

On-Time Performance

July 2020



Prepared by the Division of Strategic Planning & Performance

On-Time Performance July 2020

This report presents an analysis of July 2020 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 2015.

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, 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, 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 service on the ME to match Sunday service, thus eliminating Saturday service on the ME Blue Island Branch.

Under these alternate schedules, Metra operated 376 scheduled revenue trains each weekday in July, which is a 46 percent reduction from Metra's normal weekday service of 692 scheduled revenue trains. Metra operated 181 revenue trains each Saturday in July, which is a 34 percent reduction from the 273 Saturday trains Metra normally operates. There has been no change in the number of Sunday trains. As a result of these reductions under the alternative schedules, Metra operated about 43 percent fewer revenue trains in July 2020 than in July 2019. The reduced schedules will remain in effect until health officials deem the crisis has passed and/or ridership begins to return to normal. Metra will continue to monitor ridership and may adjust service levels on a line-by-line basis to meet the ridership demands.

**Table 1.a: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
July 2020**

	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	481	6	98.8%	421	10	97.6%	902	16	98.2%	80	5	93.8%	100	4	96.0%	1,082	25	97.7%
ME-ML	440	13	97.0%	748	32	95.7%	1,188	45	96.2%	80	5	93.8%	100	7	93.0%	1,368	57	95.8%
ME-BI	154	9	94.2%	242	5	97.9%	396	14	96.5%		--			--	396	14	96.5%	
ME-SC	<u>242</u>	<u>2</u>	99.2%	<u>594</u>	<u>4</u>	99.3%	<u>836</u>	<u>6</u>	99.3%	<u>80</u>	<u>2</u>	97.5%	<u>100</u>	<u>2</u>	98.0%	<u>1,016</u>	<u>10</u>	99.0%
Subtotal	836	24	97.1%	1,584	41	97.4%	2,420	65	97.3%	160	7	95.6%	200	9	95.5%	2,780	81	97.1%
HC	88	12	86.4%		--		88	12	86.4%		--			--	88	12	86.4%	
MD-N	308	10	96.8%	308	9	97.1%	616	19	96.9%	72	3	95.8%	90	2	97.8%	778	24	96.9%
MD-W	<u>286</u>	<u>12</u>	95.8%	<u>418</u>	<u>29</u>	93.1%	<u>704</u>	<u>41</u>	94.2%	<u>72</u>	<u>3</u>	95.8%	<u>90</u>	<u>2</u>	97.8%	<u>866</u>	<u>46</u>	94.7%
Subtotal	594	22	96.3%	726	38	94.8%	1,320	60	95.5%	144	6	95.8%	180	4	97.8%	1,644	70	95.7%
NCS	88	8	90.9%		--		88	8	90.9%		--			--	88	8	90.9%	
RI	286	12	95.8%	594	10	98.3%	880	22	97.5%	112	0	100.0%	140	2	98.6%	1,132	24	97.9%
SWS	154	14	90.9%	66	10	84.8%	220	24	89.1%		--			--	220	24	89.1%	
UP-N	242	2	99.2%	550	9	98.4%	792	11	98.6%	72	1	98.6%	90	1	98.9%	954	13	98.6%
UP-NW	352	9	97.4%	462	15	96.8%	814	24	97.1%	84	4	95.2%	105	6	94.3%	1,003	34	96.6%
UP-W	<u>264</u>	<u>14</u>	94.7%	<u>484</u>	<u>46</u>	90.5%	<u>748</u>	<u>60</u>	92.0%	<u>72</u>	<u>4</u>	94.4%	<u>90</u>	<u>7</u>	92.2%	<u>910</u>	<u>71</u>	92.2%
Subtotal	858	25	97.1%	1,496	70	95.3%	2,354	95	96.0%	228	9	96.1%	285	14	95.1%	2,867	118	95.9%
System	3,385	123	96.4%	4,887	179	96.3%	8,272	302	96.3%	724	27	96.3%	905	33	96.4%	9,901	362	96.3%

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

Delays data for most recent month is final (08/18/2020) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - July 2020**

	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	5,130	114	97.8%	4,062	85	97.9%	9,192	199	97.8%	778	38	95.1%	658	32	95.1%	10,628	269	97.5%
ME-ML	3,881	89	97.7%	5,372	148	97.2%	9,253	237	97.4%	1,098	47	95.7%	658	26	96.0%	11,009	310	97.2%
ME-BI	1,197	34	97.2%	1,606	26	98.4%	2,803	60	97.9%	240	11	95.4%	40	3	92.5%	3,083	74	97.6%
ME-SC	<u>1,561</u>	<u>20</u>	98.7%	<u>4,145</u>	<u>64</u>	98.5%	<u>5,706</u>	<u>84</u>	98.5%	<u>898</u>	<u>28</u>	96.9%	<u>658</u>	<u>24</u>	96.4%	<u>7,262</u>	<u>136</u>	98.1%
Subtotal	6,639	143	97.8%	11,123	238	97.9%	17,762	381	97.9%	2,236	86	96.2%	1,356	53	96.1%	21,354	520	97.6%
HC	686	67	90.2%	87	7	92.0%	773	74	90.4%	--	--	--	--	--	--	773	74	90.4%
MD-N	2,726	118	95.7%	3,377	124	96.3%	6,103	242	96.0%	574	35	93.9%	592	25	95.8%	7,269	302	95.8%
MD-W	<u>2,692</u>	<u>101</u>	96.2%	<u>3,478</u>	<u>171</u>	95.1%	<u>6,170</u>	<u>272</u>	95.6%	<u>646</u>	<u>56</u>	91.3%	<u>592</u>	<u>21</u>	96.5%	<u>7,408</u>	<u>349</u>	95.3%
Subtotal	5,418	219	96.0%	6,855	295	95.7%	12,273	514	95.8%	1,220	91	92.5%	1,184	46	96.1%	14,677	651	95.6%
NCS	887	93	89.5%	837	59	93.0%	1,724	152	91.2%	--	--	--	--	--	--	1,724	152	91.2%
RI	3,103	170	94.5%	4,271	176	95.9%	7,374	346	95.3%	942	42	95.5%	936	52	94.4%	9,252	440	95.2%
SWS	1,141	43	96.2%	1,545	75	95.1%	2,686	118	95.6%	108	6	94.4%	--	--	--	2,794	124	95.6%
UP-N	2,690	34	98.7%	4,516	64	98.6%	7,206	98	98.6%	682	15	97.8%	592	24	95.9%	8,480	137	98.4%
UP-NW	3,304	121	96.3%	3,704	89	97.6%	7,008	210	97.0%	862	25	97.1%	691	30	95.7%	8,561	265	96.9%
UP-W	<u>2,604</u>	<u>83</u>	96.8%	<u>3,799</u>	<u>152</u>	96.0%	<u>6,403</u>	<u>235</u>	96.3%	<u>574</u>	<u>12</u>	97.9%	<u>592</u>	<u>33</u>	94.4%	<u>7,569</u>	<u>280</u>	96.3%
Subtotal	8,598	238	97.2%	12,019	305	97.5%	20,617	543	97.4%	2,118	52	97.5%	1,875	87	95.4%	24,610	682	97.2%
System	31,602	1,087	96.6%	40,799	1,240	97.0%	72,401	2,327	96.8%	7,402	315	95.7%	6,009	270	95.5%	85,812	2,912	96.6%

