

# On-Time Performance

March 2024



# On-Time Performance

## March 2024

This report presents an analysis of March 2024 train delays as reported for Metra's eleven rail lines. On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule. Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late. "Extra" trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

### On-Time Performance Tables

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

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

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

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

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

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

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

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

## Reporting Calculations for Temporary Schedules and Special Events

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

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

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

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

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

A schedule change on March 28, 2022, resulted in an increase of five weekday BNSF revenue trains. A schedule change on April 25 resulted in 21 additional UP-NW weekday trains and four fewer UP-N weekday trains. Two ME weekday trains were added on May 23. Schedule changes on May 31 and June 20 did not change the number of scheduled revenue trains. Metra added six Saturday HC trains on July 2 under a summer promotion, which ran through September 3. On December 5 Metra added 18 UP-W weekday trains and on December 12 added 14 MD-N weekday trains, 12 MD-W weekday trains and two NCS weekday trains. On January 16, 2023, Metra added 18 SWS weekday trains, and on April 3 Metra added 12 UP-NW weekday trains. Metra added four ME-BI weekday trains on August 14. From September 9 through October 14, Metra added six Saturday HC trains for a promotion. Metra added one Sunday RI train on November 27.

Under these pilot and alternate schedules Metra operated 662 regularly scheduled revenue trains each weekday in March, which is 96 percent of Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 269 regularly scheduled revenue trains each Saturday in March, which is 99 percent of the 273 Saturday trains Metra operated pre-pandemic. Metra operated 186 regularly scheduled revenue trains each Sunday in March, which is three percent more than the 181 Sunday revenue trains Metra operated pre-pandemic. As a result of the changes under these alternative and pilot schedules, Metra operated about three percent fewer total revenue trains in March 2024 than in March 2019, eight percent more total revenue trains than in March 2020, 50 percent more total revenue trains than in March 2021, 10 percent more total revenue trains than in March 2022, and three percent fewer total revenue trains than in March 2023.

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

**Table 1.a: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line  
March 2024**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	924	17	98.2%	987	20	98.0%	1,911	37	98.1%	156	3	98.1%	100	0	100.0%	2,167	40	98.2%
<b>ME-ML</b>	525	3	99.4%	882	12	98.6%	1,407	15	98.9%	210	7	96.7%	120	1	99.2%	1,737	23	98.7%
<b>ME-BI</b>	168	1	99.4%	294	1	99.7%	462	2	99.6%	40	0	100.0%		--		502	2	99.6%
<b>ME-SC</b>	<u>231</u>	<u>7</u>	97.0%	<u>651</u>	<u>12</u>	98.2%	<u>882</u>	<u>19</u>	97.8%	<u>160</u>	<u>0</u>	100.0%	<u>100</u>	<u>0</u>	100.0%	<u>1,142</u>	<u>19</u>	98.3%
<b>Subtotal</b>	924	11	98.8%	1,827	25	98.6%	2,751	36	98.7%	410	7	98.3%	220	1	99.5%	3,381	44	98.7%
<b>HC</b>	126	16	87.3%		--		126	16	87.3%		--			--		126	16	87.3%
<b>MD-N</b>	441	47	89.3%	651	28	95.7%	1,092	75	93.1%	110	3	97.3%	90	6	93.3%	1,292	84	93.5%
<b>MD-W</b>	<u>462</u>	<u>20</u>	95.7%	<u>630</u>	<u>24</u>	96.2%	<u>1,092</u>	<u>44</u>	96.0%	<u>127</u>	<u>5</u>	96.1%	<u>90</u>	<u>4</u>	95.6%	<u>1,309</u>	<u>53</u>	96.0%
<b>Subtotal</b>	903	67	92.6%	1,281	52	95.9%	2,184	119	94.6%	237	8	96.6%	180	10	94.4%	2,601	137	94.7%
<b>NCS</b>	168	25	85.1%	126	12	90.5%	294	37	87.4%		--			--		294	37	87.4%
<b>RI</b>	651	26	96.0%	1,029	35	96.6%	1,680	61	96.4%	173	2	98.8%	145	0	100.0%	1,998	63	96.8%
<b>SWS</b>	252	15	94.0%	378	25	93.4%	630	40	93.7%		--			--		630	40	93.7%
<b>UP-N</b>	462	24	94.8%	1,008	20	98.0%	1,470	44	97.0%	132	5	96.2%	90	2	97.8%	1,692	51	97.0%
<b>UP-NW</b>	735	31	95.8%	903	18	98.0%	1,638	49	97.0%	173	8	95.4%	105	2	98.1%	1,916	59	96.9%
<b>UP-W</b>	<u>546</u>	<u>39</u>	92.9%	<u>672</u>	<u>35</u>	94.8%	<u>1,218</u>	<u>74</u>	93.9%	<u>106</u>	<u>5</u>	95.3%	<u>90</u>	<u>4</u>	95.6%	<u>1,414</u>	<u>83</u>	94.1%
<b>Subtotal</b>	1,743	94	94.6%	2,583	73	97.2%	4,326	167	96.1%	411	18	95.6%	285	8	97.2%	5,022	193	96.2%
<b>System</b>	5,691	271	95.2%	8,211	242	97.1%	13,902	513	96.3%	1,387	38	97.3%	930	19	98.0%	16,219	570	96.5%

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

Delays data for most recent month is final (04/22/2024) version from TOPS.

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	2,816	105	96.3%	3,008	81	97.3%	5,824	186	96.8%	396	7	98.2%	280	3	98.9%	6,500	196	97.0%
<b>ME-ML</b>	1,600	23	98.6%	2,688	33	98.8%	4,288	56	98.7%	546	8	98.5%	336	1	99.7%	5,170	65	98.7%
<b>ME-BI</b>	512	11	97.9%	896	7	99.2%	1,408	18	98.7%	104	0	100.0%		--		1,512	18	98.8%
<b>ME-SC</b>	704	23	96.7%	1,984	28	98.6%	2,688	51	98.1%	416	1	99.8%	280	0	100.0%	3,384	52	98.5%
<b>Subtotal</b>	2,816	57	98.0%	5,568	68	98.8%	8,384	125	98.5%	1,066	9	99.2%	616	1	99.8%	10,066	135	98.7%
<b>HC</b>	384	38	90.1%		--		384	38	90.1%		--			--		384	38	90.1%
<b>MD-N</b>	1,344	186	86.2%	1,984	145	92.7%	3,328	331	90.1%	270	6	97.8%	252	8	96.8%	3,850	345	91.0%
<b>MD-W</b>	1,408	108	92.3%	1,920	119	93.8%	3,328	227	93.2%	319	10	96.9%	252	11	95.6%	3,899	248	93.6%
<b>Subtotal</b>	2,752	294	89.3%	3,904	264	93.2%	6,656	558	91.6%	589	16	97.3%	504	19	96.2%	7,749	593	92.3%
<b>NCS</b>	512	84	83.6%	384	44	88.5%	896	128	85.7%		--			--		896	128	85.7%
<b>RI</b>	1,984	72	96.4%	3,136	98	96.9%	5,120	170	96.7%	437	7	98.4%	406	10	97.5%	5,963	187	96.9%
<b>SWS</b>	768	67	91.3%	1,152	104	91.0%	1,920	171	91.1%		--			--		1,920	171	91.1%
<b>UP-N</b>	1,408	44	96.9%	3,072	79	97.4%	4,480	123	97.3%	340	6	98.2%	252	13	94.8%	5,072	142	97.2%
<b>UP-NW</b>	2,240	168	92.5%	2,752	115	95.8%	4,992	283	94.3%	445	41	90.8%	294	11	96.3%	5,731	335	94.2%
<b>UP-W</b>	1,664	188	88.7%	2,048	164	92.0%	3,712	352	90.5%	266	13	95.1%	252	16	93.7%	4,230	381	91.0%
<b>Subtotal</b>	5,312	400	92.5%	7,872	358	95.5%	13,184	758	94.3%	1,051	60	94.3%	798	40	95.0%	15,033	858	94.3%
<b>System</b>	17,344	1,117	93.6%	25,024	1,017	95.9%	42,368	2,134	95.0%	3,539	99	97.2%	2,604	73	97.2%	48,511	2,306	95.2%

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

Delays data for most recent month is final (04/22/2024) version from TOPS.

