

On-Time Performance

May 2021



Prepared by the Division of Strategic Planning & Performance

On-Time Performance May 2021

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

On-Time Performance Tables

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

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

Table 3 lists each weekday train that was less than 85% on-time for the current month, in order of line, train, and dates delayed. The codes in the *Delay Code* column of Table 3 are defined and shown sorted by cause category and carrier designation in Table 4. Effective January 1, 2020, 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. There was no change in the number of daily scheduled trains in September or October. Metra added four weekday UP-N trains and six weekday UP-NW trains on November 2. There was no change in the number of daily scheduled trains in December.

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. There was no change in the number of daily scheduled trains in March. 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.

Under these alternate and modified schedules, Metra operated between 418 and 422 scheduled revenue trains each weekday in May, which is a 39 to 40 percent reduction from Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated between 181 and 231 revenue trains each Saturday in May, which is a 15 to 34 percent reduction from the 273 Saturday trains Metra operated pre-pandemic. Metra operated between 181 and 185 Sunday revenue trains in May, which is a zero to two percent increase from the 181 Sunday revenue trains Metra operated pre-pandemic. As a result of these reductions under the alternative schedules, Metra operated about 39 percent fewer revenue trains in May 2021 than in May 2019, but about 12 percent more revenue trains than in May 2020.

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

**Table 1.a: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
May 2021**

| | Weekdays | | | | | | | | | Weekends | | | | | | Total | | |
|-----------------|------------------|-------------|-----------------|------------------|-------------|-----------------|------------------|-------------|-----------------|------------------|-------------|-----------------|--------------------|-------------|-----------------|------------------|-------------|-----------------|
| | Peak* | | | Off-Peak** | | | Total | | | Saturdays | | | Sundays & Holidays | | | Trains Scheduled | Trains Late | Percent On-Time |
| | Trains Scheduled | Trains Late | Percent On-Time | Trains Scheduled | Trains Late | Percent On-Time | Trains Scheduled | Trains Late | Percent On-Time | Trains Scheduled | Trains Late | Percent On-Time | Trains Scheduled | Trains Late | Percent On-Time | | | |
| BNSF | 520 | 11 | 97.9% | 420 | 7 | 98.3% | 940 | 18 | 98.1% | 110 | 2 | 98.2% | 120 | 2 | 98.3% | 1,170 | 22 | 98.1% |
| ME-ML | 415 | 2 | 99.5% | 710 | 13 | 98.2% | 1,125 | 15 | 98.7% | 112 | 2 | 98.2% | 136 | 3 | 97.8% | 1,373 | 20 | 98.5% |
| ME-BI | 140 | 1 | 99.3% | 235 | 4 | 98.3% | 375 | 5 | 98.7% | -- | -- | -- | -- | -- | -- | 375 | 5 | 98.7% |
| ME-SC | <u>220</u> | <u>1</u> | 99.5% | <u>540</u> | <u>7</u> | 98.7% | <u>760</u> | <u>8</u> | 98.9% | <u>100</u> | <u>3</u> | 97.0% | <u>120</u> | <u>1</u> | 99.2% | <u>980</u> | <u>12</u> | 98.8% |
| Subtotal | 775 | 4 | 99.5% | 1,485 | 24 | 98.4% | 2,260 | 28 | 98.8% | 212 | 5 | 97.6% | 256 | 4 | 98.4% | 2,728 | 37 | 98.6% |
| HC | 80 | 19 | 76.3% | -- | -- | -- | 80 | 19 | 76.3% | -- | -- | -- | -- | -- | -- | 80 | 19 | 76.3% |
| MD-N | 320 | 26 | 91.9% | 360 | 19 | 94.7% | 680 | 45 | 93.4% | 92 | 5 | 94.6% | 108 | 4 | 96.3% | 880 | 54 | 93.9% |
| MD-W | <u>320</u> | <u>26</u> | 91.9% | <u>400</u> | <u>16</u> | 96.0% | <u>720</u> | <u>42</u> | 94.2% | <u>96</u> | <u>10</u> | 89.6% | <u>108</u> | <u>8</u> | 92.6% | <u>924</u> | <u>60</u> | 93.5% |
| Subtotal | 640 | 52 | 91.9% | 760 | 35 | 95.4% | 1,400 | 87 | 93.8% | 188 | 15 | 92.0% | 216 | 12 | 94.4% | 1,804 | 114 | 93.7% |
| NCS | 120 | 11 | 90.8% | -- | -- | -- | 120 | 11 | 90.8% | -- | -- | -- | -- | -- | -- | 120 | 11 | 90.8% |
| RI | 400 | 7 | 98.3% | 680 | 15 | 97.8% | 1,080 | 22 | 98.0% | 145 | 10 | 93.1% | 168 | 2 | 98.8% | 1,393 | 34 | 97.6% |
| SWS | 140 | 9 | 93.6% | 60 | 6 | 90.0% | 200 | 15 | 92.5% | -- | -- | -- | -- | -- | -- | 200 | 15 | 92.5% |
| UP-N | 240 | 5 | 97.9% | 560 | 13 | 97.7% | 800 | 18 | 97.8% | 98 | 4 | 95.9% | 108 | 5 | 95.4% | 1,006 | 27 | 97.3% |
| UP-NW | 380 | 9 | 97.6% | 480 | 11 | 97.7% | 860 | 20 | 97.7% | 118 | 2 | 98.3% | 126 | 2 | 98.4% | 1,104 | 24 | 97.8% |
| UP-W | <u>240</u> | <u>23</u> | 90.4% | <u>440</u> | <u>42</u> | 90.5% | <u>680</u> | <u>65</u> | 90.4% | <u>92</u> | <u>3</u> | 96.7% | <u>108</u> | <u>5</u> | 95.4% | <u>880</u> | <u>73</u> | 91.7% |
| Subtotal | 860 | 37 | 95.7% | 1,480 | 66 | 95.5% | 2,340 | 103 | 95.6% | 308 | 9 | 97.1% | 342 | 12 | 96.5% | 2,990 | 124 | 95.9% |
| System | 3,535 | 150 | 95.8% | 4,885 | 153 | 96.9% | 8,420 | 303 | 96.4% | 963 | 41 | 95.7% | 1,102 | 32 | 97.1% | 10,485 | 376 | 96.4% |

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

Delays data for most recent month is final (06/21/2021) version from TOPS.

