

On-Time Performance

May 2022



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

On-Time Performance Tables

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

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

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

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

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

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

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

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

Reporting Calculations for Temporary Schedules and Special Events

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

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

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

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

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

A schedule change on March 28, 2022, resulted in an increase of five weekday BNSF revenue trains. A schedule change on April 25 resulted in 21 additional UP-NW weekday trains and four fewer UP-N weekday trains. Two ME weekday trains were added on May 23.

Under these pilot and alternate schedules Metra operated between 580 and 582 regularly scheduled revenue trains each weekday in May, which is a 16 percent reduction from Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 269 regularly scheduled revenue trains each Saturday in May, 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 May, 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 May 2022 than in May 2019, but about 54 percent more total revenue trains than in May 2020 and about 37 percent more total revenue trains than in May 2021.

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

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	888	47	94.7%	962	52	94.6%	1,850	99	94.6%	120	1	99.2%	120	1	99.2%	2,090	101	95.2%
ME-ML	495	13	97.4%	882	24	97.3%	1,377	37	97.3%	168	7	95.8%	144	1	99.3%	1,689	45	97.3%
ME-BI	147	7	95.2%	231	9	96.1%	378	16	95.8%	32	1	96.9%	--	--	--	410	17	95.9%
ME-SC	<u>231</u>	<u>7</u>	97.0%	<u>651</u>	<u>14</u>	97.8%	<u>882</u>	<u>21</u>	97.6%	<u>128</u>	<u>2</u>	98.4%	<u>120</u>	<u>1</u>	99.2%	<u>1,130</u>	<u>24</u>	97.9%
Subtotal	873	27	96.9%	1,764	47	97.3%	2,637	74	97.2%	328	10	97.0%	264	2	99.2%	3,229	86	97.3%
HC	105	13	87.6%	21	6	71.4%	126	19	84.9%	--	--	--	--	--	--	126	19	84.9%
MD-N	378	39	89.7%	420	34	91.9%	798	73	90.9%	80	19	76.3%	108	4	96.3%	986	96	90.3%
MD-W	<u>399</u>	<u>52</u>	87.0%	<u>441</u>	<u>37</u>	91.6%	<u>840</u>	<u>89</u>	89.4%	<u>96</u>	<u>8</u>	91.7%	<u>108</u>	<u>4</u>	96.3%	<u>1,044</u>	<u>101</u>	90.3%
Subtotal	777	91	88.3%	861	71	91.8%	1,638	162	90.1%	176	27	84.7%	216	8	96.3%	2,030	197	90.3%
NCS	168	23	86.3%	84	6	92.9%	252	29	88.5%	--	--	--	--	--	--	252	29	88.5%
RI	651	26	96.0%	1,029	23	97.8%	1,680	49	97.1%	132	5	96.2%	168	6	96.4%	1,980	60	97.0%
SWS	189	12	93.7%	63	4	93.7%	252	16	93.7%	--	--	--	--	--	--	252	16	93.7%
UP-N	462	28	93.9%	1,008	34	96.6%	1,470	62	95.8%	104	2	98.1%	108	10	90.7%	1,682	74	95.6%
UP-NW	630	35	94.4%	756	26	96.6%	1,386	61	95.6%	136	10	92.6%	126	6	95.2%	1,648	77	95.3%
UP-W	<u>336</u>	<u>36</u>	89.3%	<u>504</u>	<u>41</u>	91.9%	<u>840</u>	<u>77</u>	90.8%	<u>80</u>	<u>2</u>	97.5%	<u>108</u>	<u>4</u>	96.3%	<u>1,028</u>	<u>83</u>	91.9%
Subtotal	1,428	99	93.1%	2,268	101	95.5%	3,696	200	94.6%	320	14	95.6%	342	20	94.2%	4,358	234	94.6%
System	5,079	338	93.3%	7,052	310	95.6%	12,131	648	94.7%	1,076	57	94.7%	1,110	37	96.7%	14,317	742	94.8%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (06/16/2022) version from TOPS.

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	4,448	127	97.1%	4,837	135	97.2%	9,285	262	97.2%	638	11	98.3%	480	4	99.2%	10,403	277	97.3%
ME-ML	2,450	44	98.2%	4,452	73	98.4%	6,902	117	98.3%	883	28	96.8%	577	8	98.6%	8,362	153	98.2%
ME-BI	742	29	96.1%	1,166	30	97.4%	1,908	59	96.9%	168	5	97.0%	--	--	--	2,076	64	96.9%
ME-SC	<u>1,166</u>	<u>39</u>	96.7%	<u>3,286</u>	<u>58</u>	98.2%	<u>4,452</u>	<u>97</u>	97.8%	<u>672</u>	<u>24</u>	96.4%	<u>480</u>	<u>13</u>	97.3%	<u>5,604</u>	<u>134</u>	97.6%
Subtotal	4,358	112	97.4%	8,904	161	98.2%	13,262	273	97.9%	1,723	57	96.7%	1,057	21	98.0%	16,042	351	97.8%
HC	530	57	89.2%	106	28	73.6%	636	85	86.6%	--	--	--	--	--	--	636	85	86.6%
MD-N	1,909	112	94.1%	2,119	121	94.3%	4,028	233	94.2%	430	53	87.7%	432	14	96.8%	4,890	300	93.9%
MD-W	<u>2,014</u>	<u>164</u>	91.9%	<u>2,226</u>	<u>104</u>	95.3%	<u>4,240</u>	<u>268</u>	93.7%	<u>511</u>	<u>30</u>	94.1%	<u>432</u>	<u>21</u>	95.1%	<u>5,183</u>	<u>319</u>	93.8%
Subtotal	3,923	276	93.0%	4,345	225	94.8%	8,268	501	93.9%	941	83	91.2%	864	35	95.9%	10,073	619	93.9%
NCS	847	51	94.0%	425	21	95.1%	1,272	72	94.3%	--	--	--	--	--	--	1,272	72	94.3%
RI	3,286	123	96.3%	5,194	142	97.3%	8,480	265	96.9%	701	30	95.7%	672	30	95.5%	9,853	325	96.7%
SWS	954	55	94.2%	318	36	88.7%	1,272	91	92.8%	--	--	--	--	--	--	1,272	91	92.8%
UP-N	2,332	91	96.1%	5,408	188	96.5%	7,740	279	96.4%	548	18	96.7%	432	26	94.0%	8,720	323	96.3%
UP-NW	2,460	160	93.5%	2,856	87	97.0%	5,316	247	95.4%	717	48	93.3%	504	17	96.6%	6,537	312	95.2%
UP-W	<u>1,696</u>	<u>138</u>	91.9%	<u>2,544</u>	<u>195</u>	92.3%	<u>4,240</u>	<u>333</u>	92.1%	<u>426</u>	<u>16</u>	96.2%	<u>432</u>	<u>23</u>	94.7%	<u>5,098</u>	<u>372</u>	92.7%
Subtotal	6,488	389	94.0%	10,808	470	95.7%	17,296	859	95.0%	1,691	82	95.2%	1,368	66	95.2%	20,355	1,007	95.1%
System	24,834	1,190	95.2%	34,937	1,218	96.5%	59,771	2,408	96.0%	5,694	263	95.4%	4,441	156	96.5%	69,906	2,827	96.0%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (06/16/2022) 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-May	Annual
BNSF	2017	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	95.9%	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	91.7%	92.2%
	2019	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3	96.7	96.3	95.9	97.7	93.9%	95.0%
	2020	97.3	96.6	97.5	99.5	97.2	97.4	97.7	98.1	98.6	98.8	98.2	99.5	97.5%	97.9%
	2021	99.0	90.8	99.4	98.5	98.1	98.5	97.3	96.5	94.2	96.6	98.1	99.0	97.3%	97.1%
	2022	98.0	97.6	98.1	97.8	95.2								97.3%	97.3%
	2017-2021 average	94.5	92.9	96.4	96.2	94.6	94.6	94.7	95.3	94.5	95.2	94.9	96.4	94.9%	95.0%
ME	2017	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	98.1%	98.1%
	2018	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2	97.7	95.9	98.4%	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	97.2%	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	97.6%	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	98.4%	98.0%
	2022	98.4	97.0	97.9	98.4	97.3								97.8%	97.8%
	2017-2021 average	97.1	96.2	98.8	99.1	98.3	98.1	97.7	98.2	98.5	98.4	97.8	97.9	97.9%	98.0%
HC	2017	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4	90.7	95.1%	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	87.2%	89.4%
	2019	81.8	82.1	87.1	87.7	85.1	92.1	89.6	89.0	82.9	90.7	90.7	95.9	84.8%	87.9%
	2020	90.9	91.4	89.0	95.5	91.1	78.9	86.4	81.0	86.9	85.2	88.8	97.7	91.7%	89.6%
	2021	90.0	75.0	88.0	95.5	76.3	87.5	87.7	85.6	82.8	87.0	91.3	88.9	85.2%	86.5%
	2022	84.9	84.2	87.0	92.1	84.9								86.6%	86.6%
	2017-2021 average	88.4	87.8	90.7	93.9	83.6	88.4	90.0	90.3	89.1	88.7	89.4	92.5	89.1%	89.5%
MD-N	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	95.9%	93.8%
	2018	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0	90.3	94.3	92.1%	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	91.5%	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	95.6%	95.8%
	2021	91.8	86.7	96.4	95.1	93.9	89.3	91.1	95.7	94.7	91.6	94.7	94.0	92.9%	93.0%
	2022	94.0	93.5	95.9	95.5	90.3								93.9%	93.9%
	2017-2021 average	92.2	91.0	95.9	94.6	94.3	92.9	91.6	94.1	93.4	93.2	92.3	94.1	93.6%	93.3%
MD-W	2017	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	96.1%	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	95.2%	95.7%
	2019	92.3	91.9	96.4	95.7	95.5	97.0	96.7	96.0	96.2	95.5	91.0	96.1	94.4%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3	93.9	94.1	92.4	95.2%	94.7%
	2021	93.0	85.8	96.1	95.3	93.5	93.8	94.3	95.7	96.3	95.8	95.0	92.8	92.9%	94.1%
	2022	92.7	93.9	97.0	95.2	90.3								93.8%	93.8%
	2017-2021 average	94.7	91.6	96.1	96.3	95.9	96.0	96.1	95.7	96.1	95.7	94.0	93.3	94.9%	95.1%
NCS	2017	92.6	91.6	95.1	95.2	95.5	95.7	94.8	98.0	92.7	91.9	92.6	92.0	94.0%	94.0%
	2018	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	92.3%	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	93.0%	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	91.4%	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	87.1%	90.4%
	2022	94.0	95.4	96.7	96.8	88.5								94.3%	94.3%
	2017-2021 average	91.5	87.1	95.2	94.9	93.6	94.8	93.9	94.2	93.8	94.4	92.1	92.7	92.5%	93.2%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-May	Annual
RI	2017	95.2	97.1	97.8	98.0	94.6	96.0	95.3	95.2	95.7	95.9	94.0	92.8	96.6%	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	94.0%	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	91.7%	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	95.0%	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	96.3%	95.7%
	2022	96.5	93.7	98.0	98.1	97.0								96.7%	96.7%
	2017-2021 average	93.1	91.8	96.8	97.3	94.1	94.6	93.9	94.8	94.6	96.2	93.9	95.5	94.6%	94.7%
SWS	2017	96.2	94.1	96.4	97.3	92.8	97.1	97.1	94.3	96.3	93.7	90.1	93.8	95.3%	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	92.9%	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	96.4%	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	92.0%	91.0%
	2022	91.7	92.5	92.0	94.4	93.7								92.8%	92.8%
	2017-2021 average	94.2	91.9	94.9	95.7	93.7	91.7	93.2	92.6	93.6	92.6	92.1	93.9	94.1%	93.4%
UP-N	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	97.5%	97.2%
	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	96.8%	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	94.5%	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	98.3%	98.1%
	2021	98.4	93.6	96.9	98.7	97.3	97.6	95.1	92.7	95.9	97.1	96.2	95.4	97.0%	96.0%
	2022	95.8	96.6	97.0	96.4	95.6								96.3%	96.3%
	2017-2021 average	96.0	95.1	97.6	97.7	97.5	97.0	96.1	95.6	96.9	96.9	95.7	96.7	96.7%	96.5%
UP-NW	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	96.6%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	95.2%	94.9%
	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4	96.7	92.1	88.6	95.4	92.9%	93.0%
	2020	96.3	96.1	98.0	98.7	96.5	96.1	96.6	95.7	97.2	96.3	94.0	98.9	97.0%	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	96.2%	95.2%
	2022	94.0	94.6	95.7	96.3	95.3								95.2%	95.2%
	2017-2021 average	95.1	93.0	96.9	95.9	96.5	94.0	93.7	94.2	95.5	94.9	93.0	95.6	95.5%	94.9%
UP-W	2017	95.0	96.5	96.1	92.9	93.8	92.4	94.8	94.3	94.7	92.9	94.8	90.7	94.9%	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	89.2%	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	92.4%	90.5%
	2022	92.9	94.5	91.8	92.5	91.9								92.7%	92.7%
	2017-2021 average	93.2	89.2	94.9	94.7	92.3	93.6	91.6	92.0	93.5	93.2	91.7	91.7	92.9%	92.6%
System excluding South Shore	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	96.6%	95.8%
	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4	95.5	93.6	94.6	94.7%	94.8%
	2019	91.8	88.2	96.3	96.1	95.3	95.8	93.2	95.3	95.9	95.7	93.6	96.7	93.7%	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	96.6%	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	95.8%	95.5%
	2022	95.9	95.5	96.8	96.8	94.8								96.0%	96.0%
	2017-2021 average	94.7	93.0	96.8	96.8	95.7	95.4	94.9	95.4	95.7	95.8	94.6	95.6	95.4%	95.4%