**Table 2: On-Time Performance by Line**

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Mar	Annual
<b>BNSF</b>	<b>2019</b>	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3	96.7	96.3	95.9	97.7	93.2%	95.0%
	<b>2020</b>	97.3	96.6	97.5	99.5	97.2	97.4	97.7	98.1	98.6	98.8	98.2	99.5	97.1%	97.9%
	<b>2021</b>	99.0	90.8	99.4	98.5	98.1	98.5	97.3	96.5	94.2	96.6	98.1	99.0	96.6%	97.1%
	<b>2022</b>	98.0	97.6	98.1	97.8	95.2	96.3	97.1	95.8	97.4	97.2	97.1	97.7	97.9%	97.1%
	<b>2023</b>	97.5	96.2	96.3	94.0	97.2	95.8	94.7	95.9	98.0	97.5	96.3	98.2	96.7%	96.5%
	<b>2024</b>	94.7	98.2	98.2										97.0%	97.0%
<b>2019-2023 average</b>		96.7	94.3	97.6	96.5	96.3	96.1	95.7	96.3	96.8	97.1	97.0	98.3	96.2%	96.6%
<b>ME</b>	<b>2019</b>	96.4	90.7	99.6	99.7	98.6	99.5	97.1	98.6	98.9	99.3	98.7	98.5	95.7%	98.0%
	<b>2020</b>	97.5	97.3	98.2	99.3	95.7	98.1	97.1	96.7	99.0	97.8	97.4	99.1	97.6%	97.7%
	<b>2021</b>	99.3	96.2	98.9	98.7	98.6	98.5	96.9	98.2	97.9	98.0	97.4	97.8	98.2%	98.0%
	<b>2022</b>	98.4	97.0	97.9	98.4	97.3	98.1	97.7	97.8	96.8	97.4	94.3	97.6	97.8%	97.4%
	<b>2023</b>	98.4	97.4	97.2	94.8	94.1	95.5	95.4	97.4	98.1	97.9	97.6	98.9	97.7%	96.9%
	<b>2024</b>	98.8	98.4	98.7										98.7%	98.7%
<b>2019-2023 average</b>		97.9	95.7	98.4	98.2	96.9	98.0	96.8	97.8	98.1	98.2	97.1	98.4	97.3%	97.6%
<b>HC</b>	<b>2019</b>	81.8	82.1	87.1	87.7	85.1	92.1	89.6	89.0	82.9	90.7	90.7	95.9	83.7%	87.9%
	<b>2020</b>	90.9	91.4	89.0	95.5	91.1	78.9	86.4	81.0	86.9	85.2	88.8	97.7	90.4%	89.6%
	<b>2021</b>	90.0	75.0	88.0	95.5	76.3	87.5	87.7	85.6	82.8	87.0	91.3	88.9	84.5%	86.5%
	<b>2022</b>	84.9	84.2	87.0	92.1	84.9	85.6	90.0	84.0	91.7	87.3	92.9	89.7	85.4%	87.8%
	<b>2023</b>	96.8	90.8	93.5	91.7	90.2	89.4	90.8	87.0	85.4	92.4	94.4	92.5	93.8%	91.2%
	<b>2024</b>	90.9	92.1	87.3										90.1%	90.1%
<b>2019-2023 average</b>		88.6	85.5	88.9	92.2	85.5	88.1	89.1	85.7	85.8	88.9	91.8	92.8	87.7%	88.6%
<b>MD-N</b>	<b>2019</b>	88.4	85.2	94.2	94.3	94.3	92.3	89.4	91.8	95.3	93.2	88.9	95.1	89.5%	91.9%
	<b>2020</b>	93.3	95.7	97.6	97.0	95.3	96.7	96.9	97.4	95.7	96.3	94.5	95.0	95.4%	95.8%
	<b>2021</b>	91.8	86.7	96.4	95.1	93.9	89.3	91.1	95.7	94.7	91.6	94.7	94.0	91.8%	93.0%
	<b>2022</b>	94.0	93.5	95.9	95.5	90.3	88.3	89.5	89.2	93.5	89.8	89.4	88.2	94.5%	91.4%
	<b>2023</b>	92.0	93.0	94.8	93.1	86.2	93.4	86.2	90.1	93.4	92.2	89.1	90.4	93.3%	91.2%
	<b>2024</b>	86.7	93.1	93.5										91.0%	91.0%
<b>2019-2023 average</b>		91.8	91.1	95.7	94.7	91.7	91.8	90.1	92.4	94.5	92.5	90.9	92.5	92.9%	92.5%
<b>MD-W</b>	<b>2019</b>	92.3	91.9	96.4	95.7	95.5	97.0	96.7	96.0	96.2	95.5	91.0	96.1	93.6%	95.1%
	<b>2020</b>	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%
	<b>2021</b>	93.0	85.8	96.1	95.3	93.5	93.8	94.3	95.7	96.3	95.8	95.0	92.8	91.8%	94.1%
	<b>2022</b>	92.7	93.9	97.0	95.2	90.3	91.8	91.6	95.7	95.7	95.6	95.5	94.1	94.6%	94.1%
	<b>2023</b>	96.0	94.6	95.4	96.8	92.7	97.0	92.3	95.3	92.1	95.9	96.3	96.0	95.4%	95.0%
	<b>2024</b>	88.9	96.2	96.0										93.6%	93.6%
<b>2019-2023 average</b>		94.1	91.9	96.2	96.0	93.7	95.3	94.0	95.1	95.2	95.4	94.3	94.5	94.1%	94.7%
<b>NCS</b>	<b>2019</b>	87.6	91.8	95.0	95.2	95.0	97.3	95.2	95.0	95.8	95.2	91.3	96.7	91.4%	94.3%
	<b>2020</b>	92.7	82.0	95.5	94.8	100.0	84.2	90.9	86.9	96.4	92.0	97.5	95.5	90.1%	91.7%
	<b>2021</b>	88.8	68.8	92.4	90.7	90.8	93.9	81.0	89.8	92.5	95.2	94.4	92.9	83.7%	90.4%
	<b>2022</b>	94.0	95.4	96.7	96.8	88.5	90.5	92.5	95.3	92.5	88.9	90.9	93.4	95.4%	93.0%
	<b>2023</b>	92.2	93.2	94.1	88.2	88.3	91.9	78.2	88.2	88.9	92.9	86.7	92.9	93.2%	89.7%
	<b>2024</b>	80.8	89.1	87.4										85.7%	85.7%
<b>2019-2023 average</b>		91.2	88.6	95.1	93.6	91.6	93.4	88.2	92.0	93.0	93.3	91.2	94.4	91.7%	92.1%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Mar	Annual
RI	2019	89.8	87.1	96.7	95.7	88.9	94.0	88.2	92.6	90.1	94.9	91.4	94.1	91.3%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9	95.5	96.0	97.5	95.2	98.4	93.9%	95.8%
	2021	97.7	91.9	96.2	97.7	97.6	93.5	92.8	96.1	95.6	96.1	95.5	97.5	95.3%	95.7%
	2022	96.5	93.7	98.0	98.1	97.0	95.8	95.2	95.8	95.0	94.1	97.2	95.9	96.1%	96.0%
	2023	95.4	96.0	96.8	96.6	96.3	95.4	95.0	91.7	95.6	91.7	95.5	97.1	96.1%	95.2%
	2024	96.3	97.5	96.8										96.9%	96.9%
<b>2019-2023 average</b>		94.1	92.4	97.1	97.3	95.1	94.7	93.5	94.3	94.5	94.6	95.0	96.5	94.6%	94.9%
SWS	2019	90.4	91.0	93.8	94.4	95.3	91.7	92.0	94.9	92.0	92.1	94.1	94.2	91.7%	93.0%
	2020	95.6	94.1	97.6	98.1	100.0	88.8	89.1	80.5	86.7	91.8	94.0	96.4	95.7%	94.0%
	2021	96.5	85.0	94.8	90.9	92.5	90.0	93.3	91.7	93.3	88.5	88.5	88.1	92.2%	91.0%
	2022	91.7	92.5	92.0	94.4	93.7	93.2	95.4	93.5	89.3	90.5	96.8	95.2	92.1%	93.2%
	2023	92.1	95.0	95.4	94.2	93.8	91.4	86.0	89.0	91.8	90.6	92.2	91.8	94.4%	91.9%
	2024	88.0	91.7	93.7										91.1%	91.1%
<b>2019-2023 average</b>		93.0	92.5	95.1	94.8	94.5	91.5	90.4	91.0	91.2	91.0	93.1	93.1	93.6%	92.7%
UP-N	2019	90.7	89.1	96.9	97.6	97.6	95.3	94.6	94.7	97.2	95.4	94.4	99.3	92.3%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6	97.2	97.4	97.0	97.4	98.9	98.5%	98.1%
	2021	98.4	93.6	96.9	98.7	97.3	97.6	95.1	92.7	95.9	97.1	96.2	95.4	96.4%	96.0%
	2022	95.8	96.6	97.0	96.4	95.6	96.2	94.9	95.7	96.4	92.4	96.5	97.4	96.5%	95.9%
	2023	97.4	96.6	97.9	95.5	95.6	96.2	93.5	96.1	98.0	93.8	96.9	98.1	97.3%	96.3%
	2024	96.8	97.8	97.0										97.2%	97.2%
<b>2019-2023 average</b>		96.0	95.1	97.4	97.1	96.6	96.5	95.0	95.1	96.9	95.0	96.2	97.7	96.2%	96.2%
UP-NW	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4	96.7	92.1	88.6	95.4	91.7%	93.0%
	2020	96.3	96.1	98.0	98.7	96.5	96.1	96.6	95.7	97.2	96.3	94.0	98.9	96.8%	96.7%
	2021	97.7	89.6	98.2	96.9	97.8	96.1	95.1	91.3	95.7	93.6	95.5	94.9	95.3%	95.2%
	2022	94.0	94.6	95.7	96.3	95.3	93.2	96.0	95.4	95.4	92.9	93.3	91.3	94.8%	94.4%
	2023	94.4	95.4	95.9	90.5	95.0	89.2	89.7	95.0	97.4	93.9	94.1	95.9	95.3%	93.8%
	2024	90.0	95.6	96.9										94.2%	94.2%
<b>2019-2023 average</b>		94.4	93.3	96.4	94.6	95.9	93.2	93.1	94.3	96.5	93.5	93.0	95.1	94.8%	94.4%
UP-W	2019	90.4	77.0	90.7	94.0	92.9	95.9	91.1	95.3	95.0	95.3	92.3	95.9	86.3%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1	93.3	96.9%	94.9%
	2021	93.6	82.5	95.8	97.3	91.7	89.3	87.6	86.2	90.6	93.3	88.5	90.1	90.9%	90.5%
	2022	92.9	94.5	91.8	92.5	91.9	89.2	90.7	91.9	95.3	86.8	94.7	91.2	93.0%	91.9%
	2023	93.0	93.2	95.2	92.0	91.9	93.4	91.3	91.6	92.6	92.3	91.6	94.6	93.8%	92.7%
	2024	88.0	90.9	94.1										91.0%	91.0%
<b>2019-2023 average</b>		92.9	89.3	94.2	94.6	92.6	93.0	90.6	91.8	93.5	92.2	91.5	93.2	92.2%	92.5%
System excluding South Shore	2019	91.8	88.2	96.3	96.1	95.3	95.8	93.2	95.3	95.9	95.7	93.6	96.7	92.2%	94.6%
	2020	95.9	95.6	97.6	98.5	96.2	96.6	96.3	95.4	96.9	96.4	95.6	97.5	96.3%	96.5%
	2021	96.9	90.6	97.4	97.4	96.4	95.3	94.3	94.7	95.3	95.8	95.6	95.8	95.1%	95.5%
	2022	95.9	95.5	96.8	96.8	94.8	94.6	95.0	95.3	95.8	94.0	95.0	94.9	96.1%	95.4%
	2023	95.8	95.6	96.3	94.1	94.0	94.3	92.3	94.2	95.8	94.6	94.9	96.4	95.9%	94.9%
	2024	93.2	96.1	96.5										95.2%	95.2%
<b>2019-2023 average</b>		95.1	93.2	96.8	96.3	95.2	95.2	94.0	95.0	95.9	95.2	94.9	96.2	95.1%	95.3%

Delays data for most recent month is final (04/22/2024) version from TOPS.

'2019-2023 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.