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

| | Weekdays | | | | | | | | | Weekends | | | | | | Total | | |
|-----------------|------------------|-------------|-----------------|------------------|-------------|-----------------|------------------|-------------|-----------------|------------------|-------------|-----------------|--------------------|-------------|-----------------|------------------|-------------|-----------------|
| | Peak* | | | Off-Peak** | | | Total | | | Saturdays | | | Sundays & Holidays | | | Trains Scheduled | Trains Late | Percent On-Time |
| | Trains Scheduled | Trains Late | Percent On-Time | Trains Scheduled | Trains Late | Percent On-Time | Trains Scheduled | Trains Late | Percent On-Time | Trains Scheduled | Trains Late | Percent On-Time | Trains Scheduled | Trains Late | Percent On-Time | | | |
| BNSF | 2,590 | 71 | 97.3% | 2,065 | 54 | 97.4% | 4,655 | 125 | 97.3% | 450 | 16 | 96.4% | 480 | 10 | 97.9% | 5,585 | 151 | 97.3% |
| ME-ML | 2,115 | 36 | 98.3% | 3,600 | 62 | 98.3% | 5,715 | 98 | 98.3% | 452 | 4 | 99.1% | 496 | 6 | 98.8% | 6,663 | 108 | 98.4% |
| ME-BI | 735 | 15 | 98.0% | 1,170 | 27 | 97.7% | 1,905 | 42 | 97.8% | -- | -- | -- | -- | -- | -- | 1,905 | 42 | 97.8% |
| ME-SC | <u>1,155</u> | <u>22</u> | 98.1% | <u>2,835</u> | <u>34</u> | 98.8% | <u>3,990</u> | <u>56</u> | 98.6% | <u>440</u> | <u>9</u> | 98.0% | <u>480</u> | <u>4</u> | 99.2% | <u>4,910</u> | <u>69</u> | 98.6% |
| Subtotal | 4,005 | 73 | 98.2% | 7,605 | 123 | 98.4% | 11,610 | 196 | 98.3% | 892 | 13 | 98.5% | 976 | 10 | 99.0% | 13,478 | 219 | 98.4% |
| HC | 420 | 62 | 85.2% | -- | -- | -- | 420 | 62 | 85.2% | -- | -- | -- | -- | -- | -- | 420 | 62 | 85.2% |
| MD-N | 1,539 | 126 | 91.8% | 1,741 | 123 | 92.9% | 3,280 | 249 | 92.4% | 398 | 19 | 95.2% | 432 | 22 | 94.9% | 4,110 | 290 | 92.9% |
| MD-W | <u>1,665</u> | <u>153</u> | 90.8% | <u>2,095</u> | <u>115</u> | 94.5% | <u>3,760</u> | <u>268</u> | 92.9% | <u>402</u> | <u>31</u> | 92.3% | <u>432</u> | <u>29</u> | 93.3% | <u>4,594</u> | <u>328</u> | 92.9% |
| Subtotal | 3,204 | 279 | 91.3% | 3,836 | 238 | 93.8% | 7,040 | 517 | 92.7% | 800 | 50 | 93.8% | 864 | 51 | 94.1% | 8,704 | 618 | 92.9% |
| NCS | 490 | 63 | 87.1% | -- | -- | -- | 490 | 63 | 87.1% | -- | -- | -- | -- | -- | -- | 490 | 63 | 87.1% |
| RI | 2,000 | 81 | 96.0% | 3,470 | 134 | 96.1% | 5,470 | 215 | 96.1% | 621 | 24 | 96.1% | 672 | 14 | 97.9% | 6,763 | 253 | 96.3% |
| SWS | 735 | 46 | 93.7% | 315 | 38 | 87.9% | 1,050 | 84 | 92.0% | -- | -- | -- | -- | -- | -- | 1,050 | 84 | 92.0% |
| UP-N | 1,260 | 26 | 97.9% | 2,940 | 95 | 96.8% | 4,200 | 121 | 97.1% | 404 | 11 | 97.3% | 432 | 17 | 96.1% | 5,036 | 149 | 97.0% |
| UP-NW | 1,995 | 79 | 96.0% | 2,520 | 92 | 96.3% | 4,515 | 171 | 96.2% | 475 | 21 | 95.6% | 504 | 19 | 96.2% | 5,494 | 211 | 96.2% |
| UP-W | <u>1,260</u> | <u>104</u> | 91.7% | <u>2,310</u> | <u>184</u> | 92.0% | <u>3,570</u> | <u>288</u> | 91.9% | <u>398</u> | <u>14</u> | 96.5% | <u>432</u> | <u>34</u> | 92.1% | <u>4,400</u> | <u>336</u> | 92.4% |
| Subtotal | 4,515 | 209 | 95.4% | 7,770 | 371 | 95.2% | 12,285 | 580 | 95.3% | 1,277 | 46 | 96.4% | 1,368 | 70 | 94.9% | 14,930 | 696 | 95.3% |
| System | 17,959 | 884 | 95.1% | 25,061 | 958 | 96.2% | 43,020 | 1,842 | 95.7% | 4,040 | 149 | 96.3% | 4,360 | 155 | 96.4% | 51,420 | 2,146 | 95.8% |

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

Delays data for most recent month is final (06/21/2021) 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 | 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 | 94.8% | 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 | 95.9% | 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 | | | | | | | | 97.3% | 97.3% |
| | 2016-2020 average | 93.8 | 93.3 | 96.0 | 96.0 | 94.1 | 93.9 | 94.1 | 94.2 | 93.8 | 94.9 | 94.4 | 95.1 | 94.6% | 94.5% |
| ME | 2016 | 98.0 | 98.6 | 98.8 | 98.9 | 98.9 | 96.5 | 97.9 | 98.5 | 97.1 | 98.6 | 97.7 | 97.7 | 98.6% | 98.1% |
| | 2017 | 95.6 | 98.9 | 98.3 | 98.9 | 98.7 | 97.1 | 98.7 | 98.5 | 98.2 | 98.3 | 97.8 | 98.4 | 98.1% | 98.1% |
| | 2018 | 97.7 | 97.2 | 99.1 | 99.0 | 99.2 | 97.7 | 98.2 | 98.6 | 98.6 | 98.2 | 97.7 | 95.9 | 98.4% | 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 | | | | | | | | 98.4% | 98.4% |
| | 2016-2020 average | 97.0 | 96.7 | 98.8 | 99.1 | 98.4 | 97.7 | 97.8 | 98.3 | 98.3 | 98.5 | 97.9 | 97.9 | 98.0% | 98.0% |
| HC | 2016 | 90.0 | 92.9 | 97.4 | 97.3 | 95.2 | 94.8 | 87.9 | 94.4 | 94.6 | 98.0 | 94.6 | 91.8 | 94.8% | 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 | 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 | | | | | | | | 85.2% | 85.2% |
| | 2016-2020 average | 88.5 | 90.2 | 92.3 | 94.3 | 87.2 | 90.0 | 90.0 | 92.1 | 91.6 | 91.0 | 90.2 | 93.1 | 90.6% | 90.9% |
| MD-N | 2016 | 95.3 | 94.2 | 95.7 | 96.8 | 92.5 | 92.9 | 95.0 | 93.1 | 93.8 | 97.5 | 95.1 | 93.8 | 94.9% | 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 | 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 | | | | | | | | 92.9% | 92.9% |
| | 2016-2020 average | 92.8 | 92.1 | 95.8 | 95.0 | 94.0 | 93.4 | 92.5 | 93.7 | 93.3 | 94.4 | 92.5 | 94.0 | 93.9% | 93.6% |
| MD-W | 2016 | 94.0 | 95.3 | 94.4 | 96.0 | 94.9 | 93.6 | 92.1 | 95.2 | 97.4 | 97.0 | 95.6 | 93.3 | 94.9% | 94.9% |
| | 2017 | 96.9 | 95.2 | 95.2 | 95.6 | 97.5 | 95.8 | 96.3 | 96.3 | 95.5 | 96.7 | 96.9 | 88.2 | 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 | | | | | | | | 92.9% | 92.9% |
| | 2016-2020 average | 94.8 | 93.1 | 95.7 | 96.4 | 96.0 | 95.8 | 95.5 | 95.6 | 96.4 | 95.9 | 94.2 | 93.4 | 95.2% | 95.2% |
| NCS | 2016 | 92.3 | 95.5 | 91.7 | 93.3 | 94.4 | 96.3 | 95.0 | 96.4 | 96.1 | 95.5 | 95.2 | 92.6 | 93.4% | 94.5% |
| | 2017 | 92.6 | 91.6 | 95.1 | 95.2 | 95.5 | 95.7 | 94.8 | 98.0 | 92.7 | 91.9 | 92.6 | 92.0 | 94.0% | 94.0% |
| | 2018 | 93.2 | 86.4 | 95.9 | 95.5 | 90.0 | 92.9 | 98.8 | 93.3 | 93.2 | 96.1 | 90.0 | 88.5 | 92.3% | 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 | | | | | | | | 87.1% | 87.1% |
| | 2016-2020 average | 91.7 | 89.6 | 94.5 | 94.8 | 93.9 | 95.3 | 95.7 | 95.4 | 94.6 | 94.5 | 92.6 | 92.7 | 92.9% | 93.7% |