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

Delays data for most recent month is final (08/18/2020) 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-Jul	Annual
BNSF	2015	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4	95.8	93.6	93.5	97.4	93.9%	94.4%
	2016	93.2	93.8	95.9	96.8	94.0	93.5	93.8	91.4	91.3	95.2	95.4	93.1	94.4%	94.0%
	2017	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	95.6%	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						97.5%	97.5%
	2015-2019 average	92.4	92.0	95.9	96.0	94.2	93.3	93.5	94.0	93.7	94.3	93.8	95.1	93.9%	94.0%
ME	2015	96.3	95.4	98.4	98.4	98.3	97.7	96.5	98.2	97.9	97.8	97.8	99.0	97.3%	97.6%
	2016	98.0	98.6	98.8	98.9	98.9	96.5	97.9	98.5	97.1	98.6	97.7	97.7	98.2%	98.1%
	2017	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	98.0%	98.1%
	2018	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2	97.7	95.9	98.3%	98.1%
	2019	96.4	90.7	99.6	99.7	98.6	99.5	97.1	98.6	98.9	99.3	98.7	98.5	97.5%	98.0%
	2020	97.5	97.3	98.2	99.3	95.7	98.1	97.1						97.6%	97.6%
	2015-2019 average	96.8	96.3	98.8	98.9	98.8	97.6	97.7	98.5	98.1	98.4	97.9	97.9	97.9%	98.0%
HC	2015	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7	86.5	98.5	85.0	90.9	90.7%	90.2%
	2016	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6	98.0	94.6	91.8	93.8%	94.2%
	2017	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4	90.7	93.6%	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	88.1%	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	86.5%	87.9%
	2020	90.9	91.4	89.0	95.5	91.1	78.9	86.4						90.4%	90.4%
	2015-2019 average	88.6	89.9	93.7	93.1	86.7	90.5	90.8	92.3	91.3	93.0	89.4	92.1	90.5%	91.0%
MD-N	2015	91.8	87.9	93.5	95.1	95.4	94.8	97.1	94.9	95.6	97.9	97.0	96.8	93.7%	94.9%
	2016	95.3	94.2	95.7	96.8	92.5	92.9	95.0	93.1	93.8	97.5	95.1	93.8	94.6%	94.6%
	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	94.5%	93.8%
	2018	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0	90.3	94.3	92.7%	92.7%
	2019	88.4	85.2	94.2	94.3	94.3	92.3	89.4	91.8	95.3	93.2	88.9	95.1	91.3%	91.9%
	2020	93.3	95.7	97.6	97.0	95.3	96.7	96.9						95.8%	95.8%
	2015-2019 average	92.5	90.5	95.0	94.8	94.1	93.4	93.0	93.5	93.5	94.9	93.2	94.5	93.4%	93.6%
MD-W	2015	93.6	93.0	94.8	97.7	97.2	95.4	96.6	96.8	97.8	99.0	98.2	96.5	95.5%	96.4%
	2016	94.0	95.3	94.4	96.0	94.9	93.6	92.1	95.2	97.4	97.0	95.6	93.3	94.3%	94.9%
	2017	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	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	95.7%	95.7%
	2019	92.3	91.9	96.4	95.7	95.5	97.0	96.7	96.0	96.2	95.5	91.0	96.1	95.1%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7						95.3%	95.3%
	2015-2019 average	94.3	93.4	95.4	96.6	96.2	95.6	95.8	96.2	96.7	96.8	95.0	94.2	95.3%	95.5%
NCS	2015	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2	97.1	96.1	93.6	93.0%	93.8%
	2016	92.3	95.5	91.7	93.3	94.4	96.3	95.0	96.4	96.1	95.5	95.2	92.6	94.0%	94.5%
	2017	92.6	91.6	95.1	95.2	95.5	95.7	94.8	98.0	92.7	91.9	92.6	92.0	94.4%	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	93.3%	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	93.9%	94.3%
	2020	92.7	82.0	95.5	94.8	100.0	84.2	90.9						91.2%	91.2%
	2015-2019 average	92.0	89.6	94.0	94.8	94.1	95.4	95.9	95.2	94.6	95.1	93.1	92.7	93.7%	93.9%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Jul	Annual
RI	2015	97.4	95.3	98.9	98.7	97.8	97.4	94.2	97.0	96.3	97.3	97.1	97.4	97.1%	97.1%
	2016	92.6	96.2	95.8	96.5	97.9	96.2	93.5	96.3	96.0	98.2	97.9	95.3	95.5%	96.1%
	2017	95.2	97.1	97.8	98.0	94.6	96.0	95.3	95.2	95.7	95.9	94.0	92.8	96.3%	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	94.5%	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	91.5%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9						95.2%	95.2%
	2015-2019 average	93.4	93.2	97.0	97.1	94.7	95.8	93.5	95.2	94.8	96.7	94.8	95.0	95.0%	95.1%
SWS	2015	94.7	89.7	95.6	96.1	96.3	91.1	92.4	93.8	97.6	96.8	96.0	94.4	93.7%	94.5%
	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3	91.6	97.4	96.6	96.2	95.4%	95.2%
	2017	96.2	94.1	96.4	97.3	92.8	97.1	97.1	94.3	96.3	93.7	90.1	93.8	95.8%	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	91.9%	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	92.7%	93.0%
	2020	95.6	94.1	97.6	98.1	100.0	88.8	89.1						95.6%	95.6%
	2015-2019 average	94.1	92.6	95.1	95.7	93.7	92.5	93.4	93.8	94.5	94.7	94.0	94.8	93.9%	94.1%
UP-N	2015	98.6	95.6	98.3	97.1	97.7	98.2	97.0	95.9	98.2	97.0	97.6	98.4	97.5%	97.5%
	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1	99.1	98.0	98.1	97.8%	97.8%
	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	97.2%	97.2%
	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	97.0%	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	94.6%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6						98.4%	98.4%
	2015-2019 average	95.9	95.4	97.6	97.5	97.7	97.3	96.4	96.2	97.6	97.3	96.2	97.3	96.8%	96.9%
UP-NW	2015	96.0	91.6	97.6	96.3	96.9	96.8	94.1	96.5	96.1	97.5	96.7	97.5	95.7%	96.2%
	2016	97.0	98.1	97.8	98.1	96.0	96.6	94.9	96.8	96.9	96.5	93.2	93.4	96.9%	96.3%
	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	95.5%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	94.7%	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	92.8%	93.0%
	2020	96.3	96.1	98.0	98.7	96.5	96.1	96.6						96.9%	96.9%
	2015-2019 average	95.0	93.6	96.9	95.9	96.3	94.6	93.4	95.4	95.7	95.7	93.2	95.2	95.1%	95.1%
UP-W	2015	93.9	91.1	96.1	96.3	97.5	93.9	93.9	95.9	96.0	96.1	97.3	96.8	94.7%	95.4%
	2016	97.8	93.4	97.2	96.7	90.1	94.4	96.6	96.0	96.2	95.6	94.0	92.9	95.2%	95.1%
	2017	95.0	96.5	96.1	92.9	93.8	92.4	94.8	94.3	94.7	92.9	94.8	90.7	94.5%	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	91.9%	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	90.4%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2						96.3%	96.3%
	2015-2019 average	93.8	89.4	94.9	94.6	92.6	94.1	93.6	94.2	95.0	94.4	93.9	93.0	93.3%	93.7%
System excluding South Shore	2015	94.9	92.5	97.0	97.2	97.2	95.8	95.3	96.3	96.8	97.0	96.8	97.5	95.7%	96.2%
	2016	95.8	96.4	96.8	97.4	95.8	95.5	95.4	95.7	95.7	97.4	96.2	95.2	96.2%	96.1%
	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	96.2%	95.8%
	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4	95.5	93.6	94.6	94.8%	94.8%
	2019	91.8	88.2	96.3	96.1	95.3	95.8	93.2	95.3	95.9	95.7	93.6	96.7	93.9%	94.6%
	2020	95.9	95.6	97.6	98.5	96.2	96.6	96.3						96.6%	96.6%
	2015-2019 average	94.5	93.4	96.7	96.7	95.9	95.4	95.0	95.7	95.8	96.3	95.1	95.6	95.4%	95.5%

Delays data for most recent month is final (08/18/2020) version from TOPS.

'2015-2019 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
July 2020**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
HC	918 82% OT	Fri, Jul 10	19	RF	(HUMAN ERROR, TRANSPORTATION) - 18M CORWITH WAITING ON SIGNAL, waited to get in contact with dispatcher
		Tue, Jul 14	6	D	(GENERAL FREIGHT INTERFERENCE) - CROSS X-TRAFFIC CN L537 W/138C
		Thu, Jul 23	11	CC	529 A's through Lockport and speed restrictions
		Fri, Jul 31	15	RF	X-TRAFFIC QLACNWH , NS DISP DIDN T THINK THAT WAS METRA AT THE SIGNAL AND LINED FOR X-TRAFFIC
HC	919 82% OT	Wed, Jul 01	9	D	(GENERAL FREIGHT INTERFERENCE) - CROSS TRAFFIC
		Wed, Jul 15	26	KW	UP DISPATCHER HAD MULTIPLE WEATHER ALERTS UNABLE TO MOVE TRAIN.
		Wed, Jul 22	9	DE	(GENERAL FREIGHT INTERFERENCE) - 6M CP CANAL FOR IHB VPTS W/ 137 CARS 1281 STOPPED BY BNSF AT MCCOOK.
		Thu, Jul 23	17	ZR	(PTC BACK OFFICE/SOFTWARE) - FREIGHT TRAFFIC LEMOYNE 6 minutes + 6 minutes CUS PTC ISSUES 6 minutes CP Cermak PTC issues. ENGINEER UNFAMILIAR
ME-ML	124 77% OT	Thu, Jul 09	7	CC	7" Track work at MP22.36 to MP23.53 single tracking.
		Wed, Jul 22	6	CC	Stopped at HW due to scheduled track work
		Thu, Jul 23	6	CC	(SCHEDULED TRACK WORK) - 22 MINUTE DELAY AT HW ACCOUNT SINGLE TRACKING FOR SCHEDULED TRACK WORK.
		Fri, Jul 24	7	CC	(SCHEDULED TRACK WORK) - 18 MINUTE DELAY AT HW ACCOUNT TRACK WORK SINGLE TRACKING BETWEEN HW AND KENSINGTON.
		Mon, Jul 27	10	CC	Single tracking due to track construction near McCormick and also switch failure at 65th
ME-ML	142 82% OT	Mon, Jul 13	9	I1	9 MIN LATE DUE TO WAITING FOR 711
		Fri, Jul 17	6	I1	Departed late waiting on 711 to clear with 8 cars.
		Tue, Jul 21	6	I1	Waiting for ME711 to arrive at University Park. Departed 3m late.
		Tue, Jul 28	8	I1	Stops added for pandemic created bad meet with 711
ME-ML	711 82% OT	Mon, Jul 13	6	I	Unloading/Loading Randolph - UP.
		Wed, Jul 15	17	GW	12 MIN. DELAY ACCT. TRACK CIRCUIT ON TRACK 1 BETWEEN MP 16.47 AND MP 17.25. UNABLE TO DISPLAY A SIGNAL O
		Fri, Jul 17	6	I	(PASSENGER HANDLING, RUNNING TIME) - 6 MINUTE DELAY ENROUTE ACCOUNT FOR RUNNING WITH 8 CARS AND PASSENGER HANDLING.
		Wed, Jul 29	18	G1	(SIG / SWITCH MALFCN (SIG DEPT)) - DELAYED ACCOUNT BROKEN SWITCH AT CP11TH PL.
MD-W	2232 77% OT	Tue, Jul 07	7	S	STOP SIGNAL efficiency test
		Wed, Jul 08	7	D	6" STOP SIGNAL B-17 WAITING ON #2213; 2" STOP SIGNAL A-2 CROSS TRAFFIC; 1" STOP SIGNAL CUS
		Mon, Jul 13	8	CC1	8" STOP SIGNAL WAITING ON #2213 - Single tracking around construction
		Fri, Jul 17	18	DE	8" STOP SIGNAL SPAULDING; 20" STOPPED @ FRANKLIN PARK FREIGHT INTERFERENCE, 281 8,300' IN EMERGENCY (BROKEN AIR HOSE) @ B-12
		Thu, Jul 23	13	CC	23" STOP SIGNAL B-17 WAITING, TRACK CONSTRUCTION, WAITING ON #2213
MD-W	2244 82% OT	Wed, Jul 15	20	CW	20 min late, following slightly lighter Engineering equipment to B-17. FOLLOWING EARLIER BRANDT TRUCK STALLING DUE TO RAIN
		Thu, Jul 23	7	D	7 min late, 8 min cross traffic B-17. 5 min restricted speed.
		Tue, Jul 28	13	KP	STOPPED WEST OF RAYMOND STREET FOR INVESTIGATION OF NON RAILROAD FATALITY
		Fri, Jul 31	7	IB	8 min late, slow passenger (civilians) loading and bicycles, many bicycles.
MD-W	2248 73% OT	Wed, Jul 01	10	GM	10 min late, item 1 at MP 26.2 Rodenburg Rd.
		Thu, Jul 02	10	G	10 min late, signal issues 3 main Morgan St. to Canal St.
		Thu, Jul 09	68	M1	68" DELAY, HELD IN ROUTE AT ROSELLE WEST BECAUSE OF A PEDESTRIAN INCIDENT
		Fri, Jul 10	29	KD	29 min late, after departing Big Timber on time locomotive 80 stopped loading DUE TO DEBRIS STRIKE ON MU CABLE AT LOCO, swapped equipment with 2251 at Elgin on 1 MT
		Wed, Jul 15	24	CW	24 min late, restricted speed Itasca hand throws.
NCS	113 77% OT	Fri, Jul 10	16	ZN	16 min NCS Franklin Pk. PTC issues,
		Thu, Jul 09	9	RA	13" LATE DEPARTURE OUT OF CUS. cus north operator bad lineup
		Fri, Jul 10	11	D	17 min cross traffic Deval - freight train
		Mon, Jul 13	10	A	10 min cross traffic Deval, 7 min stop signal Metra (Northline train) crossing
		Thu, Jul 30	10	A	10 min late, 8 min cross traffic Deval, 6 min cross traffic Grayslake.
SWS	812 77% OT	Tue, Jul 07	11	C	(UNSCHEDULED TRACK WORK) - 10 MPH SPEED RESTRICTION NEEDED TO BE COPIED AT THE BRC
		Thu, Jul 16	6	CH	Contractor error causing ballast issue and speed restrictions, also NSBC05 WITH 5200 EAST CJ3-NS1
		Tue, Jul 21	7	B	(CAB CAR / TRL / MU MALFUNCTION) - ISSUES IN YARD - Could not reach foreman
		Mon, Jul 27	48	D1	LATE FLIP FROM SWS803
SWS	815 77% OT	Tue, Jul 28	10	D	(GENERAL FREIGHT INTERFERENCE) - EASTWARD CSX Q192, 3200
		Fri, Jul 10	46	ZG	(PTC WAYSIDE) - PTC KEPT TRAIN AT RESTRICTED SPEED EVEN THOUGH FAVORABLE SIGNALS WERE DISPLAYED.
		Mon, Jul 13	24	ZE	9M LATE FOREST HILL WAITING ON X-TRAFFIC TO CLEAR, 16M ASHBURN PTC DID NOT RECOGNIZE SIGNAL/LANDERS HAD TO radio issues causing unknown signal
		Thu, Jul 16	25	ZN	13M PTC ISSUES with BRC bos server
		Wed, Jul 22	8	GF	(GATE XING / SIG / SWITCH FOREIGN) - 12M BELT JCT. 10MPH SLOW ORDER + WAITING ON ROUTE ACCT. #3 SW FAILING AT FOREST HILL.
		Tue, Jul 28	8	GF	(GATE XING / SIG / SWITCH FOREIGN) - 12M DELAY IHB TIMING OUT SIGNAL. TALKED BY RED AND RESTRICTED SPEED TO WORTH

