.7% | 4.7% | 15.5% | 10.7% | 11.6% | 9.4% | 13.1% | 11.2% |
| 21+ | 18.8% | 20.4% | 14.9% | 22.7% | 24.2% | 17.2% | 16.1% | 23.3% | 16.6% | 14.7% | 32.1% | 39.6% | 27.0% | 23.5% |
| Annulled | <u>32.4%</u> | <u>8.3%</u> | <u>12.8%</u> | <u>23.6%</u> | <u>0.0%</u> | <u>2.0%</u> | <u>1.4%</u> | <u>0.0%</u> | <u>6.4%</u> | <u>5.3%</u> | <u>13.7%</u> | <u>6.4%</u> | <u>4.8%</u> | <u>9.1%</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 (05/18/2022) version from TOPS.