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

| Line | Year | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan-May | Annual |
|------------------------------------|--------------------------|------|------|------|------|-------|------|------|------|------|------|------|------|---------|--------|
| RI | 2016 | 92.6 | 96.2 | 95.8 | 96.5 | 97.9 | 96.2 | 93.5 | 96.3 | 96.0 | 98.2 | 97.9 | 95.3 | 95.8% | 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 | 96.6% | 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 | | | | | | | | 96.3% | 96.3% |
| | 2016-2020 average | | 92.4 | 92.7 | 96.7 | 97.1 | 94.4 | 95.1 | 94.0 | 94.9 | 94.6 | 96.7 | 94.4 | 95.0 | 94.6% |
| SWS | 2016 | 95.6 | 97.2 | 97.8 | 95.6 | 91.9 | 95.3 | 94.1 | 93.3 | 91.6 | 97.4 | 96.6 | 96.2 | 95.7% | 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 | 95.3% | 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 | | | | | | | | 92.0% | 92.0% |
| | 2016-2020 average | | 94.3 | 93.4 | 95.5 | 96.0 | 93.4 | 92.8 | 93.4 | 92.9 | 93.1 | 94.0 | 93.5 | 95.0 | 94.6% |
| UP-N | 2016 | 96.9 | 98.6 | 97.1 | 98.3 | 98.3 | 98.2 | 97.0 | 96.0 | 98.1 | 99.1 | 98.0 | 98.1 | 97.8% | 97.8% |
| | 2017 | 95.6 | 99.0 | 98.3 | 97.0 | 97.3 | 97.3 | 95.6 | 97.7 | 96.9 | 98.1 | 96.9 | 96.0 | 97.5% | 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 | | | | | | | | 97.0% | 97.0% |
| | 2016-2020 average | | 95.9 | 96.0 | 97.5 | 97.7 | 97.7 | 97.2 | 96.5 | 96.4 | 97.4 | 97.3 | 96.1 | 97.3 | 96.9% |
| UP-NW | 2016 | 97.0 | 98.1 | 97.8 | 98.1 | 96.0 | 96.6 | 94.9 | 96.8 | 96.9 | 96.5 | 93.2 | 93.4 | 97.4% | 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 | 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 | | | | | | | | 96.2% | 96.2% |
| | 2016-2020 average | | 95.1 | 94.5 | 96.9 | 96.2 | 96.2 | 94.2 | 93.7 | 95.2 | 95.8 | 95.4 | 92.6 | 95.3 | 95.8% |
| UP-W | 2016 | 97.8 | 93.4 | 97.2 | 96.7 | 90.1 | 94.4 | 96.6 | 96.0 | 96.2 | 95.6 | 94.0 | 92.9 | 95.1% | 95.1% |
| | 2017 | 95.0 | 96.5 | 96.1 | 92.9 | 93.8 | 92.4 | 94.8 | 94.3 | 94.7 | 92.9 | 94.8 | 90.7 | 94.9% | 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 | | | | | | | | 92.4% | 92.4% |
| | 2016-2020 average | | 94.0 | 90.9 | 95.2 | 94.8 | 91.9 | 94.4 | 93.3 | 93.7 | 94.6 | 93.7 | 92.7 | 92.2 | 93.4% |
| System excluding South Shore | 2016 | 95.8 | 96.4 | 96.8 | 97.4 | 95.8 | 95.5 | 95.4 | 95.7 | 95.7 | 97.4 | 96.2 | 95.2 | 96.4% | 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 | 96.6% | 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 | | | | | | | | 95.8% | 95.8% |
| | 2016-2020 average | | 94.7 | 94.0 | 96.8 | 96.9 | 95.6 | 95.4 | 95.1 | 95.6 | 95.7 | 96.1 | 94.8 | 95.4 | 95.6% |

Delays data for most recent month is final (06/21/2021) version from TOPS.

'2016-2020 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

**Table 3: Weekday Trains less than 85% On-Time
May 2021**

| Line | Train | Date | Minutes | Delay | Delay Explanation |
|-------------|-----------------------|-------------|---|-------------|--|
| | | | Late | Code | |
| BNSF | 9510 80% OT | Wed, May 12 | 11 | GA | Amtrak CP Roosevelt dark signal. |
| | | Mon, May 17 | 10 | D | H-GALNSI1-16 work event at Eola on main 3, HBRGAL116A on main 2, and UTNDNSZ030T approaching from the east on main 1. |
| | | Thu, May 27 | 15 | D | EOLTUL4 27 DOUBLING TRAIN IN WEST YARD, WAITING TO SHOVE IN CLEAR |
| | | Fri, May 28 | 21 | D | H -GALNSI1-27a clearing into the West Yard at Eola. |
| HC | 916 80% OT | Tue, May 04 | 8 | GF | CP Canal timing out a signal twice |
| | | Thu, May 20 | 12 | ZR | (HUMAN ERROR,TRANSPORTATION) - TIME LOST ACCT IMPROPER CLEARANCE NUMBER INPUT FOR AMTRAK S CLEARANCE DEPARTED JA 5M LATE AND TOOK 7M TO INIT |
| | | Tue, May 25 | 12 | GF | Talked by 2 signals Lemoyme and Corwith. 2 speed restrictions |
| | | Wed, May 26 | 19 | GF | 9" flagged at 45XO at Corwith to Lamoyme restricted speed. 10" at 21st Bridge trouble |
| HC | 917 75% OT | Mon, May 03 | 7 | N | Stopped at Lemoyme BRC's phone lines down & could not communicate with CN to move the train |
| | | Tue, May 04 | 7 | ZD | Stopped at Brighton Park NS had cross traffic |
| | | Mon, May 24 | 20 | GF | 20" Train was talked by both signals at Lemoyme and Corwith restricted speed to Summit. 27" PTC No clearance # from UP to make reverse move at CP 37-XO into Joliet |
| | | Tue, May 25 | 11 | GF | (GATE XING / SIG / SWITCH FOREIGN) - 7M LEMOYNE, FLAGGED BY RED SIGNAL AT LEMOYNE & CORWITH. RES.SPEED TO #45 X/O. |
| | | Wed, May 26 | 7 | D | 11m at Brighton Park for Freight NS23n-25, with NS4140, 78 cars and 13,000 feet |
| HC | 918 70% OT | Tue, May 04 | 14 | DD | Freight train interference at CP Canal BUIWWS 2000FT |
| | | Thu, May 06 | 42 | F | 18" Cab car had speedometer malfunction BAD AXLE DRIVE PANEL CAR 8464; 28" CP Canal cross traffic UP 7646 9000ft - LOST SLOT AT CP CANAL DUE TO SPEEDO ISSUE |
| | | Mon, May 17 | 9 | D | 5M Freight interference at CP Canal Street, 5M at CP Cermak as well |
| | | Tue, May 25 | 10 | GF | Talked by 2 signals at Lemoyme & Corwith. Restricted speed from 45 crossover to Lemoyme |
| | | Wed, May 26 | 34 | GF | 20" stopped at Corwith CHISTO-626 West 6977ft stopped at Nerska GETTING THROUGH SIGNAL ISSUES FROM LAST FEW DAYS blocking plant. 7" stopped 21st plant trouble talked by red signal, 6" flagged at 45XO and 6" flagged at Lemoyme |
| | | Thu, May 27 | 14 | GF | TALKED BY RED CP-CANAL PER CN REQUEST AS RELATED TO BRC CUTOVER AT LAMOYNE, TALKED BY RED #47 X-OVER RAN RES |
| | | HC | 919 80% OT | Tue, May 04 | 13 |
| Mon, May 24 | 18 | GF | 4 min talked by Corwith, 4 min talked by Lamoyme, 8 min restricted speed Canal- Argo, 6 min freight interference. | | |
| Tue, May 25 | 6 | GF | (GATE XING / SIG / SWITCH FOREIGN) - 6M LEMOYNE, FLAGGED BY RED SIGNAL. FLAGGED BY RED SIGNAL AT CORWITH | | |
| Fri, May 28 | 7 | D | Delayed 15" at Brighton Park for Freight train NS-BC27 with BNSF8399, 43 cars and 6800ft | | |
| MD-N | 2124 80% OT | Mon, May 10 | 9 | D | 10" Freight train interference (286) following Lake Forest to A-20 |
| | | Wed, May 12 | 27 | RN | 2" Departed Fox Lake late due to 2118's mechanical problems; -10" Stopped @ North Glenview due to sick engineer; - 25" Medical emergency @ Morton Grove, engineer taken to the hospital, waited for Senior Trainmaster Adam Farence to arrive as relief engineer |
| | | Tue, May 18 | 7 | RF | 7" CN X-ing (CN DISPATCHER DID NOT GIVE LINE UP) |
| | | Wed, May 26 | 8 | GT | 10" Departed Fox Lake late due to Stop signal Per email from Director CCF this will be a CAD/Computer issue delay (INTERMITTENT LAG ISSUE) |
| MD-W | 2203 80% OT | Mon, May 17 | 8 | R1 | 8" Departed CUS late due to late arrival/turn of 2202 |
| | | Mon, May 24 | 35 | KD1 | 35" DELAY, LATE TURN FROM 2202 |
| | | Tue, May 25 | 6 | D1 | -7" Departed CUS late due to late arrival/turn of 2202 |
| | | Wed, May 26 | 17 | GM | 17" Grade crossing malfunctions; Stop signal Franklin Park, verbal permission by, restricted speed Franklin Park to B-17, Reset/clear PTC (BAD CP TRACK CONDITIONS - WEATHER/DRAINAGE) |
| MD-W | 2210 75% OT | Mon, May 03 | 9 | ZT | -10" B-12 PTC ISSUES (TB#111) OLD DUPLICATE (on-board software) |
| | | Tue, May 04 | 18 | GM | 18" Copy mandatory directives, three Automatic Grade Crossing Malfunctions in Bensenville York Rd, Center, & Green St. |
| | | Thu, May 06 | 10 | F | 10" Mechanical problems engine #411, loading issues, difficulties making track speed (30mph) Big Timber to Elgin. CABLE ISSUE ON CAR 7482 |
| | | Wed, May 12 | 7 | RA | 7" Stop CP Washington St., routing error, waiting on 2205 to vacate station track 5 |
| | | Wed, May 26 | 13 | GM | 13" Grade crossing malfunctions (BAD CP TRACK CONDITIONS - WEATHER/DRAINAGE) |
| MD-W | 2222 80% OT | Mon, May 03 | 30 | B | B-12 PTC ISSUES; TEMPORARY SPEED RESTRICTION 10 MPH; TRACK CONSTRUCTION (engineering error) FAILED TO PUT PRESENCE LOOP DURING DIAMOND CONSTRUCTION |
| | | Tue, May 11 | 7 | RD | -7" Track construction - DELAYED OPERATION AT B6 |
| | | Mon, May 17 | 12 | R1 | 8" Stop signal CROSS TRAFFIC B-17 - SAME PROCEDURE WITH YORK ROAD CROSSING ; -4" CUS station congestion |
| | | Tue, May 18 | 9 | CC | 9" Track construction |
| RI | 408 80% OT | Tue, May 04 | 6 | CF | Bad Signal Radio |
| | | Fri, May 07 | 0 | XE | Did not run Equipment problems BATTERY CHARGER PROBLEM |
| | | Wed, May 12 | 6 | RD | Incorrect lineup at LSS |
| | | Fri, May 21 | 13 | H | Track was locked inside the coach yard left 15 min late |
| SWS | 806 80% OT | Mon, May 03 | 12 | GA1 | Stopped at Ashburn waiting for SW803 |
| | | Thu, May 06 | 21 | ZP | PTC issues at NS 518 18", BRC 4", Manhattan 4" |
| | | Mon, May 17 | 7 | GX | Item 1 at 87th & Pulaski |
| | | Wed, May 26 | 16 | GA | Stopped at 21st 12m, plant problem , talked by Red, Amtrak not answering phone |
| SWS | 815 80% OT | Tue, May 11 | 19 | ZN | Train could not initialize PTC at the BRC |
| | | Wed, May 19 | 11 | G | 8M CP 143RD ST.- NS LANDERS OPR HAD TO FLAG TRAIN BY RED SIGNAL (maintained by Metra) |
| | | Tue, May 25 | 6 | CA | 6 min delay due to issues with the 21st bridge held at CUS |
| | | Thu, May 27 | 11 | CC | (SIG / SWITCH MALFCN (SIG DEPT)) - 11M DUFFY AV. (MP 13.51) TO OAK LAWN DEPOT, RES. SPEED. |