**Table 3 (continued): Weekday Trains less than 85% On-Time
July 2020**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
SWS	824	Thu, Jul 02	10	RF	4" stopped at Belt Junction 6" stopped at CP 518- NS had a freight lined up before the dispatcher called them about 824 coming up to the signal- NS dispatcher had to time out before giving signal to 824.	
		82% OT	Fri, Jul 10	14	ZG1	(PTC WAYSIDE) - LATE FLIP OF SW0815
		Thu, Jul 16	8	CH1	(SCHEDULED TRACK WORK) - 6M ASHBURN CLEARING TRACK AUTHORITY FROM NIRC 7737 FOR ROUTE due to ballast issue caused by contractor	
		Tue, Jul 21	9	VF	24M ORLAND PK 179TH ST. COULD NOT RECAPTURE AIR ON CC 8592. to attempt to fix issue, crew cut in cab signal at 179th and was causing issues. when equipment went to shop, nothing was repaired or fixed, other than cutting out this valve	
UP-W	29	Wed, Jul 01	15	U	3 ADA lifts enroute, waited for passengers on the wrong side.	
		82% OT	Tue, Jul 14	6	ZT1	DELAYED @ PARK WAITING ON M44 TO CLEAR
		Tue, Jul 21	12	D	DELAYED @ BERKELEY WAITING ON M44 TO CLEAR	
		Wed, Jul 29	114	M	STOPPED @ VILLA PARK FROM 11:20-13:06 ON ACCT. OF WAITED FOR M48 TO CLEAR GRACE, DUE TO TRACK MACHINERY STRUCK A VEHICLE @ MP 24.25 ON TRK 2.	
UP-W	44	Tue, Jul 07	30	RF	RED SIGNAL @ KEDZIE FROM 11:35 - 12:02 MADE A REVERSE MOVE FROM TRACK 2 TO 2 ACROSS KEDZIE PLANT ON ACCT. OF TRACK & TIME AHEAD (T34-46) ONLY A ONE CAR SPOT AT KEDZIE; OPERATED TRACK 1 TO TRACK 1 ACROSS KEDZIE PLANT & THEN TRACK 1 TO HALSTED.	
		77% OT	Tue, Jul 14	11	ZT1	LATE TURN OFF M25
		Tue, Jul 21	17	I	LATE DEPARTURE FROM ELBURN ON ACCT. OF FREIGHT INTERFERENCE (IG2LA 21) FROM 10:18-10:24, SLOW ADA LIFT FROM 10:56-11:01 @ COLLEGE AVE, WAITED FOR PASSENGERS TO CROSS FROM TRACK 1-3 @ VILLA PARK FROM 11:10-11:15 ANNOUNCEMENTS WERE MADE, & OPERATED TRK 1 KE	
		Tue, Jul 28	7	D	DELAYED AT PECK ON ACCT. OF FREIGHT TRAIN INTERFERENCE (COKBT)	
		Wed, Jul 29	127	M	DELAYED @ WINFIELD FROM 10:42-12:15 ON ACCT. OF TRACK MACHINERY STRUCK A VEHICLE @ MP24.25 ON TRK 2; MADE A REVERSE MOVE TO WEST CHICAGO TO OPERATE TRK 1 AROUND THE INCIDENT (12:15-12:36); FOLLOWED FREIGHT WHEATON-ELMHURST	
UP-W	52	Thu, Jul 02	12	VF	Sticky doors & slow orders - nothing found/repaired	
		82% OT	Wed, Jul 08	17	M1	DELAYED DUE TO LATE TURN OFF M33
		Tue, Jul 14	27	E	DELAYED DUE TO THE METX 151 HAD LOADING ISSUES AFTER TROUBLE SHOOTING HAD TO CUT OUT THE #4 TRACTION MOTOR open field	
		Wed, Jul 29	37	DR	WRONG LINE-UP @ PECK (-10) WAITED FOR THE SIGNAL TO TIME OUT & FREIGHT INTERFERENCE @ PARK (-16) ZG2LT	
UP-W	56	Thu, Jul 02	0	XE	Annulled @ Elburn on acct. of engine issues with METX127 (compressor issues-only pumping 105lbs)	
		82% OT	Wed, Jul 08	13	E1	LATE TURN OFF M37 & ENGINE SLOW LOADING EN ROUTE (METX137)
		Fri, Jul 17	13	I	SLOW PASSENGER LOADING WINFIELD TO ELMHURST	
		Fri, Jul 24	23	JM	DELAYED @ WINFIELD WAITED FOR AN AMBULANCE TO ASSIST A PASSENGER WHO FELL OFF THE TRAIN	
UP-W	68	Thu, Jul 02	16	JM	Stopped at Maywood waiting for police and paramedics to remove 2 intoxicated passengers from the train	
		77% OT	Wed, Jul 08	20	KD1	LATE TURN OFF M65
		Tue, Jul 21	8	D	DELAYED @ KRESS FOLLOWING THE MCBPR	
		Fri, Jul 24	17	D	DELAYED @ WASHINGTON WAITED FOR THE MNPAH COMING OUT OF THE YARD @ WEST CHICAGO ALSO DELAYED FOLLOWING THE ZSCG1 FROM VALE TO KEDZIE	
		Tue, Jul 28	13	D	WAITED FOR A SIGNAL AT 25TH AVENUE DUE TO FREIGHT TRAIN CROSSED AHEAD (MNPAH)	

Data is final (08/18/2020) version from TOPS.

