

On-Time Performance

December 2021



Prepared by the Division of Strategic Planning & Performance

On-Time Performance December 2021

This report presents an analysis of December 2021 train delays as reported for Metra's eleven rail lines. On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule. Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late. "Extra" trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

On-Time Performance Tables

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

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

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

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

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

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

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

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

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. There were no schedule adjustments in December.

Under these pilot and alternate schedules Metra operated 558 regularly scheduled revenue trains each weekday in December, which is a 19 percent reduction from Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 269 regularly scheduled revenue trains each Saturday in December, 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 December, 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 16 percent fewer total revenue trains in December 2021 than in December 2019, but about 36 percent more total revenue trains than in December 2020.

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 2021**

	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	861	1	99.9%	945	11	98.8%	1,806	12	99.3%	150	5	96.7%	100	3	97.0%	2,056	20	99.0%
ME-ML	483	10	97.9%	882	16	98.2%	1,365	26	98.1%	210	4	98.1%	121	1	99.2%	1,696	31	98.2%
ME-BI	147	6	95.9%	231	4	98.3%	378	10	97.4%	40	0	100.0%	--	--		418	10	97.6%
ME-SC	<u>231</u>	<u>10</u>	95.7%	<u>651</u>	<u>18</u>	97.2%	<u>882</u>	<u>28</u>	96.8%	<u>160</u>	<u>4</u>	97.5%	<u>100</u>	<u>0</u>	100.0%	<u>1,142</u>	<u>32</u>	97.2%
Subtotal	861	26	97.0%	1,764	38	97.8%	2,625	64	97.6%	410	8	98.0%	221	1	99.5%	3,256	73	97.8%
HC	105	11	89.5%	21	3	85.7%	126	14	88.9%	--	--		--	--		126	14	88.9%
MD-N	378	24	93.7%	420	14	96.7%	798	38	95.2%	100	12	88.0%	90	9	90.0%	988	59	94.0%
MD-W	<u>399</u>	<u>26</u>	93.5%	<u>441</u>	<u>22</u>	95.0%	<u>840</u>	<u>48</u>	94.3%	<u>120</u>	<u>18</u>	85.0%	<u>90</u>	<u>10</u>	88.9%	<u>1,050</u>	<u>76</u>	92.8%
Subtotal	777	50	93.6%	861	36	95.8%	1,638	86	94.7%	220	30	86.4%	180	19	89.4%	2,038	135	93.4%
NCS	168	12	92.9%	84	6	92.9%	252	18	92.9%	--	--		--	--		252	18	92.9%
RI	651	9	98.6%	1,029	30	97.1%	1,680	39	97.7%	165	2	98.8%	140	9	93.6%	1,985	50	97.5%
SWS	189	18	90.5%	63	12	81.0%	252	30	88.1%	--	--		--	--		252	30	88.1%
UP-N	462	21	95.5%	1,092	56	94.9%	1,554	77	95.0%	130	1	99.2%	90	3	96.7%	1,774	81	95.4%
UP-NW	441	30	93.2%	504	24	95.2%	945	54	94.3%	170	4	97.6%	105	4	96.2%	1,220	62	94.9%
UP-W	<u>336</u>	<u>27</u>	92.0%	<u>504</u>	<u>57</u>	88.7%	<u>840</u>	<u>84</u>	90.0%	<u>100</u>	<u>6</u>	94.0%	<u>90</u>	<u>12</u>	86.7%	<u>1,030</u>	<u>102</u>	90.1%
Subtotal	1,239	78	93.7%	2,100	137	93.5%	3,339	215	93.6%	400	11	97.3%	285	19	93.3%	4,024	245	93.9%
System	4,851	205	95.8%	6,867	273	96.0%	11,718	478	95.9%	1,345	56	95.8%	926	51	94.5%	13,989	585	95.8%

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

Delays data for most recent month is final (01/14/2022) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - December 2021**

	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	8,724	238	97.3%	8,379	251	97.0%	17,103	489	97.1%	1,377	53	96.2%	1,169	24	97.9%	19,649	566	97.1%
ME-ML	5,486	84	98.5%	9,690	168	98.3%	15,176	252	98.3%	1,646	47	97.1%	1,320	25	98.1%	18,142	324	98.2%
ME-BI	1,778	50	97.2%	2,837	67	97.6%	4,615	117	97.5%	220	5	97.7%	20	2	90.0%	4,855	124	97.4%
ME-SC	<u>2,794</u>	<u>89</u>	96.8%	<u>7,342</u>	<u>99</u>	98.7%	<u>10,136</u>	<u>188</u>	98.1%	<u>1,358</u>	<u>49</u>	96.4%	<u>1,158</u>	<u>21</u>	98.2%	<u>12,652</u>	<u>258</u>	98.0%
Subtotal	10,058	223	97.8%	19,869	334	98.3%	29,927	557	98.1%	3,224	101	96.9%	2,498	48	98.1%	35,649	706	98.0%
HC	1,137	153	86.5%	121	13	89.3%	1,258	166	86.8%	20	6	70.0%	--	--	--	1,278	172	86.5%
MD-N	4,165	302	92.7%	4,675	302	93.5%	8,840	604	93.2%	1,021	87	91.5%	1,049	69	93.4%	10,910	760	93.0%
MD-W	<u>4,412</u>	<u>305</u>	93.1%	<u>5,200</u>	<u>230</u>	95.6%	<u>9,612</u>	<u>535</u>	94.4%	<u>1,148</u>	<u>90</u>	92.2%	<u>1,046</u>	<u>77</u>	92.6%	<u>11,806</u>	<u>702</u>	94.1%
Subtotal	8,577	607	92.9%	9,875	532	94.6%	18,452	1,139	93.8%	2,169	177	91.8%	2,095	146	93.0%	22,716	1,462	93.6%
NCS	1,626	139	91.5%	484	63	87.0%	2,110	202	90.4%	--	--	--	--	--	--	2,110	202	90.4%
RI	6,256	243	96.1%	10,278	485	95.3%	16,534	728	95.6%	1,653	65	96.1%	1,633	57	96.5%	19,820	850	95.7%
SWS	2,020	133	93.4%	762	116	84.8%	2,782	249	91.0%	--	--	--	--	--	--	2,782	249	91.0%
UP-N	4,258	166	96.1%	10,093	403	96.0%	14,351	569	96.0%	1,225	44	96.4%	1,060	47	95.6%	16,636	660	96.0%
UP-NW	5,068	263	94.8%	6,100	249	95.9%	11,168	512	95.4%	1,530	101	93.4%	1,222	55	95.5%	13,920	668	95.2%
UP-W	<u>3,532</u>	<u>326</u>	90.8%	<u>5,924</u>	<u>583</u>	90.2%	<u>9,456</u>	<u>909</u>	90.4%	<u>1,022</u>	<u>83</u>	91.9%	<u>1,050</u>	<u>103</u>	90.2%	<u>11,528</u>	<u>1,095</u>	90.5%
Subtotal	12,858	755	94.1%	22,117	1,235	94.4%	34,975	1,990	94.3%	3,777	228	94.0%	3,332	205	93.8%	42,084	2,423	94.2%
System	51,256	2,491	95.1%	71,885	3,029	95.8%	123,141	5,520	95.5%	12,220	630	94.8%	10,727	480	95.5%	146,088	6,630	95.5%

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

Delays data for most recent month is final (01/14/2022) 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-Dec	Annual
BNSF	2016	93.2	93.8	95.9	96.8	94.0	93.5	93.8	91.4	91.3	95.2	95.4	93.1	94.0%	94.0%
	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%
	2016-2020 average	93.8	93.3	96.0	96.0	94.1	93.9	94.1	94.2	93.8	94.9	94.4	95.1	94.5%	94.5%
ME	2016	98.0	98.6	98.8	98.9	98.9	96.5	97.9	98.5	97.1	98.6	97.7	97.7	98.1%	98.1%
	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%
	2016-2020 average	97.0	96.7	98.8	99.1	98.4	97.7	97.8	98.3	98.3	98.5	97.9	97.9	98.0%	98.0%
HC	2016	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6	98.0	94.6	91.8	94.2%	94.2%
	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%
	2016-2020 average	88.5	90.2	92.3	94.3	87.2	90.0	90.0	92.1	91.6	91.0	90.2	93.1	90.9%	90.9%
MD-N	2016	95.3	94.2	95.7	96.8	92.5	92.9	95.0	93.1	93.8	97.5	95.1	93.8	94.6%	94.6%
	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%
	2016-2020 average	92.8	92.1	95.8	95.0	94.0	93.4	92.5	93.7	93.3	94.4	92.5	94.0	93.6%	93.6%
MD-W	2016	94.0	95.3	94.4	96.0	94.9	93.6	92.1	95.2	97.4	97.0	95.6	93.3	94.9%	94.9%
	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%
	2016-2020 average	94.8	93.1	95.7	96.4	96.0	95.8	95.5	95.6	96.4	95.9	94.2	93.4	95.2%	95.2%
NCS	2016	92.3	95.5	91.7	93.3	94.4	96.3	95.0	96.4	96.1	95.5	95.2	92.6	94.5%	94.5%
	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%
	2016-2020 average	91.7	89.6	94.5	94.8	93.9	95.3	95.7	95.4	94.6	94.5	92.6	92.7	93.7%	93.7%