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

| Line | Train | Date | Minutes | | Delay Code | Delay Explanation |
|------|---------------------|-------------|---------|--|------------|---|
| | | | Late | | | |
| UP-W | 20 75% OT | Wed, May 12 | 0 | | XE | ANNULLED AT WINFIELD DUE TO POWER ISSUES ON METX 146 - SCR FAILED |
| | | Tue, May 18 | 20 | | ZT | SYSTEM-WIDE PTC FAILURE AT ELBURN, WAITED FOR HELP DESK AND DISPATCHER TO RESPOND WITH INSTRUCTIONS, ALSO DELAYED FOLLOWING MMUSSX FROM MP39-34 |
| | | Mon, May 24 | 23 | | ZT | PTC ISSUES LEAVING ELBURN (OPERATED IN ATC-PTC STUCK IN THE INITIALIZING PHASE) |
| | | Tue, May 25 | 20 | | D | DELAYED -11" FROM 6:32-06:44@ PECK FOR MCHBO; DELAYED -7" @ OAK PARK FOR AN ADA LIFT; & DELAYED -5" @ WESTERN AVE FOR CROSS TRAFFIC |
| | | Wed, May 26 | 10 | | RN | NO BRAKEMAN STARTING OUT OF ELBURN; SLOW ORDERS ENROUTE; ADA LIFT AT OAK PARK |
| UP-W | 26 80% OT | Wed, May 12 | 17 | | E1 | TRAIN MADE ALL STOPS INTO OTC DUE TO M20 HAVING ENGINE ISSUES |
| | | Mon, May 24 | 10 | | ZT1 | DELAYED FOLLOWING M20 FROM ELMHURST TO CPT |
| | | Tue, May 25 | 7 | | D | DELAYED ON ACCT. OF NO SIGNAL @CN @WEST CHICAGO FOR CROSS TRAFFIC |
| | | Wed, May 26 | 14 | | GF | NO SIGNAL AT KRESS/SPEED RESTRICTIONS OUT OF WEST CHICAGO - CN DIAMOND |
| UP-W | 29 65% OT | Wed, May 12 | 20 | | E1 | DELAYED DUE TO LATE ARRIVAL OF EQUIPMENT |
| | | Thu, May 13 | 10 | | GF | DELAYED DUE TO NO SIGNAL AT JB TOWER/ RESTRICTED SPEED |
| | | Mon, May 17 | 14 | | ZT | SLOW ORDERS MP 15.2-15.3 (20MPH), MP33.5-35.5 (30MPH), & MP35.5-35.6 (60MPH) SYSTEM UNABLE TO LOAD SLOW ORDER AT MP 15.2 |
| | | Thu, May 20 | 10 | | K1 | WAITED FOR M44 AT PARK ON T3 |
| | | Tue, May 25 | 9 | | C | OPERATED AT RESTRICTED SPEED THROUGH KEDZIE ON ACCT. OF TRACK CONSTRUCTION; 1 ADA LIFT@ GLEN ELLYN; FORM B @ WEST CHICAGO |
| | | Wed, May 26 | 14 | | UF1 | DELAYED AT PARK WAITING ON M44 TO PASS |
| | | Fri, May 28 | 19 | | D1 | STOPPED AT PARK WAITING FOR M44 TO CLEAR T3 |
| UP-W | 36 75% OT | Mon, May 10 | 0 | | XE | ANNULLED, ENGINE METX159 STOPPED LOADING - GFX FAILED |
| | | Mon, May 17 | 6 | | U | 1 ADA LIFT |
| | | Wed, May 19 | 23 | | YF1 | DEPARTED 25 MINUTES LATE DUE TO EARLIER FREIGHT DERAIL AT Y044 |
| | | Thu, May 20 | 20 | | K | STOPPED AT LOMBARD FOR A CAR ON THE TRACKS AT MP19.26 (GRACE AVE) |
| | | Tue, May 25 | 11 | | D | WAITED ON A PASSENGER @LA FOX ON WRONG SIDE; FOLLOWED FREIGHT LAFOX TO WEST CHICAGO (MCLCHX) |
| UP-W | 42 80% OT | Mon, May 10 | 7 | | KW1 | LATE TURN OFF M21, WHEEL SLIP |
| | | Thu, May 13 | 8 | | D | DELAYED WAITING ON FREIGHT TRAIN TO CLEAR (ZG2LT) |
| | | Thu, May 20 | 42 | | K1 | DEPARTED ELBURN 24 MINUTES LATE DUE TO LATE ARRIVAL OF M21, ALSO HELD AT PECK WAITING FOR MPRNP TO CLEAR, ALSO WAITED FOR ADA PASSENGER WITH A CANE AT GLEN ELLYN |
| | | Fri, May 21 | 15 | | D | DELAYED FOLLOWING THE IG3SK @ REDUCED SPEED DUE TO THE FREIGHT TRAIN HAVING PTC ISSUES |
| UP-W | 44 75% OT | Wed, May 12 | 25 | | E1 | DELAYED DUE TO LATE ARRIVAL OF EQUIPMENT M25 |
| | | Thu, May 13 | 10 | | D1 | DELAYED WAITING ON FREIGHT (ZG2LT) |
| | | Mon, May 24 | 12 | | D | LATE TURN OFF M25 & WAITED ON M29 @ VILLA PARK |
| | | Wed, May 26 | 15 | | UF1 | DELAYED DUE TO LATE ARRIVAL OF EQUIPMENT (M25) |
| | | Fri, May 28 | 15 | | D | STOPPED AT TURNER WAITING FOR MCHBO TO CLEAR T3, JB TOWER RAN MULTIPLE CN TRAINS WHILE DELAYING WEST BOUND UP TRAINS (AMICH EASTBOUND ON T1) |