Table 4: Delay Codes by Cause Category & Carrier

METRA/PSA		METRA/PSA (continued)		Foreign Carrier	
Category		Category		Category	
Delay Code	Definition	Delay Code	Definition	Delay 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		RZ	ETMS Train Crew Error [obsolete 2015]	DM	Freight-Accident / Incident
I	Passenger Handling, Running Time	YB	Derailment - Human Error, Engineering	YF	Derailment - Accident, Foreign Line
IB	Passenger Handling, Bicycle	YH	Derailment - Human Error, Mechanical	Passenger Related	
J	Passenger Problems / Removal	YR	Derailment - Human Error, Transportation	JA	Amtrak Passenger Problems / Removal
JM	Passenger Medical Emergency	Weather		Signal/Switch Failure	
U	Accessibility Related (ADA)	AW	Pass. Train Interference, Weather [obsolete Jan. 2020]	GA	Signal / Switch Failure Amtrak (Signal Dept.)
Obstruction/Debris		CW	M of W Work, Weather	GF	Gate Crossing / Signal / Switch Foreign Line
K	Obstruction On Tracks	EW	Locomotive Malfunction, Weather	Track Work	
KD	Train Struck Debris	FW	Cab Car / TRL / MU Malfunction, Weather	CA	Amtrak Engineering
L	Unauthorized People On Tracks / Near Miss	GW	Signal / Switch Malfunction Weather (Signal Dept.)	CD	Track Work by Freight Carrier
KP	Suspicious Package(s) / Person(s) / Activity	IW	Passenger Handling, Weather	Non-Locomotive Equipment Issue	
Signal/Switch Failure		KW	Obstruction On Tracks, Weather	FS	NICTD MU Malfunction
CM	Switch Malfunction (Track Dept.)	MW	Right of Way Accident / Misc., Weather [obsolete Jan. 2020]	Locomotive Issue	
G	Signal / Switch Malfunction (Signal Dept.)	NW	Utility Failure, Weather	EA	Amtrak Locomotive/Car Malfunction
GM	Metra/PSA Gate Crossing Malfunction	OW	AC/DC System Failure, Weather	Human Error	
GT	Metra Telecom / CAD failure	RW	Train Crew Issues, Weather	BA	Amtrak Engineering Human Error
GX	Broken Gate Crossing	UW	Accessibility, Weather	HS	Human Error, NICTD Mechanical Dept. [obsolete Jan. 2020]
GZ	ETMS Signal Malfunction [obsolete 2015]	YW	Derailment Accident, Weather	RA	Human Error, Amtrak Transportation
VG	Signal / Switch / Gate Crossing Failure, Nothing Found	ZW	PTC Weather	RF	Foreign/PSA Dispatcher Error (dispatching Metra trains)
Track Work		Other		RS	Human Error, NICTD Transportation
C	Unscheduled Track Work	N	Utility Failure	Weather	
CC	Scheduled Track Work	S	Operational (Efficiency) Testing	DW	Freight Train Interference, Weather
CF	Engineering Equipment Malfunction	T	Property Vandalism	PTC Related	
CG	Scheduled Signal Work	W	Gas Leak (non-loco fuel)	ZA	PTC Amtrak Train (On-Board)
CH	Contractor Failure	PTC Related		ZD	PTC Foreign Line Transportation
Catenary Failure		ZB	PTC Human Error, Engineering Dept.	ZN	PTC Foreign Line Engineering
CO	Scheduled Wire Work	ZC	PTC Construction / Maintenance	ZS	PTC NICTD MU Train (On-Board)
O	AC/DC System Failure	ZE	PTC Malfunction Locomotive		
Non-Locomotive Equipment Issue		ZF	PTC Malfunction Coach		
F	Cab Car / Trailer / MU Malfunction	ZG	PTC Wayside		
FZ	ETMS Malfunction on Cab Car [obsolete 2015]	ZH	PTC Human Error, Mechanical		
UF	ADA Lift Failure	ZP	PTC Dispatcher		
VF	Cab Car Problem Reported, Nothing Found	ZR	PTC Human Error, Metra Transportation		
Locomotive Issue		ZT	PTC Back Office/Software		
E	Locomotive Malfunction				
EZ	ETMS Malfunction on Locomotive [obsolete 2015]				
VE	Locomotive Problem Reported, Nothing Found				

Effective January 1, 2020

'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
July 2020

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	4	-	-	-	4	4	13	2	-	6	-	3	27	63
Freight Interference - Peak	2	-	-	-	4	1	1	2	-	5	-	1	8	24
Primary	2	-	-	-	4	1	1	2	-	4	-	1	7	22
Secondary	-	-	-	-	-	-	-	-	-	1	-	-	1	2
Freight Interference - Off-Peak	2	-	-	-	-	3	12	-	-	1	-	2	19	39
Primary	2	-	-	-	-	3	10	-	-	-	-	2	13	30
Secondary	-	-	-	-	-	-	2	-	-	1	-	-	6	9
Signal/Switch Failure - Total	3	16	8	3	1	4	5	-	8	4	1	2	1	56
Signal/Switch Failure - Metra/PSA	3	16	8	3	1	4	5	-	7	1	1	1	1	51
Primary	2	11	4	2	1	4	5	-	7	1	1	1	-	39
Secondary	1	5	4	1	-	-	-	-	-	-	-	-	1	12
Signal/Switch Failure - Foreign	-	-	-	-	-	-	-	-	1	3	-	1	-	5
Primary	-	-	-	-	-	-	-	-	1	2	-	1	-	4
Secondary	-	-	-	-	-	-	-	-	-	1	-	-	-	1
Mechanical Failure - Total	4	1	1	-	1	-	1	1	2	1	2	2	7	23
Mechanical Failure - Metra/PSA	4	1	1	-	1	-	1	1	2	1	2	2	7	23
Non-Locomotive Equipment Issue - Metra/PSA	2	1	1	-	-	-	1	1	-	1	1	-	3	11
Primary	2	1	1	-	-	-	1	1	-	1	1	-	3	10
Secondary	-	1	-	-	-	-	-	-	-	-	-	-	-	1
Locomotive Issue - Metra/PSA	2	-	-	-	1	-	-	-	2	-	1	2	4	12
Primary	2	-	-	-	1	-	-	-	2	-	1	1	3	10
Secondary	-	-	-	-	-	-	-	-	-	-	-	1	1	2
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	-	-	-	-	-	1	-	2	-	-	-	-	-	3
Passenger Train Interference - Metra/PSA	-	-	-	-	-	1	-	2	-	-	-	-	-	3
Passenger Train Interference - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Accident - Total	3	-	-	-	-	-	6	-	2	-	-	5	9	25
Accident - Metra/PSA	-	-	-	-	-	-	6	-	2	-	-	5	5	18
Accident - Foreign	3	-	-	-	-	-	-	-	-	-	-	-	4	7
Track Work - Total	5	18	-	1	1	-	3	-	1	3	1	3	4	40
Track Work - Metra/PSA	5	18	-	1	1	-	3	-	1	3	1	3	4	40
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Human Error - Total	4	-	2	-	2	9	3	1	2	2	4	4	3	36
Human Error - Metra/PSA	3	-	2	-	-	7	3	-	2	1	4	-	2	24
Human Error - Foreign	1	-	-	-	2	2	-	1	-	1	-	4	1	12
PTC Related - Total	-	2	3	1	1	1	1	2	-	8	3	4	7	33
PTC Related - Metra/PSA	-	2	3	1	1	1	1	-	-	4	3	3	7	26
PTC Related - Foreign	-	-	-	-	-	-	-	2	-	4	-	1	-	7
Weather - Total	2	8	-	-	2	3	5	-	6	-	-	-	-	26
Weather - Metra/PSA	2	8	-	-	2	3	5	-	6	-	-	-	-	26
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	-	7	-	-	-	1	2	-	1	-	2	1	10	24
Obstruction/Debris - Total	-	2	-	4	-	1	5	-	2	-	-	10	3	27
Catenary Failure - Total	-	1	-	-	-	-	-	-	-	-	-	-	-	1
Other - Total	-	2	-	1	-	-	2	-	-	-	-	-	-	5
Total Trains Delayed	25	57	14	10	12	24	46	8	24	24	13	34	71	362
Total Metra/PSA Delays	17	57	14	10	6	18	33	3	23	10	13	25	39	268
Total Foreign Carrier Delays	8	0	0	0	6	6	13	5	1	14	0	9	32	94

Data for current month is final (08/18/2020) 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 July Over Previous Five Years: 2015-2019