Delays data for most recent month is final (06/16/2022) version from TOPS.

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

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1245 80% OT	Tue, May 03	7	GA	Switch issue, CUS
		Fri, May 06	9	GA	E10 SW Fail
		Tue, May 10	7	N	Track lights Union A to Cicero -POWER SURGE AT WESTERN AVE.
		Wed, May 11	0	M1	Annulled due to early incident with 1242.
BNSF	1251 80% OT	Tue, May 10	11	N	Track lights Union A to Cicero -POWER SURGE AT WESTERN AVE.
		Wed, May 11	9	M1	Working around incident with 1242.
		Fri, May 13	13	RF	Misroute of 1249/1282
		Fri, May 20	7	D	Waiting on ZSTPCHC3 20 to yard CECO side [Controllable Freight]
BNSF	1268 80% OT	Fri, May 06	8	D	[Controllable Freight] Waiting for QSSECHC to clear into Cicero
		Tue, May 10	30	N	Track lights Union A to Cicero -POWER SURGE AT WESTERN AVE.
		Wed, May 11	60	M1	Working around incident with 1242.
		Fri, May 13	10	GM	Box 1 @ Cass Ave
HC	915 71% OT	Tue, May 03	26	DD	(FREIGHT DISPATCHER ERROR) - 25M 45 X/O, SINGLE TRACKING AROUND CARS PARKED ON THE MAIN, WAITING FOR LATE ARRIVAL OF NB AMTK22 TO CLEAR CONT [Controllable Freight]
		Mon, May 09	9	CD	6M AWAITING INSTRUCTIONS FROM FOREMAN OF GBO #7583. 4m inspecting loco
		Thu, May 12	36	GA	(AMTRAK CAUSED DELAY) - 22M LUMBER ST., SWT. FAILURE.
		Tue, May 17	10	RF	(FOREIGN/PSA DISPATCH ERROR) - 14M #47 X/O, RED SIGNAL FOR NO APPARENT REASON.
		Wed, May 18	8	GF	(GATE XING / SIG / SWITCH FOREIGN) - 9M BRC-LEMOYNE, TMDS SYSTEM DOWN ON THE BRC.
		Fri, May 27	15	D	(GENERAL FREIGHT INTERFERENCE) - 22M CP CERMAK, CN L536 EB PULLING THRU PLANT. [Controllable Freight]
HC	916 67% OT	Tue, May 03	7	D	CROSS TRAFFIC AT CORWITH [Controllable Freight]
		Fri, May 06	18	D	[Controllable Freight] (GENERAL FREIGHT INTERFERENCE) - 21MIN DELAY AT BRIGHTON PARK DUE TO BNSF TRAIN YRDING QLACNY, ENG UNKNOWN, 7048FT. STOPPED AT 0714, RESUMED
		Mon, May 09	7	D	CROSS TRAFFIC AT CORWITH [Controllable Freight]
		Thu, May 12	9	RF	4m ADA LIFT 4M 529A 10M CN DISPATCHER DID NOT LINE UP TRAIN
		Fri, May 13	19	DD	(FREIGHT DISPATCHER ERROR) - 23M DELAY ROCKWELL WAITING FOR AMTRAK 301 AND M338 TO CLEAR. [Controllable Freight]
		Tue, May 17	19	D	(GENERAL FREIGHT INTERFERENCE) - 13M DELAY CP CANAL TWO FREIGHTS G3 CP88931 W/189 CARS 13,000FT AND BP11 UP6551 W/136CARS 9000FT [Controllable Freight]
		Wed, May 18	16	D	(GENERAL FREIGHT INTERFERENCE) - 17M DELAY CORWITH FREIGHT QPEACHI614 ENG BNSF1118 W/83 CARS 8000 FT [Controllable Freight]
ME-SC	332 81% OT	Mon, May 09	6	R	6M (engineer error) @ 12.18 GOING AROUND THE CURVE BETWEEN 83RD AND 79TH ST ON THE SC BRANCH
		Tue, May 10	16	G1	(METR/PSA SIG/SWX MALFCN-SIG DEPT) - 10 LATE DEPART FROM 93RD DUE TO LATE TURN FROM ME331 16M LATE INTO RAND
		Fri, May 13	7	G1	LATE TURN FROM ME331, DUE TO LATE DEPARTURE FROM LATE EQUIP OF 628, AND HANDLING TIME FROM 331
		Mon, May 16	19	GM1	(METRA/PSA GATE XING MALFUNCTION) - 19M DUE TO LATE TURN FROM ME331 AND 8 GATES ON THE SC
MD-N	2106 76% OT	Tue, May 03	8	GF	(-7) -10" Stop signal Rondout (CP), track circuit out, talked by, restricted speed
		Fri, May 13	0	XE	ANNULLED @ Grayland -7" Freight interference, stop signal CN-ing; Mechanical problems engine #107 lost H.E.P 3 times and then quit loading @ Grayland. Passengers (89) transferred to 2108-SLIP RING ON AR10
		Fri, May 20	6	E	(-6) -12" Mechanical issues engine #405 quit loading @ Rondout (MB MOTOR)
		Thu, May 26	13	GX	(-14)Automatic Grade Crossing Malfunction Item #2 @ Touhy; Stop signal Grayland, signal problems, verbal permission by Grayland, restricted speed to A-6
		Fri, May 27	7	D	-7" Stop signal A-20, freight interference; Copy/comply with Automatic Grade Crossing Malfunction Item #2 @ Caldwell Ave. [Controllable Freight]
MD-N	2124 81% OT	Mon, May 09	10	ZV	(-9) -10" Departed Fox Lake late due to PTC issues, difficulties initializing SLICES OUT OF SYNC
		Mon, May 23	0	M1	(ANNULLED) @ Fox Lake
		Thu, May 26	19	DR	(-20) -2" Meet/wait on 2105 @ Northbrook; -2" Copied Automatic Grade Crossing Malfunction Item #2 for Touhy @ Fox Lake prior to departure, but PTC still required to comply with grade crossing malfunction; -6" Signal problems, stop signal Grayland, verbal
		Tue, May 31	6	G	(-6) A-2 switch failure (#33 switch)
MD-N	2126 76% OT	Fri, May 13	24	E1	(-25) -27" Departed Deerfield late due to late arrival/turn of 2105
		Thu, May 19	7	ZV1	(-8) -10" Departed Deerfield late due to late arrival/turn of 2105
		Mon, May 23	0	M1	(-11) -16" Departed Lake Forest late
		Thu, May 26	15	A1	(-17) -9" Departed Deerfield late due to late arrival/turn of 2105; -6" X/O Mayfair, wait for passenger to crossover
		Fri, May 27	9	KW	(-9) PTC disengaged, wheel slip issues Mayfair to Grayland, restricted speed (#104)
MD-N	2152 81% OT	Wed, May 04	10	ZA	10 min late, 12 min Rondout held for a late Amtrak 340 IDTX 4614 PTC ISSUES
		Mon, May 09	9	C1	9 min late, late turn from 2141
		Thu, May 12	15	E1	14 min late, 16 min late turn from 2141, waiting on Amtrak #8
		Mon, May 23	10	GX1	10 min late, late turn from 2141.