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	2016	92.6	96.2	95.8	96.5	97.9	96.2	93.5	96.3	96.0	98.2	97.9	95.3	96.1%	96.1%
	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%
	2016-2020 average	92.4	92.7	96.7	97.1	94.4	95.1	94.0	94.9	94.6	96.7	94.4	95.0	94.8%	94.8%
SWS	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3	91.6	97.4	96.6	96.2	95.2%	95.2%
	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%
	2016-2020 average	94.3	93.4	95.5	96.0	93.4	92.8	93.4	92.9	93.1	94.0	93.5	95.0	94.0%	94.0%
UP-N	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1	99.1	98.0	98.1	97.8%	97.8%
	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%
	2016-2020 average	95.9	96.0	97.5	97.7	97.7	97.2	96.5	96.4	97.4	97.3	96.1	97.3	96.9%	96.9%
UP-NW	2016	97.0	98.1	97.8	98.1	96.0	96.6	94.9	96.8	96.9	96.5	93.2	93.4	96.3%	96.3%
	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%
	2016-2020 average	95.1	94.5	96.9	96.2	96.2	94.2	93.7	95.2	95.8	95.4	92.6	95.3	95.1%	95.1%
UP-W	2016	97.8	93.4	97.2	96.7	90.1	94.4	96.6	96.0	96.2	95.6	94.0	92.9	95.1%	95.1%
	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%
	2016-2020 average	94.0	90.9	95.2	94.8	91.9	94.4	93.3	93.7	94.6	93.7	92.7	92.2	93.5%	93.5%
System excluding South Shore	2016	95.8	96.4	96.8	97.4	95.8	95.5	95.4	95.7	95.7	97.4	96.2	95.2	96.1%	96.1%
	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%
	2016-2020 average	94.7	94.0	96.8	96.9	95.6	95.4	95.1	95.6	95.7	96.1	94.8	95.4	95.5%	95.5%

Delays data for most recent month is final (01/14/2022) version from TOPS.

'2016-2020 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 2021**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
HC	916 76% OT	Fri, Dec 03	7	CD	8M CP CANAL FREIGHT MPRAS UP9045 W/203 CARS 13,062 FT STOPPED COULD NOT REACH AN EMPLOYEE IN CHARGE
		Thu, Dec 16	19	DD	CN stopped at Rockwell, 17MIN AT ROCKWELL HELD OUT FOR AMTRAK 301
		Fri, Dec 17	10	RF	6" Stopped at Cermak 22nd St. (CN DS ERROR) 2" Freeport Bulletin #5154 speed restriction. 3" Amtrak Polk St Red signal
		Wed, Dec 22	9	DD	9M STOPPED AT CERMAK AMTRAK 301 GOES FIRST
		Thu, Dec 30	14	D	(GENERAL FREIGHT INTERFERENCE) - 7MIN DELAY FOR FREIGHT TRAIN MCHL30 UP7918 10000FT
MD-W	2202 81% OT	Wed, Dec 01	10	E	-10" Departed Elgin Courtyard late due to mechanical problems engine #97 (Auxiliary Gen Field Switch)
		Thu, Dec 02	12	D	(-12)" Freight train interference B-17 (CP472); -3" X/O 1MT B-17 to B-6, passengers on wrong side
		Mon, Dec 06	10	D	Departed Elgin 2" late due to crew management issues. CP 472 RAN AHEAD OF 2202
		Mon, Dec 20	0	XE	Annulled @ Grand/Cicero due to mechanical problems engine #404. Passengers transferred to 2204 (will replace terminal board) CA TERMINAL BOARD
MD-W	2203 76% OT	Wed, Dec 01	14	E1	-14" PTC issues @ Racine Ave, re-initialize
		Thu, Dec 02	15	D1	(-15)" -10" Departed CUS late due to late arrival/turn of 2202; -5" Stop signal Roselle West, verbal permission by, restricted speed
		Tue, Dec 07	12	R1	-12" Stopped at Elgin West waiting on late 2226
		Tue, Dec 14	9	J	-9" Police activity east of Elgin
		Mon, Dec 20	49	E1	(-49)" -33" Departed CUS late due to late arrival/turn of 2204. Used 2204's crew /equipment to protect 2203 instead of normal 2202; -12" Crew swap @ Grand/Cicero between Assignments #202/203
MD-W	2212 76% OT	Wed, Dec 08	9	R1	(-9) -7" Following train ahead (2210); -2" Stop signal A-2 new engineer
		Thu, Dec 09	7	U1	(-7)" -7" Following train ahead (2210 WHICH HAD 3 ADAs)
		Thu, Dec 16	10	D1	7" Following tardy 2210; -2" Stop signal A-2
		Mon, Dec 20	8	E1	(-8)" X/O 2MT to 1MT Galewood
		Tue, Dec 28	6	U1	-6 min following 2210.
NCS	108 81% OT	Thu, Dec 09	9	D	(-9)" Stop signal Deval; Stop signal Galewood; Stop signal A-2
		Mon, Dec 13	9	D	-9" -5 min stopped at B-12 G52 on 3 main and then had to follow 2216; -5 min stopped at B-6; -4 min approach signal A-5 to A-2.
		Tue, Dec 21	11	N1	11" Signal problems CP Morgan (AT&T outage)
		Wed, Dec 29	18	D	-20 min waiting for I65-28 (12,000 ft. freight train) to clear B-12.
SWS	803 67% OT	Thu, Dec 02	20	D	4M BELT WAITING FOR SWS803 12M ASHBURN LANDERS TAKING HEADROOM BH45 UP6029 8000FT 9M CHICAGO RIDGE IO15 CSXT3038 71 CARS 12,000FT WAITING FO
		Tue, Dec 07	8	D	(GENERAL FREIGHT INTERFERENCE) - 803 DELAYED 8 MINS AT FOREST HILL
		Fri, Dec 10	0	R1	FLIP FROM 802. 802 WAS 75" LATE GETTING IN annulled due to possible signal violation on 802
		Mon, Dec 13	10	ZR1	(PTC HUMAN ERROR, METRA TRANSP) - 10 MINUTES AT THE BELT WAITING FOR 806 TO CLEAR
		Wed, Dec 15	12	D	(GENERAL FREIGHT INTERFERENCE) - 16M DELAY NS518 FREIGHT 25Z NS9882 49X24 CARS 11918 FT TAKING HEAD ROOM 5M FORST H ILL WAITING FOR SWS808
		Mon, Dec 27	7	D	(GENERAL FREIGHT INTERFERENCE) - 7MIN DELAY AT THE BRC FOR FREIGHT TRAIN G52-27 NS 4006 8000FT GOING ACROSS.
		Thu, Dec 30	8	GF	(GATE XING / SIG / SWITCH FOREIGN) - 6MIN FOR ITEM 1 GRADE CROSSINGS AT LAWNSDALE AVE AND 83RD PLACE
SWS	812 81% OT	Thu, Dec 02	23	D1	(GENERAL FREIGHT INTERFERENCE) - 25M LATE DEPARTING 179TH ACCOUNT LATE TURN FROM SWS803
		Fri, Dec 10	88	GF1	(GATE XING / SIG / SWITCH FOREIGN) - 1HR 15M LATE DEPARTING ACCOUNT TURN FROM SWS806 12M AT NS518 WAITING FOR AMTRAK 49 TO CLEAR.
		Mon, Dec 13	26	ZR1	(PTC HUMAN ERROR, METRA TRANSP) - LEFT 25 MINUTES DOWN DUE TO LATE TURN FROM 803(RELATED TO 806)AND PTC ISSUES
		Thu, Dec 30	6	GF1	(GATE XING / SIG / SWITCH FOREIGN) - LATE TURN FROM SW803
SWS	815 81% OT	Wed, Dec 01	7	KW	8M OAK LAWN THRU RIDGELAND AV. DUE TO MULTIPLE WHEEL SLIPS ENGAGING PTC. ALSO GRADE CROSSING MALFUNCTION AT RIDGELAND AV.
		Mon, Dec 13	11	R	7M CUS, RED SIGNAL. HELD BY TRAIN DIRECTOR. (extra board engineer could have proceeded past signal)
		Wed, Dec 15	6	D	(GENERAL FREIGHT INTERFERENCE) - 7M STOPPED AT BELT JUNCTION DUE TO FREIGHT CROSS TRAFFIC Q367 CSXT3442 120CARS 8K FT. PER BRC FREIGHT CREW
		Tue, Dec 28	10	GX	(METRA/PSA BROKEN GATE CROSSING) - 8M PULASKI AV., BROKEN GATE HAD TO BE REMOVED BY CONDUCTOR, ITEM 1.
UP-W	20 76% OT	Tue, Dec 07	11	I	-11" Bell stuck at Geneva (4"); slow loading passenger at Glen Ellyn and slow loading ADA lift at Oak Park
		Wed, Dec 08	10	I	-10" Heavy passenger loading
		Mon, Dec 13	10	I	-10" Slow passenger loading @ Geneva, Whitfield, Wheaton, Glen Ellyn, Lombard, Elmhurst, and Oak Park (running opposite main)
		Tue, Dec 14	10	U	2 ADA lifts and slow passenger loading @ Geneva, Wheaton
		Wed, Dec 29	10	D	Stopped at Peck waited for UP68008 to clear. No signal at Washington St. waited for iG11A-29
UP-W	25 81% OT	Wed, Dec 08	17	D	-27" Freight train interference
		Mon, Dec 13	20	D	-20" Delayed waited for ZG2LT-13 to clear @ Kress then followed the ZG2LT-13
		Tue, Dec 14	15	D	-15" Delayed @ University waited for the LG2IT to clear also delayed following the freight
		Wed, Dec 22	6	D	Freight train interference (zg2lt on one & LG2G2 on two)
UP-W	27 76% OT	Tue, Dec 14	24	D1	-24" Delayed @ Park waited for a late M42 to clear on trk #3
		Wed, Dec 15	16	DE	-18" freight train interference; MNSNP 14 went into emergency in front of M27 (KNUCKLE)
		Mon, Dec 20	11	D	-11" Delayed following the MNSNP that had cross traffic @ the CN Washington St. interlocking
		Tue, Dec 28	13	D	Held @ Park waited for M42 to clear on trk 3 due to the ZG2LT on trk 1 and the MCBCH on trk 2 Freight Priority
		Thu, Dec 30	16	D	Following ZG2LT-30 from College Ave to Elmhurst