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	18	-	-	-	4	13	10	4	7	11	1	10	22	99
Freight Interference - Peak	6	-	-	-	3	3	3	2	1	3	-	6	8	35
Primary	3	-	-	-	3	1	1	2	1	2	-	3	4	20
Secondary	3	-	-	-	0	2	1	0	1	1	-	3	4	15
Freight Interference - Off-Peak	12	-	-	-	1	10	7	2	6	8	1	4	14	65
Primary	11	-	-	-	0	5	4	2	4	5	1	3	10	45
Secondary	2	-	-	-	0	5	4	-	1	3	0	1	4	20
Signal/Switch Failure - Total	26	8	4	3	2	19	6	4	11	14	1	7	7	111
Signal/Switch Failure - Metra/PSA	13	8	4	3	-	17	5	2	11	7	1	6	6	83
Primary	11	6	4	2	-	10	5	2	10	4	1	3	3	59
Secondary	3	2	-	0	-	7	1	1	1	3	0	3	3	24
Signal/Switch Failure - Foreign	13	-	-	-	2	2	0	2	-	8	-	1	1	28
Primary	9	-	-	-	1	1	0	1	-	5	-	1	1	20
Secondary	3	-	-	-	1	1	-	0	-	3	-	-	0	8
Mechanical Failure - Total	16	0	0	-	1	11	9	2	26	3	10	10	7	96
Mechanical Failure - Metra/PSA	16	0	0	-	1	10	9	2	26	3	10	10	7	95
Non-Locomotive Equipment Issue - Metra/PSA	5	0	0	-	0	1	3	0	4	2	1	3	4	25
Primary	2	0	0	-	0	1	1	0	2	1	1	2	3	14
Secondary	3	-	-	-	-	-	2	-	2	1	-	2	2	11
Locomotive Issue - Metra/PSA	10	-	-	-	1	9	6	2	22	2	9	7	3	70
Primary	4	-	-	-	1	3	3	1	6	1	4	3	2	26
Secondary	6	-	-	-	0	5	4	1	16	1	5	4	1	44
Mechanical Failure - Foreign	-	-	-	-	-	1	-	-	-	-	-	-	-	1
Passenger Train Interference - Total	5	0	0	-	1	2	1	1	0	4	-	1	0	16
Passenger Train Interference - Metra/PSA	-	-	-	-	-	1	0	1	0	-	-	1	-	4
Passenger Train Interference - Foreign	5	0	0	-	1	1	0	-	-	4	-	-	0	12
Accident - Total	5	3	-	0	-	3	2	0	4	-	3	6	9	35
Accident - Metra/PSA	4	3	-	0	-	2	2	0	3	-	3	6	4	27
Accident - Foreign	1	-	-	-	-	1	-	-	1	-	-	-	5	8
Track Work - Total	16	8	1	3	0	14	3	1	20	3	5	13	5	93
Track Work - Metra/PSA	14	8	1	3	0	14	3	1	20	2	5	13	5	90
Track Work - Foreign	2	-	-	-	-	-	-	-	-	1	-	-	-	3
Human Error - Total	20	5	1	3	3	8	3	1	6	3	11	16	10	92
Human Error - Metra/PSA	12	4	1	3	0	5	3	0	6	0	5	8	3	52
Human Error - Foreign	8	0	-	0	3	3	1	1	-	2	5	9	7	40
PTC Related - Total	4	-	-	-	-	2	0	-	7	0	2	4	3	23
PTC Related - Metra/PSA	4	-	-	-	-	2	0	-	7	0	2	4	3	22
PTC Related - Foreign	-	-	-	-	-	-	-	-	-	-	-	0	0	0
Weather - Total	11	9	4	3	-	13	6	1	3	1	5	4	0	60
Weather - Metra/PSA	11	9	4	3	-	13	6	1	3	1	5	4	0	60
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	18	17	2	4	0	16	16	1	21	0	18	25	22	159
Obstruction/Debris - Total	8	4	1	4	1	2	4	1	9	3	6	6	7	57
Catenary Failure - Total	-	1	1	5	-	-	-	-	-	-	-	-	-	7
Other - Total	-	1	1	1	-	1	0	0	1	0	0	2	1	8
Total Trains Delayed	147	57	14	26	13	105	60	18	114	43	61	104	93	855
Total Metra/PSA Delays	101	56	14	26	3	83	48	12	106	17	54	84	57	663
Total Foreign Carrier Delays	47	1	0	0	10	22	11	6	8	26	7	19	35	193

Data for current month is final (09/03/2019) 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
July 2020 Compared to Average July Over Previous Five Years: 2015-2019

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	(14)	-	-	-	0	(9)	3	(2)	(7)	(5)	(1)	(7)	5	(36)
Freight Interference - Peak	(4)	-	-	-	1	(2)	(2)	-	(1)	2	-	(5)	(0)	(11)
Primary	(1)	-	-	-	1	-	(0)	0	(1)	2	-	(2)	3	2
Secondary	(3)	-	-	-	(0)	(2)	(1)	(0)	(1)	0	-	(3)	(3)	(13)
Freight Interference - Off-Peak	(10)	-	-	-	(1)	(7)	5	(2)	(6)	(7)	(1)	(2)	5	(26)
Primary	(9)	-	-	-	(0)	(2)	6	(2)	(4)	(5)	(1)	(1)	3	(15)
Secondary	(2)	-	-	-	(0)	(5)	(2)	-	(1)	(2)	(0)	(1)	2	(11)
Signal/Switch Failure - Total	(23)	8	4	0	(1)	(15)	(1)	(4)	(3)	(10)	(0)	(5)	(6)	(55)
Signal/Switch Failure - Metra/PSA	(10)	8	4	0	1	(13)	(0)	(2)	(4)	(6)	(0)	(5)	(5)	(32)
Primary	(9)	5	0	(0)	1	(6)	0	(2)	(3)	(3)	0	(2)	(3)	(20)
Secondary	(2)	3	4	1	-	(7)	(1)	(1)	(1)	(3)	(0)	(3)	(2)	(12)
Signal/Switch Failure - Foreign	(13)	-	-	-	(2)	(2)	(0)	(2)	1	(5)	-	0	(1)	(23)
Primary	(9)	-	-	-	(1)	(1)	(0)	(1)	1	(3)	-	0	(1)	(16)
Secondary	(3)	-	-	-	(1)	(1)	-	(0)	-	(2)	-	-	(0)	(7)
Mechanical Failure - Total	(12)	1	1	-	(0)	(11)	(8)	(1)	(24)	(2)	(8)	(8)	(0)	(73)
Mechanical Failure - Metra/PSA	(12)	1	1	-	(0)	(10)	(8)	(1)	(24)	(2)	(8)	(8)	(0)	(72)
Non-Locomotive Equipment Issue - Metra/PSA	(3)	1	1	-	(0)	(1)	(2)	1	(4)	(1)	(0)	(3)	(1)	(14)
Primary	(0)	(0)	1	-	(0)	(1)	-	1	(2)	-	(0)	(2)	0	(4)
Secondary	(3)	1	-	-	-	-	(2)	-	(2)	(1)	-	(2)	(2)	(10)
Locomotive Issue - Metra/PSA	(8)	-	-	-	-	(9)	(6)	(2)	(20)	(2)	(8)	(5)	1	(58)
Primary	(2)	-	-	-	0	(3)	(3)	(1)	(4)	(1)	(3)	(2)	1	(16)
Secondary	(6)	-	-	-	(0)	(5)	(4)	(1)	(16)	(1)	(5)	(3)	(0)	(42)
Mechanical Failure - Foreign	-	-	-	-	-	(1)	-	-	-	-	-	-	-	(1)
Passenger Train Interference - Total	(5)	(0)	(0)	-	(1)	(1)	(1)	1	(0)	(4)	-	(1)	(0)	(13)
Passenger Train Interference - Metra/PSA	-	-	-	-	-	(0)	(0)	1	(0)	-	-	(1)	-	(1)
Passenger Train Interference - Foreign	(5)	(0)	(0)	-	(1)	(1)	(0)	-	-	(4)	-	-	(0)	(12)
Accident - Total	(2)	(3)	-	(0)	-	(3)	4	(0)	(2)	-	(3)	(1)	0	(10)
Accident - Metra/PSA	(4)	(3)	-	(0)	-	(2)	4	(0)	(1)	-	(3)	(1)	1	(9)
Accident - Foreign	2	-	-	-	-	(1)	-	-	(1)	-	-	-	(1)	(1)
Track Work - Total	(11)	10	(1)	(2)	1	(14)	(0)	(1)	(19)	-	(4)	(10)	(1)	(53)
Track Work - Metra/PSA	(9)	10	(1)	(2)	1	(14)	(0)	(1)	(19)	1	(4)	(10)	(1)	(50)
Track Work - Foreign	(2)	-	-	-	-	-	-	-	-	(1)	-	-	-	(3)
Human Error - Total	(16)	(5)	1	(3)	(1)	1	(0)	(0)	(4)	(1)	(7)	(12)	(7)	(56)
Human Error - Metra/PSA	(9)	(4)	1	(3)	(0)	2	0	(0)	(4)	1	(1)	(8)	(1)	(28)
Human Error - Foreign	(7)	(0)	-	(0)	(1)	(1)	(1)	0	-	(1)	(5)	(5)	(6)	(28)
PTC Related - Total	(4)	2	3	1	1	(1)	1	2	(7)	8	1	(0)	4	10
PTC Related - Metra/PSA	(4)	2	3	1	1	(1)	1	-	(7)	4	1	(1)	4	4
PTC Related - Foreign	-	-	-	-	-	-	-	2	-	4	-	1	(0)	7
Weather - Total	(9)	(1)	(4)	(3)	2	(10)	(1)	(1)	3	(1)	(5)	(4)	(0)	(34)
Weather - Metra/PSA	(9)	(1)	(4)	(3)	2	(10)	(1)	(1)	3	(1)	(5)	(4)	(0)	(34)
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	(18)	(10)	(2)	(4)	(0)	(15)	(14)	(1)	(20)	(0)	(16)	(24)	(12)	(135)
Obstruction/Debris - Total	(8)	(2)	(1)	0	(1)	(1)	1	(1)	(7)	(3)	(6)	4	(4)	(30)
Catenary Failure - Total	-	(0)	(1)	(5)	-	-	-	-	-	-	-	-	-	(6)
Other - Total	-	1	(1)	-	-	(1)	2	(0)	(1)	(0)	(0)	(2)	(1)	(3)
Total Trains Delayed	(122)	0	(0)	(16)	(1)	(81)	(14)	(10)	(90)	(19)	(48)	(70)	(22)	(493)
Total Metra/PSA Delays	-84	1	0	-16	3	-65	-15	-9	-83	-7	-41	-59	-18	-395
Total Foreign Carrier Delays	-39	-1	0	0	-4	-16	2	-1	-7	-12	-7	-10	-3	-99

Data for current month is final (08/18/2020) 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 - July 2020