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
MD-W	2212 57% OT	Thu, May 05	9	ZG1	(-9) -4" Following train ahead (2210) operating on approach signals; PTC issues	
		Fri, May 06	7	U1	(-7) -4" Following tardy train ahead (2210), operating on approach signals; -2" Slow loading engine (#81) @ Wood Dale up hill; -4" Door problems (#8223) stuck in pocket	
		Mon, May 09	7	CC1	(-7) -5" Following tardy train ahead (2210), operating on approach signals; -2" Automatic Grade Crossing Malfunction Item #2 @ Roselle Rd.	
		Fri, May 20	7	U1	(-7) Following train ahead (2210), ADAs ON 2210	
		Mon, May 23	11	CC	(-11) Following train ahead (2210); Track construction/temporary speed restrictions 30mph 35.0-32.0	
		Tue, May 24	10	CC1	(-11) Following train ahead (2210); Temporary speed restriction 30mph 35.0-32.0	
		Wed, May 25	7	CC1	(-7) Following train ahead (2210); Temporary speed restriction 30mph 35.0-32.0	
		Thu, May 26	10	CC1	(-11) Following train ahead (2210); Temporary speed restriction 30mph 35.0-32.0	
		Tue, May 31	9	CC1	(-9) Temporary speed restrictions; Follow train ahead (2210)	
MD-W	2222 57% OT	Tue, May 03	11	KP	(-12) -13" Stopped due to police activity, death investigation for the female found hours before.	
		Thu, May 05	11	ZG	-5" PTC issues @ Mannheim; -5" Police activity, Passenger uses alleged counterfeit Promotional Ticket everyday for the last few months	
		Mon, May 09	8	CC	(-9) -10" 10mph Temporary speed restriction mp 38.3-40.2; -3" Stop signal CUS CP Lake St. waiting on 2216 to clear	
		Thu, May 12	6	CC	-6" Track construction/temporary speed restrictions Big Timber to B-35	
		Mon, May 16	10	GX	(-6) Automatic Grade Crossing malfunction Item #2 @ Rodenburg Rd.	
		Tue, May 17	10	RA	(-10) Door problems Roselle & Western Av AMTRAK DELAY AT CUS NORTH	
		Mon, May 23	8	E1	(-9) Following train ahead (2216)	
		Tue, May 24	6	CC	(-8) Temporary speed restriction	
Tue, May 31	9	CC	(-11) Temporary speed restrictions			
MD-W	2226 81% OT	Tue, May 03	0	XE	(ANNULLED @ Franklin Park) -13" Following train ahead (2222) due to police activity Elgin; 60+" Mechanical problems engine #89 @ Franklin Park, "No Companion Alternator Output." Passengers were transferred to NCS 112 WATER LEAK FROM ROOF TO HVC	
		Mon, May 09	9	GX	(-10) Automatic Grade Crossing Malfunction Item #2 Roselle Rd.	
		Fri, May 13	9	E1	-8" Stop signal CUS CP Lake St. waiting on 2120 to clear	
		Mon, May 16	8	GX1	Following train ahead (2222); Automatic Grade Crossing Malfunction Item #2 Rodenburg Rd. mp 26.17	
MD-W	2227 81% OT	Tue, May 10	23	E1	26 min late, 9 min following NCS 109-loco 403 with HEP issues, 15 min Roselle enroute signal dropped to stop, talked by signal restricted speed.	
		Thu, May 12	20	DD	20 min late, following cp freight train from Bartlett to Elgin, fuse test [Controllable Freight]	
		Fri, May 13	15	ZG	15 min late, 4 min passenger loading, 15 min copying item 2 for Church St. stop signal restricted speed B-17 to Wooddale, 5 min PTC issues.	
		Fri, May 20	17	E1	11 min late, following 2225.	
MD-W	2230 76% OT	Fri, May 13	13	G	(-24) -25" Track circuit out B-12 (#13 & #11 switches), instructed to hand-line route, restricted speed	
		Mon, May 16	20	VE	(-30) Track construction, temporary speed restrictions; -30" Mechanical problems engine #85 shut down @ National St. NO ISSUE FOUND	
		Fri, May 20	7	GM	(-17) Automatic Grade Crossing Malfunction Item #2 Scott St. mp 13.58; Signal problems, stop signal B-12, verbal permission by signal, restricted speed to Galewood	
		Mon, May 23	8	CC	(-19) ADA; Track construction, in limits as it went into effect, restricted speed, four Automatic Grade Crossing Malfunctions	
Wed, May 25	8	CC	(-18) ADA Elgin; ADA Roselle; Track construction/temporary speed restrictions; Tardy due to the ADA's as a result got into out of service limits, restricted speed/PTC			
MD-W	2233 76% OT	Tue, May 10	14	G	15 min late, signal issues Roselle talked by restricted speed.	
		Wed, May 11	22	ZT	22 min late, 5 CUS waiting on equipment, 15 min PTC wheel slip, 4 min copying speed restriction.	
		Fri, May 13	15	ZG1	10 min late, 12 min enroute following 2227	
		Tue, May 17	11	D	CP253; 10,000ft [Controllable Freight]	
		Thu, May 26	10	KD	10 min late, 10 min Conductor walked equipment after something struck the loco near Hanson Pk.	
NCS	113 62% OT	Mon, May 02	172	K1	-172 min incident at Touhy.	
		Tue, May 03	8	D	8 min late, 10 min Mundelein CN freight interference. [Controllable Freight]	
		Wed, May 04	8	RA	8 min late, 6 min CUS waiting on signal, 3 min Galewood following train ahead, 3 min cross traffic Deval.	
		Mon, May 09	7	K	7 min late, 9 min delay CUS waiting on equipment from (switch failure A-2) Western Ave coach yard.	
		Wed, May 11	15	ZT1	15 min late, 5 min waiting (2233) on line-up, 10 min following train ahead CUS to B-6.	
		Thu, May 12	12	CD	12 min late, 4 min ADA, 8 min 4-529 A's.	
		Mon, May 16	13	VG	16 min late, 18 min switch failure A-2. NO ISSUES FOUND	
Tue, May 17	7	RD	7" late, misroute; 5" deval			
NCS	115 81% OT	Mon, May 02	141	K1	-141 min incident at Touhy.	
		Tue, May 10	13	ZR	13 min late, 5 min dark signal Paulina, 5 min PTC issues A-2 and A-3, 11 min Deval UP cross traffic. ENGINEER SELECTED WRONG TRACK	
		Thu, May 12	24	ZV	14 min late, 3 min PTC issues A-3, 1 min stop signal B-6, 1 min restricting signal. 21 min stop re-activating PTC, 3 CN instructed to run cutout, 8 min 30 mph MP 43.9-46.4 4-529 A's	
Mon, May 23	0	M1	Annulled, equipment was used for 2133.			
RI	305 81% OT	Wed, May 04	9	GM	2 GATE MALFUNCTIONS PER TTR1	
		Thu, May 05	26	J	(PASSENGER PROBLEMS/REMOVAL) - POLICE REMOVE PASSENGER BI	
		Fri, May 06	27	RO	16TH STR HAD INTERMITTENT SIGNAL ISSUES AND INABILITY TO DISPLAY VARIOUS SIGNALS INTERMITTENTLY.	
		Mon, May 23	24	VG	9M DOWN DUE TO SIGNAL ISSUES WESTBOUND ON TK1 GRESHAM TO BI. no issues found	