**Table 3 (continued): Weekday Trains less than 85% On-Time
December 2021**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UP-W	29 76% OT	Tue, Dec 14	13	D1	-13" Delayed @ Park waited for a late M44 to clear on trk #3	
		Wed, Dec 15	29	D1	-29" Held @ Park for M44	
		Thu, Dec 16	10	CC	Held at Berckley for M44	
		Tue, Dec 21	9	D	HELD @ PARK WAITED FOR M44 TO CLEAR ON TRK 3 DUE TO MCHBO ON TRK 1 AND THE MNPCH ON TRK 2	
		Tue, Dec 28	7	D	Held @ Park waited for M44 to clear on trk 3 due to the CNRSH9 crossing over from 2-1 and CWSWT9 on trk 1 Freight Priority	
UP-W	36 81% OT	Thu, Dec 02	37	D1	-37" M32 ahead at Elmhurst then make all stops from Elmhurst account M32 expressed from Elmhurst to Chicago	
		Fri, Dec 03	14	D	-14" Stopped @ Elmhurst waited for the LG2G2-02 to clear into Proviso on trk 1	
		Mon, Dec 13	29	U	-7" ADA lift @ College Ave	
		Mon, Dec 20	14	ZT	-14" Delayed due to PTC on the METX 8419 disengaged had to cut out and run in on ATC	
UP-W	44 71% OT	Wed, Dec 08	25	D1	-34" Late arrival of M25 & slow loading	
		Mon, Dec 13	24	D1	-24" Late turn from M25 also delayed @ River Forest due to passenger medical emergency	
		Tue, Dec 14	9	D1	-9" Late turn from M25	
		Wed, Dec 15	23	D	-17" Waited on ZG2LT to pass	
		Fri, Dec 17	6	U	Slow loading ADA lift also slow passenger loading	
		Wed, Dec 22	12	D1	Freight train interference (flip from 25)	
UP-W	46 52% OT	Mon, Dec 06	8	D1	-18" Late turn from M27 also slow passenger loading	
		Wed, Dec 08	15	D	-25" Freight train interference	
		Mon, Dec 13	10	D	-10" Departed Elburn late waited for the ZLTG2 to clear then delayed following the ZLTG2	
		Tue, Dec 14	22	D1	-22" Late turn from M27	
		Wed, Dec 15	25	DE1	-25" Late arrival of M27. Stopped @ Turner due to high railers on MT #1 & Freight train on MT #2, west bound on MT #3 crossing over	
		Fri, Dec 17	7	D	Delayed following MNSPP from Geneva - University	
		Mon, Dec 20	9	D1	-9" Late turn from M27	
		Tue, Dec 21	15	D	HELD @ TURNER WAITED FOR M29 TO CLEAR THEN RAN TRK 2 TURNER-PARK HAD THE MCHBO AND THE IG1LA ON TRK 1 ALSO HAD SLOW PASSENGER LOADING @ VILLA PARK	
		Tue, Dec 28	14	D1	Due to 27's flip	
		Thu, Dec 30	13	D1	Late turn from M27	
UP-W	57 81% OT	Wed, Dec 01	9	UF	-09" Delayed @ Oak Park on acct. of trouble with deploying the ADA lift (had to manually operate) - REPLACED BROKEN RIGHT SIDE LIFT ROLL STOP PIN AND ADJUSTED STOW HEIGHT	
		Mon, Dec 06	20	D1	-20" Wait for M58 to Clear Grace account MNPPR Disabled on track #1	
		Tue, Dec 07	13	D1	-13" Delayed following M55; 1 ADA lift; heavy passenger unloading	
		Thu, Dec 16	13	E	Late departure from CPT on acct. of swapped equipment at departure time, due to original equipment METX143 had head end power issues and smoke in the engine & XH @ MP10.2 -TURBO GEAR TRAIN DAMAGE	

Data is final (01/14/2022) 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
December 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	7	-	-	-	7	5	19	6	1	7	2	3	65	122
Freight Interference - Peak	-	-	-	-	6	1	6	4	-	2	1	3	18	41
Primary	-	-	-	-	6	1	5	4	-	1	1	3	11	32
Secondary	-	-	-	-	-	-	1	-	-	1	-	-	7	9
Freight Interference - Off-Peak	7	-	-	-	1	4	13	2	1	5	1	-	47	81
Primary	6	-	-	-	1	3	11	2	1	5	-	-	29	58
Secondary	1	-	-	-	-	1	2	-	-	-	1	-	18	23
Signal/Switch Failure - Total	2	4	3	19	1	18	15	4	11	8	10	12	1	108
Signal/Switch Failure - Metra/PSA	1	4	3	19	-	18	14	3	11	2	10	12	1	98
Primary	1	4	2	15	-	11	9	2	9	2	10	11	1	77
Secondary	-	-	1	4	-	7	5	1	2	-	-	1	-	21
Signal/Switch Failure - Foreign	1	-	-	-	1	-	1	1	-	6	-	-	-	10
Primary	1	-	-	-	1	-	1	1	-	4	-	-	-	8
Secondary	-	-	-	-	-	-	-	-	-	2	-	-	-	2
Mechanical Failure - Total	3	3	-	-	-	10	13	2	9	-	21	3	9	73
Mechanical Failure - Metra/PSA	3	-	-	-	-	10	13	2	9	-	21	3	9	70
Non-Locomotive Equipment Issue - Metra/PSA	1	-	-	-	-	2	6	-	2	-	6	-	1	18
Primary	1	-	-	-	-	-	3	-	2	-	3	-	1	10
Secondary	-	-	-	-	-	2	3	-	-	-	3	-	-	8
Locomotive Issue - Metra/PSA	2	-	-	-	-	8	7	2	7	-	15	3	8	52
Primary	-	-	-	-	-	3	2	-	3	-	4	2	4	18
Secondary	2	-	-	-	-	5	5	2	4	-	11	1	4	34
Mechanical Failure - Foreign	-	3	-	-	-	-	-	-	-	-	-	-	-	3
Passenger Train Interference - Total	1	-	-	-	-	3	1	-	-	1	-	-	-	6
Passenger Train Interference - Metra/PSA	-	-	-	-	-	2	-	-	-	-	-	-	-	2
Passenger Train Interference - Foreign	1	-	-	-	-	1	1	-	-	1	-	-	-	4
Accident - Total	-	-	-	-	-	-	-	-	-	-	-	15	2	17
Accident - Metra/PSA	-	-	-	-	-	-	-	-	-	-	-	15	-	15
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	2	2
Track Work - Total	4	-	-	-	1	-	-	-	5	-	12	2	1	25
Track Work - Metra/PSA	4	-	-	-	-	-	-	-	4	-	12	2	1	23
Track Work - Foreign	-	-	-	-	1	-	-	-	1	-	-	-	-	2
Human Error - Total	-	1	3	4	1	7	6	-	1	2	1	6	5	37
Human Error - Metra/PSA	-	1	3	4	-	3	5	-	1	2	1	6	3	29
Human Error - Foreign	-	-	-	-	1	4	1	-	-	-	-	-	2	8
PTC Related - Total	-	1	-	1	3	3	11	4	6	5	3	7	4	48
PTC Related - Metra/PSA	-	-	-	1	2	3	11	2	6	4	3	7	4	43
PTC Related - Foreign	-	1	-	-	1	-	-	2	-	1	-	-	-	5
Weather - Total	1	13	1	3	-	2	-	1	3	1	23	6	-	54
Weather - Metra/PSA	1	13	1	3	-	2	-	1	3	1	23	6	-	54
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	2	6	-	2	1	2	9	-	2	-	4	2	14	44
Obstruction/Debris - Total	-	1	1	3	-	9	1	-	12	2	5	6	1	41
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	-	2	2	-	-	-	1	1	-	4	-	-	-	10
Total Trains Delayed	20	31	10	32	14	59	76	18	50	30	81	62	102	585
Total Metra/PSA Delays	11	27	10	32	3	49	54	9	48	15	79	59	33	429
Total Foreign Carrier Delays	9	4	0	0	11	10	22	9	2	15	2	3	69	156

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

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

Table 5.b: Train Delays by Cause and Line
Average December Over Previous Five Years: 2016-2020