Top 2 causes for each line and the system are shaded														
Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	16	-	-	-	19	18	89	15	13	33	8	14	70	295
Freight Interference - Peak	2	-	-	-	19	4	12	10	2	13	6	5	24	97
Primary	2	-	-	-	17	4	12	6	2	10	4	5	17	79
Secondary	-	-	-	-	2	-	-	4	-	3	2	-	7	18
Freight Interference - Off-Peak	14	-	-	-	-	14	77	5	11	20	2	9	46	198
Primary	13	-	-	-	-	11	62	4	9	13	-	7	31	150
Secondary	1	-	-	-	-	3	15	1	2	7	2	2	15	48
Signal/Switch Failure - Total	29	24	26	20	10	64	34	64	72	32	10	28	20	433
Signal/Switch Failure - Metra/PSA	18	24	26	20	2	56	33	8	67	12	9	18	20	313
Primary	13	18	17	18	2	41	28	6	46	8	9	11	15	232
Secondary	5	6	9	2	-	15	5	2	21	4	-	7	5	81
Signal/Switch Failure - Foreign	11	-	-	-	8	8	1	56	5	20	1	10	-	120
Primary	11	-	-	-	8	6	1	54	4	13	-	10	-	107
Secondary	-	-	-	-	-	2	-	2	1	7	1	-	-	13
Mechanical Failure - Total	56	13	5	2	1	50	52	11	36	12	22	18	27	305
Mechanical Failure - Metra/PSA	56	2	3	1	1	43	52	11	36	12	22	18	27	284
Non-Locomotive Equipment Issue - Metra/PSA	26	2	3	1	-	12	8	3	8	11	16	8	11	109
Primary	9	1	2	1	-	3	4	3	1	7	9	4	9	53
Secondary	17	1	1	-	-	9	4	-	7	4	7	4	2	56
Locomotive Issue - Metra/PSA	30	-	-	-	1	31	44	8	28	1	6	10	16	175
Primary	11	-	-	-	1	11	17	2	16	1	5	3	10	77
Secondary	19	-	-	-	-	20	27	6	12	-	1	7	6	98
Mechanical Failure - Foreign	-	11	2	1	-	7	-	-	-	-	-	-	-	21
Passenger Train Interference - Total	-	1	-	1	1	9	2	4	1	3	-	-	-	22
Passenger Train Interference - Metra/PSA	-	-	-	-	-	7	2	4	-	1	-	-	-	14
Passenger Train Interference - Foreign	-	1	-	1	1	2	-	-	1	2	-	-	-	8
Accident - Total	20	1	-	11	-	24	14	-	7	7	-	13	37	134
Accident - Metra/PSA	17	-	-	11	-	20	10	-	6	7	-	10	30	111
Accident - Foreign	3	1	-	-	-	4	4	-	1	-	-	3	7	23
Track Work - Total	50	54	4	17	3	24	12	1	56	15	20	10	17	283
Track Work - Metra/PSA	50	54	4	17	1	22	12	1	56	3	20	9	17	266
Track Work - Foreign	-	-	-	-	2	2	-	-	-	12	-	1	-	17
Human Error - Total	39	30	7	9	7	57	36	18	43	6	21	38	18	329
Human Error - Metra/PSA	32	30	7	9	3	47	30	13	43	2	21	27	17	281
Human Error - Foreign	7	-	-	-	4	10	6	5	-	4	-	11	1	48
PTC Related - Total	3	34	6	17	24	5	10	17	38	10	20	12	14	210
PTC Related - Metra/PSA	2	34	6	17	8	4	10	10	34	5	20	11	14	175
PTC Related - Foreign	1	-	-	-	16	1	-	7	4	5	-	1	-	35
Weather - Total	13	22	6	4	3	18	37	6	39	3	8	24	11	194
Weather - Metra/PSA	13	22	6	4	3	18	37	6	38	2	8	23	11	191
Weather - Foreign	-	-	-	-	-	-	-	-	1	1	-	1	-	3
Passenger Related - Total	17	54	7	1	2	13	28	-	39	1	10	32	33	237
Obstruction/Debris - Total	25	45	4	36	4	18	33	14	90	1	18	71	33	392
Catenary Failure - Total	-	28	8	11	-	-	-	-	-	-	-	-	-	47
Other - Total	1	4	1	7	-	2	2	2	6	1	-	5	-	31
Total Trains Delayed	269	310	74	136	74	302	349	152	440	124	137	265	280	2,912
Total Metra/PSA Delays	231	297	72	134	24	250	249	69	415	47	128	224	202	2,342
Total Foreign Carrier Delays	38	13	2	2	50	52	100	83	25	77	9	41	78	570

Data for current month is final (08/18/2020) 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 - July Average Over Previous Five Years: 2015-2019

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	99	-	0	-	31	82	60	51	39	85	8	49	151	656
Freight Interference - Peak	37	-	0	-	27	19	16	19	10	28	2	28	50	236
Primary	22	-	-	-	22	11	10	14	6	20	1	13	23	142
Secondary	15	-	0	-	4	8	6	4	3	8	1	15	27	93
Freight Interference - Off-Peak	62	-	-	-	4	63	44	32	30	57	6	21	102	421
Primary	49	-	-	-	4	39	29	28	23	41	3	15	78	309
Secondary	14	-	-	-	0	24	15	4	7	16	3	6	24	112
Signal/Switch Failure - Total	154	55	24	25	20	122	84	45	72	73	20	42	71	808
Signal/Switch Failure - Metra/PSA	80	55	24	25	2	96	69	23	71	25	20	29	61	580
Primary	53	37	18	19	2	58	50	16	54	16	11	16	28	379
Secondary	26	18	6	5	0	39	19	7	17	9	8	12	33	201
Signal/Switch Failure - Foreign	74	-	-	-	18	26	15	22	1	48	-	14	11	228
Primary	58	-	-	-	14	13	10	13	1	29	-	8	8	154
Secondary	16	-	-	-	3	13	5	9	-	18	-	6	3	74
Mechanical Failure - Total	124	20	5	3	4	113	68	23	122	23	67	68	76	715
Mechanical Failure - Metra/PSA	123	18	4	3	4	103	67	22	122	23	67	68	76	699
Non-Locomotive Equipment Issue - Metra/PSA	42	18	4	3	1	13	11	4	15	9	19	26	36	199
Primary	18	5	2	1	1	7	5	2	8	5	10	13	17	94
Secondary	24	12	2	2	0	6	6	2	7	4	8	13	19	105
Locomotive Issue - Metra/PSA	81	-	-	-	3	90	56	19	106	14	48	42	40	500
Primary	26	-	-	-	3	26	20	6	33	7	16	14	14	164
Secondary	55	-	-	-	1	64	36	13	73	8	32	28	26	336
Mechanical Failure - Foreign	1	3	1	0	0	10	0	1	-	-	-	-	-	17
Passenger Train Interference - Total	18	4	1	3	8	22	3	8	2	26	0	1	3	101
Passenger Train Interference - Metra/PSA	2	2	1	1	0	14	1	8	2	2	0	1	3	36
Passenger Train Interference - Foreign	16	2	1	2	8	8	2	0	0	25	-	-	0	64
Accident - Total	54	34	8	9	2	22	38	12	23	7	30	52	32	321
Accident - Metra/PSA	51	21	6	9	1	19	36	10	19	3	30	51	16	270
Accident - Foreign	3	13	2	-	1	3	1	2	4	4	-	1	15	51
Track Work - Total	89	31	10	16	9	68	20	8	60	8	39	39	45	442
Track Work - Metra/PSA	83	31	10	16	9	67	18	8	60	6	39	39	45	430
Track Work - Foreign	7	-	-	-	-	1	2	0	-	2	-	-	-	12
Human Error - Total	117	22	10	13	14	73	39	19	47	22	42	48	51	517
Human Error - Metra/PSA	65	21	10	12	2	44	24	9	47	5	33	32	32	337
Human Error - Foreign	52	1	-	0	12	28	15	10	0	17	9	16	19	180
PTC Related - Total	20	3	1	2	-	3	1	1	22	1	25	16	33	128
PTC Related - Metra/PSA	19	3	1	2	-	3	1	1	22	1	25	15	31	124
PTC Related - Foreign	1	-	-	-	-	-	-	-	-	0	-	1	1	4
Weather - Total	133	89	29	36	3	73	49	14	90	11	49	56	41	673
Weather - Metra/PSA	133	89	29	36	3	71	49	14	90	10	49	56	41	668
Weather - Foreign	0	-	-	-	-	2	0	-	0	1	-	-	1	5
Passenger Related - Total	65	58	11	12	1	73	69	7	85	6	70	105	100	661
Obstruction/Debris - Total	64	22	9	20	3	27	28	9	42	18	22	54	58	377
Catenary Failure - Total	-	14	3	11	-	-	-	-	-	-	-	-	-	28
Other - Total	5	1	2	2	0	5	5	1	4	2	2	6	4	39
Total Trains Delayed	944	352	113	151	95	684	463	199	609	283	374	534	666	5,466
Total Metra/PSA Delays	687	333	109	148	25	523	367	112	564	101	356	453	467	4,248
Total Foreign Carrier Delays	257	19	4	3	70	161	96	86	45	182	17	81	199	1,219

Data for current month is final (09/03/2019) 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 - July 2020 Compared to Average January - July Average Over Previous Five Years: 2015-2019