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UP-N	314 76% OT	Mon, May 16	8	ZT	-10" PTC issues speed was reduced to 32 mph from Kenosha - Zion	
		Wed, May 18	17	UF	-17" ADA Lift malfunction REPLACED BROKEN ROLL PIN, ADJUSTED STOW HEIGHT	
		Thu, May 19	6	C	-6" Form C 23.8 10 mph due to M312 reporting rough tracks on MT2	
		Fri, May 20	12	RL	-22" Delayed due to ADA lift @ Winthrop Harbor with one crew member (manpower shortage) CMS	
		Wed, May 25	11	RN	-11" M303 crew was used to run on M314 schedule due to M314 engineer overslept/no show and extra board engineer received a very late call to work M314 assignment (upon extra board engineer arrival, original M314 ran on M322 schedule)	
UP-N	318 81% OT	Mon, May 02	0	RN1	Annulled due to Man Power Shortage	
		Tue, May 03	6	G	-6" Delayed 09" at Waukegan due to Signal problems. Signal failed causing train to wait 5" minutes for indicator light	
		Wed, May 04	7	UF1	-7" Late arrival of M307 due to lift issues	
		Thu, May 19	7	C	-7" Form C 23.8 10 mph due to M312 reporting rough tracks on MT2	
UP-N	356 81% OT	Tue, May 03	7	J1	-7" Late arrival of M345	
		Mon, May 09	10	GT1	-10" Late turn off M345	
		Tue, May 24	10	U	-10" One ADA lift & XH @ MP4.9	
		Wed, May 25	20	KW	-20" Late turn off M345 on acct. of tornado warnings between MP27-MP18	
UP-NW	641 81% OT	Mon, May 09	10	K1	-10" Late arrival from yard due to computer systems being down and orders not being available	
		Tue, May 10	10	U	-10" XH procedure @ MP 24.95; 2 ADA lifts; & cross traffic @ CN @ Barrington	
		Wed, May 11	12	VE1	-12" Delayed on acct. of following trains ahead, due to late M639 with engine issues	
		Thu, May 12	10	VG	-10" Following M637 at Barrington -NO ISSUE FOUND	
UP-NW	643 76% OT	Wed, May 04	10	RF	-10" CN Dispatcher forgot to stack train in line up after M34041-02 crossed. Slow loading engine.	
		Mon, May 09	13	K1	-13" Late arrival from yard due to computer systems being down and orders not being available	
		Wed, May 18	24	KP	-24" Police activity @MP 14.67 for trespasser	
		Thu, May 19	47	E	-46 METX90 was loading then shut down at MP 19. METX131 also would not load (CHANGED AT BREAKER)	
		Fri, May 20	10	G	-10" 1 XH and slow order	
UP-W	13 81% OT	Tue, May 03	10	D	-10" MCHCB-03 ahead at Kedzie clearing onto Main Track #2 from the Rockwell Sub. [CONTROLLABLE FREIGHT]	
		Fri, May 06	30	DM1	-30" Wait for M18 to clear track #3 at Park due to fatality ahead	
		Mon, May 09	10	G	-10" Track circuit @Peck	
		Wed, May 25	13	KW	-13" PTC issues @ Elmhurst, wheel slips	
UP-W	20 71% OT	Fri, May 06	12	DM1	-12" Trains ahead due to fatality	
		Mon, May 16	10	ZT	-10" PTC failure @ M.P. 41.5 had to cut it out and run with ATC	
		Tue, May 17	0	M1	ANNULLED due to M18 struck trespasser @ M.P. 35	
		Wed, May 18	15	D1	-5" Lost End power @ Geneva, ADA lift @ Geneva, No signal @ Lombard had to wait to signal to time out in order to switch tracks due to M18 being blocked by Freight train [Controllable Freight]	
		Thu, May 19	12	U	-12" Lift @ Geneva and Oak Park	
		Wed, May 25	11	KW	-11" Wheel slip, loading issues due to weather conditions	
UP-W	36 62% OT	Fri, May 06	35	DM1	-35" Late turn of crew and equipment from M13	
		Mon, May 09	13	G	-13" Late turn off M13, due to a track circuit @ Peck	
		Tue, May 10	22	D	-22" Delayed following the IG3SK from La Fox - W. Chicago [Controllable Freight]	
		Wed, May 11	45	E1	-45" Delayed on acct. of M32 mechanical issues	
		Thu, May 19	103	DE	-103" MNPCH-17 went into emergency @ Kedzie and could not recover its air	
		Mon, May 23	16	D	-16" Delayed @Peck, waited for M15 to clear & freight interference @ Kedzie [Controllable Freight]	
		Wed, May 25	14	KW1	-13" Departed late due to late arrival of M13 stop @ Kedzie had to wait on signal/switch to reset	
		Thu, May 26	12	D	-12" Freight train interference [Controllable Freight] IG2SE	
UP-W	38 81% OT	Thu, May 05	8	D	[Controllable Freight] -8" Followed Freight Train from Geneva MNPCH	
		Fri, May 06	40	DM1	-40" Late turn from M15	
		Wed, May 11	17	E1	-27" Late turn off M15	
		Thu, May 19	60	DE	-75" MNPCH-17 went into emergency @ Kedzie and could not recover its air	
UP-W	48 81% OT	Tue, May 03	11	K1	-11" Departed Elburn 15 minutes late due to late arrival of M29	
		Thu, May 05	31	E	-31" Engine shut down @ Winfield; PTC enforcement @ MP27.3 (restricted speed to the next signal)	
		Fri, May 06	11	D1	[Controllable Freight] -11" Late arrival of M29	
UP-W	66 81% OT	Tue, May 03	11	UF1	-11" Late turn off M63	
		Wed, May 04	151	L	-151" Stopped at Peck due to Police activity on Fox River Bridge - suicidal passenger MP35.3	
		Tue, May 24	30	G1	-30" Late turn off M63	
		Fri, May 27	15	KP	-14" Late arrival of M63	

Data is final (06/16/2022) 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
May 2022

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	9	-	-	-	12	9	12	4	3	3	-	5	22	79
Freight Interference - Peak	3	-	-	-	10	7	4	3	-	3	-	4	11	45
Primary	2	-	-	-	10	7	4	3	-	3	-	3	9	41
Secondary	1	-	-	-	-	-	-	-	-	-	-	1	2	4
Freight Interference - Off-Peak	6	-	-	-	2	2	8	1	3	-	-	1	11	34
Primary	5	-	-	-	2	2	7	1	3	-	-	1	10	31
Secondary	1	-	-	-	-	-	1	-	-	-	-	-	1	3
Signal/Switch Failure - Total	11	25	10	15	4	18	9	5	12	-	5	14	9	137
Signal/Switch Failure - Metra/PSA	8	25	10	15	-	12	9	4	12	-	5	12	9	121
Primary	7	21	6	7	-	8	8	2	11	-	2	12	8	92
Secondary	1	4	4	8	-	4	1	2	1	-	3	-	1	29
Signal/Switch Failure - Foreign	3	-	-	-	4	6	-	1	-	-	-	2	-	16
Primary	3	-	-	-	4	3	-	1	-	-	-	2	-	13
Secondary	-	-	-	-	-	3	-	-	-	-	-	-	-	3
Mechanical Failure - Total	4	-	1	1	-	14	13	3	9	-	18	7	9	79
Mechanical Failure - Metra/PSA	4	-	1	1	-	14	13	3	9	-	18	7	9	79
Non-Locomotive Equipment Issue - Metra/PSA	4	-	1	1	-	-	-	-	1	-	9	2	2	20
Primary	2	-	1	1	-	-	-	-	1	-	4	2	1	12
Secondary	2	-	-	-	-	-	-	-	-	-	5	-	1	8
Locomotive Issue - Metra/PSA	-	-	-	-	-	14	13	3	8	-	9	5	7	59
Primary	-	-	-	-	-	4	6	1	4	-	4	4	3	26
Secondary	-	-	-	-	-	10	7	2	4	-	5	1	4	33
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	-	-	-	-	-	3	-	-	-	-	-	-	1	4
Passenger Train Interference - Metra/PSA	-	-	-	-	-	3	-	-	-	-	-	-	1	4
Passenger Train Interference - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Accident - Total	47	-	-	-	-	23	8	1	-	-	-	12	15	106
Accident - Metra/PSA	47	-	-	-	-	23	8	1	-	-	-	12	8	99
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	7	7
Track Work - Total	1	4	-	1	1	6	28	2	6	3	4	2	2	60
Track Work - Metra/PSA	1	4	-	1	-	6	28	-	6	-	4	2	2	54
Track Work - Foreign	-	-	-	-	1	-	-	2	-	3	-	-	-	6
Human Error - Total	6	3	2	3	2	5	6	2	13	1	14	10	2	69
Human Error - Metra/PSA	1	3	2	3	-	2	3	1	13	-	13	6	-	47
Human Error - Foreign	5	-	-	-	2	3	3	1	-	1	1	4	2	22
PTC Related - Total	1	1	-	-	-	14	9	5	2	8	9	2	4	55
PTC Related - Metra/PSA	1	1	-	-	-	13	9	5	2	1	9	2	4	47
PTC Related - Foreign	-	-	-	-	-	1	-	-	-	7	-	-	-	8
Weather - Total	-	-	-	-	-	2	2	-	3	-	8	2	3	20
Weather - Metra/PSA	-	-	-	-	-	2	2	-	3	-	8	2	3	20
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	-	7	1	3	-	-	7	-	9	1	13	6	3	50
Obstruction/Debris - Total	1	3	3	1	-	2	6	7	2	-	3	17	13	58
Catenary Failure - Total	-	2	-	-	-	-	-	-	-	-	-	-	-	2
Other - Total	21	-	-	-	-	-	1	-	1	-	-	-	-	23
Total Trains Delayed	101	45	17	24	19	96	101	29	60	16	74	77	83	742
Total Metra/PSA Delays	84	45	17	24	0	77	86	21	57	2	73	66	52	604
Total Foreign Carrier Delays	17	0	0	0	19	19	15	8	3	14	1	11	31	138