**Table 3: Weekday Trains less than 85% On-Time  
March 2024**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
HC	916	Tue, Mar 12	22	GA	6M DELAY 21ST ST CONGESTION, 15M DELAY TAYLOR ST SWITCH FAILURE REVERSED HC916 TO REROUTE AROUND FAILURE	
		<b>67% OT</b>	Thu, Mar 14	15	RF	11m at BNSF Corwith for freight interference
		Mon, Mar 18	9	D	5M DELAY BRIGHTON FREIGHT ZLACNSA814 BNSF3676 W/74CARS NO UB AT YARD TO LINE SWITCHES.  4M 21ST ST TRAIN CON. [Controllable Freight]	
		Thu, Mar 21	8	AM	8M DELAY CERMAK WAITING FOR AMTRAK 301 TO CLEAR. ARR CUS 740AM	
		Fri, Mar 22	18	GF	15M DELAY CERMACK SWITCH FAILURE AND WAITING FOR AMK 301 TO CLEAR.   ARR CUS 750AM	
		Mon, Mar 25	7	GA	7M DELAY AT LUMBER ST. DUE TO SWITCH FAILURE AND WAITING FOR SWS TRAINS TO CLEAR AHEAD.	
		Thu, Mar 28	6	CA	DELAY CERMAK WAITING FOR GEO TRAIN TO CLEAR	
HC	919	Mon, Mar 04	16	DE1	15M CORWITH, FOLLOWING HCD917 & AMTK #305.	
		<b>81% OT</b>	Wed, Mar 06	34	EA1	27M ROOSEVELT RD., AMTK #305 AHEAD WITH MECH. ISSUES.
		Fri, Mar 15	10	GF	15M GATE MALFUNCTIONS FORM 529A AT MP25.78, MP26.05 & MP27.01. Delayed 3 minutes following Amtrak #305.	
		Tue, Mar 19	9	EA1	9M BRIDGEPORT, AMTK #305 AHEAD STOPPED TO CK. ENGINE.	
ME-SC	332	Thu, Mar 07	72	M1	-Originally we had ME332 annulled. We kept the same ID so train did make all stops. Arrived Randolph 1910-72m late. MP-24-00010696 (11430)	
		<b>71% OT</b>	Thu, Mar 14	9	GW1	Turn of ME331.code brown at 69th
		Tue, Mar 19	6	Q	PASSENGER HANDLING 3MINS, 4MINS TRK PERMIT	
		Wed, Mar 20	18	ZR	ENGINEER ERROR, WRONG TRAIN ID PUT IN PTC. PTC NOT ACTIVATING	
		Tue, Mar 26	6	CC	CREW REPORTED 3 MINUTES WAITING FOR PASSENGERS TO DISEMBARK AT 27TH. ST. 3 MINUTES FOR SPEED RESTRICTIONS BULLETIN 2174	
		Thu, Mar 28	7	I	Heavy passenger loading at 47th Street and Van Buren	
MD-N	2106	Mon, Mar 11	9	RA	(-9) Schedule Fox Lake to Deerfield; Temporary speed restrictions; Stop signal; CUS CP Lake, waiting on NCS 101	
		<b>67% OT</b>	Wed, Mar 13	13	IB	Speed restrictions, also delayed boarding bikes and scooters
		Thu, Mar 14	11	F	[4] Waiting for signal Mayfair [3] Shut coach 7333 down. Doors will not operate remotely. Local operations only GROUNDED STEP HEATER CAUSING ELECTRICAL PROBLEMS [6] Slow loading waiting for passengers because 7333 is shut down	
		Mon, Mar 18	13	RF	[9] CN crossing- stop signal [4] Fox Lake - Deerfield- schedule and speed restrictions [4] A-5 - wait on NCS 100	
		Thu, Mar 21	6	CC	[9] Fox Lake- Deerfield- Schedule and speed restrictions [2] Glenview- wait on Amtrak [2] Grayland- Speed restriction	
		Tue, Mar 26	20	CW	(-20) -8" Track circuit mp 35.67-34.33, verbal permission, restricted speed; -6" Temporary speed restrictions; -5" Automatic Grade Crossing Malfunction Item #1 @ Howard St. mp 13.21; -6" Debris strike, stopped @ CP Clinton to remove black garbage can	
		Thu, Mar 28	6	CC	-9" Fox Lake to Deerfield schedule, temporary speed restrictions; -2" Temporary speed restriction Grayland	
MD-N	2108	Fri, Mar 01	7	A	3m Mayfair, 4m Stop indication A5 (waiting for 2403)	
		<b>81% OT</b>	Mon, Mar 18	9	R	(-9)-10" Departed Fox Lake late due to a line for the only available bathroom toilet; -3" Stop signal Grayslake; -2" ADA Libertyville to CUS
		Wed, Mar 20	19	S	(-19) -21" Efficiency test, stop signal Grayslake, fusee test Prairie Crossing, restricted speed	
		Tue, Mar 26	12	CW	(-12) Track circuit mp 35.67-34.33, verbal permission, restricted speed; Automatic Grade Crossing Malfunction Item #1 @ Howard St. mp 13.21	
MD-N	2110	Mon, Mar 04	17	KD	(-17) -16" Struck a pregnant deer @ Grayslake, air hose came apart between #8521 & #8543	
		<b>71% OT</b>	Wed, Mar 13	7	I	Report of slow passenger loading
		Thu, Mar 14	12	IW	8 min late depart FL. Waiting for signal at FL. West. Got signal at 6:24 2 min rain at Lake Cook Road and North Glenview. Wait for passengers coming from depots and cars 4 TSR and slick rail	
		Mon, Mar 18	11	R1	(-11) Following late 2108	
		Wed, Mar 20	20	S1	-20 -6" Following late 2108; -6" Stop signal CN X-ing; -11" Following train ahead (2108), operating on approach signals Prairie Crossing to Morton Grove	
		Tue, Mar 26	18	CW	(-18) Track circuit mp 35.67-34.33, verbal permission, restricted speed; Automatic Grade Crossing Malfunction Item #1 @ Howard St. mp 13.21	
MD-N	2112	Mon, Mar 04	12	KD1	-12" Following train ahead (2110) Prairie Crossing to CUS	
		<b>76% OT</b>	Thu, Mar 14	7	IW1	-7" Following 2110
		Wed, Mar 20	14	S1	-12 Following train ahead (2110)	
		Thu, Mar 21	10	F	-10" Mechanical issues, overspeed tripped four times, anything over 54MPH, cab car #8525	
		Tue, Mar 26	14	CW	(-14) -6" Track circuit mp 35.67-34.33, verbal permission, restricted speed; -5" Automatic Grade Crossing Malfunction Item #1 @ Howard St. mp 13.21; -5" Stop signal Mayfair, accommodating passengers	
MD-N	2118	Mon, Mar 04	16	RA	Stop signal CUS CP Washington (302s), station congestion AMTRAK MISROUTE	
		<b>71% OT</b>	Fri, Mar 08	7	RA	Held at Lake Street
		Mon, Mar 11	12	RA	(-12) Temporary speed restrictions enroute; Stop signal CUS CP Lake, waiting on other trains	
		Tue, Mar 19	6	CC	(-6) Temporary speed restrictions; Meets with outbound trains	
		Tue, Mar 26	0	XE	ANNULLED due to mechanical problems, engine #405, air brakes	
		Thu, Mar 28	32	K1	(-32) Picked up shorts @ Morton Grove, accommodated passengers	
MD-N	2120	Mon, Mar 04	14	RA1	Stop signal CUS CP Lake, station congestion	
		<b>81% OT</b>	Mon, Mar 11	10	RA1	(-10) -4" Following train ahead (2118); Stop signal CUS CP Lake, waiting on trains ahead
		Mon, Mar 18	7	ZR	(-7) -11" PTC initialization PROCEDURE issues, received permission to run cutout/disengaged	
		Tue, Mar 26	27	E1	(-27) -14" Departed Lake Forest late due to running time; -16" Made additional stops to accommodate 2118's passengers; Automatic Grade Crossing Malfunction Item #1 @ Howard St. mp 13.21	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
MD-N	2124 <b>81% OT</b>	Mon, Mar 04	9	RA1	PTC disengaged @ Round Lake, restricted speed; Stop signal CUS CP lake, station congestion, waiting on 2118 to clear
		Thu, Mar 14	7	A	4 min stop CN 1 min stop Mayfair 1 min stop A-5 1 min speed restriction 30 mph Grayland
		Tue, Mar 26	14	CW	(-14) Track circuit mp 35.67-34.33, verbal permission, restricted speed; -3" Stop signal; Deerfield to comply Mandatory Directive; -3" Automatic Grade Crossing Malfunction Item #2 Howard St. mp 13.21; Following train ahead (2120)
		Thu, Mar 28	18	K1	(-18) Following train ahead (2118)
MD-N	2127 <b>81% OT</b>	Mon, Mar 04	12	ZR1	2 min stop A-2 2 min cross traffic Mayfair 8 min stop Lake Forest East holding for inbound Amtrak and 2146
		Tue, Mar 05	8	F1	3 mins enroute following 2405, 3 mins A-3 mins yard move, 3 mins stop signal Mayfair, 2 mins door (sensitive edge) issues enroute car 7467.
		Mon, Mar 18	13	ZV	13 mins late, 2 mins stop signal A-2, 5 mins Ptc (track designation SLOT 10 OVERLOAD) issue Golf restricted speed, 8 mins Ptc (disengaged) issue Deerfield.
		Wed, Mar 20	20	J	-20 15 mins Western Ave having a menacing possible delusional male passenger removed from train MP-24-00013056 (9842), 4 mins following Ncs 109, 2 mins stop signal Mayfair, 2 mins cab-car 8468 stuck open
MD-N	2154 <b>81% OT</b>	Fri, Mar 08	24	J	24 mins late, 28 mins police (Trespasser refused to leave cab car) activity Grayslake. MP-24-00010916 (11276)
		Tue, Mar 12	6	RF	6 mins stop signal CN crossing
		Wed, Mar 13	6	ZV1	(-6) 6 mins Libertyville meeting 2147
		Fri, Mar 29	7	A	Stopped 8" at Libertyville meeting 2147
MD-W	2232 <b>81% OT</b>	Wed, Mar 06	6	U	(-6) ADA Hanover Park to CUS
		Tue, Mar 12	14	L	-15 minutes police activity Elgin MP-24-00011559 (9640)
		Tue, Mar 19	13	D	(-13) NS 17v Freight interference Galewood
		Wed, Mar 20	10	CC	-10 Freight interference Cicero, CP 249-20 delayed by 247-20 & 10MPH
NCS	109 <b>81% OT</b>	Wed, Mar 06	11	VG	[5] Junction 16 red signal issues. [3] Cus waiting on inbound amtrk [3] A2 train coming out of yard [5] Grayslake red west bnd metra
		Mon, Mar 11	9	D	[4] A2 red talked by wait on Ptc [3] 25 mph speed restriction [8] Stop traffton waiting on south bound freight
		Wed, Mar 20	8	J1	[5] A2 red cross over to mt2 DUE TO 2127 POLICE ACTIVITY MP-24-00013056 (9842) [5] Deval cross traffic times 2 [3] 15 mph speed restriction
		Mon, Mar 25	12	GF	[5] 528 lakeshore dr [4] 529 a grim rd. Ptc stopped us at com ed rd. Grim rd has been removed across the tracks [5] 529A rt 173
NCS	110 <b>71% OT</b>	Mon, Mar 04	14	RA1	[3] 25 mph speed restriction [15] Cus, waiting on track to open AMTRAK MISROUTE
		Mon, Mar 11	6	RA	[3] Jct 17, 25 mph restriction [5] Cus, waiting on track to open
		Mon, Mar 18	9	RF	-10 Stop at DEVAL waiting on UPNW train
		Tue, Mar 19	8	CD	[2] 15mph restriction ohare [3] 25mph restriction jct 17 [3] Red signal. Deval SPEED RESTRICTIONS FOUND BY RAIL DETECTOR
		Thu, Mar 21	7	CD	[6] 15 & 25mph restrictions, CN [2] A2, up yard moves
NCS	113 <b>67% OT</b>	Tue, Mar 12	6	A	8 mins stop signal A-5 waiting on inbound West line to clear, 3 mins Jct 17 speed restriction.
		Thu, Mar 14	7	A	[4] A5, waiting on mdw 2404 to clear [3] Jct 17, 25 mph restriction
		Tue, Mar 19	9	CD	5 mins A-5 stop signal, 9 mins CN restrictions. SPEED RESTRICTIONS FOUND BY RAIL DETECTOR
		Wed, Mar 20	17	RF	[4] Late arrival of equipment at CUS [10] Deval. Waiting on a UP train to clear [6] 15 & 25 mph restrictions
		Thu, Mar 21	7	CD	[4] B6, eating on mdw [3] 25mph restriction jct 17
		Mon, Mar 25	17	GF	[2] A5, waiting on mdw to clear [3] Jct17, 25mph restriction [15] 2 529a 1 529b restricted lake shore to Antioch on Ptc
		Wed, Mar 27	9	E1	3" Stopped at Galewood waiting on inbound, 3" at Jct. 17 for speed restriction, and 2" stop signal at UP Deval DUE UP-NW ENGINE FAILURE
NCS	116 <b>71% OT</b>	Fri, Mar 01	8	RF	[8] Deval: stop signal no cross traffic [2] B12: stop-cross traffic.
		Fri, Mar 08	7	A	[4] Galewood: we stopped to wait for a MDW train to stop and clear the platform. [4] A2: stop, waited for UP train to leave the yard.
		Thu, Mar 14	13	ZN	[8] Round Lake Beach: PTC glitch [4] A5: stop, cross traffic.
		Fri, Mar 15	7	J1	[3] B12: stop, was warned of police activity near Elmwood Park. [4] Elmwood Park: police activity. [4] A5:waiting our turn on 2 main to A2.
		Tue, Mar 19	15	CD	9 mins enroute CN speed restrictions, 5 mins stop signal B-12 copying Item 2 for 73rd St, 3 mins complying with item 2 73rd St. SPEED RESTRICTIONS FOUND BY RAIL DETECTOR
		Wed, Mar 27	38	RF	14" Antioch yard RED SIGNAL 24" stopped due to disabled UP scoot blocking interlocking at UP Deval WOULD HAVE CLEARED AHEAD OF FREIGHT IF CN DISP DID NOT DELAY 116 AT ANTIOCH
SWS	808 <b>81% OT</b>	Tue, Mar 12	7	GF	6M RESTRICING SIGNAL 519 ON NS TK 3M POLK CONGESTION
		Thu, Mar 14	17	GA	17MIN DELAY DUE TO SWITCH FAILURE AT 21ST ST.
		Fri, Mar 15	36	L	10M LATE DEPARTING ACCOUNT SWAP EQUIPMENT 30M DELAY NEAR MISS AT PALOS HEIGHT AND FREIGHT TRAFFIC AT CHICAG MP-24-00012099 (8881)
		Mon, Mar 18	8	G	(METR/PSA SIG/SWX MALFCN-SIG DEPT) - 13M DELAY SIGNAL AT MP33.6 RESTRICTING RUN RESTRICTED SPEED TO WILL COOK. ARR CUS 8M LATE.
SWS	818 <b>81% OT</b>	Mon, Mar 04	8	RA1	8M CP518, SWS811 TO CLEAR PLANT. [Controllable Freight]
		Tue, Mar 05	8	G	5M CHICAGO RIDGE, PASSENGERS WRONG SIDE OF PLATFORM. Track circuit on #1 main track MP18.7
		Mon, Mar 11	14	RA	6m at CP Ridge due to freight cross traffic, 7m at 21st for signal not displayed. Amtrak Chief stated that dispatcher was lined up for the wrong track and had to run time.
		Fri, Mar 15	15	ZN	15M 179TH ST., PTC ISSUES.