Data is final (06/21/2021) 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
May 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 | 6 | - | - | - | 4 | 5 | 16 | 3 | - | 1 | - | 5 | 20 | 60 |
| Freight Interference - Peak | 3 | - | - | - | 4 | 3 | 4 | 3 | - | 1 | - | 1 | 4 | 23 |
| Primary | 3 | - | - | - | 4 | 2 | 4 | 2 | - | 1 | - | 1 | 4 | 21 |
| Secondary | - | - | - | - | - | 1 | - | 1 | - | - | - | - | - | 2 |
| Freight Interference - Off-Peak | 3 | - | - | - | - | 2 | 12 | - | - | - | - | 4 | 16 | 37 |
| Primary | 3 | - | - | - | - | 2 | 11 | - | - | - | - | 4 | 12 | 32 |
| Secondary | - | - | - | - | - | - | 1 | - | - | - | - | - | 4 | 5 |
| Signal/Switch Failure - Total | 1 | 5 | - | 1 | 10 | 8 | 8 | 2 | 3 | 6 | - | 1 | 5 | 50 |
| Signal/Switch Failure - Metra/PSA | - | 5 | - | 1 | - | 8 | 8 | 2 | 2 | 2 | - | 1 | 1 | 30 |
| Primary | - | 4 | - | 1 | - | 7 | 7 | 2 | 2 | 2 | - | 1 | 1 | 27 |
| Secondary | - | 1 | - | - | - | 1 | 1 | - | - | - | - | - | - | 3 |
| Signal/Switch Failure - Foreign | 1 | - | - | - | 10 | - | - | - | 1 | 4 | - | - | 4 | 20 |
| Primary | 1 | - | - | - | 10 | - | - | - | 1 | 2 | - | - | 4 | 18 |
| Secondary | - | - | - | - | - | - | - | - | - | 2 | - | - | - | 2 |
| Mechanical Failure - Total | 2 | - | - | - | 1 | 7 | 3 | - | 4 | - | 4 | - | 11 | 32 |
| Mechanical Failure - Metra/PSA | 2 | - | - | - | 1 | 7 | 3 | - | 4 | - | 4 | - | 11 | 32 |
| Non-Locomotive Equipment Issue - Metra/PSA | 2 | - | - | - | 1 | 1 | 2 | - | 1 | - | 1 | - | 2 | 10 |
| Primary | 2 | - | - | - | 1 | 1 | 1 | - | 1 | - | 1 | - | - | 7 |
| Secondary | - | - | - | - | - | - | 1 | - | - | - | - | - | 2 | 3 |
| Locomotive Issue - Metra/PSA | - | - | - | - | - | 6 | 1 | - | 3 | - | 3 | - | 9 | 22 |
| Primary | - | - | - | - | - | 4 | - | - | 3 | - | 1 | - | 2 | 10 |
| Secondary | - | - | - | - | - | 2 | 1 | - | - | - | 2 | - | 7 | 12 |
| Mechanical Failure - Foreign | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Passenger Train Interference - Total | - | - | - | - | - | 1 | - | - | - | - | - | - | - | 1 |
| Passenger Train Interference - Metra/PSA | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Passenger Train Interference - Foreign | - | - | - | - | - | 1 | - | - | - | - | - | - | - | 1 |
| Accident - Total | - | - | - | - | - | - | - | - | 5 | - | - | 9 | 3 | 17 |
| Accident - Metra/PSA | - | - | - | - | - | - | - | - | 5 | - | - | 9 | - | 14 |
| Accident - Foreign | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 3 |
| Track Work - Total | 2 | 2 | - | 3 | - | 1 | 6 | - | 9 | 2 | - | - | 3 | 28 |
| Track Work - Metra/PSA | 2 | 2 | - | 3 | - | 1 | 6 | - | 9 | 1 | - | - | 3 | 27 |
| Track Work - Foreign | - | - | - | - | - | - | - | - | - | 1 | - | - | - | 1 |
| Human Error - Total | 3 | - | - | - | - | 16 | 12 | 6 | 2 | 1 | 2 | 3 | 2 | 47 |
| Human Error - Metra/PSA | 1 | - | - | - | - | 11 | 11 | 4 | 2 | - | 2 | 2 | 1 | 34 |
| Human Error - Foreign | 2 | - | - | - | - | 5 | 1 | 2 | - | 1 | - | 1 | 1 | 13 |
| PTC Related - Total | - | 3 | 1 | 2 | 3 | 5 | 3 | - | 2 | 5 | 2 | 2 | 9 | 37 |
| PTC Related - Metra/PSA | - | 3 | 1 | 2 | 1 | 4 | 2 | - | 2 | 3 | 2 | 2 | 9 | 31 |
| PTC Related - Foreign | - | - | - | - | 2 | 1 | 1 | - | - | 2 | - | - | - | 6 |
| Weather - Total | - | - | - | - | - | 6 | - | - | 1 | - | 3 | - | 2 | 12 |
| Weather - Metra/PSA | - | - | - | - | - | 6 | - | - | 1 | - | 3 | - | 2 | 12 |
| Weather - Foreign | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Passenger Related - Total | 2 | 5 | - | - | - | 2 | 5 | - | 4 | - | 3 | 2 | 4 | 27 |
| Obstruction/Debris - Total | 6 | 1 | 1 | 1 | - | 3 | 7 | - | 4 | - | 11 | 2 | 14 | 50 |
| Catenary Failure - Total | - | 3 | 3 | 5 | - | - | - | - | - | - | - | - | - | 11 |
| Other - Total | - | 1 | - | - | 1 | - | - | - | - | - | 2 | - | - | 4 |
| Total Trains Delayed | 22 | 20 | 5 | 12 | 19 | 54 | 60 | 11 | 34 | 15 | 27 | 24 | 73 | 376 |
| Total Metra/PSA Delays | 13 | 20 | 5 | 12 | 3 | 42 | 42 | 6 | 33 | 6 | 27 | 18 | 45 | 272 |
| Total Foreign Carrier Delays | 9 | 0 | 0 | 0 | 16 | 12 | 18 | 5 | 1 | 9 | 0 | 6 | 28 | 104 |