Data for current month is final (06/16/2022) version of TOPS

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

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

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

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	9	-	-	-	5	9	9	6	3	7	1	3	15	66
Freight Interference - Peak	3	-	-	-	4	2	3	3	0	1	0	1	5	22
Primary	3	-	-	-	4	1	2	2	0	1	0	1	3	17
Secondary	0	-	-	-	0	1	1	0	-	0	-	1	2	6
Freight Interference - Off-Peak	7	-	-	-	1	7	6	4	2	5	1	2	10	44
Primary	6	-	-	-	1	4	5	3	2	4	0	2	8	34
Secondary	1	-	-	-	0	3	1	1	1	1	0	-	2	11
Signal/Switch Failure - Total	11	6	2	4	5	20	9	3	11	8	2	4	11	95
Signal/Switch Failure - Metra/PSA	6	6	2	4	0	17	7	2	10	4	2	3	9	71
Primary	5	5	1	2	0	12	6	2	8	2	1	2	5	51
Secondary	1	1	1	2	-	5	1	0	2	2	0	1	4	20
Signal/Switch Failure - Foreign	5	-	-	-	5	3	2	1	1	4	-	1	2	24
Primary	4	-	-	-	5	2	1	1	1	2	-	0	2	18
Secondary	1	-	-	-	-	1	1	-	0	2	-	1	1	6
Mechanical Failure - Total	14	0	-	-	0	9	9	3	17	3	7	4	12	78
Mechanical Failure - Metra/PSA	14	0	-	-	0	9	9	3	17	3	7	4	12	78
Non-Locomotive Equipment Issue - Metra/PSA	9	0	-	-	0	0	1	-	2	1	3	2	4	22
Primary	4	0	-	-	0	0	0	-	1	1	2	1	2	11
Secondary	5	0	-	-	-	-	0	-	1	-	1	1	2	11
Locomotive Issue - Metra/PSA	5	-	-	-	0	8	9	3	15	2	4	3	8	57
Primary	3	-	-	-	0	3	3	1	4	1	1	1	3	20
Secondary	2	-	-	-	-	5	6	2	11	2	3	1	5	37
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	0	-	-	-	2	2	0	1	0	7	-	-	-	12
Passenger Train Interference - Metra/PSA	-	-	-	-	-	1	0	1	0	-	-	-	-	2
Passenger Train Interference - Foreign	0	-	-	-	2	1	-	-	-	7	-	-	-	9
Accident - Total	1	1	0	0	0	-	1	1	6	0	3	2	5	22
Accident - Metra/PSA	1	1	0	0	0	-	1	0	6	-	3	2	2	16
Accident - Foreign	0	-	-	-	-	-	1	1	0	0	-	1	3	6
Track Work - Total	9	6	1	3	5	7	3	2	13	1	5	6	7	67
Track Work - Metra/PSA	9	6	1	3	5	7	3	2	13	0	5	5	7	66
Track Work - Foreign	0	-	-	-	-	-	0	-	-	0	-	0	-	1
Human Error - Total	17	2	0	1	0	9	5	3	7	1	4	3	7	58
Human Error - Metra/PSA	10	2	0	1	-	5	4	1	7	-	4	2	6	43
Human Error - Foreign	6	-	-	-	0	3	1	1	0	1	0	1	1	15
PTC Related - Total	6	4	1	2	1	1	1	-	6	1	1	2	4	29
PTC Related - Metra/PSA	6	4	1	2	0	1	0	-	6	1	1	2	3	28
PTC Related - Foreign	-	-	-	-	0	0	0	-	-	1	-	-	0	2
Weather - Total	9	-	0	-	-	5	0	0	4	-	1	2	6	26
Weather - Metra/PSA	9	-	0	-	-	5	0	0	3	-	1	2	6	26
Weather - Foreign	-	-	-	-	-	-	-	-	0	-	-	-	0	0
Passenger Related - Total	8	6	0	1	-	7	7	1	12	0	5	11	13	69
Obstruction/Debris - Total	13	7	1	5	1	4	6	1	13	1	7	12	15	87
Catenary Failure - Total	-	1	1	1	-	-	-	-	-	-	-	-	-	3
Other - Total	0	0	0	-	0	0	-	-	0	0	1	-	-	3
Total Trains Delayed	98	33	7	18	19	71	51	20	92	30	36	48	95	617
Total Metra/PSA Delays	76	33	7	18	7	55	38	10	88	10	35	42	73	492
Total Foreign Carrier Delays	22	0	0	0	12	15	13	10	4	20	1	6	22	125

Data for current month is final (06/21/2021) version of TOPS

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

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

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

Table 5.c: Train Delays by Cause and Line
May 2022 Compared to Average May Over Previous Five Years: 2017-2021

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	(0)	-	-	-	7	0	3	(2)	0	(4)	(1)	2	7	13
Freight Interference - Peak	0	-	-	-	6	5	1	0	(0)	2	(0)	3	6	23
Primary	(1)	-	-	-	6	6	2	1	(0)	2	(0)	2	6	24
Secondary	1	-	-	-	(0)	(1)	(1)	(0)	-	(0)	-	0	(0)	(2)
Freight Interference - Off-Peak	(1)	-	-	-	1	(5)	2	(3)	1	(5)	(1)	(1)	1	(10)
Primary	(1)	-	-	-	1	(2)	2	(2)	1	(4)	(0)	(1)	2	(3)
Secondary	-	-	-	-	(0)	(3)	(0)	(1)	(1)	(1)	(0)	-	(1)	(8)
Signal/Switch Failure - Total	-	19	8	11	(1)	(2)	0	2	1	(8)	3	10	(2)	42
Signal/Switch Failure - Metra/PSA	2	19	8	11	(0)	(5)	2	2	2	(4)	3	9	0	50
Primary	2	16	5	5	(0)	(4)	2	0	3	(2)	1	10	3	41
Secondary	-	3	3	6	-	(1)	-	2	(1)	(2)	3	(1)	(3)	9
Signal/Switch Failure - Foreign	(2)	-	-	-	(1)	3	(2)	-	(1)	(4)	-	1	(2)	(8)
Primary	(1)	-	-	-	(1)	1	(1)	-	(1)	(2)	-	2	(2)	(5)
Secondary	(1)	-	-	-	(0)	2	(1)	-	(0)	(2)	-	(1)	(1)	(3)
Mechanical Failure - Total	(10)	(0)	1	1	(0)	5	4	0	(8)	(3)	11	3	(3)	1
Mechanical Failure - Metra/PSA	(10)	(0)	1	1	(0)	5	4	0	(8)	(3)	11	3	(3)	1
Non-Locomotive Equipment Issue - Metra/PSA	(5)	(0)	1	1	(0)	(0)	(1)	-	(1)	(1)	6	0	(2)	(2)
Primary	(2)	(0)	1	1	(0)	(0)	(0)	-	0	(1)	2	1	(1)	1
Secondary	(3)	(0)	-	-	-	-	(0)	-	(1)	-	4	(1)	(1)	(3)
Locomotive Issue - Metra/PSA	(5)	-	-	-	(0)	6	4	0	(7)	(2)	5	2	(1)	2
Primary	(3)	-	-	-	(0)	1	3	-	0	(1)	3	3	0	6
Secondary	(2)	-	-	-	-	5	1	0	(7)	(2)	2	(0)	(1)	(4)
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	(0)	-	-	-	(2)	1	(0)	(1)	(0)	(7)	-	-	1	(8)
Passenger Train Interference - Metra/PSA	-	-	-	-	-	2	(0)	(1)	(0)	-	-	-	1	2
Passenger Train Interference - Foreign	(0)	-	-	-	(2)	(1)	-	-	-	(7)	-	-	-	(9)
Accident - Total	46	(1)	(0)	(0)	(0)	23	7	-	(6)	(0)	(3)	10	10	84
Accident - Metra/PSA	46	(1)	(0)	(0)	(0)	23	7	1	(6)	-	(3)	10	6	83
Accident - Foreign	(0)	-	-	-	-	-	(1)	(1)	(0)	(0)	-	(1)	4	1
Track Work - Total	(8)	(2)	(1)	(2)	(4)	(1)	25	0	(7)	2	(1)	(4)	(5)	(7)
Track Work - Metra/PSA	(8)	(2)	(1)	(2)	(5)	(1)	25	(2)	(7)	(0)	(1)	(3)	(5)	(12)
Track Work - Foreign	(0)	-	-	-	1	-	(0)	2	-	3	-	(0)	-	5
Human Error - Total	(11)	1	2	2	2	(4)	1	(1)	6	-	10	7	(5)	11
Human Error - Metra/PSA	(9)	1	2	2	-	(3)	(1)	(0)	6	-	9	4	(6)	4
Human Error - Foreign	(1)	-	-	-	2	(0)	2	(0)	(0)	-	1	3	1	7
PTC Related - Total	(5)	(3)	(1)	(2)	(1)	13	8	5	(4)	7	8	0	0	26
PTC Related - Metra/PSA	(5)	(3)	(1)	(2)	(0)	12	9	5	(4)	0	8	0	1	19
PTC Related - Foreign	-	-	-	-	(0)	1	(0)	-	-	6	-	-	(0)	6
Weather - Total	(9)	-	(0)	-	-	(3)	2	(0)	(1)	-	7	0	(3)	(6)
Weather - Metra/PSA	(9)	-	(0)	-	-	(3)	2	(0)	(0)	-	7	0	(3)	(6)
Weather - Foreign	-	-	-	-	-	-	-	-	(0)	-	-	-	(0)	(0)
Passenger Related - Total	(8)	1	1	2	-	(7)	0	(1)	(3)	1	8	(5)	(10)	(19)
Obstruction/Debris - Total	(12)	(4)	2	(4)	(1)	(2)	(0)	6	(11)	(1)	(4)	5	(2)	(29)
Catenary Failure - Total	-	1	(1)	(1)	-	-	-	-	-	-	-	-	-	(1)
Other - Total	21	(0)	(0)	-	(0)	(0)	1	-	1	(0)	(1)	-	-	20
Total Trains Delayed	3	12	10	6	(0)	25	50	9	(32)	(14)	38	29	(12)	125
Total Metra/PSA Delays	8	12	10	6	-7	22	48	11	-31	-8	38	24	-21	112
Total Foreign Carrier Delays	-5	0	0	0	7	4	2	-2	-1	-6	0	5	9	13