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	7	-	-	-	5	9	9	7	6	13	1	5	26	88
Freight Interference - Peak	2	-	-	-	4	2	3	2	1	4	-	3	9	29
Primary	1	-	-	-	4	1	2	1	1	3	-	2	3	17
Secondary	0	-	-	-	0	1	1	1	1	1	-	1	6	12
Freight Interference - Off-Peak	5	-	-	-	1	7	6	5	5	10	1	2	17	59
Primary	4	-	-	-	1	5	5	4	3	7	1	2	12	44
Secondary	1	-	-	-	0	2	1	1	2	3	-	0	5	15
Signal/Switch Failure - Total	22	9	3	4	1	14	27	5	11	5	2	3	10	112
Signal/Switch Failure - Metra/PSA	17	9	3	4	-	10	26	2	10	2	2	2	9	95
Primary	11	5	1	2	-	7	18	1	8	2	1	2	5	64
Secondary	6	4	2	2	-	2	8	0	2	0	1	1	4	31
Signal/Switch Failure - Foreign	5	-	-	-	1	4	0	3	1	2	-	0	1	17
Primary	3	-	-	-	1	1	0	1	0	2	-	0	1	10
Secondary	1	-	-	-	-	3	0	2	1	0	-	-	0	7
Mechanical Failure - Total	22	3	1	-	0	10	9	2	15	1	11	6	10	90
Mechanical Failure - Metra/PSA	22	0	-	-	0	8	9	2	15	1	11	6	10	85
Non-Locomotive Equipment Issue - Metra/PSA	8	0	-	-	-	1	2	0	5	1	2	3	4	25
Primary	3	0	-	-	-	0	1	0	2	0	1	2	2	12
Secondary	5	-	-	-	-	0	1	-	3	0	1	1	2	13
Locomotive Issue - Metra/PSA	14	-	-	-	0	8	6	2	11	1	9	4	6	60
Primary	5	-	-	-	0	2	3	1	4	0	3	2	2	23
Secondary	9	-	-	-	-	5	4	1	6	0	6	1	4	37
Mechanical Failure - Foreign	-	3	1	-	-	2	-	-	-	-	-	-	-	5
Passenger Train Interference - Total	1	4	1	1	0	4	0	1	0	1	-	-	0	14
Passenger Train Interference - Metra/PSA	-	-	-	-	-	2	0	0	0	0	-	-	0	4
Passenger Train Interference - Foreign	1	4	1	1	0	2	0	0	-	1	-	-	-	11
Accident - Total	4	6	1	1	-	1	1	-	2	0	1	8	4	29
Accident - Metra/PSA	3	6	1	1	-	1	1	-	1	0	1	8	4	28
Accident - Foreign	0	-	-	-	-	-	-	-	1	-	-	-	1	2
Track Work - Total	8	4	1	2	0	6	5	2	1	0	3	3	3	39
Track Work - Metra/PSA	8	4	1	2	0	6	5	2	1	0	3	3	3	39
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Human Error - Total	14	2	0	1	2	9	7	2	4	3	3	5	6	58
Human Error - Metra/PSA	9	2	0	1	1	6	6	1	4	2	3	4	6	46
Human Error - Foreign	5	-	-	-	1	4	1	1	0	1	-	0	0	12
PTC Related - Total	1	0	-	1	0	2	4	0	5	0	3	6	10	32
PTC Related - Metra/PSA	1	0	-	1	-	2	4	-	5	-	3	6	10	32
PTC Related - Foreign	-	-	-	-	0	-	-	0	-	0	-	-	-	1
Weather - Total	11	3	2	1	0	9	9	1	19	1	9	11	7	84
Weather - Metra/PSA	11	3	2	1	0	9	9	1	19	1	9	11	7	84
Weather - Foreign	-	-	-	-	0	-	-	-	0	-	-	-	-	0
Passenger Related - Total	4	4	1	1	-	10	12	2	11	1	6	16	19	85
Obstruction/Debris - Total	4	3	1	3	-	5	3	5	8	2	3	6	5	47
Catenary Failure - Total	-	9	3	3	-	-	-	-	-	-	-	-	-	15
Other - Total	-	-	-	-	-	0	0	-	1	-	-	0	2	4
Total Trains Delayed	97	48	13	18	9	79	86	27	82	28	41	69	102	699
Total Metra/PSA Delays	80	41	11	17	2	59	76	15	74	10	40	64	74	563
Total Foreign Carrier Delays	17	7	2	1	7	20	10	12	8	18	1	5	28	136

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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 5.c: Train Delays by Cause and Line
December 2021 Compared to Average December Over Previous Five Years: 2016-2020

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	0	-	-	-	2	(4)	10	(1)	(5)	(6)	1	(2)	39	34
Freight Interference - Peak	(2)	-	-	-	2	(1)	3	2	(1)	(2)	1	0	9	12
Primary	(1)	-	-	-	2	0	3	3	(1)	(2)	1	1	8	15
Secondary	(0)	-	-	-	(0)	(1)	0	(1)	(1)	-	-	(1)	1	(3)
Freight Interference - Off-Peak	2	-	-	-	-	(3)	7	(3)	(4)	(5)	0	(2)	30	22
Primary	2	-	-	-	0	(2)	6	(2)	(2)	(2)	(1)	(2)	17	14
Secondary	0	-	-	-	(0)	(1)	1	(1)	(1)	(3)	1	(0)	13	8
Signal/Switch Failure - Total	(20)	(5)	0	15	0	4	(12)	(1)	0	3	8	9	(9)	(4)
Signal/Switch Failure - Metra/PSA	(16)	(5)	0	15	-	8	(12)	1	1	(0)	8	10	(8)	3
Primary	(10)	(1)	1	13	-	4	(9)	1	1	-	9	9	(4)	13
Secondary	(6)	(4)	(1)	2	-	5	(3)	1	0	(0)	(1)	0	(4)	(10)
Signal/Switch Failure - Foreign	(4)	-	-	-	0	(4)	1	(2)	(1)	4	-	(0)	(1)	(7)
Primary	(2)	-	-	-	0	(1)	1	(0)	(0)	2	-	(0)	(1)	(2)
Secondary	(1)	-	-	-	-	(3)	(0)	(2)	(1)	2	-	-	(0)	(5)
Mechanical Failure - Total	(19)	(0)	(1)	-	(0)	0	4	0	(6)	(1)	10	(3)	(1)	(17)
Mechanical Failure - Metra/PSA	(19)	(0)	-	-	(0)	2	4	0	(6)	(1)	10	(3)	(1)	(15)
Non-Locomotive Equipment Issue - Metra/PSA	(7)	(0)	-	-	-	1	4	(0)	(3)	(1)	4	(3)	(3)	(7)
Primary	(2)	(0)	-	-	-	(0)	2	(0)	0	(0)	2	(2)	(1)	(2)
Secondary	(5)	-	-	-	-	2	2	-	(3)	(0)	2	(1)	(2)	(5)
Locomotive Issue - Metra/PSA	(12)	-	-	-	(0)	0	1	0	(4)	(1)	6	(1)	2	(8)
Primary	(5)	-	-	-	(0)	1	(1)	(1)	(1)	(0)	1	(0)	2	(5)
Secondary	(7)	-	-	-	-	(0)	1	1	(2)	(0)	5	(0)	0	(3)
Mechanical Failure - Foreign	-	0	(1)	-	-	(2)	-	-	-	-	-	-	-	(2)
Passenger Train Interference - Total	0	(4)	(1)	(1)	(0)	(1)	1	(1)	(0)	(0)	-	-	(0)	(8)
Passenger Train Interference - Metra/PSA	-	-	-	-	-	(0)	(0)	(0)	(0)	(0)	-	-	(0)	(2)
Passenger Train Interference - Foreign	0	(4)	(1)	(1)	(0)	(1)	1	(0)	-	(0)	-	-	-	(7)
Accident - Total	(4)	(6)	(1)	(1)	-	(1)	(1)	-	(2)	(0)	(1)	7	(2)	(12)
Accident - Metra/PSA	(3)	(6)	(1)	(1)	-	(1)	(1)	-	(1)	(0)	(1)	7	(4)	(13)
Accident - Foreign	(0)	-	-	-	-	-	-	-	(1)	-	-	-	1	0
Track Work - Total	(4)	(4)	(1)	(2)	1	(6)	(5)	(2)	4	(0)	9	(1)	(2)	(14)
Track Work - Metra/PSA	(4)	(4)	(1)	(2)	(0)	(6)	(5)	(2)	3	(0)	9	(1)	(2)	(16)
Track Work - Foreign	-	-	-	-	1	-	-	-	1	-	-	-	-	2
Human Error - Total	(14)	(1)	3	3	(1)	(2)	(1)	(2)	(3)	(1)	(2)	1	(1)	(21)
Human Error - Metra/PSA	(9)	(1)	3	3	(1)	(3)	(1)	(1)	(3)	(0)	(2)	2	(3)	(17)
Human Error - Foreign	(5)	-	-	-	0	0	0	(1)	(0)	(1)	-	(0)	2	(4)
PTC Related - Total	(1)	1	-	0	3	1	7	4	1	5	(0)	1	(6)	16
PTC Related - Metra/PSA	(1)	(0)	-	0	2	1	7	2	1	4	(0)	1	(6)	11
PTC Related - Foreign	-	1	-	-	1	-	-	2	-	1	-	-	-	4
Weather - Total	(10)	10	(1)	2	(0)	(7)	(9)	(0)	(16)	0	14	(5)	(7)	(30)
Weather - Metra/PSA	(10)	10	(1)	2	(0)	(7)	(9)	(0)	(16)	0	14	(5)	(7)	(30)
Weather - Foreign	-	-	-	-	(0)	-	-	-	(0)	-	-	-	-	(0)
Passenger Related - Total	(2)	2	(1)	1	1	(8)	(3)	(2)	(9)	(1)	(2)	(14)	(5)	(41)
Obstruction/Debris - Total	(4)	(2)	0	(0)	-	4	(2)	(5)	4	(0)	2	(0)	(4)	(6)
Catenary Failure - Total	-	(9)	(3)	(3)	-	-	-	-	-	-	-	-	-	(15)
Other - Total	-	2	2	-	-	(0)	1	1	(1)	4	-	(0)	(2)	6
Total Trains Delayed	(77)	(17)	(3)	14	5	(20)	(10)	(9)	(32)	2	40	(7)	0	(114)
Total Metra/PSA Delays	-69	-14	-1	15	1	-10	-22	-6	-26	5	39	-5	-41	-134
Total Foreign Carrier Delays	-8	-3	-2	-1	4	-10	12	-3	-6	-3	1	-2	41	20