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

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

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

Top 2 causes for each line and the system are shaded

| Cause Category | BNSF | ME-ML | ME-BI | ME-SC | HC | MD-N | MD-W | NCS | RI | SWS | UP-N | UP-NW | UP-W | SYSTEM |
|---|------------|-----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|
| Freight Interference - Total | 12 | - | - | - | 4 | 9 | 8 | 7 | 3 | 8 | 1 | 2 | 15 | 69 |
| Freight Interference - Peak | 4 | - | - | - | 3 | 1 | 3 | 3 | 0 | 1 | 0 | 1 | 6 | 23 |
| Primary | 4 | - | - | - | 3 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 3 | 15 |
| Secondary | 1 | - | - | - | 0 | 0 | 2 | 0 | - | 1 | - | 1 | 3 | 8 |
| Freight Interference - Off-Peak | 7 | - | - | - | 1 | 8 | 6 | 4 | 2 | 7 | 1 | 1 | 9 | 46 |
| Primary | 6 | - | - | - | 1 | 5 | 3 | 4 | 2 | 5 | 0 | 1 | 7 | 34 |
| Secondary | 1 | - | - | - | 0 | 3 | 2 | 1 | 1 | 1 | 0 | - | 2 | 12 |
| Signal/Switch Failure - Total | 22 | 6 | 4 | 4 | 4 | 22 | 10 | 4 | 11 | 11 | 2 | 4 | 12 | 114 |
| Signal/Switch Failure - Metra/PSA | 8 | 6 | 4 | 4 | 0 | 20 | 8 | 2 | 10 | 5 | 2 | 3 | 10 | 82 |
| Primary | 7 | 4 | 3 | 3 | 0 | 12 | 6 | 2 | 8 | 3 | 2 | 2 | 6 | 57 |
| Secondary | 2 | 1 | 1 | 2 | - | 8 | 2 | 1 | 2 | 2 | 0 | 1 | 4 | 25 |
| Signal/Switch Failure - Foreign | 14 | - | - | - | 4 | 3 | 2 | 1 | 1 | 6 | - | 1 | 1 | 32 |
| Primary | 11 | - | - | - | 4 | 2 | 1 | 1 | 1 | 3 | - | 0 | 1 | 24 |
| Secondary | 3 | - | - | - | 0 | 1 | 1 | - | 0 | 3 | - | 1 | 1 | 8 |
| Mechanical Failure - Total | 15 | 1 | 0 | - | 0 | 11 | 9 | 3 | 20 | 4 | 6 | 8 | 12 | 89 |
| Mechanical Failure - Metra/PSA | 15 | 1 | 0 | - | 0 | 11 | 9 | 3 | 20 | 4 | 6 | 8 | 12 | 89 |
| Non-Locomotive Equipment Issue - Metra/PSA | 9 | 1 | 0 | - | - | 0 | 0 | - | 2 | 1 | 3 | 2 | 5 | 23 |
| Primary | 4 | 1 | 0 | - | - | 0 | 0 | - | 1 | 1 | 2 | 1 | 3 | 12 |
| Secondary | 6 | 0 | - | - | - | - | - | - | 1 | - | 1 | 1 | 2 | 11 |
| Locomotive Issue - Metra/PSA | 6 | - | - | - | 0 | 10 | 9 | 3 | 18 | 3 | 4 | 6 | 7 | 66 |
| Primary | 3 | - | - | - | 0 | 3 | 3 | 1 | 4 | 1 | 1 | 1 | 3 | 21 |
| Secondary | 3 | - | - | - | - | 8 | 6 | 2 | 13 | 2 | 3 | 5 | 4 | 44 |
| Mechanical Failure - Foreign | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Passenger Train Interference - Total | 1 | - | - | 0 | 2 | 2 | 0 | 1 | 0 | 9 | - | - | - | 15 |
| Passenger Train Interference - Metra/PSA | - | - | - | - | - | 2 | 0 | 1 | 0 | - | - | - | - | 3 |
| Passenger Train Interference - Foreign | 1 | - | - | 0 | 2 | 0 | 0 | - | - | 9 | - | - | - | 13 |
| Accident - Total | 2 | 1 | 0 | 0 | 0 | 4 | 7 | 3 | 6 | 1 | 3 | 2 | 6 | 36 |
| Accident - Metra/PSA | 1 | 1 | 0 | 0 | 0 | 4 | 7 | 3 | 5 | - | 3 | 1 | 3 | 29 |
| Accident - Foreign | 1 | - | - | - | - | - | 1 | 1 | 0 | 1 | - | 1 | 3 | 7 |
| Track Work - Total | 14 | 6 | 1 | 2 | 5 | 10 | 2 | 2 | 12 | 1 | 8 | 6 | 22 | 90 |
| Track Work - Metra/PSA | 13 | 6 | 1 | 2 | 5 | 10 | 2 | 2 | 12 | 0 | 8 | 5 | 22 | 89 |
| Track Work - Foreign | 1 | - | - | - | - | - | 0 | - | - | 0 | - | 0 | - | 1 |
| Human Error - Total | 17 | 2 | 1 | 1 | 0 | 6 | 3 | 2 | 7 | 1 | 4 | 3 | 7 | 54 |
| Human Error - Metra/PSA | 11 | 2 | 1 | 1 | - | 3 | 2 | 1 | 7 | - | 4 | 2 | 6 | 39 |
| Human Error - Foreign | 6 | - | - | - | 0 | 3 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 14 |
| PTC Related - Total | 6 | 4 | 1 | 2 | - | - | - | - | 6 | 0 | 0 | 1 | 2 | 22 |
| PTC Related - Metra/PSA | 6 | 4 | 1 | 2 | - | - | - | - | 6 | 0 | 0 | 1 | 1 | 21 |
| PTC Related - Foreign | - | - | - | - | - | - | - | - | - | 0 | - | - | 0 | 1 |
| Weather - Total | 9 | 0 | 0 | - | - | 3 | 0 | 0 | 3 | - | - | 2 | 6 | 25 |
| Weather - Metra/PSA | 9 | 0 | 0 | - | - | 3 | 0 | 0 | 3 | - | - | 2 | 6 | 24 |
| Weather - Foreign | - | - | - | - | - | - | - | - | 0 | - | - | - | 0 | 0 |
| Passenger Related - Total | 9 | 6 | 1 | 2 | - | 10 | 8 | 1 | 13 | 1 | 5 | 16 | 13 | 86 |
| Obstruction/Debris - Total | 13 | 7 | 1 | 5 | 1 | 4 | 5 | 1 | 12 | 1 | 6 | 12 | 15 | 82 |
| Catenary Failure - Total | - | 1 | 0 | 0 | - | - | - | - | - | - | - | - | - | 1 |
| Other - Total | 0 | - | 0 | - | - | 0 | - | - | 0 | 1 | 0 | - | 1 | 3 |
| Total Trains Delayed | 120 | 33 | 9 | 18 | 17 | 82 | 53 | 23 | 93 | 37 | 36 | 56 | 109 | 685 |
| Total Metra/PSA Delays | 86 | 33 | 9 | 17 | 7 | 67 | 42 | 13 | 89 | 12 | 35 | 51 | 88 | 547 |
| Total Foreign Carrier Delays | 34 | 0 | 0 | 0 | 10 | 15 | 12 | 10 | 4 | 25 | 1 | 5 | 21 | 138 |