Data for current month is final (06/16/2022) version of TOPS

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

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

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

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

Top 2 causes for each line and the system are shaded														
Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	29	-	-	-	40	22	55	6	15	27	10	24	150	378
Freight Interference - Peak	9	-	-	-	25	10	19	5	4	16	5	17	56	166
Primary	8	-	-	-	25	10	16	4	4	15	3	13	43	141
Secondary	1	-	-	-	-	-	3	1	-	1	2	4	13	25
Freight Interference - Off-Peak	20	-	-	-	15	12	36	1	11	11	5	7	94	212
Primary	18	-	-	-	15	8	27	1	11	9	3	7	79	178
Secondary	2	-	-	-	-	4	9	-	-	2	2	-	15	34
Signal/Switch Failure - Total	41	36	19	42	15	50	47	14	75	14	32	23	23	431
Signal/Switch Failure - Metra/PSA	24	36	19	42	3	41	46	12	75	6	32	18	23	377
Primary	20	32	13	28	3	33	38	7	63	5	25	18	15	300
Secondary	4	4	6	14	-	8	8	5	12	1	7	-	8	77
Signal/Switch Failure - Foreign	17	-	-	-	12	9	1	2	-	8	-	5	-	54
Primary	11	-	-	-	12	4	1	2	-	6	-	5	-	41
Secondary	6	-	-	-	-	5	-	-	-	2	-	-	-	13
Mechanical Failure - Total	34	7	2	2	-	40	52	11	32	3	40	70	23	316
Mechanical Failure - Metra/PSA	34	5	2	2	-	36	52	11	32	3	40	70	23	310
Non-Locomotive Equipment Issue - Metra/PSA	8	5	2	2	-	7	8	5	3	-	13	18	6	77
Primary	6	3	1	1	-	5	6	3	3	-	8	11	5	52
Secondary	2	2	1	1	-	2	2	2	-	-	5	7	1	25
Locomotive Issue - Metra/PSA	26	-	-	-	-	29	44	6	29	3	27	52	17	233
Primary	12	-	-	-	-	11	19	4	17	1	13	19	10	106
Secondary	14	-	-	-	-	18	25	2	12	2	14	33	7	127
Mechanical Failure - Foreign	-	2	-	-	-	4	-	-	-	-	-	-	-	6
Passenger Train Interference - Total	-	-	-	-	4	7	-	-	-	1	-	1	2	15
Passenger Train Interference - Metra/PSA	-	-	-	-	-	6	-	-	-	-	-	1	2	9
Passenger Train Interference - Foreign	-	-	-	-	4	1	-	-	-	1	-	-	-	6
Accident - Total	87	3	-	3	-	31	14	1	15	2	29	33	36	254
Accident - Metra/PSA	87	3	-	3	-	31	14	1	15	1	29	18	23	225
Accident - Foreign	-	-	-	-	-	-	-	-	-	1	-	15	13	29
Track Work - Total	4	34	7	14	2	21	34	2	18	6	36	13	12	203
Track Work - Metra/PSA	3	34	7	14	-	21	32	-	18	3	36	10	12	190
Track Work - Foreign	1	-	-	-	2	-	2	2	-	3	-	3	-	13
Human Error - Total	27	6	5	6	6	27	13	6	29	8	32	34	10	209
Human Error - Metra/PSA	21	6	5	6	-	5	9	3	28	2	30	21	5	141
Human Error - Foreign	6	-	-	-	6	22	4	3	1	6	2	13	5	68
PTC Related - Total	2	16	6	12	12	35	21	14	23	21	31	10	22	225
PTC Related - Metra/PSA	1	15	6	11	5	33	21	9	23	9	30	10	21	194
PTC Related - Foreign	1	1	-	1	7	2	-	5	-	12	1	-	1	31
Weather - Total	9	8	6	7	3	39	38	3	61	4	56	23	31	288
Weather - Metra/PSA	9	8	6	7	3	39	38	3	60	4	56	23	31	287
Weather - Foreign	-	-	-	-	-	-	-	-	1	-	-	-	-	1
Passenger Related - Total	6	30	8	5	-	12	32	3	22	1	23	23	19	184
Obstruction/Debris - Total	17	10	9	29	3	10	12	12	34	4	34	55	44	273
Catenary Failure - Total	-	3	-	13	-	-	-	-	-	-	-	-	-	16
Other - Total	21	-	2	1	-	6	1	-	1	-	-	3	-	35
Total Trains Delayed	277	153	64	134	85	300	319	72	325	91	323	312	372	2,827
Total Metra/PSA Delays	223	150	64	133	14	240	257	54	308	33	310	252	203	2,241
Total Foreign Carrier Delays	54	3	0	1	71	60	62	18	17	58	13	60	169	586

Data for current month is final (06/16/2022) version of TOPS

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

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

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

Top 2 causes for each line and the system are shaded														
Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	45	-	-	-	24	45	52	26	19	43	5	27	106	392
Freight Interference - Peak	17	-	-	-	21	10	15	11	5	15	2	13	37	147
Primary	10	-	-	-	18	7	12	9	3	11	1	8	18	98
Secondary	7	-	-	-	3	3	3	2	2	4	0	5	19	49
Freight Interference - Off-Peak	28	-	-	-	3	34	37	15	14	28	3	14	69	245
Primary	22	-	-	-	3	22	29	13	11	20	2	10	50	180
Secondary	6	-	-	-	0	13	8	2	3	9	1	4	18	64
Signal/Switch Failure - Total	73	34	16	20	15	75	56	34	65	40	13	24	32	497
Signal/Switch Failure - Metra/PSA	45	34	16	20	2	58	46	14	63	14	13	14	22	360
Primary	30	26	12	15	2	39	37	11	48	10	7	10	14	259
Secondary	15	8	4	5	0	19	9	3	15	4	6	4	8	101
Signal/Switch Failure - Foreign	29	-	-	-	13	17	9	20	2	27	0	10	10	137
Primary	23	-	-	-	11	7	5	16	2	17	-	6	8	95
Secondary	6	-	-	-	2	10	4	4	0	10	0	4	3	42
Mechanical Failure - Total	72	7	3	2	1	70	47	15	62	12	38	34	53	415
Mechanical Failure - Metra/PSA	71	3	2	1	1	64	46	14	62	12	38	34	53	403
Non-Locomotive Equipment Issue - Metra/PSA	29	3	2	1	0	7	4	2	8	5	15	17	23	118
Primary	12	1	1	0	0	3	3	1	4	3	8	8	11	55
Secondary	17	2	2	1	-	4	1	1	5	2	7	9	13	63
Locomotive Issue - Metra/PSA	42	-	-	-	0	57	42	13	54	7	23	17	29	285
Primary	13	-	-	-	0	18	15	4	21	3	7	7	9	97
Secondary	29	-	-	-	-	39	27	9	33	4	16	10	20	188
Mechanical Failure - Foreign	1	3	1	0	0	6	0	1	-	-	-	-	-	13
Passenger Train Interference - Total	3	1	1	2	4	14	1	4	1	14	-	0	1	46
Passenger Train Interference - Metra/PSA	0	0	1	0	0	10	1	4	0	0	-	0	1	19
Passenger Train Interference - Foreign	2	1	0	1	4	3	0	0	0	14	-	-	-	27
Accident - Total	30	21	4	6	2	9	17	6	18	6	20	39	27	206
Accident - Metra/PSA	27	8	2	6	0	8	15	5	16	3	20	39	14	162
Accident - Foreign	4	13	2	-	1	1	2	1	2	3	-	1	13	43
Track Work - Total	33	23	3	7	8	32	12	5	30	6	22	16	19	216
Track Work - Metra/PSA	33	23	3	7	8	31	10	5	30	3	22	16	19	209
Track Work - Foreign	0	0	-	-	0	1	2	0	-	3	-	0	-	7
Human Error - Total	77	14	5	6	7	54	35	14	38	12	27	30	35	353
Human Error - Metra/PSA	37	14	5	6	2	31	23	7	38	2	25	23	26	237
Human Error - Foreign	40	-	-	-	5	23	13	7	0	9	2	7	9	116
PTC Related - Total	16	10	2	5	6	9	6	3	23	4	28	14	35	162
PTC Related - Metra/PSA	14	10	2	5	2	8	6	3	22	2	28	14	34	148
PTC Related - Foreign	1	0	-	0	5	1	1	1	1	3	-	0	1	14
Weather - Total	73	47	17	26	3	56	46	11	83	8	38	50	35	493
Weather - Metra/PSA	70	47	17	26	3	56	45	11	82	7	38	50	34	484
Weather - Foreign	3	-	-	-	0	1	1	-	1	2	-	1	1	9
Passenger Related - Total	25	22	6	5	0	27	29	4	42	2	31	41	60	293
Obstruction/Debris - Total	36	16	7	16	2	20	20	9	47	9	18	42	49	290
Catenary Failure - Total	-	7	3	5	-	-	-	-	-	-	-	-	-	15
Other - Total	1	1	2	2	0	1	2	1	3	2	1	3	0	19
Total Trains Delayed	483	203	68	100	72	411	323	132	431	160	241	321	452	3,396
Total Metra/PSA Delays	356	185	65	98	19	313	244	76	406	56	234	275	311	2,637
Total Foreign Carrier Delays	127	18	3	2	53	98	80	56	25	104	7	46	141	760

Data for current month is final (06/21/2021) version of TOPS

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

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

Table 6.c: Train Delays by Cause and Line - YTD
January - May 2022 Compared to Average January - May Average Over Previous Five Years: 2017-2021