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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 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	95	-	-	-	66	58	154	36	29	64	19	56	447	1,024
Freight Interference - Peak	27	-	-	-	54	18	60	28	7	37	9	33	133	406
Primary	21	-	-	-	53	16	49	24	5	27	7	29	93	324
Secondary	6	-	-	-	1	2	11	4	2	10	2	4	40	82
Freight Interference - Off-Peak	68	-	-	-	12	40	94	8	22	27	10	23	314	618
Primary	63	-	-	-	9	36	85	5	21	23	6	20	222	490
Secondary	5	-	-	-	3	4	9	3	1	4	4	3	92	128
Signal/Switch Failure - Total	40	56	20	55	31	182	94	37	168	61	26	49	66	885
Signal/Switch Failure - Metra/PSA	21	56	20	55	-	158	87	21	164	25	26	33	53	719
Primary	17	41	16	36	-	118	71	20	144	16	22	27	41	569
Secondary	4	15	4	19	-	40	16	1	20	9	4	6	12	150
Signal/Switch Failure - Foreign	19	-	-	-	31	24	7	16	4	36	-	16	13	166
Primary	18	-	-	-	31	18	6	13	4	30	-	14	13	147
Secondary	1	-	-	-	-	6	1	3	-	6	-	2	-	19
Mechanical Failure - Total	52	6	1	6	5	93	73	28	82	4	84	30	67	531
Mechanical Failure - Metra/PSA	51	3	1	6	5	93	73	28	82	4	84	30	67	527
Non-Locomotive Equipment Issue - Metra/PSA	19	3	1	6	2	12	21	5	18	-	21	10	35	153
Primary	14	2	1	2	2	7	14	2	16	-	15	8	17	100
Secondary	5	1	-	4	-	5	7	3	2	-	6	2	18	53
Locomotive Issue - Metra/PSA	32	-	-	-	3	81	52	23	64	4	63	20	32	374
Primary	19	-	-	-	2	31	23	10	36	3	22	13	17	176
Secondary	13	-	-	-	1	50	29	13	28	1	41	7	15	198
Mechanical Failure - Foreign	1	3	-	-	-	-	-	-	-	-	-	-	-	4
Passenger Train Interference - Total	8	2	-	20	5	31	6	14	7	4	5	3	-	105
Passenger Train Interference - Metra/PSA	-	2	-	19	-	21	5	14	6	-	5	3	-	75
Passenger Train Interference - Foreign	8	-	-	1	5	10	1	-	1	4	-	-	-	30
Accident - Total	97	11	7	-	2	11	15	4	46	4	21	96	29	343
Accident - Metra/PSA	70	11	7	-	-	10	9	4	46	4	20	95	8	284
Accident - Foreign	27	-	-	-	2	1	6	-	-	-	1	1	21	59
Track Work - Total	65	43	2	36	8	39	39	4	81	16	124	58	52	567
Track Work - Metra/PSA	64	42	2	36	1	33	36	4	79	9	124	54	52	536
Track Work - Foreign	1	1	-	-	7	6	3	-	2	7	-	4	-	31
Human Error - Total	55	20	17	31	16	74	59	32	77	16	72	66	61	596
Human Error - Metra/PSA	28	20	17	31	8	24	48	17	77	11	49	39	38	407
Human Error - Foreign	27	-	-	-	8	50	11	15	-	5	23	27	23	189
PTC Related - Total	6	14	5	17	25	80	54	26	47	50	44	41	90	499
PTC Related - Metra/PSA	6	11	5	15	8	70	49	13	45	21	44	41	83	411
PTC Related - Foreign	-	3	-	2	17	10	5	13	2	29	-	-	7	88
Weather - Total	60	58	22	16	9	119	79	12	108	10	130	146	73	842
Weather - Metra/PSA	46	58	22	16	7	116	76	12	108	8	119	142	67	797
Weather - Foreign	14	-	-	-	2	3	3	-	-	2	11	4	6	45
Passenger Related - Total	29	58	17	16	2	40	71	1	88	-	66	53	123	564
Obstruction/Debris - Total	32	35	20	39	1	32	48	7	114	10	66	70	82	556
Catenary Failure - Total	-	18	11	21	-	-	-	-	-	-	-	-	-	50
Other - Total	27	3	2	1	2	1	10	1	3	10	3	-	5	68
Total Trains Delayed	566	324	124	258	172	760	702	202	850	249	660	668	1,095	6,630
Total Metra/PSA Delays	374	317	124	255	34	598	512	122	812	102	606	560	578	4,994
Total Foreign Carrier Delays	192	7	0	3	138	162	190	80	38	147	54	108	517	1,636

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Table 6.b: Train Delays by Cause and Line - YTD
January - December Average Over Previous Five Years: 2016-2020

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	135	-	0	-	56	115	112	69	58	134	13	61	243	996
Freight Interference - Peak	49	-	0	-	49	22	30	24	13	48	4	34	87	359
Primary	28	-	-	-	41	14	21	18	8	37	2	18	40	227
Secondary	21	-	0	-	8	8	9	6	5	11	2	16	47	132
Freight Interference - Off-Peak	86	-	-	-	7	94	82	45	46	86	9	27	156	637
Primary	70	-	-	-	6	61	59	40	35	61	5	20	114	472
Secondary	17	-	-	-	1	32	23	5	11	25	3	7	42	165
Signal/Switch Failure - Total	229	83	36	36	29	205	143	73	136	101	27	76	105	1,277
Signal/Switch Failure - Metra/PSA	141	83	36	36	3	161	121	33	133	39	27	57	91	961
Primary	98	56	26	27	3	99	91	26	100	28	17	31	44	645
Secondary	43	27	10	9	0	61	31	7	33	11	10	26	47	315
Signal/Switch Failure - Foreign	88	-	-	-	25	44	21	40	3	61	0	19	14	317
Primary	68	-	-	-	21	23	15	30	2	41	-	12	10	221
Secondary	20	-	-	-	4	22	7	10	1	20	0	7	4	96
Mechanical Failure - Total	204	21	6	4	6	150	100	34	195	35	104	106	123	1,088
Mechanical Failure - Metra/PSA	202	13	4	3	6	139	100	33	195	35	104	106	123	1,062
Non-Locomotive Equipment Issue - Metra/PSA	69	13	4	3	1	20	12	5	28	13	33	34	52	287
Primary	29	5	2	1	1	11	8	3	13	8	19	19	26	144
Secondary	40	8	2	2	0	9	4	2	15	5	14	15	27	143
Locomotive Issue - Metra/PSA	133	0	-	-	5	119	88	28	167	22	71	72	71	775
Primary	41	-	-	-	4	37	35	10	54	10	23	24	25	263
Secondary	92	0	-	-	1	82	53	18	113	11	48	48	46	512
Mechanical Failure - Foreign	2	8	2	2	0	11	1	1	-	-	-	-	-	25
Passenger Train Interference - Total	22	10	3	4	9	35	5	10	5	29	-	3	3	140
Passenger Train Interference - Metra/PSA	2	4	1	1	0	25	3	9	4	1	-	3	3	54
Passenger Train Interference - Foreign	21	6	2	4	9	10	2	1	1	28	-	-	1	85
Accident - Total	83	37	7	12	3	42	44	12	32	17	42	93	57	481
Accident - Metra/PSA	72	24	5	12	1	33	39	10	28	11	40	85	37	395
Accident - Foreign	11	13	2	-	2	9	6	3	5	7	1	8	19	86
Track Work - Total	163	79	14	39	11	100	43	12	113	18	64	64	77	797
Track Work - Metra/PSA	153	79	14	39	10	98	41	11	113	12	64	63	77	776
Track Work - Foreign	10	-	-	-	1	2	2	0	0	5	-	0	-	21
Human Error - Total	178	35	14	17	19	117	67	27	85	39	58	66	76	798
Human Error - Metra/PSA	103	34	14	17	4	71	48	13	83	18	51	50	59	564
Human Error - Foreign	76	1	-	1	15	46	19	14	2	21	7	16	17	234
PTC Related - Total	34	10	3	6	6	11	15	6	47	8	39	36	57	278
PTC Related - Metra/PSA	32	10	3	6	2	11	15	3	46	4	39	35	55	262
PTC Related - Foreign	2	-	-	-	4	0	-	2	1	4	-	1	1	16
Weather - Total	130	85	30	40	4	88	75	19	135	11	89	121	57	884
Weather - Metra/PSA	130	85	30	40	4	88	75	19	134	10	89	121	57	881
Weather - Foreign	0	-	-	-	0	0	-	-	1	1	-	0	0	3
Passenger Related - Total	92	82	13	15	1	124	107	12	128	6	108	150	157	994
Obstruction/Debris - Total	90	44	12	38	5	50	47	22	91	31	35	88	94	648
Catenary Failure - Total	-	33	8	14	-	-	-	-	-	-	-	-	-	55
Other - Total	3	1	2	4	0	6	8	1	7	2	4	7	6	50
Total Trains Delayed	1,365	521	149	231	150	1,043	765	296	1,032	430	583	869	1,053	8,486
Total Metra/PSA Delays	1,016	492	143	225	37	806	601	166	962	168	562	764	758	6,701
Total Foreign Carrier Delays	349	28	6	6	114	238	163	129	70	262	21	104	295	1,785