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

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
UP-NW	630 <b>81% OT</b>	Mon, Mar 04	10	E1	-10" Delayed due to M612 annulled followed non revenue equipment out of Barrington
		Tue, Mar 12	10	KP	(-10) police activity at Des Plaines - somebody was on the tracks
		Mon, Mar 18	14	D	-14" Delayed departing the yard @ Barrington waited to get a signal due to crosstraffic @ the CN Barrington interlocking. [Controlled Freight]
		Tue, Mar 26	8	D1	-8" Departed Barrington yard 8 mins down due to M628 stopped with cross traffic @ CN Barrington. [CONTROLLABLE FREIGHT]
UP-W	32 <b>76% OT</b>	Thu, Mar 07	8	R1	-8" Late departure out of Elburn due to M28 departing late
		Fri, Mar 15	20	E1	-20" Delayed made all stops due to M30 Annulled
		Fri, Mar 22	15	ZR	-15, departed elburn 15mins down ptc disengage had to reset ptc and log back in
		Tue, Mar 26	21	RL1	-21" Delayed made all stops to CPT due to M30 annulment
		Fri, Mar 29	0	XR	ANNULLED @ Villa Park when engineer changed ends @ Elburn the independent brake was incorrectly cut out brakes would not release after trouble shooting issue was resolved equipment was expressed to CPT
UP-W	34 <b>81% OT</b>	Fri, Mar 15	9	E1	-9" Delayed following M32
		Fri, Mar 22	10	ZR1	-10, delayed following trains ahead
		Tue, Mar 26	7	RL1	-7" Delayed following trains ahead
		Fri, Mar 29	31	R1	-30" Delayed @ Grace waited to be crossed over from trk 1 to trk 3 had M32 stopped @ Villa Park trouble shooting also delayed @ Villa Park picked up M32 passengers
UP-W	45 <b>76% OT</b>	Tue, Mar 12	10	KP	(-10) Delayed at Glen Ellen on acct. of a report of a trespasser at MP22.38 MP-24-00011608 (11276)
		Mon, Mar 18	85	N	-85" AT&T data network shortage, caused Lake St, CAD to fail
		Fri, Mar 22	13	D	-13 delayed @ kress freight interference (zg2b rb-22). [Controllable Freight]
		Wed, Mar 27	9	D	-9" Delayed @ Kress, waited for M60 to clear on acct. of ZSCG2-26 on track 1 [CONTROLLABLE FREIGHT]
		Thu, Mar 28	10	DE	-10" Operated restricted speed from Wolf Rd to Berkeley (-7) pass the freight in emergency with air issues (MG3AH-28) & 1 ADA lift (-3)[CONTROLLABLE FREIGHT]
UP-W	52 <b>81% OT</b>	Thu, Mar 07	10	D	-10" Delayed following freight MG3AH-07 from Kress to West Chicago. [Controllable Freight]
		Mon, Mar 11	24	D	-24" Freight train interference @ West Chicago going into the yard (AMICX-08)
		Mon, Mar 18	9	N	-9" AT&T data network shortage, caused Lake St, CAD to fail
		Fri, Mar 29	10	I	-10" Delayed @ Geneva due to passengers on the wrong side
UP-W	72 <b>81% OT</b>	Fri, Mar 01	20	DE	-20" Followed MPRNP -01'S light power (up2597) from Peck to Turner. Light power had an assigned 10mph speed restriction due to defective wheel.
		Mon, Mar 18	60	N1	-60" AT&T data network shortage, caused Lake St, CAD to fail
		Fri, Mar 22	10	D	-10, waited for a signal at park due to mprnp-21 crossed ahead from proviso 29 main to main track #2. [Controllable Freight]
		Mon, Mar 25	7	D	-7 delayed following freight mnppr-24 from peck to university. [CONTROLLABLE FREIGHT]

Data is final (04/22/2024) version from TOPS.

**Table 4: Delay Codes by Cause Category & Carrier**

METRA/PSA		METRA/PSA (continued)		Foreign Carrier	
Category	Delay	Category	Delay	Category	Delay
Code	Definition	Code	Definition	Code	Definition
<b>Passenger Train Interference</b>		<b>Human Error</b>		<b>Passenger Train Interference</b>	
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	<b>Freight Interference - Peak &amp; Off-Peak</b>	
<b>Accident</b>		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	<b>Accident</b>	
<b>Passenger Related</b>		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	<b>Passenger Related</b>	
J	Passenger Problems / Removal	<b>Weather</b>		JA	Amtrak Passenger Problems / Removal
JM	Passenger Medical Emergency	AW	Pass. Train Interference, Weather [obsolete Jan. 2020]	<b>Signal/Switch Failure</b>	
U	Accessibility Related (ADA)	CW	M of W Work, Weather	GA	Signal / Switch Failure Amtrak (Signal Dept.)
<b>Obstruction/Debris</b>		EW	Locomotive Malfunction, Weather	GF	Gate Crossing / Signal / Switch Foreign Line
K	Obstruction On Tracks	FW	Cab Car / TRL / MU Malfunction, Weather	<b>Track Work</b>	
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	<b>Non-Locomotive Equipment Issue</b>	
<b>Signal/Switch Failure</b>		MW	Right of Way Accident / Misc., Weather [obsolete Jan. 2020]	FS	NICTD MU Malfunction
CM	Switch Malfunction (Track Dept.)	NW	Utility Failure, Weather	<b>Locomotive Issue</b>	
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	<b>Human Error</b>	
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
<b>Track Work</b>		<b>Other</b>		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	<b>Weather</b>	
CF	Engineering Equipment Malfunction	T	Property Vandalism	DW	Freight Train Interference, Weather
CG	Scheduled Signal Work	W	Gas Leak (non-loco fuel)	<b>PTC Related</b>	
CH	Contractor Failure	<b>PTC Related</b>		ZA	PTC Amtrak Train (On-Board)
<b>Catenary Failure</b>		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)
<b>Non-Locomotive Equipment Issue</b>		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		
<b>Locomotive Issue</b>		ZR	PTC Human Error, Metra Transportation		
E	Locomotive Malfunction	ZT	PTC Back Office/Software		
VE	Locomotive Problem Reported, Nothing Found	ZV	Metra / PSA PTC On-Board Software		

Effective November 1, 2021

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

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

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

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

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

**Top 2 causes for each line and the system are shaded**

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>6</b>	-	-	-	<b>5</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>3</b>	-	<b>5</b>	<b>20</b>	<b>50</b>
Freight Interference - Peak	2	-	-	-	5	-	1	2	-	-	-	3	6	19
Primary	2	-	-	-	4	-	1	1	-	-	-	1	5	14
Secondary	-	-	-	-	1	-	-	1	-	-	-	2	1	5
Freight Interference - Off-Peak	4	-	-	-	-	3	4	-	1	3	-	2	14	31
Primary	3	-	-	-	-	2	4	-	1	3	-	2	13	28
Secondary	1	-	-	-	-	1	-	-	-	-	-	-	1	3
<b>Signal/Switch Failure - Total</b>	<b>1</b>	<b>1</b>	-	<b>1</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>4</b>	<b>30</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>69</b>
Signal/Switch Failure - Metra/PSA	-	1	-	1	-	6	7	1	28	5	1	-	-	50
Primary	-	1	-	1	-	5	6	1	16	5	1	-	-	36
Secondary	-	-	-	-	-	1	1	-	12	-	-	-	-	14
Signal/Switch Failure - Foreign	1	-	-	-	5	-	-	3	2	6	-	1	1	19
Primary	1	-	-	-	5	-	-	3	-	6	-	1	1	17
Secondary	-	-	-	-	-	-	-	-	2	-	-	-	-	2
<b>Mechanical Failure - Total</b>	<b>7</b>	-	-	-	<b>2</b>	<b>10</b>	<b>12</b>	<b>2</b>	<b>11</b>	<b>8</b>	<b>8</b>	<b>7</b>	<b>8</b>	<b>75</b>
Mechanical Failure - Metra/PSA	7	-	-	-	-	9	12	2	11	6	8	7	8	70
Non-Locomotive Equipment Issue - Metra/PSA	3	-	-	-	-	4	1	-	-	2	1	-	1	12
Primary	1	-	-	-	-	3	-	-	-	2	1	-	1	8
Secondary	2	-	-	-	-	1	1	-	-	-	-	-	-	4
Locomotive Issue - Metra/PSA	4	-	-	-	-	5	11	2	11	4	7	7	7	58
Primary	3	-	-	-	-	2	5	-	4	1	4	5	2	26
Secondary	1	-	-	-	-	3	6	2	7	3	3	2	5	32
Mechanical Failure - Foreign	-	-	-	-	2	1	-	-	-	2	-	-	-	5
<b>Passenger Train Interference - Total</b>	-	-	-	-	<b>1</b>	<b>5</b>	-	<b>4</b>	-	-	-	-	-	<b>10</b>
Passenger Train Interference - Metra/PSA	-	-	-	-	-	4	-	4	-	-	-	-	-	8
Passenger Train Interference - Foreign	-	-	-	-	1	1	-	-	-	-	-	-	-	2
<b>Accident - Total</b>	-	-	-	<b>5</b>	-	-	-	-	-	-	-	<b>2</b>	-	<b>7</b>
Accident - Metra/PSA	-	-	-	5	-	-	-	-	-	-	-	2	-	7
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Track Work - Total</b>	<b>10</b>	<b>6</b>	-	<b>4</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>4</b>	-	<b>5</b>	<b>49</b>
Track Work - Metra/PSA	10	6	-	4	-	3	3	-	1	1	4	-	5	37
Track Work - Foreign	-	-	-	-	2	1	1	8	-	-	-	-	-	12
<b>Human Error - Total</b>	<b>10</b>	-	-	<b>1</b>	<b>1</b>	<b>15</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>8</b>	<b>12</b>	<b>73</b>
Human Error - Metra/PSA	7	-	-	1	-	4	3	1	1	-	2	5	11	35
Human Error - Foreign	3	-	-	-	1	11	4	8	1	6	-	3	1	38
<b>PTC Related - Total</b>	-	<b>1</b>	-	<b>3</b>	-	<b>9</b>	<b>4</b>	<b>5</b>	-	<b>8</b>	-	<b>2</b>	<b>9</b>	<b>41</b>
PTC Related - Metra/PSA	-	1	-	3	-	9	4	4	-	2	-	2	9	34
PTC Related - Foreign	-	-	-	-	-	-	-	1	-	6	-	-	-	7
<b>Weather - Total</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>3</b>	-	<b>9</b>	-	-	<b>4</b>	-	<b>1</b>	-	-	<b>23</b>
Weather - Metra/PSA	2	2	2	3	-	9	-	-	4	-	1	-	-	23
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	<b>2</b>	<b>13</b>	-	<b>2</b>	-	<b>8</b>	<b>9</b>	<b>3</b>	<b>9</b>	-	<b>7</b>	<b>7</b>	<b>9</b>	<b>69</b>
<b>Obstruction/Debris - Total</b>	<b>2</b>	-	-	-	-	<b>11</b>	<b>5</b>	-	<b>5</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>36</b>
<b>Catenary Failure - Total</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other - Total</b>	-	-	-	-	-	<b>4</b>	-	-	-	-	<b>21</b>	<b>26</b>	<b>17</b>	<b>68</b>
<b>Total Trains Delayed</b>	<b>40</b>	<b>23</b>	<b>2</b>	<b>19</b>	<b>16</b>	<b>84</b>	<b>53</b>	<b>37</b>	<b>63</b>	<b>40</b>	<b>51</b>	<b>59</b>	<b>83</b>	<b>570</b>
Total Metra/PSA Delays	30	23	2	19	0	67	43	15	59	17	51	50	61	437
Total Foreign Carrier Delays	10	0	0	0	16	17	10	22	4	23	0	9	22	133