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	(16)	-	-	-	16	(23)	3	(20)	(4)	(16)	5	(3)	44	(14)
Freight Interference - Peak	(8)	-	-	-	4	(0)	4	(6)	(1)	1	3	4	19	19
Primary	(2)	-	-	-	7	3	4	(5)	1	4	2	5	25	43
Secondary	(6)	-	-	-	(3)	(3)	-	(1)	(1)	(3)	2	(1)	(6)	(24)
Freight Interference - Off-Peak	(8)	-	-	-	12	(22)	(1)	(14)	(3)	(17)	2	(7)	25	(33)
Primary	(4)	-	-	-	12	(14)	(2)	(12)	-	(11)	1	(3)	29	(2)
Secondary	(4)	-	-	-	(0)	(9)	1	(2)	(3)	(7)	1	(4)	(3)	(30)
Signal/Switch Failure - Total	(32)	2	3	22	0	(25)	(9)	(20)	10	(26)	19	(1)	(9)	(66)
Signal/Switch Failure - Metra/PSA	(21)	2	3	22	1	(17)	(0)	(2)	12	(8)	19	4	1	17
Primary	(10)	6	1	13	1	(6)	1	(4)	15	(5)	18	8	1	41
Secondary	(11)	(4)	2	9	(0)	(11)	(1)	2	(3)	(3)	1	(4)	(0)	(24)
Signal/Switch Failure - Foreign	(12)	-	-	-	(1)	(8)	(8)	(18)	(2)	(19)	(0)	(5)	(10)	(83)
Primary	(12)	-	-	-	1	(3)	(4)	(14)	(2)	(11)	-	(1)	(8)	(54)
Secondary	-	-	-	-	(2)	(5)	(4)	(4)	(0)	(8)	(0)	(4)	(3)	(29)
Mechanical Failure - Total	(38)	0	(1)	0	(1)	(30)	5	(4)	(30)	(9)	2	36	(30)	(99)
Mechanical Failure - Metra/PSA	(37)	2	(0)	1	(1)	(28)	6	(3)	(30)	(9)	2	36	(30)	(93)
Non-Locomotive Equipment Issue - Metra/PSA	(21)	2	(0)	1	(0)	-	4	3	(5)	(5)	(2)	1	(17)	(41)
Primary	(6)	2	0	1	(0)	2	3	2	(1)	(3)	(0)	3	(6)	(3)
Secondary	(15)	0	(1)	-	-	(2)	1	1	(5)	(2)	(2)	(2)	(12)	(38)
Locomotive Issue - Metra/PSA	(16)	-	-	-	(0)	(28)	2	(7)	(25)	(4)	4	35	(12)	(52)
Primary	(1)	-	-	-	(0)	(7)	4	-	(4)	(2)	6	12	1	9
Secondary	(15)	-	-	-	-	(21)	(2)	(7)	(21)	(2)	(2)	23	(13)	(61)
Mechanical Failure - Foreign	(1)	(1)	(1)	(0)	(0)	(2)	(0)	(1)	-	-	-	-	-	(7)
Passenger Train Interference - Total	(3)	(1)	(1)	(2)	(0)	(7)	(1)	(4)	(1)	(13)	-	1	1	(31)
Passenger Train Interference - Metra/PSA	(0)	(0)	(1)	(0)	(0)	(4)	(1)	(4)	(0)	(0)	-	1	1	(10)
Passenger Train Interference - Foreign	(2)	(1)	(0)	(1)	(0)	(2)	(0)	(0)	(0)	(13)	-	-	-	(21)
Accident - Total	57	(18)	(4)	(3)	(2)	22	(3)	(5)	(3)	(4)	9	(6)	9	48
Accident - Metra/PSA	60	(5)	(2)	(3)	(0)	23	(1)	(4)	(1)	(2)	9	(21)	9	63
Accident - Foreign	(4)	(13)	(2)	-	(1)	(1)	(2)	(1)	(2)	(2)	-	14	-	(14)
Track Work - Total	(29)	11	4	7	(6)	(11)	22	(3)	(12)	-	14	(3)	(7)	(13)
Track Work - Metra/PSA	(30)	11	4	7	(8)	(10)	22	(5)	(12)	(0)	14	(6)	(7)	(19)
Track Work - Foreign	1	(0)	-	-	2	(1)	0	2	-	0	-	3	-	6
Human Error - Total	(50)	(8)	0	-	(1)	(27)	(22)	(8)	(9)	(4)	5	4	(25)	(144)
Human Error - Metra/PSA	(16)	(8)	0	-	(2)	(26)	(14)	(4)	(10)	(0)	5	(2)	(21)	(96)
Human Error - Foreign	(34)	-	-	-	1	(1)	(9)	(4)	1	(3)	-	6	(4)	(48)
PTC Related - Total	(14)	6	4	7	6	26	15	11	-	17	3	(4)	(13)	63
PTC Related - Metra/PSA	(13)	5	4	6	3	25	15	6	1	7	2	(4)	(13)	46
PTC Related - Foreign	(0)	1	-	1	2	1	(1)	4	(1)	9	1	(0)	(0)	17
Weather - Total	(64)	(39)	(11)	(19)	(0)	(17)	(8)	(8)	(22)	(4)	18	(27)	(4)	(205)
Weather - Metra/PSA	(61)	(39)	(11)	(19)	0	(17)	(7)	(8)	(22)	(3)	18	(27)	(3)	(197)
Weather - Foreign	(3)	-	-	-	(0)	(1)	(1)	-	0	(2)	-	(1)	(1)	(8)
Passenger Related - Total	(19)	8	2	-	(0)	(15)	3	(1)	(20)	(1)	(8)	(18)	(41)	(109)
Obstruction/Debris - Total	(19)	(6)	2	13	1	(10)	(8)	3	(13)	(5)	16	13	(5)	(17)
Catenary Failure - Total	-	(4)	(3)	8	-	-	-	-	-	-	-	-	-	1
Other - Total	20	(1)	0	(1)	(0)	5	(1)	(1)	(2)	(2)	(1)	-	(0)	16
Total Trains Delayed	(206)	(50)	(4)	34	13	(111)	(4)	(60)	(106)	(69)	82	(9)	(80)	(569)
Total Metra/PSA Delays	-133	-35	-1	35	-5	-73	13	-22	-98	-23	76	-23	-108	-396
Total Foreign Carrier Delays	-73	-15	-3	-1	18	-38	-18	-38	-8	-46	6	14	28	-174

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

Top 2 causes for each month and year-to-date are shaded													
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - May
Freight Interference - Total	67	62	80	90	79								378 13.4%
Freight Interference - Peak	26	18	35	42	45								166 5.9%
Primary	20	16	30	34	41								141 5.0%
Secondary	6	2	5	8	4								25 0.9%
Freight Interference - Off-Peak	41	44	45	48	34								212 7.5%
Primary	31	36	37	43	31								178 6.3%
Secondary	10	8	8	5	3								34 1.2%
Signal/Switch Failure - Total	92	101	46	55	137								431 15.2%
Signal/Switch Failure - Metra/PSA	76	90	42	48	121								377 13.3%
Primary	62	67	39	40	92								300 10.6%
Secondary	14	23	3	8	29								77 2.7%
Signal/Switch Failure - Foreign	16	11	4	7	16								54 1.9%
Primary	10	10	4	4	13								41 1.5%
Secondary	6	1	-	3	3								13 0.5%
Mechanical Failure - Total	55	74	52	56	79								316 11.2%
Mechanical Failure - Metra/PSA	55	72	48	56	79								310 11.0%
Non-Locomotive Equipment Issue - Metra/PSA	10	23	9	15	20								77 2.7%
Primary	7	15	7	11	12								52 1.8%
Secondary	3	8	2	4	8								25 0.9%
Locomotive Issue - Metra/PSA	45	49	39	41	59								233 8.2%
Primary	25	17	19	19	26								106 3.7%
Secondary	20	32	20	22	33								127 4.5%
Mechanical Failure - Foreign	-	2	4	-	-								6 0.2%
Passenger Train Interference - Total	4	1	2	4	4								15 0.5%
Passenger Train Interference - Metra/PSA	2	-	-	3	4								9 0.3%
Passenger Train Interference - Foreign	2	1	2	1	-								6 0.2%
Accident - Total	81	30	11	26	106								254 9.0%
Accident - Metra/PSA	66	30	5	25	99								225 8.0%
Accident - Foreign	15	-	6	1	7								29 1.0%
Track Work - Total	12	59	30	42	60								203 7.2%
Track Work - Metra/PSA	11	57	26	42	54								190 6.7%
Track Work - Foreign	1	2	4	-	6								13 0.5%
Human Error - Total	31	24	42	43	69								209 7.4%
Human Error - Metra/PSA	22	10	29	33	47								141 5.0%
Human Error - Foreign	9	14	13	10	22								68 2.4%
PTC Related - Total	34	43	38	55	55								225 8.0%
PTC Related - Metra/PSA	23	38	36	50	47								194 6.9%
PTC Related - Foreign	11	5	2	5	8								31 1.1%
Weather - Total	141	84	28	15	20								288 10.2%
Weather - Metra/PSA	141	83	28	15	20								287 10.2%
Weather - Foreign	-	1	-	-	-								1 0.0%
Passenger Related - Total	21	38	44	31	50								184 6.5%
Obstruction/Debris - Total	33	71	81	30	58								273 9.7%
Catenary Failure - Total	-	-	14	-	2								16 0.6%
Other - Total	1	1	8	2	23								35 1.2%
Total Trains Delayed	572	588	476	449	742								2,827 100.0%
Total Metra/PSA Delays	451	490	361	335	604								2,241 79.3%
Total Foreign Carrier Delays	121	98	115	114	138								586 20.7%