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

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

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 2021 Compared to Average January - December Average Over Previous Five Years: 2016-2020

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	(40)	-	(0)	-	10	(57)	42	(33)	(29)	(70)	6	(5)	204	28
Freight Interference - Peak	(22)	-	(0)	-	5	(4)	30	4	(6)	(11)	5	(1)	46	47
Primary	(7)	-	-	-	12	2	28	6	(3)	(10)	5	11	53	97
Secondary	(15)	-	(0)	-	(7)	(6)	2	(2)	(3)	(1)	-	(12)	(7)	(50)
Freight Interference - Off-Peak	(18)	-	-	-	5	(54)	12	(37)	(24)	(59)	1	(4)	158	(19)
Primary	(7)	-	-	-	3	(25)	26	(35)	(14)	(38)	1	0	108	18
Secondary	(12)	-	-	-	2	(28)	(14)	(2)	(10)	(21)	1	(4)	50	(37)
Signal/Switch Failure - Total	(189)	(27)	(16)	19	2	(23)	(49)	(36)	32	(40)	(1)	(27)	(39)	(392)
Signal/Switch Failure - Metra/PSA	(120)	(27)	(16)	19	(3)	(3)	(34)	(12)	31	(14)	(1)	(24)	(38)	(242)
Primary	(81)	(15)	(10)	9	(3)	19	(20)	(6)	44	(12)	5	(4)	(3)	(76)
Secondary	(39)	(12)	(6)	10	(0)	(21)	(15)	(6)	(13)	(2)	(6)	(20)	(35)	(165)
Signal/Switch Failure - Foreign	(69)	-	-	-	6	(20)	(14)	(24)	1	(25)	(0)	(3)	(1)	(151)
Primary	(50)	-	-	-	10	(5)	(9)	(17)	2	(11)	-	2	3	(74)
Secondary	(19)	-	-	-	(4)	(16)	(6)	(7)	(1)	(14)	(0)	(5)	(4)	(77)
Mechanical Failure - Total	(152)	(15)	(5)	2	(1)	(57)	(27)	(6)	(113)	(31)	(20)	(76)	(56)	(557)
Mechanical Failure - Metra/PSA	(151)	(10)	(3)	3	(1)	(46)	(27)	(5)	(113)	(31)	(20)	(76)	(56)	(535)
Non-Locomotive Equipment Issue - Metra/PSA	(50)	(10)	(3)	3	1	(8)	9	(0)	(10)	(13)	(12)	(24)	(17)	(134)
Primary	(15)	(3)	(1)	1	1	(4)	6	(1)	3	(8)	(4)	(11)	(9)	(44)
Secondary	(35)	(7)	(2)	2	(0)	(4)	3	1	(13)	(5)	(8)	(13)	(9)	(90)
Locomotive Issue - Metra/PSA	(101)	(0)	-	-	(2)	(38)	(36)	(5)	(103)	(18)	(8)	(52)	(39)	(401)
Primary	(22)	-	-	-	(2)	(6)	(12)	0	(18)	(7)	(1)	(11)	(8)	(87)
Secondary	(79)	(0)	-	-	(0)	(32)	(24)	(5)	(85)	(10)	(7)	(41)	(31)	(314)
Mechanical Failure - Foreign	(1)	(5)	(2)	(2)	(0)	(11)	(1)	(1)	-	-	-	-	-	(21)
Passenger Train Interference - Total	(14)	(8)	(3)	16	(4)	(4)	1	4	2	(25)	5	0	(3)	(35)
Passenger Train Interference - Metra/PSA	(2)	(2)	(1)	18	(0)	(4)	2	5	2	(1)	5	0	(3)	21
Passenger Train Interference - Foreign	(13)	(6)	(2)	(3)	(4)	(0)	(1)	(1)	(0)	(24)	-	-	(1)	(55)
Accident - Total	14	(26)	-	(12)	(1)	(31)	(29)	(8)	14	(13)	(21)	3	(28)	(138)
Accident - Metra/PSA	(2)	(13)	2	(12)	(1)	(23)	(30)	(6)	18	(7)	(20)	10	(29)	(111)
Accident - Foreign	16	(13)	(2)	-	(0)	(8)	0	(3)	(5)	(7)	(0)	(7)	2	(27)
Track Work - Total	(98)	(36)	(12)	(3)	(3)	(61)	(4)	(8)	(32)	(2)	60	(6)	(25)	(230)
Track Work - Metra/PSA	(89)	(37)	(12)	(3)	(9)	(65)	(5)	(7)	(34)	(3)	60	(9)	(25)	(240)
Track Work - Foreign	(9)	1	-	-	6	4	1	(0)	2	2	-	4	-	10
Human Error - Total	(123)	(15)	3	14	(3)	(43)	(8)	5	(8)	(23)	14	0	(15)	(202)
Human Error - Metra/PSA	(75)	(14)	3	14	4	(47)	0	4	(6)	(7)	(2)	(11)	(21)	(157)
Human Error - Foreign	(49)	(1)	-	(1)	(7)	4	(8)	1	(2)	(16)	16	11	6	(45)
PTC Related - Total	(28)	4	2	11	19	69	39	20	-	42	5	5	33	221
PTC Related - Metra/PSA	(26)	1	2	9	6	59	34	10	(1)	17	5	6	28	149
PTC Related - Foreign	(2)	3	-	2	13	10	5	11	1	25	-	(1)	6	72
Weather - Total	(70)	(27)	(8)	(24)	5	31	4	(7)	(27)	(1)	41	25	16	(42)
Weather - Metra/PSA	(84)	(27)	(8)	(24)	3	28	1	(7)	(26)	(2)	30	21	10	(84)
Weather - Foreign	14	-	-	-	2	3	3	-	(1)	1	11	4	6	42
Passenger Related - Total	(63)	(24)	4	1	1	(84)	(36)	(11)	(40)	(6)	(42)	(97)	(34)	(430)
Obstruction/Debris - Total	(58)	(9)	8	1	(4)	(18)	1	(15)	23	(21)	31	(18)	(12)	(92)
Catenary Failure - Total	-	(15)	3	7	-	-	-	-	-	-	-	-	-	(5)
Other - Total	24	2	0	(3)	2	(5)	2	(0)	(4)	8	(1)	(7)	(1)	18
Total Trains Delayed	(799)	(197)	(25)	27	22	(283)	(63)	(94)	(182)	(181)	77	(201)	42	(1,856)
Total Metra/PSA Delays	-642	-175	-19	30	-3	-208	-89	-44	-150	-66	44	-204	-180	-1,707
Total Foreign Carrier Delays	-157	-21	-6	-3	24	-76	27	-49	-32	-115	33	4	222	-149

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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
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%

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**Table 7.b: Train Delays by Cause and Month
2020**