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

| Cause Category | BNSF | ME-ML | ME-BI | ME-SC | HC | MD-N | MD-W | NCS | RI | SWS | UP-N | UP-NW | UP-W | SYSTEM |
|---|-------------|-------------|------------|------------|------------|-------------|------------|-------------|-------------|-------------|------------|-------------|-------------|--------------|
| Freight Interference - Total | (6) | - | - | - | 0 | (4) | 8 | (4) | (3) | (7) | (1) | 3 | 5 | (9) |
| Freight Interference - Peak | (1) | - | - | - | 1 | 2 | 1 | 0 | (0) | (0) | (0) | (0) | (2) | (0) |
| Primary | (1) | - | - | - | 1 | 1 | 3 | (0) | (0) | 0 | (0) | 0 | 1 | 6 |
| Secondary | (1) | - | - | - | (0) | 1 | (2) | 1 | - | (1) | - | (1) | (3) | (6) |
| Freight Interference - Off-Peak | (4) | - | - | - | (1) | (6) | 6 | (4) | (2) | (7) | (1) | 3 | 7 | (9) |
| Primary | (3) | - | - | - | (1) | (3) | 8 | (4) | (2) | (5) | (0) | 3 | 5 | (2) |
| Secondary | (1) | - | - | - | (0) | (3) | (1) | (1) | (1) | (1) | (0) | - | 2 | (7) |
| Signal/Switch Failure - Total | (21) | (1) | (4) | (3) | 6 | (14) | (2) | (2) | (8) | (5) | (2) | (3) | (7) | (64) |
| Signal/Switch Failure - Metra/PSA | (8) | (1) | (4) | (3) | (0) | (12) | - | (0) | (8) | (3) | (2) | (2) | (9) | (52) |
| Primary | (7) | (0) | (3) | (2) | (0) | (5) | 1 | 0 | (6) | (1) | (2) | (1) | (5) | (30) |
| Secondary | (2) | (0) | (1) | (2) | - | (7) | (1) | (1) | (2) | (2) | (0) | (1) | (4) | (22) |
| Signal/Switch Failure - Foreign | (13) | - | - | - | 6 | (3) | (2) | (1) | 0 | (2) | - | (1) | 3 | (12) |
| Primary | (10) | - | - | - | 6 | (2) | (1) | (1) | 0 | (1) | - | (0) | 3 | (6) |
| Secondary | (3) | - | - | - | (0) | (1) | (1) | - | (0) | (1) | - | (1) | (1) | (6) |
| Mechanical Failure - Total | (13) | (1) | (0) | - | 1 | (4) | (6) | (3) | (16) | (4) | (2) | (8) | (1) | (57) |
| Mechanical Failure - Metra/PSA | (13) | (1) | (0) | - | 1 | (4) | (6) | (3) | (16) | (4) | (2) | (8) | (1) | (57) |
| Non-Locomotive Equipment Issue - Metra/PSA | (7) | (1) | (0) | - | 1 | 1 | 2 | - | (1) | (1) | (2) | (2) | (3) | (13) |
| Primary | (2) | (1) | (0) | - | 1 | 1 | 1 | - | - | (1) | (1) | (1) | (3) | (5) |
| Secondary | (6) | (0) | - | - | - | - | 1 | - | (1) | - | (1) | (1) | (0) | (8) |
| Locomotive Issue - Metra/PSA | (6) | - | - | - | (0) | (4) | (8) | (3) | (15) | (3) | (1) | (6) | 2 | (44) |
| Primary | (3) | - | - | - | (0) | 1 | (3) | (1) | (1) | (1) | - | (1) | (1) | (11) |
| Secondary | (3) | - | - | - | - | (6) | (5) | (2) | (13) | (2) | (1) | (5) | 3 | (32) |
| Mechanical Failure - Foreign | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Passenger Train Interference - Total | (1) | - | - | (0) | (2) | (1) | (0) | (1) | (0) | (9) | - | - | - | (14) |
| Passenger Train Interference - Metra/PSA | - | - | - | - | - | (2) | (0) | (1) | (0) | - | - | - | - | (3) |
| Passenger Train Interference - Foreign | (1) | - | - | (0) | (2) | 1 | (0) | - | - | (9) | - | - | - | (12) |
| Accident - Total | (2) | (1) | (0) | (0) | (0) | (4) | (7) | (3) | (1) | (1) | (3) | 7 | (3) | (19) |
| Accident - Metra/PSA | (1) | (1) | (0) | (0) | (0) | (4) | (7) | (3) | (0) | - | (3) | 8 | (3) | (15) |
| Accident - Foreign | (1) | - | - | - | - | - | (1) | (1) | (0) | (1) | - | (1) | 0 | (4) |
| Track Work - Total | (12) | (4) | (1) | 1 | (5) | (9) | 4 | (2) | (3) | 1 | (8) | (6) | (19) | (62) |
| Track Work - Metra/PSA | (11) | (4) | (1) | 1 | (5) | (9) | 4 | (2) | (3) | 1 | (8) | (5) | (19) | (62) |
| Track Work - Foreign | (1) | - | - | - | - | - | (0) | - | - | 1 | - | (0) | - | (0) |
| Human Error - Total | (14) | (2) | (1) | (1) | (0) | 10 | 9 | 4 | (5) | (0) | (2) | - | (5) | (7) |
| Human Error - Metra/PSA | (10) | (2) | (1) | (1) | - | 8 | 9 | 3 | (5) | - | (2) | (0) | (5) | (5) |
| Human Error - Foreign | (4) | - | - | - | (0) | 2 | 0 | 1 | (0) | (0) | (0) | 0 | (0) | (1) |
| PTC Related - Total | (6) | (1) | 0 | - | 3 | 5 | 3 | - | (4) | 5 | 2 | 1 | 7 | 15 |
| PTC Related - Metra/PSA | (6) | (1) | 0 | - | 1 | 4 | 2 | - | (4) | 3 | 2 | 1 | 8 | 10 |
| PTC Related - Foreign | - | - | - | - | 2 | 1 | 1 | - | - | 2 | - | - | (0) | 5 |
| Weather - Total | (9) | (0) | (0) | - | - | 3 | (0) | (0) | (2) | - | 3 | (2) | (4) | (13) |
| Weather - Metra/PSA | (9) | (0) | (0) | - | - | 3 | (0) | (0) | (2) | - | 3 | (2) | (4) | (12) |
| Weather - Foreign | - | - | - | - | - | - | - | - | (0) | - | - | - | (0) | (0) |
| Passenger Related - Total | (7) | (1) | (1) | (2) | - | (8) | (3) | (1) | (9) | (1) | (2) | (14) | (9) | (59) |
| Obstruction/Debris - Total | (7) | (6) | 0 | (4) | (1) | (1) | 2 | (1) | (8) | (1) | 5 | (10) | (1) | (32) |
| Catenary Failure - Total | - | 2 | 3 | 5 | - | - | - | - | - | - | - | - | - | 10 |
| Other - Total | (0) | 1 | (0) | - | 1 | (0) | - | - | (0) | (1) | 2 | - | (1) | 1 |
| Total Trains Delayed | (98) | (13) | (4) | (6) | 2 | (28) | 7 | (12) | (59) | (22) | (9) | (32) | (36) | (309) |
| Total Metra/PSA Delays | -73 | -13 | -4 | -5 | -4 | -25 | 0 | -7 | -56 | -6 | -8 | -33 | -43 | -275 |
| Total Foreign Carrier Delays | -25 | 0 | 0 | 0 | 6 | -3 | 6 | -5 | -3 | -16 | -1 | 1 | 7 | -34 |

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

Table 6.a: Train Delays by Cause and Line - YTD
January - May 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 | 19 | - | - | - | 23 | 21 | 75 | 16 | 12 | 17 | 2 | 15 | 117 | 317 |
| Freight Interference - Peak | 6 | - | - | - | 23 | 9 | 29 | 16 | 5 | 11 | - | 5 | 40 | 144 |
| Primary | 6 | - | - | - | 22 | 8 | 26 | 15 | 3 | 9 | - | 5 | 29 | 123 |
| Secondary | - | - | - | - | 1 | 1 | 3 | 1 | 2 | 2 | - | - | 11 | 21 |
| Freight Interference - Off-Peak | 13 | - | - | - | - | 12 | 46 | - | 7 | 6 | 2 | 10 | 77 | 173 |
| Primary | 11 | - | - | - | - | 12 | 42 | - | 7 | 6 | 2 | 10 | 55 | 145 |
| Secondary | 2 | - | - | - | - | - | 4 | - | - | - | - | - | 22 | 28 |
| Signal/Switch Failure - Total | 10 | 21 | 7 | 9 | 18 | 50 | 35 | 13 | 50 | 24 | 6 | 10 | 16 | 269 |
| Signal/Switch Failure - Metra/PSA | 3 | 21 | 7 | 9 | - | 41 | 33 | 8 | 48 | 6 | 6 | 5 | 10 | 197 |
| Primary | 3 | 14 | 5 | 5 | - | 35 | 30 | 8 | 46 | 5 | 4 | 5 | 5 | 165 |
| Secondary | - | 7 | 2 | 4 | - | 6 | 3 | - | 2 | 1 | 2 | - | 5 | 32 |
| Signal/Switch Failure - Foreign | 7 | - | - | - | 18 | 9 | 2 | 5 | 2 | 18 | - | 5 | 6 | 72 |
| Primary | 6 | - | - | - | 18 | 6 | 2 | 5 | 2 | 15 | - | 4 | 6 | 64 |
| Secondary | 1 | - | - | - | - | 3 | - | - | - | 3 | - | 1 | - | 8 |
| Mechanical Failure - Total | 11 | 1 | - | - | 1 | 30 | 26 | 7 | 26 | 4 | 14 | 9 | 31 | 160 |
| Mechanical Failure - Metra/PSA | 11 | 1 | - | - | 1 | 30 | 26 | 7 | 26 | 4 | 14 | 9 | 31 | 160 |
| Non-Locomotive Equipment Issue - Metra/PSA | 2 | 1 | - | - | 1 | 3 | 4 | - | 3 | - | 8 | 1 | 17 | 40 |
| Primary | 2 | 1 | - | - | 1 | 2 | 3 | - | 3 | - | 7 | 1 | 7 | 27 |
| Secondary | - | - | - | - | - | 1 | 1 | - | - | - | 1 | - | 10 | 13 |
| Locomotive Issue - Metra/PSA | 9 | - | - | - | - | 27 | 22 | 7 | 23 | 4 | 6 | 8 | 14 | 120 |
| Primary | 6 | - | - | - | - | 13 | 9 | 4 | 16 | 3 | 3 | 6 | 5 | 65 |
| Secondary | 3 | - | - | - | - | 14 | 13 | 3 | 7 | 1 | 3 | 2 | 9 | 55 |
| Mechanical Failure - Foreign | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Passenger Train Interference - Total | 1 | - | - | 1 | - | 10 | - | 4 | - | - | - | - | - | 16 |
| Passenger Train Interference - Metra/PSA | - | - | - | 1 | - | 8 | - | 4 | - | - | - | - | - | 13 |
| Passenger Train Interference - Foreign | 1 | - | - | - | - | 2 | - | - | - | - | - | - | - | 3 |
| Accident - Total | 24 | 11 | 3 | - | - | 5 | 10 | 2 | 9 | - | 17 | 48 | 17 | 146 |
| Accident - Metra/PSA | 14 | 11 | 3 | - | - | 4 | 7 | 2 | 9 | - | 17 | 48 | 6 | 121 |
| Accident - Foreign | 10 | - | - | - | - | 1 | 3 | - | - | - | - | - | 11 | 25 |
| Track Work - Total | 3 | 10 | - | 7 | 1 | 11 | 20 | - | 27 | 2 | 11 | 8 | 4 | 104 |
| Track Work - Metra/PSA | 3 | 9 | - | 7 | 1 | 11 | 18 | - | 27 | 1 | 11 | 8 | 4 | 100 |
| Track Work - Foreign | - | 1 | - | - | - | - | 2 | - | - | 1 | - | - | - | 4 |
| Human Error - Total | 8 | 10 | 5 | 8 | 2 | 34 | 42 | 9 | 25 | 4 | 11 | 19 | 7 | 184 |
| Human Error - Metra/PSA | 6 | 10 | 5 | 8 | 1 | 16 | 35 | 6 | 25 | 3 | 10 | 9 | 6 | 140 |
| Human Error - Foreign | 2 | - | - | - | 1 | 18 | 7 | 3 | - | 1 | 1 | 10 | 1 | 44 |
| PTC Related - Total | 4 | 6 | 2 | 7 | 10 | 34 | 20 | 3 | 15 | 16 | 7 | 8 | 31 | 163 |
| PTC Related - Metra/PSA | 4 | 4 | 2 | 5 | 3 | 30 | 17 | 2 | 13 | 5 | 7 | 8 | 30 | 130 |
| PTC Related - Foreign | - | 2 | - | 2 | 7 | 4 | 3 | 1 | 2 | 11 | - | - | 1 | 33 |
| Weather - Total | 50 | 28 | 11 | 12 | 6 | 79 | 63 | 8 | 50 | 8 | 41 | 70 | 45 | 471 |
| Weather - Metra/PSA | 37 | 28 | 11 | 12 | 4 | 76 | 60 | 8 | 50 | 6 | 41 | 66 | 39 | 438 |
| Weather - Foreign | 13 | - | - | - | 2 | 3 | 3 | - | - | 2 | - | 4 | 6 | 33 |
| Passenger Related - Total | 8 | 6 | 3 | 4 | - | 8 | 16 | - | 20 | - | 14 | 16 | 30 | 125 |
| Obstruction/Debris - Total | 13 | 11 | 8 | 14 | - | 8 | 21 | 1 | 19 | 4 | 24 | 8 | 38 | 169 |
| Catenary Failure - Total | - | 3 | 3 | 7 | - | - | - | - | - | - | - | - | - | 13 |
| Other - Total | - | 1 | - | - | 1 | - | - | - | - | 5 | 2 | - | - | 9 |
| Total Trains Delayed | 151 | 108 | 42 | 69 | 62 | 290 | 328 | 63 | 253 | 84 | 149 | 211 | 336 | 2,146 |
| Total Metra/PSA Delays | 99 | 105 | 42 | 67 | 11 | 232 | 233 | 38 | 237 | 34 | 146 | 177 | 194 | 1,615 |
| Total Foreign Carrier Delays | 52 | 3 | 0 | 2 | 51 | 58 | 95 | 25 | 16 | 50 | 3 | 34 | 142 | 531 |