Data for current month is final (04/22/2024) version of TOPS

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

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

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

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>5</b>	-	-	-	<b>6</b>	<b>6</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>7</b>	<b>19</b>	<b>70</b>
Freight Interference - Peak	1	-	-	-	5	1	3	1	0	4	2	4	8	29
Primary	1	-	-	-	4	1	2	0	0	4	1	2	5	21
Secondary	0	-	-	-	0	0	0	0	-	1	0	3	3	8
Freight Interference - Off-Peak	4	-	-	-	1	5	8	1	2	5	1	3	12	41
Primary	4	-	-	-	1	4	6	1	2	4	0	1	10	33
Secondary	-	-	-	-	-	1	2	0	0	1	1	1	2	9
<b>Signal/Switch Failure - Total</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>61</b>
Signal/Switch Failure - Metra/PSA	2	3	1	5	1	10	9	3	9	1	1	2	2	49
Primary	2	2	1	4	1	7	7	2	9	1	1	1	2	39
Secondary	1	1	0	1	-	3	2	1	0	-	-	1	-	10
Signal/Switch Failure - Foreign	1	-	-	-	1	2	0	1	-	4	-	2	1	13
Primary	1	-	-	-	1	2	0	0	-	2	-	2	1	10
Secondary	-	-	-	-	-	0	-	0	-	2	-	-	0	3
<b>Mechanical Failure - Total</b>	<b>4</b>	<b>0</b>	-	-	-	<b>8</b>	<b>6</b>	<b>2</b>	<b>8</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>10</b>	<b>50</b>
Mechanical Failure - Metra/PSA	4	0	-	-	-	7	6	2	8	1	6	4	10	48
Non-Locomotive Equipment Issue - Metra/PSA	2	0	-	-	-	1	1	0	1	0	3	1	5	14
Primary	1	0	-	-	-	0	0	0	0	0	1	1	3	7
Secondary	1	-	-	-	-	0	1	-	1	-	1	0	2	7
Locomotive Issue - Metra/PSA	2	-	-	-	-	6	5	2	7	1	3	3	5	34
Primary	1	-	-	-	-	2	3	1	3	1	1	2	2	16
Secondary	1	-	-	-	-	4	2	1	4	0	2	1	3	18
Mechanical Failure - Foreign	-	-	-	-	-	1	-	-	-	-	-	-	-	1
<b>Passenger Train Interference - Total</b>	<b>0</b>	<b>0</b>	-	-	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	-	<b>1</b>	<b>0</b>	<b>9</b>
Passenger Train Interference - Metra/PSA	0	0	-	-	0	1	1	0	0	0	-	1	0	5
Passenger Train Interference - Foreign	0	-	-	-	2	1	0	-	-	1	-	-	-	4
<b>Accident - Total</b>	<b>4</b>	-	-	<b>1</b>	-	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	-	<b>3</b>	<b>8</b>	<b>1</b>	<b>21</b>
Accident - Metra/PSA	3	-	-	1	-	-	0	0	1	-	3	8	-	17
Accident - Foreign	1	-	-	-	-	1	1	-	0	-	-	-	1	4
<b>Track Work - Total</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>44</b>
Track Work - Metra/PSA	5	7	0	2	0	6	2	1	4	1	4	3	3	39
Track Work - Foreign	0	-	-	-	1	1	1	1	-	1	-	-	-	5
<b>Human Error - Total</b>	<b>9</b>	<b>1</b>	<b>1</b>	-	<b>1</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>5</b>	<b>6</b>	<b>5</b>	<b>46</b>
Human Error - Metra/PSA	7	0	1	-	1	2	2	1	6	0	4	2	1	28
Human Error - Foreign	2	0	0	-	1	3	2	0	-	1	1	4	3	17
<b>PTC Related - Total</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>7</b>	<b>42</b>
PTC Related - Metra/PSA	2	3	1	2	0	4	1	1	7	1	6	1	7	35
PTC Related - Foreign	1	-	-	0	2	0	-	0	-	3	-	-	0	7
<b>Weather - Total</b>	<b>3</b>	<b>1</b>	-	-	<b>0</b>	<b>1</b>	<b>1</b>	-	<b>2</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>6</b>	<b>19</b>
Weather - Metra/PSA	3	1	-	-	0	1	1	-	2	0	3	2	6	19
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	<b>2</b>	<b>9</b>	<b>1</b>	<b>1</b>	-	<b>4</b>	<b>7</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>10</b>	<b>48</b>
<b>Obstruction/Debris - Total</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>9</b>	<b>8</b>	<b>7</b>	<b>49</b>
<b>Catenary Failure - Total</b>	-	<b>3</b>	<b>1</b>	<b>4</b>	-	-	-	-	-	-	-	-	-	<b>8</b>
<b>Other - Total</b>	<b>0</b>	<b>0</b>	-	-	-	<b>1</b>	-	-	-	<b>0</b>	-	<b>1</b>	-	<b>3</b>
<b>Total Trains Delayed</b>	<b>47</b>	<b>28</b>	<b>7</b>	<b>21</b>	<b>15</b>	<b>52</b>	<b>46</b>	<b>15</b>	<b>52</b>	<b>24</b>	<b>41</b>	<b>51</b>	<b>72</b>	<b>470</b>
Total Metra/PSA Delays	37	27	7	21	3	36	32	11	49	6	37	39	46	349
Total Foreign Carrier Delays	10	0	0	0	12	16	15	4	3	18	4	13	26	121

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

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

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

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

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

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>1</b>	-	-	-	<b>(1)</b>	<b>(3)</b>	<b>(5)</b>	-	<b>(2)</b>	<b>(6)</b>	<b>(3)</b>	<b>(2)</b>	<b>1</b>	<b>(20)</b>
Freight Interference - Peak	1	-	-	-	0	(1)	(2)	1	(0)	(4)	(2)	(1)	(2)	(10)
Primary	1	-	-	-	(0)	(1)	(1)	1	(0)	(4)	(1)	(1)	(0)	(7)
Secondary	(0)	-	-	-	1	(0)	(0)	1	-	(1)	(0)	(1)	(2)	(3)
Freight Interference - Off-Peak	0	-	-	-	(1)	(2)	(4)	(1)	(1)	(2)	(1)	(1)	2	(10)
Primary	(1)	-	-	-	(1)	(2)	(2)	(1)	(1)	(1)	(0)	1	3	(5)
Secondary	1	-	-	-	-	(0)	(2)	(0)	(0)	(1)	(1)	(1)	(1)	(6)
<b>Signal/Switch Failure - Total</b>	<b>(3)</b>	<b>(2)</b>	<b>(1)</b>	<b>(4)</b>	<b>4</b>	<b>(6)</b>	<b>(2)</b>	<b>0</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>(3)</b>	<b>(2)</b>	<b>8</b>
Signal/Switch Failure - Metra/PSA	(2)	(2)	(1)	(4)	(1)	(4)	(2)	(2)	19	4	0	(2)	(2)	1
Primary	(2)	(1)	(1)	(3)	(1)	(2)	(1)	(1)	7	4	0	(1)	(2)	(3)
Secondary	(1)	(1)	(0)	(1)	-	(2)	(1)	(1)	12	-	-	(1)	-	4
Signal/Switch Failure - Foreign	(0)	-	-	-	4	(2)	(0)	2	2	2	-	(1)	(0)	6
Primary	(0)	-	-	-	4	(2)	(0)	3	-	4	-	(1)	-	7
Secondary	-	-	-	-	-	(0)	-	(0)	2	(2)	-	-	(0)	(1)
<b>Mechanical Failure - Total</b>	<b>3</b>	<b>(0)</b>	-	-	<b>2</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>(2)</b>	<b>25</b>
Mechanical Failure - Metra/PSA	3	(0)	-	-	-	2	6	0	3	5	2	3	(2)	22
Non-Locomotive Equipment Issue - Metra/PSA	1	(0)	-	-	-	3	-	(0)	(1)	2	(2)	(1)	(4)	(2)
Primary	-	(0)	-	-	-	3	(0)	(0)	(0)	2	(0)	(1)	(2)	1
Secondary	1	-	-	-	-	1	0	-	(1)	-	(1)	(0)	(2)	(3)
Locomotive Issue - Metra/PSA	2	-	-	-	-	(1)	6	0	4	3	4	4	2	24
Primary	2	-	-	-	-	-	2	(1)	1	0	3	3	-	10
Secondary	0	-	-	-	-	(1)	4	1	3	3	1	1	2	14
Mechanical Failure - Foreign	-	-	-	-	2	(0)	-	-	-	2	-	-	-	4
<b>Passenger Train Interference - Total</b>	<b>(0)</b>	<b>(0)</b>	-	-	<b>(1)</b>	<b>2</b>	<b>(2)</b>	<b>4</b>	<b>(0)</b>	<b>(1)</b>	-	<b>(1)</b>	<b>(0)</b>	<b>1</b>
Passenger Train Interference - Metra/PSA	(0)	(0)	-	-	(0)	3	(1)	4	(0)	(0)	-	(1)	(0)	3
Passenger Train Interference - Foreign	(0)	-	-	-	(1)	(0)	(0)	-	-	(1)	-	-	-	(2)
<b>Accident - Total</b>	<b>(4)</b>	-	-	<b>4</b>	-	<b>(1)</b>	<b>(1)</b>	<b>(0)</b>	<b>(1)</b>	-	<b>(3)</b>	<b>(6)</b>	<b>(1)</b>	<b>(14)</b>
Accident - Metra/PSA	(3)	-	-	4	-	-	(0)	(0)	(1)	-	(3)	(6)	-	(10)
Accident - Foreign	(1)	-	-	-	-	(1)	(1)	-	(0)	-	-	-	(1)	(4)
<b>Track Work - Total</b>	<b>5</b>	<b>(1)</b>	<b>(0)</b>	<b>2</b>	<b>1</b>	<b>(3)</b>	<b>1</b>	<b>6</b>	<b>(3)</b>	<b>(1)</b>	-	<b>(3)</b>	<b>2</b>	<b>5</b>
Track Work - Metra/PSA	5	(1)	(0)	2	(0)	(3)	1	(1)	(3)	0	-	(3)	2	(2)
Track Work - Foreign	(0)	-	-	-	1	-	0	7	-	(1)	-	-	-	7
<b>Human Error - Total</b>	<b>1</b>	<b>(1)</b>	<b>(1)</b>	<b>1</b>	<b>(0)</b>	<b>10</b>	<b>3</b>	<b>7</b>	<b>(4)</b>	<b>5</b>	<b>(3)</b>	<b>2</b>	<b>7</b>	<b>27</b>
Human Error - Metra/PSA	(0)	(0)	(1)	1	(1)	2	1	(0)	(5)	(0)	(2)	3	10	7
Human Error - Foreign	1	(0)	(0)	-	0	8	2	8	1	5	(1)	(1)	(2)	21
<b>PTC Related - Total</b>	<b>(3)</b>	<b>(2)</b>	<b>(1)</b>	<b>1</b>	<b>(2)</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>(7)</b>	<b>4</b>	<b>(6)</b>	<b>1</b>	<b>2</b>	<b>(1)</b>
PTC Related - Metra/PSA	(2)	(2)	(1)	1	(0)	5	3	3	(7)	1	(6)	1	2	(1)
PTC Related - Foreign	(1)	-	-	(0)	(2)	(0)	-	1	-	3	-	-	(0)	(0)
<b>Weather - Total</b>	<b>(1)</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>(0)</b>	<b>8</b>	<b>(1)</b>	-	<b>2</b>	<b>(0)</b>	<b>(2)</b>	<b>(2)</b>	<b>(6)</b>	<b>4</b>
Weather - Metra/PSA	(1)	1	2	3	(0)	8	(1)	-	2	(0)	(2)	(2)	(6)	4
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	-	<b>4</b>	<b>(1)</b>	<b>1</b>	-	<b>4</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>(0)</b>	<b>5</b>	<b>1</b>	<b>(1)</b>	<b>21</b>
<b>Obstruction/Debris - Total</b>	<b>(6)</b>	<b>(1)</b>	<b>(1)</b>	<b>(6)</b>	<b>(1)</b>	<b>10</b>	<b>3</b>	<b>(1)</b>	<b>0</b>	<b>2</b>	<b>(2)</b>	<b>(7)</b>	<b>(5)</b>	<b>(13)</b>
<b>Catenary Failure - Total</b>	-	<b>(3)</b>	<b>(1)</b>	<b>(4)</b>	-	-	-	-	-	-	-	-	-	<b>(8)</b>
<b>Other - Total</b>	<b>(0)</b>	<b>(0)</b>	-	-	-	<b>3</b>	-	-	-	<b>(0)</b>	<b>21</b>	<b>25</b>	<b>17</b>	<b>65</b>
<b>Total Trains Delayed</b>	<b>(7)</b>	<b>(5)</b>	<b>(5)</b>	<b>(2)</b>	<b>1</b>	<b>32</b>	<b>7</b>	<b>22</b>	<b>11</b>	<b>16</b>	<b>10</b>	<b>8</b>	<b>11</b>	<b>100</b>
Total Metra/PSA Delays	-7	-4	-5	-2	-3	31	11	4	10	11	14	11	15	88
Total Foreign Carrier Delays	0	0	0	0	4	1	-5	18	1	5	-4	-4	-4	12