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	55	52	58	18	12	37	63	68	46	44	51	51	555	11.8%
Freight Interference - Peak	19	13	20	6	3	12	24	33	20	19	18	21	208	4.4%
Primary	13	10	13	6	3	12	22	27	19	18	18	14	175	3.7%
Secondary	6	3	7	-	-	-	2	6	1	1	-	7	33	0.7%
Freight Interference - Off-Peak	36	39	38	12	9	25	39	35	26	25	33	30	347	7.4%
Primary	26	31	26	11	8	18	30	28	24	23	28	28	281	6.0%
Secondary	10	8	12	1	1	7	9	7	2	2	5	2	66	1.4%
Signal/Switch Failure - Total	87	146	47	22	31	44	56	32	37	36	50	24	612	13.0%
Signal/Switch Failure - Metra/PSA	70	77	36	20	24	35	51	29	30	31	48	21	472	10.0%
Primary	52	46	28	18	20	29	39	28	23	23	41	16	363	7.7%
Secondary	18	31	8	2	4	6	12	1	7	8	7	5	109	2.3%
Signal/Switch Failure - Foreign	17	69	11	2	7	9	5	3	7	5	2	3	140	3.0%
Primary	15	61	10	2	6	9	4	3	6	4	2	2	124	2.6%
Secondary	2	8	1	-	1	-	1	-	1	1	-	1	16	0.3%
Mechanical Failure - Total	99	106	37	15	13	12	23	21	32	32	10	26	426	9.1%
Mechanical Failure - Metra/PSA	93	92	37	15	13	11	23	21	32	32	10	26	405	8.6%
Non-Locomotive Equipment Issue - Metra/PSA	29	45	11	6	4	3	11	4	10	17	4	3	147	3.1%
Primary	12	16	5	4	3	3	10	4	9	13	4	3	86	1.8%
Secondary	17	29	6	2	1	-	1	-	1	4	-	-	61	1.3%
Locomotive Issue - Metra/PSA	64	47	26	9	9	8	12	17	22	15	6	23	258	5.5%
Primary	16	18	15	5	7	6	10	10	8	14	2	11	122	2.6%
Secondary	48	29	11	4	2	2	2	7	14	1	4	12	136	2.9%
Mechanical Failure - Foreign	6	14	-	-	-	1	-	-	-	-	-	-	21	0.4%
Passenger Train Interference - Total	5	7	2	2	-	3	3	9	1	2	3	2	39	0.8%
Passenger Train Interference - Metra/PSA	3	2	2	2	-	2	3	8	1	-	2	2	27	0.6%
Passenger Train Interference - Foreign	2	5	-	-	-	1	-	1	-	2	1	-	12	0.3%
Accident - Total	57	18	20	4	5	5	25	19	10	15	30	21	229	4.9%
Accident - Metra/PSA	57	17	13	4	1	1	18	19	10	10	27	21	198	4.2%
Accident - Foreign	-	1	7	-	4	4	7	-	-	5	3	-	31	0.7%
Track Work - Total	41	46	38	18	41	59	40	30	28	28	40	7	416	8.8%
Track Work - Metra/PSA	40	43	34	13	40	56	40	25	25	27	40	7	390	8.3%
Track Work - Foreign	1	3	4	5	1	3	-	5	3	1	-	-	26	0.6%
Human Error - Total	103	99	42	14	17	18	36	36	28	36	29	23	481	10.2%
Human Error - Metra/PSA	97	80	39	10	17	14	24	28	17	25	24	21	396	8.4%
Human Error - Foreign	6	19	3	4	-	4	12	8	11	11	5	2	85	1.8%
PTC Related - Total	43	36	21	28	29	20	33	27	48	37	35	43	400	8.5%
PTC Related - Metra/PSA	39	32	14	19	29	16	26	24	47	35	29	39	349	7.4%
PTC Related - Foreign	4	4	7	9	-	4	7	3	1	2	6	4	51	1.1%
Weather - Total	33	89	4	7	24	11	26	148	10	80	93	16	541	11.5%
Weather - Metra/PSA	32	89	4	7	23	10	26	148	10	80	93	16	538	11.4%
Weather - Foreign	1	-	-	-	1	1	-	-	-	-	-	-	3	0.1%
Passenger Related - Total	57	55	37	5	12	47	24	27	24	26	12	18	344	7.3%
Obstruction/Debris - Total	97	39	25	18	165	21	27	31	31	22	75	18	569	12.1%
Catenary Failure - Total	21	-	25	-	-	-	1	-	-	-	-	-	47	1.0%
Other - Total	11	8	3	3	1	-	5	2	3	6	1	3	46	1.0%
Total Trains Delayed	709	701	359	154	350	277	362	450	298	364	429	252	4,705	100.0%
Total Metra/PSA Delays	617	534	269	116	325	213	268	362	230	294	361	192	3,781	80.4%
Total Foreign Carrier Delays	92	167	90	38	25	64	94	88	68	70	68	60	924	19.6%

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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
December 2021**

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	1	3	4	4	7	12	20	10	2	7	4	7	10	91
11-15	0	6	1	3	1	9	3	1	4	5	4	8	7	52
16-20	0	0	0	1	2	0	2	1	2	1	3	4	2	18
21+	0	0	1	1	1	3	0	0	1	4	6	10	8	35
Annulled	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>4</u>	<u>1</u>	<u>0</u>	<u>9</u>
Sub-Total	1	10	6	10	11	24	26	12	9	18	21	30	27	205
Weekday Off-Peak **														
6-10	4	8	4	6	1	7	12	4	9	8	12	10	18	103
11-15	5	1	0	2	1	6	6	0	9	2	9	5	14	60
16-20	1	2	0	0	0	1	2	2	3	1	7	1	11	31
21+	1	3	0	6	1	0	2	0	8	0	15	8	12	56
Annulled	<u>0</u>	<u>2</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>13</u>	<u>0</u>	<u>2</u>	<u>23</u>
Sub-Total	11	16	4	18	3	14	22	6	30	12	56	24	57	273
Saturday														
6-10	4	4	0	0	0	4	7	0	2	0	0	3	4	28
11-15	1	0	0	2	0	3	7	0	0	0	1	0	1	15
16-20	0	0	0	1	0	3	1	0	0	0	0	0	1	6
21+	0	0	0	1	0	2	3	0	0	0	0	1	0	7
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Sub-Total	5	4	0	4	0	12	18	0	2	0	1	4	6	56
Sunday-Holiday														
6-10	2	0	0	0	0	3	6	0	6	0	1	1	6	25
11-15	1	1	0	0	0	1	1	0	2	0	0	1	1	8
16-20	0	0	0	0	0	0	1	0	1	0	1	0	1	4
21+	0	0	0	0	0	5	2	0	0	0	1	0	4	12
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>
Sub-Total	3	1	0	0	0	9	10	0	9	0	3	4	12	51
December 2021 Total														
6-10	11	15	8	10	8	26	45	14	19	15	17	21	38	247
11-15	7	8	1	7	2	19	17	1	15	7	14	14	23	135
16-20	1	2	0	2	2	4	6	3	6	2	11	5	15	59
21+	1	3	1	8	2	10	7	0	9	4	22	19	24	110
Annulled	<u>0</u>	<u>3</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>17</u>	<u>3</u>	<u>2</u>	<u>34</u>
TOTAL	20	31	10	32	14	59	76	18	50	30	81	62	102	585
2021 Year-to-Date														
6-10	192	156	54	122	75	356	342	98	482	101	192	198	381	2,749
11-15	113	77	19	43	39	198	168	37	155	52	115	116	265	1,397
16-20	57	28	15	21	18	80	80	21	74	27	72	85	151	729
21+	130	44	23	45	37	106	99	39	117	61	198	220	268	1,387
Annulled	<u>74</u>	<u>19</u>	<u>13</u>	<u>27</u>	<u>3</u>	<u>20</u>	<u>13</u>	<u>7</u>	<u>22</u>	<u>8</u>	<u>83</u>	<u>49</u>	<u>30</u>	<u>368</u>
TOTAL	566	324	124	258	172	760	702	202	850	249	660	668	1,095	6,630
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
December 2021 Total														
6-10	55.0%	48.4%	80.0%	31.3%	57.1%	44.1%	59.2%	77.8%	38.0%	50.0%	21.0%	33.9%	37.3%	42.2%
11-15	35.0%	25.8%	10.0%	21.9%	14.3%	32.2%	22.4%	5.6%	30.0%	23.3%	17.3%	22.6%	22.5%	23.1%
16-20	5.0%	6.5%	0.0%	6.3%	14.3%	6.8%	7.9%	16.7%	12.0%	6.7%	13.6%	8.1%	14.7%	10.1%
21+	5.0%	9.7%	10.0%	25.0%	14.3%	16.9%	9.2%	0.0%	18.0%	13.3%	27.2%	30.6%	23.5%	18.8%
Annulled	<u>0.0%</u>	<u>9.7%</u>	<u>0.0%</u>	<u>15.6%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.3%</u>	<u>0.0%</u>	<u>2.0%</u>	<u>6.7%</u>	<u>21.0%</u>	<u>4.8%</u>	<u>2.0%</u>	<u>5.8%</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%
2021 Year-to-Date Delays By Duration														
6-10	33.9%	48.1%	43.5%	47.3%	43.6%	46.8%	48.7%	48.5%	56.7%	40.6%	29.1%	29.6%	34.8%	41.5%
11-15	20.0%	23.8%	15.3%	16.7%	22.7%	26.1%	23.9%	18.3%	18.2%	20.9%	17.4%	17.4%	24.2%	21.1%
16-20	10.1%	8.6%	12.1%	8.1%	10.5%	10.5%	11.4%	10.4%	8.7%	10.8%	10.9%	12.7%	13.8%	11.0%
21+	23.0%	13.6%	18.5%	17.4%	21.5%	13.9%	14.1%	19.3%	13.8%	24.5%	30.0%	32.9%	24.5%	20.9%
Annulled	<u>13.1%</u>	<u>5.9%</u>	<u>10.5%</u>	<u>10.5%</u>	<u>1.7%</u>	<u>2.6%</u>	<u>1.9%</u>	<u>3.5%</u>	<u>2.6%</u>	<u>3.2%</u>	<u>12.6%</u>	<u>7.3%</u>	<u>2.7%</u>	<u>5.6%</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 (01/14/2022) version from TOPS.