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	(83)	-	(0)	-	(12)	(64)	29	(36)	(26)	(52)	(0)	(35)	(81)	(361)
Freight Interference - Peak	(35)	-	(0)	-	(8)	(15)	(4)	(9)	(8)	(15)	4	(23)	(26)	(139)
Primary	(20)	-	-	-	(5)	(7)	2	(8)	(4)	(10)	3	(8)	(6)	(63)
Secondary	(15)	-	(0)	-	(2)	(8)	(6)	(0)	(3)	(5)	1	(15)	(20)	(75)
Freight Interference - Off-Peak	(48)	-	-	-	(4)	(49)	33	(27)	(19)	(37)	(4)	(12)	(56)	(223)
Primary	(36)	-	-	-	(4)	(28)	33	(24)	(14)	(28)	(3)	(8)	(47)	(159)
Secondary	(13)	-	-	-	(0)	(21)	0	(3)	(5)	(9)	(1)	(4)	(9)	(64)
Signal/Switch Failure - Total	(125)	(31)	2	(5)	(10)	(58)	(50)	19	(0)	(41)	(10)	(14)	(51)	(375)
Signal/Switch Failure - Metra/PSA	(62)	(31)	2	(5)	-	(40)	(36)	(15)	(4)	(13)	(11)	(11)	(41)	(267)
Primary	(40)	(19)	(1)	(1)	0	(17)	(22)	(10)	(8)	(8)	(2)	(5)	(13)	(147)
Secondary	(21)	(12)	3	(3)	(0)	(24)	(14)	(5)	4	(5)	(8)	(5)	(28)	(120)
Signal/Switch Failure - Foreign	(63)	-	-	-	(10)	(18)	(14)	34	4	(28)	1	(4)	(11)	(108)
Primary	(47)	-	-	-	(6)	(7)	(9)	41	3	(16)	-	2	(8)	(47)
Secondary	(16)	-	-	-	(3)	(11)	(5)	(7)	1	(11)	1	(6)	(3)	(61)
Mechanical Failure - Total	(68)	(7)	-	(1)	(3)	(63)	(16)	(12)	(86)	(11)	(45)	(50)	(49)	(410)
Mechanical Failure - Metra/PSA	(67)	(16)	(1)	(2)	(3)	(60)	(15)	(11)	(86)	(11)	(45)	(50)	(49)	(415)
Non-Locomotive Equipment Issue - Metra/PSA	(16)	(16)	(1)	(2)	(1)	(1)	(3)	(1)	(7)	2	(3)	(18)	(25)	(90)
Primary	(9)	(4)	0	0	(1)	(4)	(1)	1	(7)	2	(1)	(9)	(8)	(41)
Secondary	(7)	(11)	(1)	(2)	(0)	3	(2)	(2)	(0)	0	(1)	(9)	(17)	(49)
Locomotive Issue - Metra/PSA	(51)	-	-	-	(2)	(59)	(12)	(11)	(78)	(13)	(42)	(32)	(24)	(325)
Primary	(15)	-	-	-	(2)	(15)	(3)	(4)	(17)	(6)	(11)	(11)	(4)	(87)
Secondary	(36)	-	-	-	(1)	(44)	(9)	(7)	(61)	(8)	(31)	(21)	(20)	(238)
Mechanical Failure - Foreign	(1)	8	1	1	(0)	(3)	(0)	(1)	-	-	-	-	-	4
Passenger Train Interference - Total	(18)	(3)	(1)	(2)	(7)	(13)	(1)	(4)	(1)	(23)	(0)	(1)	(3)	(79)
Passenger Train Interference - Metra/PSA	(2)	(2)	(1)	(1)	(0)	(7)	1	(4)	(2)	(1)	(0)	(1)	(3)	(22)
Passenger Train Interference - Foreign	(16)	(1)	(1)	(1)	(7)	(6)	(2)	(0)	1	(23)	-	-	(0)	(56)
Accident - Total	(34)	(33)	(8)	2	(2)	2	(24)	(12)	(16)	0	(30)	(39)	5	(187)
Accident - Metra/PSA	(34)	(21)	(6)	2	(1)	1	(26)	(10)	(13)	4	(30)	(41)	14	(159)
Accident - Foreign	-	(12)	(2)	-	(1)	1	3	(2)	(3)	(4)	-	2	(8)	(28)
Track Work - Total	(39)	23	(6)	1	(6)	(44)	(8)	(7)	(4)	7	(19)	(29)	(28)	(159)
Track Work - Metra/PSA	(33)	23	(6)	1	(8)	(45)	(6)	(7)	(4)	(3)	(19)	(30)	(28)	(164)
Track Work - Foreign	(7)	-	-	-	2	1	(2)	(0)	-	10	-	1	-	5
Human Error - Total	(78)	8	(3)	(4)	(7)	(16)	(3)	(1)	(4)	(16)	(21)	(10)	(33)	(188)
Human Error - Metra/PSA	(33)	9	(3)	(3)	1	3	6	4	(4)	(3)	(12)	(5)	(15)	(56)
Human Error - Foreign	(45)	(1)	-	(0)	(8)	(18)	(9)	(5)	(0)	(13)	(9)	(5)	(18)	(132)
PTC Related - Total	(17)	31	5	15	24	2	9	16	16	9	(5)	(4)	(19)	82
PTC Related - Metra/PSA	(17)	31	5	15	8	1	9	9	12	4	(5)	(4)	(17)	51
PTC Related - Foreign	(0)	-	-	-	16	1	-	7	4	5	-	0	(1)	31
Weather - Total	(120)	(67)	(23)	(32)	-	(55)	(12)	(8)	(51)	(8)	(41)	(32)	(30)	(479)
Weather - Metra/PSA	(120)	(67)	(23)	(32)	-	(53)	(12)	(8)	(52)	(8)	(41)	(33)	(30)	(477)
Weather - Foreign	(0)	-	-	-	-	(2)	(0)	-	1	(0)	-	1	(1)	(2)
Passenger Related - Total	(48)	(4)	(4)	(11)	1	(60)	(41)	(7)	(46)	(5)	(60)	(73)	(67)	(424)
Obstruction/Debris - Total	(39)	23	(5)	16	1	(9)	5	5	48	(17)	(4)	17	(25)	15
Catenary Failure - Total	-	14	5	0	-	-	-	-	-	-	-	-	-	19
Other - Total	(4)	3	(1)	5	(0)	(3)	(3)	1	2	(1)	(2)	(1)	(4)	(8)
Total Trains Delayed	(675)	(42)	(39)	(15)	(21)	(382)	(114)	(47)	(169)	(159)	(237)	(269)	(386)	(2,554)
Total Metra/PSA Delays	-456	-36	-37	-14	-1	-273	-118	-43	-149	-54	-228	-229	-265	-1,906
Total Foreign Carrier Delays	-219	-6	-2	-1	-20	-109	4	-3	-20	-105	-8	-40	-121	-649

Data for current month is final (08/18/2020) 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
2020**

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

Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jul
Freight Interference - Total	55	52	58	18	12	37	63						295 10.1%
Freight Interference - Peak	19	13	20	6	3	12	24						97 3.3%
Primary	13	10	13	6	3	12	22						79 2.7%
Secondary	6	3	7	-	-	-	2						18 0.6%
Freight Interference - Off-Peak	36	39	38	12	9	25	39						198 6.8%
Primary	26	31	26	11	8	18	30						150 5.2%
Secondary	10	8	12	1	1	7	9						48 1.6%
Signal/Switch Failure - Total	87	146	47	22	31	44	56						433 14.9%
Signal/Switch Failure - Metra/PSA	70	77	36	20	24	35	51						313 10.7%
Primary	52	46	28	18	20	29	39						232 8.0%
Secondary	18	31	8	2	4	6	12						81 2.8%
Signal/Switch Failure - Foreign	17	69	11	2	7	9	5						120 4.1%
Primary	15	61	10	2	6	9	4						107 3.7%
Secondary	2	8	1	-	1	-	1						13 0.4%
Mechanical Failure - Total	99	106	37	15	13	12	23						305 10.5%
Mechanical Failure - Metra/PSA	93	92	37	15	13	11	23						284 9.8%
Non-Locomotive Equipment Issue - Metra/PSA	29	45	11	6	4	3	11						109 3.7%
Primary	12	16	5	4	3	3	10						53 1.8%
Secondary	17	29	6	2	1	-	1						56 1.9%
Locomotive Issue - Metra/PSA	64	47	26	9	9	8	12						175 6.0%
Primary	16	18	15	5	7	6	10						77 2.6%
Secondary	48	29	11	4	2	2	2						98 3.4%
Mechanical Failure - Foreign	6	14	-	-	-	1	-						21 0.7%
Passenger Train Interference - Total	5	7	2	2	-	3	3						22 0.8%
Passenger Train Interference - Metra/PSA	3	2	2	2	-	2	3						14 0.5%
Passenger Train Interference - Foreign	2	5	-	-	-	1	-						8 0.3%
Accident - Total	57	18	20	4	5	5	25						134 4.6%
Accident - Metra/PSA	57	17	13	4	1	1	18						111 3.8%
Accident - Foreign	-	1	7	-	4	4	7						23 0.8%
Track Work - Total	41	46	38	18	41	59	40						283 9.7%
Track Work - Metra/PSA	40	43	34	13	40	56	40						266 9.1%
Track Work - Foreign	1	3	4	5	1	3	-						17 0.6%
Human Error - Total	103	99	42	14	17	18	36						329 11.3%
Human Error - Metra/PSA	97	80	39	10	17	14	24						281 9.6%
Human Error - Foreign	6	19	3	4	-	4	12						48 1.6%
PTC Related - Total	43	36	21	28	29	20	33						210 7.2%
PTC Related - Metra/PSA	39	32	14	19	29	16	26						175 6.0%
PTC Related - Foreign	4	4	7	9	-	4	7						35 1.2%
Weather - Total	33	89	4	7	24	11	26						194 6.7%
Weather - Metra/PSA	32	89	4	7	23	10	26						191 6.6%
Weather - Foreign	1	-	-	-	1	1	-						3 0.1%
Passenger Related - Total	57	55	37	5	12	47	24						237 8.1%
Obstruction/Debris - Total	97	39	25	18	165	21	27						392 13.5%
Catenary Failure - Total	21	-	25	-	-	-	1						47 1.6%
Other - Total	11	8	3	3	1	-	5						31 1.1%
Total Trains Delayed	709	701	359	154	350	277	362						2,912 100.0%
Total Metra/PSA Delays	617	534	269	116	325	213	268						2,342 80.4%
Total Foreign Carrier Delays	92	167	90	38	25	64	94						570 19.6%

Data for current month is final (08/18/2020) 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
2019**