Data for current month is final (04/22/2024) version of TOPS

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

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

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

**Table 6.a: Train Delays by Cause and Line - YTD**  
January - March 2024

Top 2 causes for each line and the system are shaded														
Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>22</b>	-	-	-	<b>8</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>18</b>	<b>1</b>	<b>13</b>	<b>74</b>	<b>157</b>
Freight Interference - Peak	8	-	-	-	8	1	1	2	-	7	-	7	25	59
Primary	7	-	-	-	7	1	1	1	-	4	-	4	16	41
Secondary	1	-	-	-	1	-	-	1	-	3	-	3	9	18
Freight Interference - Off-Peak	14	-	-	-	-	7	6	-	4	11	1	6	49	98
Primary	12	-	-	-	-	4	5	-	3	8	1	6	42	81
Secondary	2	-	-	-	-	3	1	-	1	3	-	-	7	17
<b>Signal/Switch Failure - Total</b>	<b>41</b>	<b>3</b>	<b>2</b>	<b>8</b>	<b>12</b>	<b>99</b>	<b>99</b>	<b>44</b>	<b>50</b>	<b>49</b>	<b>2</b>	<b>4</b>	<b>33</b>	<b>446</b>
Signal/Switch Failure - Metra/PSA	8	3	2	8	-	24	28	7	48	13	2	1	28	172
Primary	8	3	1	4	-	20	25	6	34	10	2	1	15	129
Secondary	-	-	1	4	-	4	3	1	14	3	-	-	13	43
Signal/Switch Failure - Foreign	33	-	-	-	12	75	71	37	2	36	-	3	5	274
Primary	19	-	-	-	11	61	54	29	-	23	-	3	3	203
Secondary	14	-	-	-	1	14	17	8	2	13	-	-	2	71
<b>Mechanical Failure - Total</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>43</b>	<b>26</b>	<b>6</b>	<b>40</b>	<b>12</b>	<b>26</b>	<b>33</b>	<b>47</b>	<b>254</b>
Mechanical Failure - Metra/PSA	13	1	-	1	1	42	26	6	40	10	26	33	47	246
Non-Locomotive Equipment Issue - Metra/PSA	8	1	-	1	-	12	7	1	2	2	7	2	5	48
Primary	4	1	-	1	-	7	2	1	2	2	5	2	2	29
Secondary	4	-	-	-	-	5	5	-	-	-	2	-	3	19
Locomotive Issue - Metra/PSA	5	-	-	-	1	30	19	5	38	8	19	31	42	198
Primary	4	-	-	-	1	20	9	2	16	4	9	12	10	77
Secondary	1	-	-	-	-	10	10	3	22	4	10	19	32	121
Mechanical Failure - Foreign	-	2	1	-	2	1	-	-	-	2	-	-	-	8
<b>Passenger Train Interference - Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>17</b>	<b>4</b>	<b>11</b>	<b>-</b>	<b>10</b>	<b>-</b>	<b>5</b>	<b>4</b>	<b>54</b>
Passenger Train Interference - Metra/PSA	-	-	-	-	-	16	3	11	-	-	-	5	4	39
Passenger Train Interference - Foreign	-	-	-	-	3	1	1	-	-	10	-	-	-	15
<b>Accident - Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5</b>	<b>-</b>	<b>10</b>	<b>-</b>	<b>-</b>	<b>13</b>	<b>-</b>	<b>10</b>	<b>22</b>	<b>11</b>	<b>71</b>
Accident - Metra/PSA	-	-	-	5	-	10	-	-	13	-	10	22	5	65
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	6	6
<b>Track Work - Total</b>	<b>26</b>	<b>7</b>	<b>-</b>	<b>4</b>	<b>4</b>	<b>14</b>	<b>6</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>10</b>	<b>7</b>	<b>26</b>	<b>120</b>
Track Work - Metra/PSA	26	7	-	4	1	13	5	-	3	1	10	7	26	103
Track Work - Foreign	-	-	-	-	3	1	1	8	-	4	-	-	-	17
<b>Human Error - Total</b>	<b>30</b>	<b>15</b>	<b>4</b>	<b>12</b>	<b>1</b>	<b>40</b>	<b>30</b>	<b>22</b>	<b>23</b>	<b>21</b>	<b>10</b>	<b>55</b>	<b>21</b>	<b>284</b>
Human Error - Metra/PSA	27	15	4	12	-	15	21	10	21	7	10	50	17	209
Human Error - Foreign	3	-	-	-	1	25	9	12	2	14	-	5	4	75
<b>PTC Related - Total</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>4</b>	<b>22</b>	<b>12</b>	<b>15</b>	<b>8</b>	<b>27</b>	<b>4</b>	<b>7</b>	<b>30</b>	<b>147</b>
PTC Related - Metra/PSA	5	1	3	6	3	22	11	8	8	14	4	7	21	113
PTC Related - Foreign	2	-	-	1	1	-	1	7	-	13	-	-	9	34
<b>Weather - Total</b>	<b>44</b>	<b>15</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>57</b>	<b>35</b>	<b>6</b>	<b>22</b>	<b>6</b>	<b>30</b>	<b>103</b>	<b>59</b>	<b>384</b>
Weather - Metra/PSA	44	15	2	4	1	57	35	6	22	6	30	103	59	384
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	<b>5</b>	<b>15</b>	<b>1</b>	<b>4</b>	<b>-</b>	<b>15</b>	<b>16</b>	<b>5</b>	<b>14</b>	<b>-</b>	<b>14</b>	<b>16</b>	<b>28</b>	<b>133</b>
<b>Obstruction/Debris - Total</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>14</b>	<b>13</b>	<b>7</b>	<b>10</b>	<b>12</b>	<b>14</b>	<b>42</b>	<b>30</b>	<b>169</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other - Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>6</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>11</b>	<b>21</b>	<b>28</b>	<b>18</b>	<b>87</b>
<b>Total Trains Delayed</b>	<b>196</b>	<b>65</b>	<b>18</b>	<b>52</b>	<b>38</b>	<b>345</b>	<b>248</b>	<b>128</b>	<b>187</b>	<b>171</b>	<b>142</b>	<b>335</b>	<b>381</b>	<b>2,306</b>
Total Metra/PSA Delays	136	63	17	51	8	234	158	62	179	74	141	314	283	1,720
Total Foreign Carrier Delays	60	2	1	1	30	111	90	66	8	97	1	21	98	586

Data for current month is final (04/22/2024) version of TOPS

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

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



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

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>21</b>	-	-	-	<b>16</b>	<b>23</b>	<b>37</b>	<b>9</b>	<b>10</b>	<b>22</b>	<b>6</b>	<b>18</b>	<b>66</b>	<b>227</b>
Freight Interference - Peak	4	-	-	-	13	6	12	5	2	9	3	11	23	89
Primary	3	-	-	-	11	4	11	4	2	7	2	6	15	65
Secondary	1	-	-	-	1	2	2	1	1	2	1	5	8	24
Freight Interference - Off-Peak	17	-	-	-	3	17	25	4	8	13	3	6	43	138
Primary	13	-	-	-	3	10	21	3	6	9	1	4	31	102
Secondary	4	-	-	-	-	6	5	1	2	4	2	2	12	36
<b>Signal/Switch Failure - Total</b>	<b>33</b>	<b>11</b>	<b>8</b>	<b>13</b>	<b>8</b>	<b>46</b>	<b>32</b>	<b>21</b>	<b>55</b>	<b>19</b>	<b>7</b>	<b>14</b>	<b>16</b>	<b>284</b>
Signal/Switch Failure - Metra/PSA	19	11	8	13	2	41	31	8	54	5	7	8	10	215
Primary	15	9	6	11	2	29	24	6	43	4	4	5	7	164
Secondary	4	3	2	2	-	12	7	2	11	1	3	3	3	51
Signal/Switch Failure - Foreign	15	-	-	-	6	6	2	14	1	14	0	6	6	69
Primary	11	-	-	-	6	4	1	13	1	9	-	5	5	55
Secondary	4	-	-	-	1	2	0	1	-	5	0	1	1	14
<b>Mechanical Failure - Total</b>	<b>28</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>36</b>	<b>30</b>	<b>7</b>	<b>29</b>	<b>7</b>	<b>15</b>	<b>29</b>	<b>26</b>	<b>215</b>
Mechanical Failure - Metra/PSA	28	1	1	1	0	31	30	7	29	7	15	29	26	205
Non-Locomotive Equipment Issue - Metra/PSA	13	1	1	1	-	5	5	2	6	4	8	8	11	63
Primary	4	1	0	1	-	2	3	1	2	2	4	5	6	30
Secondary	8	-	1	0	-	4	2	1	4	2	4	3	5	33
Locomotive Issue - Metra/PSA	16	-	-	-	0	25	25	5	23	3	7	20	16	142
Primary	6	-	-	-	0	9	10	3	12	2	3	7	5	58
Secondary	9	-	-	-	-	16	15	3	11	2	4	13	11	84
Mechanical Failure - Foreign	-	3	1	0	-	6	0	0	-	0	-	-	-	10
<b>Passenger Train Interference - Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>5</b>	-	<b>1</b>	<b>1</b>	<b>34</b>
Passenger Train Interference - Metra/PSA	0	0	0	0	0	10	3	2	0	0	-	1	1	18
Passenger Train Interference - Foreign	3	0	0	1	2	5	1	-	0	4	-	-	-	16
<b>Accident - Total</b>	<b>15</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>12</b>	<b>4</b>	<b>16</b>	<b>22</b>	<b>29</b>	<b>138</b>
Accident - Metra/PSA	12	4	1	3	-	9	4	1	12	2	16	19	14	95
Accident - Foreign	3	13	2	-	1	1	2	-	0	2	-	3	15	42
<b>Track Work - Total</b>	<b>11</b>	<b>14</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>17</b>	<b>6</b>	<b>4</b>	<b>13</b>	<b>4</b>	<b>9</b>	<b>7</b>	<b>10</b>	<b>105</b>
Track Work - Metra/PSA	11	14	2	5	2	16	4	2	13	1	9	7	10	95
Track Work - Foreign	0	-	-	-	1	1	2	1	0	3	-	1	-	9
<b>Human Error - Total</b>	<b>32</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>33</b>	<b>19</b>	<b>8</b>	<b>21</b>	<b>10</b>	<b>18</b>	<b>22</b>	<b>19</b>	<b>206</b>
Human Error - Metra/PSA	20	10	4	4	2	15	11	5	21	2	16	13	13	135
Human Error - Foreign	13	0	0	-	3	18	8	4	0	8	2	8	6	71
<b>PTC Related - Total</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>7</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>22</b>	<b>8</b>	<b>29</b>	<b>10</b>	<b>34</b>	<b>147</b>
PTC Related - Metra/PSA	3	6	1	4	2	11	4	2	21	2	29	10	32	129
PTC Related - Foreign	2	0	0	0	5	1	0	1	1	6	0	-	1	18
<b>Weather - Total</b>	<b>43</b>	<b>42</b>	<b>15</b>	<b>24</b>	<b>3</b>	<b>42</b>	<b>40</b>	<b>9</b>	<b>62</b>	<b>6</b>	<b>44</b>	<b>43</b>	<b>36</b>	<b>408</b>
Weather - Metra/PSA	40	42	15	24	2	41	39	9	62	4	44	42	34	399
Weather - Foreign	3	-	-	-	0	1	1	-	0	1	-	1	1	9
<b>Passenger Related - Total</b>	<b>8</b>	<b>23</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>19</b>	<b>2</b>	<b>21</b>	<b>1</b>	<b>15</b>	<b>20</b>	<b>27</b>	<b>151</b>
<b>Obstruction/Debris - Total</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>13</b>	<b>1</b>	<b>8</b>	<b>12</b>	<b>6</b>	<b>31</b>	<b>5</b>	<b>18</b>	<b>34</b>	<b>20</b>	<b>174</b>
<b>Catenary Failure - Total</b>	-	<b>7</b>	<b>2</b>	<b>5</b>	-	-	-	-	-	-	-	-	-	<b>14</b>
<b>Other - Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	-	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	-	<b>12</b>
<b>Total Trains Delayed</b>	<b>217</b>	<b>142</b>	<b>44</b>	<b>77</b>	<b>47</b>	<b>252</b>	<b>212</b>	<b>73</b>	<b>279</b>	<b>91</b>	<b>177</b>	<b>221</b>	<b>283</b>	<b>2,115</b>
Total Metra/PSA Delays	157	126	41	75	12	192	158	44	266	30	169	185	188	1,644
Total Foreign Carrier Delays	60	17	3	1	35	60	53	29	13	61	8	36	95	472