Table 9: Annual Train Delays and On-Time Performance

2016 - 2021

	Delays									On-Time Performance						
	2016	2017	2018	2019	2020	2016 - 2020 Avg	2021	2020 vs. 2021 change		2016	2017	2018	2019	2020	2016 - 2020 Avg	2021
BNSF	1,607	1,450	2,072	1,352	344	1,365	566	222	64.5%	94.0%	94.5%	92.2%	95.0%	97.9%	94.5%	97.1%
ME-ML	598	493	497	546	470	521	324	-146	-31.1%	97.5%	97.9%	98.0%	97.8%	97.3%	97.7%	98.2%
ME-BI	142	179	175	152	96	149	124	28	29.2%	98.7%	98.2%	97.6%	97.9%	98.1%	98.2%	97.4%
ME-SC	258	275	206	192	222	231	258	36	16.2%	98.5%	98.3%	98.5%	98.6%	98.2%	98.4%	98.0%
HC	101	121	189	216	125	150	172	47	37.6%	94.2%	93.2%	89.4%	87.9%	89.6%	90.9%	86.5%
MD-N	951	1,089	1,265	1,448	463	1,043	760	297	64.1%	94.6%	93.8%	92.7%	91.9%	95.8%	93.6%	93.0%
MD-W	875	761	733	841	614	765	702	88	14.3%	94.9%	95.5%	95.7%	95.1%	94.7%	95.2%	94.1%
NCS	307	333	367	292	179	296	202	23	12.8%	94.5%	94.0%	92.9%	94.3%	91.7%	93.7%	90.4%
RI	847	946	1,053	1,668	647	1,032	850	203	31.4%	96.1%	95.7%	94.8%	92.0%	95.8%	94.8%	95.7%
SWS	380	403	580	555	231	430	249	18	7.8%	95.2%	94.9%	92.7%	93.0%	94.0%	94.0%	91.0%
UP-N	446	572	691	955	252	583	660	408	161.9%	97.8%	97.2%	96.6%	95.3%	98.1%	96.9%	96.0%
UP-NW	695	905	951	1,346	447	869	668	221	49.4%	96.3%	95.1%	94.9%	93.0%	96.7%	95.1%	95.2%
UP-W	846	1,014	1,462	1,328	615	1,053	1,095	480	78.0%	95.1%	94.1%	91.5%	92.3%	94.9%	93.5%	90.5%
System	8,053	8,541	10,241	10,891	4,705	8,486	6,630	1,925	40.9%	96.1%	95.8%	94.8%	94.6%	96.5%	95.5%	95.5%

Delays data for most recent month is final (01/14/2022) version from TOPS.

**Table 10: Annual System Causes of Train Delays
2016 to 2021**

Cause Category	2016		2017		2018		2019		2020		2016-2020 Avg		2021	
	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%
Freight Interference - Total	842	10.5%	1,000	11.7%	1,514	14.8%	1,070	9.8%	555	11.8%	996	11.7%	1,024	15.4%
Freight Interference - Peak	309	3.8%	357	4.2%	556	5.4%	366	3.4%	208	4.4%	359	4.2%	406	6.1%
Primary	202	2.5%	228	2.7%	299	2.9%	232	2.1%	175	3.7%	227	2.7%	324	4.9%
Secondary	107	1.3%	129	1.5%	257	2.5%	134	1.2%	33	0.7%	132	1.6%	82	1.2%
Freight Interference - Off-Peak	533	6.6%	643	7.5%	958	9.4%	704	6.5%	347	7.4%	637	7.5%	618	9.3%
Primary	423	5.3%	476	5.6%	696	6.8%	485	4.5%	281	6.0%	472	5.6%	490	7.4%
Secondary	110	1.4%	167	2.0%	262	2.6%	219	2.0%	66	1.4%	165	1.9%	128	1.9%
Signal/Switch Failure - Total	1,390	17.3%	1,221	14.3%	1,565	15.3%	1,598	14.7%	612	13.0%	1,277	15.1%	885	13.3%
Signal/Switch Failure - Metra/PSA	900	11.2%	996	11.7%	1,228	12.0%	1,207	11.1%	472	10.0%	961	11.3%	719	10.8%
Primary	543	6.7%	639	7.5%	857	8.4%	825	7.6%	363	7.7%	645	7.6%	569	8.6%
Secondary	357	4.4%	357	4.2%	371	3.6%	382	3.5%	109	2.3%	315	3.7%	150	2.3%
Signal/Switch Failure - Foreign	490	6.1%	225	2.6%	337	3.3%	391	3.6%	140	3.0%	317	3.7%	166	2.5%
Primary	354	4.4%	140	1.6%	214	2.1%	273	2.5%	124	2.6%	221	2.6%	147	2.2%
Secondary	136	1.7%	85	1.0%	123	1.2%	118	1.1%	16	0.3%	96	1.1%	19	0.3%
Mechanical Failure - Total	1,188	14.8%	1,169	13.7%	1,403	13.7%	1,252	11.5%	426	9.1%	1,088	12.8%	531	8.0%
Mechanical Failure - Metra/PSA	1,179	14.6%	1,147	13.4%	1,363	13.3%	1,217	11.2%	405	8.6%	1,062	12.5%	527	7.9%
Non-Locomotive Equipment Issue - Metra/PSA	276	3.4%	268	3.1%	388	3.8%	357	3.3%	147	3.1%	287	3.4%	153	2.3%
Primary	148	1.8%	142	1.7%	178	1.7%	166	1.5%	86	1.8%	144	1.7%	100	1.5%
Secondary	128	1.6%	126	1.5%	210	2.1%	191	1.8%	61	1.3%	143	1.7%	53	0.8%
Locomotive Issue - Metra/PSA	903	11.2%	879	10.3%	975	9.5%	860	7.9%	258	5.5%	775	9.1%	374	5.6%
Primary	304	3.8%	308	3.6%	295	2.9%	285	2.6%	122	2.6%	263	3.1%	176	2.7%
Secondary	599	7.4%	571	6.7%	680	6.6%	575	5.3%	136	2.9%	512	6.0%	198	3.0%
Mechanical Failure - Foreign	9	0.1%	22	0.3%	40	0.4%	35	0.3%	21	0.4%	25	0.3%	4	0.1%
Passenger Train Interference - Total	154	1.9%	133	1.6%	222	2.2%	150	1.4%	39	0.8%	140	1.6%	105	1.6%
Passenger Train Interference - Metra/PSA	49	0.6%	76	0.9%	78	0.8%	41	0.4%	27	0.6%	54	0.6%	75	1.1%
Passenger Train Interference - Foreign	105	1.3%	57	0.7%	144	1.4%	109	1.0%	12	0.3%	85	1.0%	30	0.5%
Accident - Total	544	6.8%	634	7.4%	407	4.0%	591	5.4%	229	4.9%	481	5.7%	343	5.2%
Accident - Metra/PSA	505	6.3%	512	6.0%	371	3.6%	391	3.6%	198	4.2%	395	4.7%	284	4.3%
Accident - Foreign	39	0.5%	122	1.4%	36	0.4%	200	1.8%	31	0.7%	86	1.0%	59	0.9%
Track Work - Total	996	12.4%	945	11.1%	775	7.6%	851	7.8%	416	8.8%	797	9.4%	567	8.6%
Track Work - Metra/PSA	955	11.9%	931	10.9%	770	7.5%	834	7.7%	390	8.3%	776	9.1%	536	8.1%
Track Work - Foreign	41	0.5%	14	0.2%	5	0.0%	17	0.2%	26	0.6%	21	0.2%	31	0.5%
Human Error - Total	637	7.9%	900	10.5%	904	8.8%	1,068	9.8%	481	10.2%	798	9.4%	596	9.0%
Human Error - Metra/PSA	502	6.2%	604	7.1%	635	6.2%	684	6.3%	396	8.4%	564	6.6%	407	6.1%
Human Error - Foreign	135	1.7%	296	3.5%	269	2.6%	384	3.5%	85	1.8%	234	2.8%	189	2.9%
PTC Related - Total	6	0.1%	30	0.4%	289	2.8%	665	6.1%	400	8.5%	278	3.3%	499	7.5%
PTC Related - Metra/PSA	6	0.1%	24	0.3%	289	2.8%	643	5.9%	349	7.4%	262	3.1%	411	6.2%
PTC Related - Foreign	-	0.0%	6	0.1%	-	0.0%	22	0.2%	51	1.1%	16	0.2%	88	1.3%
Weather - Total	554	6.9%	597	7.0%	1,054	10.3%	1,676	15.4%	541	11.5%	884	10.4%	842	12.7%
Weather - Metra/PSA	553	6.9%	595	7.0%	1,050	10.3%	1,670	15.3%	538	11.4%	881	10.4%	797	12.0%
Weather - Foreign	1	0.0%	2	0.0%	4	0.0%	6	0.1%	3	0.1%	3	0.0%	45	0.7%
Passenger Related - Total	1,051	13.1%	1,147	13.4%	1,307	12.8%	1,122	10.3%	344	7.3%	994	11.7%	564	8.5%
Obstruction/Debris - Total	526	6.5%	654	7.7%	699	6.8%	791	7.3%	569	12.1%	648	7.6%	556	8.4%
Catenary Failure - Total	100	1.2%	33	0.4%	77	0.8%	20	0.2%	47	1.0%	55	0.7%	50	0.8%
Other - Total	65	0.8%	78	0.9%	25	0.2%	37	0.3%	46	1.0%	50	0.6%	68	1.0%
Total Trains Delayed	8,053	100.0%	8,541	100.0%	10,241	100.0%	10,891	100.0%	4,705	100.0%	8,486	100.0%	6,630	100.0%
Total Metra/PSA Delays	6,388	79.3%	6,791	79.5%	7,892	77.1%	8,652	79.4%	3,781	80.4%	6,701	79.0%	4,994	75.3%
Total Foreign Carrier Delays	1,665	20.7%	1,750	20.5%	2,349	22.9%	2,239	20.6%	924	19.6%	1,785	21.0%	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.