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 - Jul	
Freight Interference - Total	100	141	102	75	75	91	124	88	65	70	92	47	708	10.0%
Freight Interference - Peak	38	52	39	25	29	39	34	37	21	20	25	7	256	3.6%
Primary	27	33	25	17	20	20	16	19	16	15	17	7	158	2.2%
Secondary	11	19	14	8	9	19	18	18	5	5	8	-	98	1.4%
Freight Interference - Off-Peak	62	89	63	50	46	52	90	51	44	50	67	40	452	6.4%
Primary	35	54	49	30	32	40	56	36	34	37	52	30	296	4.2%
Secondary	27	35	14	20	14	12	34	15	10	13	15	10	156	2.2%
Signal/Switch Failure - Total	127	276	103	140	168	82	147	103	92	76	220	64	1,043	14.7%
Signal/Switch Failure - Metra/PSA	91	203	66	92	126	63	106	82	86	64	176	52	747	10.5%
Primary	76	139	54	63	79	50	73	51	52	42	107	39	534	7.5%
Secondary	15	64	12	29	47	13	33	31	34	22	69	13	213	3.0%
Signal/Switch Failure - Foreign	36	73	37	48	42	19	41	21	6	12	44	12	296	4.2%
Primary	27	51	25	30	32	14	33	13	6	9	28	5	212	3.0%
Secondary	9	22	12	18	10	5	8	8	-	3	16	7	84	1.2%
Mechanical Failure - Total	127	134	84	82	117	132	98	130	71	125	71	81	774	10.9%
Mechanical Failure - Metra/PSA	124	119	84	82	117	132	98	129	71	125	71	65	756	10.7%
Non-Locomotive Equipment Issue - Metra/PSA	24	46	31	35	31	34	21	35	24	35	15	26	222	3.1%
Primary	13	17	13	15	17	17	14	16	12	10	10	12	106	1.5%
Secondary	11	29	18	20	14	17	7	19	12	25	5	14	116	1.6%
Locomotive Issue - Metra/PSA	100	73	53	47	86	98	77	94	47	90	56	39	534	7.5%
Primary	28	23	19	18	25	28	24	25	17	29	27	22	165	2.3%
Secondary	72	50	34	29	61	70	53	69	30	61	29	17	369	5.2%
Mechanical Failure - Foreign	3	15	-	-	-	-	-	1	-	-	-	16	18	0.3%
Passenger Train Interference - Total	20	13	17	1	6	26	21	8	9	7	9	13	104	1.5%
Passenger Train Interference - Metra/PSA	6	8	4	-	-	5	4	1	1	4	4	4	27	0.4%
Passenger Train Interference - Foreign	14	5	13	1	6	21	17	7	8	3	5	9	77	1.1%
Accident - Total	47	171	21	30	45	25	63	96	37	26	5	25	402	5.7%
Accident - Metra/PSA	7	84	20	22	45	24	38	67	36	26	4	18	240	3.4%
Accident - Foreign	40	87	1	8	-	1	25	29	1	-	1	7	162	2.3%
Track Work - Total	11	52	38	61	75	87	152	77	91	58	139	10	476	6.7%
Track Work - Metra/PSA	11	46	32	61	72	87	152	77	91	58	137	10	461	6.5%
Track Work - Foreign	-	6	6	-	3	-	-	-	-	-	2	-	15	0.2%
Human Error - Total	99	249	60	52	92	57	108	88	81	71	66	45	717	10.1%
Human Error - Metra/PSA	87	101	23	32	73	40	78	50	62	52	49	37	434	6.1%
Human Error - Foreign	12	148	37	20	19	17	30	38	19	19	17	8	283	4.0%
PTC Related - Total	79	131	63	63	50	23	100	29	29	41	27	30	509	7.2%
PTC Related - Metra/PSA	77	130	57	61	47	22	98	25	28	41	27	30	492	6.9%
PTC Related - Foreign	2	1	6	2	3	1	2	4	1	-	-	-	17	0.2%
Weather - Total	591	401	18	37	23	12	120	25	35	151	238	25	1,202	17.0%
Weather - Metra/PSA	586	400	18	37	23	12	120	25	35	151	238	25	1,196	16.9%
Weather - Foreign	5	1	-	-	-	-	-	-	-	-	-	-	6	0.1%
Passenger Related - Total	41	141	68	60	98	110	166	105	74	60	88	111	684	9.7%
Obstruction/Debris - Total	90	86	36	52	59	36	78	64	64	76	66	84	437	6.2%
Catenary Failure - Total	-	-	-	-	3	1	-	3	-	1	2	10	4	0.1%
Other - Total	9	10	-	6	-	1	1	-	2	4	3	1	27	0.4%
Total Trains Delayed	1,341	1,805	610	659	811	683	1,178	816	650	766	1,026	546	7,087	100.0%
Total Metra/PSA Delays	1,129	1,328	408	505	661	533	939	628	550	659	865	447	5,503	77.6%
Total Foreign Carrier Delays	212	477	202	154	150	150	239	188	100	107	161	99	1,584	22.4%

Data for current month is final (09/03/2019) 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
July 2020

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	3	4	3	0	4	5	2	5	4	5	0	2	9	46
11-15	2	1	2	0	2	1	3	1	4	3	2	1	2	24
16-20	1	2	1	0	3	1	2	2	3	2	0	0	1	18
21+	0	6	2	2	3	1	5	0	0	4	0	6	2	31
Annulled	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>
Sub-Total	6	13	9	2	12	10	12	8	12	14	2	9	14	123
Weekday Off-Peak **														
6-10	5	22	3	1	0	2	12	0	4	5	5	5	11	75
11-15	1	5	1	0	0	4	5	0	3	1	1	5	14	40
16-20	2	0	0	0	0	0	5	0	1	0	0	1	7	16
21+	1	5	1	1	0	2	7	0	0	4	2	4	13	40
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>8</u>
Sub-Total	10	32	5	4	0	9	29	0	10	10	9	15	46	179
Saturday														
6-10	0	5	0	2	0	0	1	0	0	0	1	2	2	13
11-15	1	0	0	0	0	1	1	0	0	0	0	0	2	5
16-20	1	0	0	0	0	1	0	0	0	0	0	0	0	2
21+	1	0	0	0	0	1	1	0	0	0	0	2	0	5
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
Sub-Total	5	5	0	2	0	3	3	0	0	0	1	4	4	27
Sunday-Holiday														
6-10	0	2	0	1	0	1	2	0	0	0	1	1	2	10
11-15	2	0	0	0	0	0	0	0	1	0	0	1	1	5
16-20	0	1	0	0	0	1	0	0	0	0	0	0	1	3
21+	1	4	0	1	0	0	0	0	1	0	0	3	3	13
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>
Sub-Total	4	7	0	2	0	2	2	0	2	0	1	6	7	33
July 2020 Total														
6-10	8	33	6	4	4	8	17	5	8	10	7	10	24	144
11-15	6	6	3	0	2	6	9	1	8	4	3	7	19	74
16-20	4	3	1	0	3	3	7	2	4	2	0	1	9	39
21+	3	15	3	4	3	4	13	0	1	8	2	15	18	89
Annulled	<u>4</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>16</u>
TOTAL	25	57	14	10	12	24	46	8	24	24	13	34	71	362
2020 Year-to-Date														
6-10	96	154	43	52	33	138	147	71	240	52	48	98	77	1,249
11-15	54	40	10	15	18	50	75	33	81	22	33	46	63	540
16-20	31	30	5	9	9	20	32	17	41	11	15	28	36	284
21+	37	49	12	27	14	59	68	30	50	31	19	63	73	532
Annulled	<u>51</u>	<u>37</u>	<u>4</u>	<u>33</u>	<u>0</u>	<u>35</u>	<u>27</u>	<u>1</u>	<u>28</u>	<u>8</u>	<u>22</u>	<u>30</u>	<u>31</u>	<u>307</u>
TOTAL	269	310	74	136	74	302	349	152	440	124	137	265	280	2,912
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
July 2020 Total														
6-10	32.0%	57.9%	42.9%	40.0%	33.3%	33.3%	37.0%	62.5%	33.3%	41.7%	53.8%	29.4%	33.8%	39.8%
11-15	24.0%	10.5%	21.4%	0.0%	16.7%	25.0%	19.6%	12.5%	33.3%	16.7%	23.1%	20.6%	26.8%	20.4%
16-20	16.0%	5.3%	7.1%	0.0%	25.0%	12.5%	15.2%	25.0%	16.7%	8.3%	0.0%	2.9%	12.7%	10.8%
21+	12.0%	26.3%	21.4%	40.0%	25.0%	16.7%	28.3%	0.0%	4.2%	33.3%	15.4%	44.1%	25.4%	24.6%
Annulled	<u>16.0%</u>	<u>0.0%</u>	<u>7.1%</u>	<u>20.0%</u>	<u>0.0%</u>	<u>12.5%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>12.5%</u>	<u>0.0%</u>	<u>7.7%</u>	<u>2.9%</u>	<u>1.4%</u>	<u>4.4%</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%
2020 Year-to-Date Delays By Duration														
6-10	35.7%	49.7%	58.1%	38.2%	44.6%	45.7%	42.1%	46.7%	54.5%	41.9%	35.0%	37.0%	27.5%	42.9%
11-15	20.1%	12.9%	13.5%	11.0%	24.3%	16.6%	21.5%	21.7%	18.4%	17.7%	24.1%	17.4%	22.5%	18.5%
16-20	11.5%	9.7%	6.8%	6.6%	12.2%	6.6%	9.2%	11.2%	9.3%	8.9%	10.9%	10.6%	12.9%	9.8%
21+	13.8%	15.8%	16.2%	19.9%	18.9%	19.5%	19.5%	19.7%	11.4%	25.0%	13.9%	23.8%	26.1%	18.3%
Annulled	<u>19.0%</u>	<u>11.9%</u>	<u>5.4%</u>	<u>24.3%</u>	<u>0.0%</u>	<u>11.6%</u>	<u>7.7%</u>	<u>0.7%</u>	<u>6.4%</u>	<u>6.5%</u>	<u>16.1%</u>	<u>11.3%</u>	<u>11.1%</u>	<u>10.5%</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 (08/18/2020) version from TOPS.