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

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

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

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

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

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>1</b>	-	-	-	<b>(8)</b>	<b>(15)</b>	<b>(30)</b>	<b>(7)</b>	<b>(6)</b>	<b>(4)</b>	<b>(5)</b>	<b>(5)</b>	<b>8</b>	<b>(70)</b>
Freight Interference - Peak	4	-	-	-	(5)	(5)	(11)	(3)	(2)	(2)	(3)	(4)	2	(30)
Primary	4	-	-	-	(4)	(3)	(10)	(3)	(2)	(3)	(2)	(2)	1	(24)
Secondary	(0)	-	-	-	(0)	(2)	(2)	-	(1)	1	(1)	(2)	1	(6)
Freight Interference - Off-Peak	(3)	-	-	-	(3)	(10)	(19)	(4)	(4)	(2)	(2)	(0)	6	(40)
Primary	(1)	-	-	-	(3)	(6)	(16)	(3)	(3)	(1)	-	2	11	(21)
Secondary	(2)	-	-	-	-	(3)	(4)	(1)	(1)	(1)	(2)	(2)	(5)	(19)
<b>Signal/Switch Failure - Total</b>	<b>8</b>	<b>(8)</b>	<b>(6)</b>	<b>(5)</b>	<b>4</b>	<b>53</b>	<b>67</b>	<b>23</b>	<b>(5)</b>	<b>30</b>	<b>(5)</b>	<b>(10)</b>	<b>17</b>	<b>162</b>
Signal/Switch Failure - Metra/PSA	(11)	(8)	(6)	(5)	(2)	(17)	(3)	(1)	(6)	8	(5)	(7)	18	(43)
Primary	(7)	(6)	(5)	(7)	(2)	(9)	1	-	(9)	6	(2)	(4)	8	(35)
Secondary	(4)	(3)	(1)	2	-	(8)	(4)	(1)	3	2	(3)	(3)	10	(8)
Signal/Switch Failure - Foreign	18	-	-	-	6	69	69	23	1	22	(0)	(3)	(1)	205
Primary	8	-	-	-	5	57	53	16	(1)	14	-	(2)	(2)	148
Secondary	10	-	-	-	0	12	17	7	2	8	(0)	(1)	1	57
<b>Mechanical Failure - Total</b>	<b>(15)</b>	<b>(0)</b>	<b>(1)</b>	<b>(0)</b>	<b>3</b>	<b>7</b>	<b>(4)</b>	<b>(1)</b>	<b>11</b>	<b>5</b>	<b>11</b>	<b>4</b>	<b>21</b>	<b>39</b>
Mechanical Failure - Metra/PSA	(15)	0	(1)	0	1	11	(4)	(1)	11	3	11	4	21	41
Non-Locomotive Equipment Issue - Metra/PSA	(5)	0	(1)	0	-	7	2	(1)	(4)	(2)	(1)	(6)	(6)	(15)
Primary	(0)	0	(0)	0	-	5	(1)	(0)	0	(0)	1	(3)	(4)	(1)
Secondary	(4)	-	(1)	(0)	-	2	3	(1)	(4)	(2)	(2)	(3)	(2)	(14)
Locomotive Issue - Metra/PSA	(11)	-	-	-	1	5	(6)	(0)	15	5	12	11	26	56
Primary	(2)	-	-	-	1	1	(1)	(1)	4	2	6	5	5	19
Secondary	(8)	-	-	-	-	4	(5)	0	11	2	6	6	21	37
Mechanical Failure - Foreign	-	(1)	0	(0)	2	(5)	(0)	(0)	-	2	-	-	-	(2)
<b>Passenger Train Interference - Total</b>	<b>(3)</b>	<b>(1)</b>	<b>(0)</b>	<b>(1)</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>(1)</b>	<b>5</b>	-	<b>4</b>	<b>3</b>	<b>20</b>
Passenger Train Interference - Metra/PSA	(0)	(0)	-	(0)	(0)	6	-	9	(0)	(0)	-	4	3	21
Passenger Train Interference - Foreign	(3)	(0)	(0)	(1)	1	(4)	0	-	(0)	6	-	-	-	(1)
<b>Accident - Total</b>	<b>(15)</b>	<b>(17)</b>	<b>(3)</b>	<b>2</b>	<b>(1)</b>	<b>0</b>	<b>(6)</b>	<b>(1)</b>	<b>1</b>	<b>(4)</b>	<b>(6)</b>	-	<b>(18)</b>	<b>(67)</b>
Accident - Metra/PSA	(12)	(4)	(1)	2	-	1	(4)	(1)	1	(2)	(6)	3	(9)	(30)
Accident - Foreign	(3)	(13)	(2)	-	(1)	(1)	(2)	-	(0)	(2)	-	(3)	(9)	(36)
<b>Track Work - Total</b>	<b>15</b>	<b>(7)</b>	<b>(2)</b>	<b>(1)</b>	<b>1</b>	<b>(3)</b>	-	<b>4</b>	<b>(10)</b>	<b>1</b>	<b>1</b>	<b>(0)</b>	<b>16</b>	<b>15</b>
Track Work - Metra/PSA	15	(7)	(2)	(1)	(1)	(3)	1	(2)	(10)	0	1	0	16	8
Track Work - Foreign	(0)	-	-	-	2	(0)	(1)	7	(0)	1	-	(1)	-	8
<b>Human Error - Total</b>	<b>(2)</b>	<b>5</b>	-	<b>8</b>	<b>(4)</b>	<b>7</b>	<b>11</b>	<b>14</b>	<b>2</b>	<b>11</b>	<b>(8)</b>	<b>33</b>	<b>2</b>	<b>78</b>
Human Error - Metra/PSA	7	5	0	8	(2)	(0)	10	5	-	5	(6)	37	4	74
Human Error - Foreign	(10)	(0)	(0)	-	(2)	7	1	8	2	6	(2)	(3)	(2)	4
<b>PTC Related - Total</b>	<b>2</b>	<b>(5)</b>	<b>1</b>	<b>3</b>	<b>(3)</b>	<b>10</b>	<b>7</b>	<b>12</b>	<b>(14)</b>	<b>19</b>	<b>(25)</b>	<b>(3)</b>	<b>(4)</b>	-
PTC Related - Metra/PSA	2	(5)	2	2	1	11	7	6	(13)	12	(25)	(3)	(11)	(16)
PTC Related - Foreign	(0)	(0)	(0)	1	(4)	(1)	1	6	(1)	7	(0)	-	8	16
<b>Weather - Total</b>	<b>1</b>	<b>(27)</b>	<b>(13)</b>	<b>(20)</b>	<b>(2)</b>	<b>15</b>	<b>(5)</b>	<b>(3)</b>	<b>(40)</b>	<b>0</b>	<b>(14)</b>	<b>60</b>	<b>23</b>	<b>(24)</b>
Weather - Metra/PSA	4	(27)	(13)	(20)	(1)	16	(4)	(3)	(40)	2	(14)	61	25	(15)
Weather - Foreign	(3)	-	-	-	(0)	(1)	(1)	-	(0)	(1)	-	(1)	(1)	(9)
<b>Passenger Related - Total</b>	<b>(3)</b>	<b>(8)</b>	<b>(3)</b>	<b>1</b>	<b>(0)</b>	<b>6</b>	<b>(3)</b>	<b>3</b>	<b>(7)</b>	<b>(1)</b>	<b>(1)</b>	<b>(4)</b>	<b>1</b>	<b>(18)</b>
<b>Obstruction/Debris - Total</b>	<b>(8)</b>	<b>(2)</b>	<b>1</b>	<b>(6)</b>	<b>(0)</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>(21)</b>	<b>7</b>	<b>(4)</b>	<b>8</b>	<b>10</b>	<b>(5)</b>
<b>Catenary Failure - Total</b>	-	<b>(7)</b>	<b>(2)</b>	<b>(5)</b>	-	-	-	-	-	-	-	-	-	<b>(14)</b>
<b>Other - Total</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>(1)</b>	<b>1</b>	<b>4</b>	<b>(1)</b>	<b>1</b>	<b>(2)</b>	<b>10</b>	<b>21</b>	<b>25</b>	<b>18</b>	<b>75</b>
<b>Total Trains Delayed</b>	<b>(21)</b>	<b>(77)</b>	<b>(26)</b>	<b>(25)</b>	<b>(9)</b>	<b>93</b>	<b>36</b>	<b>55</b>	<b>(92)</b>	<b>80</b>	<b>(35)</b>	<b>114</b>	<b>98</b>	<b>191</b>
Total Metra/PSA Delays	-21	-63	-24	-24	-4	42	0	18	-87	44	-28	129	95	76
Total Foreign Carrier Delays	0	-15	-2	0	-5	51	37	37	-5	36	-7	-15	3	114

Data for current month is final (04/22/2024) version of TOPS

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

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

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

**Table 7.a: Train Delays by Cause and Month  
2024**

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

Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Mar
<b>Freight Interference - Total</b>	<b>62</b>	<b>45</b>	<b>50</b>										<b>157</b> <b>6.8%</b>
Freight Interference - Peak	28	12	19										59 2.6%
Primary	17	10	14										41 1.8%
Secondary	11	2	5										18 0.8%
Freight Interference - Off-Peak	34	33	31										98 4.2%
Primary	25	28	28										81 3.5%
Secondary	9	5	3										17 0.7%
<b>Signal/Switch Failure - Total</b>	<b>293</b>	<b>84</b>	<b>69</b>										<b>446</b> <b>19.3%</b>
Signal/Switch Failure - Metra/PSA	60	62	50										172 7.5%
Primary	48	45	36										129 5.6%
Secondary	12	17	14										43 1.9%
Signal/Switch Failure - Foreign	233	22	19										274 11.9%
Primary	171	15	17										203 8.8%
Secondary	62	7	2										71 3.1%
<b>Mechanical Failure - Total</b>	<b>72</b>	<b>107</b>	<b>75</b>										<b>254</b> <b>11.0%</b>
Mechanical Failure - Metra/PSA	72	104	70										246 10.7%
Non-Locomotive Equipment Issue - Metra/PSA	13	23	12										48 2.1%
Primary	9	12	8										29 1.3%
Secondary	4	11	4										19 0.8%
Locomotive Issue - Metra/PSA	59	81	58										198 8.6%
Primary	21	30	26										77 3.3%
Secondary	38	51	32										121 5.2%
Mechanical Failure - Foreign	-	3	5										8 0.3%
<b>Passenger Train Interference - Total</b>	<b>23</b>	<b>21</b>	<b>10</b>										<b>54</b> <b>2.3%</b>
Passenger Train Interference - Metra/PSA	18	13	8										39 1.7%
Passenger Train Interference - Foreign	5	8	2										15 0.7%
<b>Accident - Total</b>	<b>48</b>	<b>16</b>	<b>7</b>										<b>71</b> <b>3.1%</b>
Accident - Metra/PSA	48	10	7										65 2.8%
Accident - Foreign	-	6	-										6 0.3%
<b>Track Work - Total</b>	<b>47</b>	<b>24</b>	<b>49</b>										<b>120</b> <b>5.2%</b>
Track Work - Metra/PSA	43	23	37										103 4.5%
Track Work - Foreign	4	1	12										17 0.7%
<b>Human Error - Total</b>	<b>96</b>	<b>115</b>	<b>73</b>										<b>284</b> <b>12.3%</b>
Human Error - Metra/PSA	71	103	35										209 9.1%
Human Error - Foreign	25	12	38										75 3.3%
<b>PTC Related - Total</b>	<b>55</b>	<b>51</b>	<b>41</b>										<b>147</b> <b>6.4%</b>
PTC Related - Metra/PSA	39	40	34										113 4.9%
PTC Related - Foreign	16	11	7										34 1.5%
<b>Weather - Total</b>	<b>313</b>	<b>48</b>	<b>23</b>										<b>384</b> <b>16.7%</b>
Weather - Metra/PSA	313	48	23										384 16.7%
Weather - Foreign	-	-	-										- 0.0%
<b>Passenger Related - Total</b>	<b>38</b>	<b>26</b>	<b>69</b>										<b>133</b> <b>5.8%</b>
<b>Obstruction/Debris - Total</b>	<b>62</b>	<b>71</b>	<b>36</b>										<b>169</b> <b>7.3%</b>
<b>Catenary Failure - Total</b>	-	-	-										- <b>0.0%</b>
<b>Other - Total</b>	<b>18</b>	<b>1</b>	<b>68</b>										<b>87</b> <b>3.8%</b>
<b>Total Trains Delayed</b>	<b>1,127</b>	<b>609</b>	<b>570</b>										<b>2,306</b> <b>100.0%</b>
Total Metra/PSA Delays	782	501	437										1,720 74.6%
Total Foreign Carrier Delays	345	108	133										586 25.4%