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

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

Top 2 causes for each month and year-to-date are shaded														
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - May	
Freight Interference - Total	65	109	39	44	60	79	120	139	100	68	79	122	317	14.8%
Freight Interference - Peak	31	52	21	17	23	26	42	55	29	35	34	41	144	6.7%
Primary	26	43	17	16	21	22	31	38	22	28	28	32	123	5.7%
Secondary	5	9	4	1	2	4	11	17	7	7	6	9	21	1.0%
Freight Interference - Off-Peak	34	57	18	27	37	53	78	84	71	33	45	81	173	8.1%
Primary	24	47	16	26	32	44	54	64	61	28	36	58	145	6.8%
Secondary	10	10	2	1	5	9	24	20	10	5	9	23	28	1.3%
Signal/Switch Failure - Total	46	93	43	37	50	84	117	59	67	106	75	108	269	12.5%
Signal/Switch Failure - Metra/PSA	37	65	37	28	30	60	108	49	53	92	62	98	197	9.2%
Primary	32	51	29	26	27	51	80	39	41	73	43	77	165	7.7%
Secondary	5	14	8	2	3	9	28	10	12	19	19	21	32	1.5%
Signal/Switch Failure - Foreign	9	28	6	9	20	24	9	10	14	14	13	10	72	3.4%
Primary	8	25	6	7	18	23	8	9	10	13	12	8	64	3.0%
Secondary	1	3	-	2	2	1	1	1	4	1	1	2	8	0.4%
Mechanical Failure - Total	25	43	23	37	32	43	75	51	53	40	36	73	160	7.5%
Mechanical Failure - Metra/PSA	25	43	23	37	32	43	75	51	52	40	36	70	160	7.5%
Non-Locomotive Equipment Issue - Metra/PSA	4	14	9	3	10	20	17	7	20	9	22	18	40	1.9%
Primary	3	8	6	3	7	13	10	6	13	8	13	10	27	1.3%
Secondary	1	6	3	-	3	7	7	1	7	1	9	8	13	0.6%
Locomotive Issue - Metra/PSA	21	29	14	34	22	23	58	44	32	31	14	52	120	5.6%
Primary	11	19	11	14	10	14	28	14	17	14	6	18	65	3.0%
Secondary	10	10	3	20	12	9	30	30	15	17	8	34	55	2.6%
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	1	-	-	3	-	0.0%
Passenger Train Interference - Total	2	9	3	1	1	5	16	18	18	13	13	6	16	0.7%
Passenger Train Interference - Metra/PSA	2	7	3	1	-	4	9	16	13	10	8	2	13	0.6%
Passenger Train Interference - Foreign	-	2	-	-	1	1	7	2	5	3	5	4	3	0.1%
Accident - Total	30	35	24	40	17	36	5	66	50	15	8	17	146	6.8%
Accident - Metra/PSA	23	21	24	39	14	23	5	61	36	15	8	15	121	5.6%
Accident - Foreign	7	14	-	1	3	13	-	5	14	-	-	2	25	1.2%
Track Work - Total	1	18	40	17	28	38	76	77	93	63	91	25	104	4.8%
Track Work - Metra/PSA	1	18	38	16	27	37	73	71	86	62	84	23	100	4.7%
Track Work - Foreign	-	-	2	1	1	1	3	6	7	1	7	2	4	0.2%
Human Error - Total	25	62	27	23	47	29	108	83	59	46	50	37	184	8.6%
Human Error - Metra/PSA	19	52	19	16	34	20	71	53	37	17	40	29	140	6.5%
Human Error - Foreign	6	10	8	7	13	9	37	30	22	29	10	8	44	2.1%
PTC Related - Total	33	32	35	26	37	60	50	41	51	37	49	48	163	7.6%
PTC Related - Metra/PSA	28	26	29	16	31	54	39	33	48	29	35	43	130	6.1%
PTC Related - Foreign	5	6	6	10	6	6	11	8	3	8	14	5	33	1.5%
Weather - Total	23	430	5	1	12	31	27	106	10	58	85	54	471	21.9%
Weather - Metra/PSA	23	397	5	1	12	31	27	95	10	57	85	54	438	20.4%
Weather - Foreign	-	33	-	-	-	-	-	11	-	1	-	-	33	1.5%
Passenger Related - Total	20	37	23	18	27	67	89	76	63	50	50	44	125	5.8%
Obstruction/Debris - Total	36	36	21	26	50	45	72	34	68	75	52	41	169	7.9%
Catenary Failure - Total	-	-	-	2	11	-	2	14	14	-	7	-	13	0.6%
Other - Total	-	-	1	4	4	1	2	7	2	30	7	10	9	0.4%
Total Trains Delayed	306	904	284	276	376	518	759	771	648	601	602	585	2,146	100.0%
Total Metra/PSA Delays	214	702	223	204	272	385	572	560	482	477	474	429	1,615	75.3%
Total Foreign Carrier Delays	92	202	61	72	104	133	187	211	166	124	128	156	531	24.7%

Data for current month is final (06/21/2021) version of TOPS

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

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

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

**Table 8: Train Delays by Duration
May 2022**

Minutes	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
Weekday Peak *														
6-10	12	3	2	2	8	21	32	9	12	7	12	17	7	144
11-15	10	0	2	2	0	9	8	8	2	0	7	6	11	65
16-20	7	2	0	2	4	2	5	0	2	2	4	4	3	37
21+	9	7	2	1	1	2	5	5	9	3	4	8	9	65
Annulled	<u>9</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>6</u>	<u>27</u>
Sub-Total	47	13	7	7	13	39	52	23	26	12	28	35	36	338
Weekday Off-Peak **														
6-10	15	13	3	6	3	13	13	1	13	3	8	1	9	101
11-15	6	2	1	4	1	8	8	1	3	0	4	3	11	52
16-20	5	0	1	3	0	1	7	1	0	0	6	4	4	32
21+	11	9	3	1	2	6	7	2	2	1	10	16	14	84
Annulled	<u>15</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>2</u>	<u>1</u>	<u>5</u>	<u>0</u>	<u>6</u>	<u>2</u>	<u>3</u>	<u>41</u>
Sub-Total	52	24	9	14	6	34	37	6	23	4	34	26	41	310
Saturday														
6-10	1	3	1	2	0	3	5	0	1	0	1	6	1	24
11-15	0	2	0	0	0	5	1	0	3	0	0	1	1	13
16-20	0	0	0	0	0	0	0	0	0	0	1	2	0	3
21+	0	1	0	0	0	11	2	0	1	0	0	1	0	16
Annulled	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
Sub-Total	1	7	1	2	0	19	8	0	5	0	2	10	2	57
Sunday-Holiday														
6-10	0	1	0	1	0	2	2	0	6	0	4	2	3	21
11-15	1	0	0	0	0	1	1	0	0	0	2	2	1	8
16-20	0	0	0	0	0	1	0	0	0	0	1	0	0	2
21+	0	0	0	0	0	0	1	0	0	0	3	2	0	6
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	1	1	0	1	0	4	4	0	6	0	10	6	4	37
May 2022 Total														
6-10	28	20	6	11	11	39	52	10	32	10	25	26	20	290
11-15	17	4	3	6	1	23	18	9	8	0	13	12	24	138
16-20	12	2	1	5	4	4	12	1	2	2	12	10	7	74
21+	20	17	5	2	3	19	15	7	12	4	17	27	23	171
Annulled	<u>24</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>11</u>	<u>4</u>	<u>2</u>	<u>6</u>	<u>0</u>	<u>7</u>	<u>2</u>	<u>9</u>	<u>69</u>
TOTAL	101	45	17	24	19	96	101	29	60	16	74	77	83	742
2022 Year-to-Date														
6-10	70	69	25	50	41	127	177	28	138	48	89	94	126	1,082
11-15	43	24	14	19	14	70	54	22	65	14	55	49	77	520
16-20	30	10	5	12	11	34	31	3	43	10	41	32	45	307
21+	53	39	12	27	19	54	50	17	56	15	97	120	101	660
Annulled	<u>81</u>	<u>11</u>	<u>8</u>	<u>26</u>	<u>0</u>	<u>15</u>	<u>7</u>	<u>2</u>	<u>23</u>	<u>4</u>	<u>41</u>	<u>17</u>	<u>23</u>	<u>258</u>
TOTAL	277	153	64	134	85	300	319	72	325	91	323	312	372	2,827
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
May 2022 Total														
6-10	27.7%	44.4%	35.3%	45.8%	57.9%	40.6%	51.5%	34.5%	53.3%	62.5%	33.8%	33.8%	24.1%	39.1%
11-15	16.8%	8.9%	17.6%	25.0%	5.3%	24.0%	17.8%	31.0%	13.3%	0.0%	17.6%	15.6%	28.9%	18.6%
16-20	11.9%	4.4%	5.9%	20.8%	21.1%	4.2%	11.9%	3.4%	3.3%	12.5%	16.2%	13.0%	8.4%	10.0%
21+	19.8%	37.8%	29.4%	8.3%	15.8%	19.8%	14.9%	24.1%	20.0%	25.0%	23.0%	35.1%	27.7%	23.0%
Annulled	<u>23.8%</u>	<u>4.4%</u>	<u>11.8%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>11.5%</u>	<u>4.0%</u>	<u>6.9%</u>	<u>10.0%</u>	<u>0.0%</u>	<u>9.5%</u>	<u>2.6%</u>	<u>10.8%</u>	<u>9.3%</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%
2022 Year-to-Date Delays By Duration														
6-10	25.3%	45.1%	39.1%	37.3%	48.2%	42.3%	55.5%	38.9%	42.5%	52.7%	27.6%	30.1%	33.9%	38.3%
11-15	15.5%	15.7%	21.9%	14.2%	16.5%	23.3%	16.9%	30.6%	20.0%	15.4%	17.0%	15.7%	20.7%	18.4%
16-20	10.8%	6.5%	7.8%	9.0%	12.9%	11.3%	9.7%	4.2%	13.2%	11.0%	12.7%	10.3%	12.1%	10.9%
21+	19.1%	25.5%	18.8%	20.1%	22.4%	18.0%	15.7%	23.6%	17.2%	16.5%	30.0%	38.5%	27.2%	23.3%
Annulled	<u>29.2%</u>	<u>7.2%</u>	<u>12.5%</u>	<u>19.4%</u>	<u>0.0%</u>	<u>5.0%</u>	<u>2.2%</u>	<u>2.8%</u>	<u>7.1%</u>	<u>4.4%</u>	<u>12.7%</u>	<u>5.4%</u>	<u>6.2%</u>	<u>9.1%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (06/16/2022) version from TOPS.