Data for current month is final (04/22/2024) version of TOPS

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

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

**Table 7.b: Train Delays by Cause and Month  
2023**

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

Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Mar	
<b>Freight Interference - Total</b>	<b>69</b>	<b>64</b>	<b>71</b>	<b>54</b>	<b>61</b>	<b>81</b>	<b>68</b>	<b>57</b>	<b>72</b>	<b>77</b>	<b>74</b>	<b>57</b>	<b>204</b>	<b>10.6%</b>
Freight Interference - Peak	25	26	29	15	12	28	22	17	24	28	32	23	80	4.2%
Primary	18	16	18	13	9	24	18	16	16	17	26	21	52	2.7%
Secondary	7	10	11	2	3	4	4	1	8	11	6	2	28	1.5%
Freight Interference - Off-Peak	44	38	42	39	49	53	46	40	48	49	42	34	124	6.5%
Primary	32	29	35	34	42	46	33	36	39	34	29	27	96	5.0%
Secondary	12	9	7	5	7	7	13	4	9	15	13	7	28	1.5%
<b>Signal/Switch Failure - Total</b>	<b>65</b>	<b>78</b>	<b>68</b>	<b>162</b>	<b>142</b>	<b>63</b>	<b>127</b>	<b>119</b>	<b>75</b>	<b>123</b>	<b>169</b>	<b>69</b>	<b>211</b>	<b>11.0%</b>
Signal/Switch Failure - Metra/PSA	56	66	63	121	98	51	107	73	62	109	135	58	185	9.6%
Primary	45	57	45	73	81	36	73	46	52	75	76	43	147	7.6%
Secondary	11	9	18	48	17	15	34	27	10	34	59	15	38	2.0%
Signal/Switch Failure - Foreign	9	12	5	41	44	12	20	46	13	14	34	11	26	1.4%
Primary	7	9	5	36	44	10	17	37	11	13	28	9	21	1.1%
Secondary	2	3	-	5	-	2	3	9	2	1	6	2	5	0.3%
<b>Mechanical Failure - Total</b>	<b>85</b>	<b>81</b>	<b>52</b>	<b>49</b>	<b>86</b>	<b>79</b>	<b>102</b>	<b>83</b>	<b>82</b>	<b>55</b>	<b>73</b>	<b>90</b>	<b>218</b>	<b>11.3%</b>
Mechanical Failure - Metra/PSA	85	75	50	48	86	79	102	80	74	55	68	85	210	10.9%
Non-Locomotive Equipment Issue - Metra/PSA	26	24	11	13	42	19	23	19	28	11	15	12	61	3.2%
Primary	12	12	5	10	18	14	14	14	16	10	11	9	29	1.5%
Secondary	14	12	6	3	24	5	9	5	12	1	4	3	32	1.7%
Locomotive Issue - Metra/PSA	59	51	39	35	44	60	79	61	46	44	53	73	149	7.8%
Primary	26	25	18	17	20	24	27	14	18	22	20	23	69	3.6%
Secondary	33	26	21	18	24	36	52	47	28	22	33	50	80	4.2%
Mechanical Failure - Foreign	-	6	2	1	-	-	-	3	8	-	5	5	8	0.4%
<b>Passenger Train Interference - Total</b>	<b>39</b>	<b>27</b>	<b>21</b>	<b>51</b>	<b>39</b>	<b>31</b>	<b>43</b>	<b>33</b>	<b>30</b>	<b>27</b>	<b>41</b>	<b>27</b>	<b>87</b>	<b>4.5%</b>
Passenger Train Interference - Metra/PSA	25	13	14	32	21	23	34	30	19	17	29	20	52	2.7%
Passenger Train Interference - Foreign	14	14	7	19	18	8	9	3	11	10	12	7	35	1.8%
<b>Accident - Total</b>	<b>90</b>	<b>25</b>	<b>29</b>	<b>67</b>	<b>147</b>	<b>29</b>	<b>14</b>	<b>135</b>	<b>22</b>	<b>50</b>	<b>39</b>	<b>33</b>	<b>144</b>	<b>7.5%</b>
Accident - Metra/PSA	61	25	24	53	38	14	1	121	12	47	29	33	110	5.7%
Accident - Foreign	29	-	5	14	109	15	13	14	10	3	10	-	34	1.8%
<b>Track Work - Total</b>	<b>19</b>	<b>44</b>	<b>74</b>	<b>64</b>	<b>131</b>	<b>215</b>	<b>147</b>	<b>37</b>	<b>74</b>	<b>124</b>	<b>96</b>	<b>37</b>	<b>137</b>	<b>7.1%</b>
Track Work - Metra/PSA	13	41	65	55	130	214	126	37	47	114	92	36	119	6.2%
Track Work - Foreign	6	3	9	9	1	1	21	-	27	10	4	1	18	0.9%
<b>Human Error - Total</b>	<b>67</b>	<b>43</b>	<b>57</b>	<b>91</b>	<b>66</b>	<b>71</b>	<b>117</b>	<b>93</b>	<b>61</b>	<b>60</b>	<b>65</b>	<b>56</b>	<b>167</b>	<b>8.7%</b>
Human Error - Metra/PSA	33	33	32	60	37	36	71	50	36	41	33	32	98	5.1%
Human Error - Foreign	34	10	25	31	29	35	46	43	25	19	32	24	69	3.6%
<b>PTC Related - Total</b>	<b>49</b>	<b>45</b>	<b>53</b>	<b>57</b>	<b>77</b>	<b>49</b>	<b>77</b>	<b>53</b>	<b>35</b>	<b>68</b>	<b>22</b>	<b>19</b>	<b>147</b>	<b>7.6%</b>
PTC Related - Metra/PSA	40	38	38	54	66	42	52	44	31	63	16	14	116	6.0%
PTC Related - Foreign	9	7	15	3	11	7	25	9	4	5	6	5	31	1.6%
<b>Weather - Total</b>	<b>44</b>	<b>108</b>	<b>42</b>	<b>128</b>	<b>32</b>	<b>8</b>	<b>242</b>	<b>70</b>	<b>13</b>	<b>111</b>	<b>49</b>	<b>13</b>	<b>194</b>	<b>10.1%</b>
Weather - Metra/PSA	44	105	42	128	32	8	241	70	13	111	46	13	191	9.9%
Weather - Foreign	-	3	-	-	-	-	1	-	-	-	3	-	3	0.2%
<b>Passenger Related - Total</b>	<b>52</b>	<b>54</b>	<b>69</b>	<b>81</b>	<b>118</b>	<b>179</b>	<b>103</b>	<b>119</b>	<b>76</b>	<b>80</b>	<b>86</b>	<b>60</b>	<b>175</b>	<b>9.1%</b>
<b>Obstruction/Debris - Total</b>	<b>65</b>	<b>72</b>	<b>84</b>	<b>70</b>	<b>80</b>	<b>114</b>	<b>124</b>	<b>185</b>	<b>94</b>	<b>87</b>	<b>55</b>	<b>98</b>	<b>221</b>	<b>11.5%</b>
<b>Catenary Failure - Total</b>	<b>1</b>	<b>9</b>	<b>-</b>	<b>38</b>	<b>-</b>	<b>-</b>	<b>6</b>	<b>-</b>	<b>9</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>10</b>	<b>0.5%</b>
<b>Other - Total</b>	<b>4</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>12</b>	<b>8</b>	<b>27</b>	<b>1</b>	<b>3</b>	<b>26</b>	<b>35</b>	<b>1</b>	<b>7</b>	<b>0.4%</b>
<b>Total Trains Delayed</b>	<b>649</b>	<b>650</b>	<b>623</b>	<b>912</b>	<b>991</b>	<b>927</b>	<b>1,197</b>	<b>985</b>	<b>646</b>	<b>888</b>	<b>805</b>	<b>560</b>	<b>1,922</b>	<b>100.0%</b>
Total Metra/PSA Delays	477	531	484	740	718	768	994	810	476	750	625	450	1,492	77.6%
Total Foreign Carrier Delays	172	119	139	172	273	159	203	175	170	138	180	110	430	22.4%

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

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

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

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

**Table 8: Train Delays by Duration**  
**March 2024**

Minutes	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
<b>Weekday Peak *</b>														
6-10	7	2	1	4	7	18	13	18	9	7	6	11	11	114
11-15	2	0	0	0	3	16	1	3	5	2	4	3	8	47
16-20	2	1	0	1	3	9	1	4	1	1	4	1	3	31
21+	5	0	0	2	3	3	2	0	5	4	10	12	11	57
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>6</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>6</u>	<u>22</u>
Sub-Total	17	3	1	7	16	47	20	25	26	15	24	31	39	271
<b>Weekday Off-Peak **</b>														
6-10	3	5	0	7	0	15	13	9	18	12	3	5	14	104
11-15	6	4	0	2	0	5	6	2	7	7	3	1	2	45
16-20	6	2	1	1	0	3	4	0	0	2	2	3	7	31
21+	2	1	0	2	0	5	1	1	7	2	12	6	11	50
Annulled	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>12</u>
Sub-Total	20	12	1	12	0	28	24	12	35	25	20	18	35	242
<b>Saturday</b>														
6-10	2	5	0	0	0	1	0	0	2	0	2	3	1	16
11-15	0	2	0	0	0	2	0	0	0	0	2	1	1	8
16-20	1	0	0	0	0	0	2	0	0	0	1	1	1	6
21+	0	0	0	0	0	0	3	0	0	0	0	2	2	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>1</u>	<u>0</u>	<u>1</u>
Sub-Total	3	7	0	0	0	3	5	0	2	0	5	8	5	38
<b>Sunday-Holiday</b>														
6-10	0	0	0	0	0	2	1	0	0	0	0	1	3	7
11-15	0	1	0	0	0	0	1	0	0	0	1	0	1	4
16-20	0	0	0	0	0	1	1	0	0	0	0	0	0	2
21+	0	0	0	0	0	3	1	0	0	0	0	1	0	5
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>
Sub-Total	0	1	0	0	0	6	4	0	0	0	2	2	4	19
<b>March 2024 Total</b>														
6-10	12	12	1	11	7	36	27	27	29	19	11	20	29	241
11-15	8	7	0	2	3	23	8	5	12	9	10	5	12	104
16-20	9	3	1	2	3	13	8	4	1	3	7	5	11	70
21+	7	1	0	4	3	11	7	1	12	6	22	21	24	119
Annulled	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>9</u>	<u>3</u>	<u>1</u>	<u>8</u>	<u>7</u>	<u>36</u>
TOTAL	40	23	2	19	16	84	53	37	63	40	51	59	83	570
<b>2024 Year-to-Date</b>														
6-10	48	25	8	20	13	130	89	61	83	74	32	93	113	789
11-15	56	16	3	8	9	74	40	16	28	32	21	38	65	406
16-20	33	5	1	3	4	39	18	10	14	21	16	29	48	241
21+	42	13	4	12	11	76	70	35	36	37	48	105	124	613
Annulled	<u>17</u>	<u>6</u>	<u>2</u>	<u>9</u>	<u>1</u>	<u>26</u>	<u>31</u>	<u>6</u>	<u>26</u>	<u>7</u>	<u>25</u>	<u>70</u>	<u>31</u>	<u>257</u>
TOTAL	196	65	18	52	38	345	248	128	187	171	142	335	381	2,306
<b>Share of Delays by Duration</b>														
Minutes	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
<b>March 2024 Total</b>														
6-10	30.0%	52.2%	50.0%	57.9%	43.8%	42.9%	50.9%	73.0%	46.0%	47.5%	21.6%	33.9%	34.9%	42.3%
11-15	20.0%	30.4%	0.0%	10.5%	18.8%	27.4%	15.1%	13.5%	19.0%	22.5%	19.6%	8.5%	14.5%	18.2%
16-20	22.5%	13.0%	50.0%	10.5%	18.8%	15.5%	15.1%	10.8%	1.6%	7.5%	13.7%	8.5%	13.3%	12.3%
21+	17.5%	4.3%	0.0%	21.1%	18.8%	13.1%	13.2%	2.7%	19.0%	15.0%	43.1%	35.6%	28.9%	20.9%
Annulled	<u>10.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.2%</u>	<u>5.7%</u>	<u>0.0%</u>	<u>14.3%</u>	<u>7.5%</u>	<u>2.0%</u>	<u>13.6%</u>	<u>8.4%</u>	<u>6.3%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>2024 Year-to-Date Delays By Duration</b>														
6-10	24.5%	38.5%	44.4%	38.5%	34.2%	37.7%	35.9%	47.7%	44.4%	43.3%	22.5%	27.8%	29.7%	34.2%
11-15	28.6%	24.6%	16.7%	15.4%	23.7%	21.4%	16.1%	12.5%	15.0%	18.7%	14.8%	11.3%	17.1%	17.6%
16-20	16.8%	7.7%	5.6%	5.8%	10.5%	11.3%	7.3%	7.8%	7.5%	12.3%	11.3%	8.7%	12.6%	10.5%
21+	21.4%	20.0%	22.2%	23.1%	28.9%	22.0%	28.2%	27.3%	19.3%	21.6%	33.8%	31.3%	32.5%	26.6%
Annulled	<u>8.7%</u>	<u>9.2%</u>	<u>11.1%</u>	<u>17.3%</u>	<u>2.6%</u>	<u>7.5%</u>	<u>12.5%</u>	<u>4.7%</u>	<u>13.9%</u>	<u>4.1%</u>	<u>17.6%</u>	<u>20.9%</u>	<u>8.1%</u>	<u>11.1%</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 (04/22/2024) version from TOPS.