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

Top 2 causes for each line and the system are shaded

| Cause Category | BNSF | ME-ML | ME-BI | ME-SC | HC | MD-N | MD-W | NCS | RI | SWS | UP-N | UP-NW | UP-W | SYSTEM |
|---|------------|------------|-----------|------------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| Freight Interference - Total | 53 | - | - | - | 21 | 47 | 48 | 27 | 25 | 45 | 5 | 25 | 91 | 387 |
| Freight Interference - Peak | 20 | - | - | - | 18 | 9 | 13 | 9 | 7 | 15 | 2 | 13 | 32 | 138 |
| Primary | 12 | - | - | - | 15 | 6 | 9 | 7 | 5 | 10 | 1 | 8 | 14 | 87 |
| Secondary | 8 | - | - | - | 3 | 3 | 4 | 2 | 2 | 4 | 0 | 5 | 19 | 51 |
| Freight Interference - Off-Peak | 33 | - | - | - | 3 | 38 | 35 | 18 | 18 | 31 | 3 | 13 | 58 | 249 |
| Primary | 26 | - | - | - | 3 | 24 | 25 | 15 | 13 | 22 | 1 | 8 | 43 | 180 |
| Secondary | 7 | - | - | - | 0 | 14 | 10 | 2 | 5 | 9 | 1 | 4 | 15 | 68 |
| Signal/Switch Failure - Total | 103 | 37 | 18 | 21 | 13 | 84 | 65 | 42 | 61 | 47 | 14 | 27 | 47 | 578 |
| Signal/Switch Failure - Metra/PSA | 52 | 37 | 18 | 21 | 2 | 65 | 54 | 16 | 59 | 16 | 14 | 16 | 38 | 407 |
| Primary | 35 | 25 | 13 | 16 | 2 | 39 | 40 | 11 | 42 | 11 | 7 | 11 | 16 | 268 |
| Secondary | 17 | 12 | 5 | 5 | 0 | 26 | 14 | 5 | 17 | 5 | 7 | 5 | 22 | 139 |
| Signal/Switch Failure - Foreign | 51 | - | - | - | 12 | 20 | 11 | 26 | 1 | 31 | 0 | 11 | 9 | 171 |
| Primary | 41 | - | - | - | 10 | 10 | 7 | 19 | 1 | 19 | - | 6 | 6 | 120 |
| Secondary | 10 | - | - | - | 2 | 10 | 4 | 6 | 0 | 11 | 0 | 5 | 3 | 51 |
| Mechanical Failure - Total | 82 | 8 | 4 | 2 | 2 | 73 | 51 | 18 | 82 | 12 | 44 | 42 | 56 | 476 |
| Mechanical Failure - Metra/PSA | 81 | 5 | 3 | 1 | 2 | 67 | 50 | 18 | 82 | 12 | 44 | 42 | 56 | 463 |
| Non-Locomotive Equipment Issue - Metra/PSA | 30 | 5 | 3 | 1 | 1 | 10 | 4 | 3 | 8 | 5 | 17 | 17 | 25 | 130 |
| Primary | 13 | 2 | 1 | 0 | 0 | 4 | 2 | 2 | 4 | 3 | 9 | 8 | 11 | 60 |
| Secondary | 18 | 2 | 2 | 1 | 0 | 6 | 1 | 2 | 5 | 2 | 8 | 9 | 14 | 70 |
| Locomotive Issue - Metra/PSA | 51 | - | - | - | 1 | 57 | 47 | 14 | 73 | 7 | 27 | 25 | 30 | 333 |
| Primary | 16 | - | - | - | 1 | 17 | 16 | 4 | 22 | 3 | 8 | 8 | 10 | 105 |
| Secondary | 35 | - | - | - | 0 | 40 | 30 | 10 | 51 | 4 | 20 | 17 | 20 | 228 |
| Mechanical Failure - Foreign | 1 | 4 | 1 | 0 | 0 | 6 | 0 | 1 | - | - | - | - | - | 13 |
| Passenger Train Interference - Total | 4 | 2 | 1 | 2 | 5 | 14 | 1 | 5 | 2 | 17 | - | 0 | 1 | 55 |
| Passenger Train Interference - Metra/PSA | 0 | 1 | 1 | 0 | 0 | 10 | 1 | 5 | 2 | 0 | - | 0 | 1 | 21 |
| Passenger Train Interference - Foreign | 3 | 2 | 0 | 2 | 5 | 4 | 1 | 0 | 0 | 16 | - | - | - | 34 |
| Accident - Total | 36 | 19 | 3 | 6 | 2 | 18 | 26 | 11 | 19 | 8 | 22 | 35 | 26 | 231 |
| Accident - Metra/PSA | 34 | 6 | 1 | 6 | 1 | 15 | 25 | 9 | 16 | 4 | 22 | 34 | 15 | 187 |
| Accident - Foreign | 2 | 13 | 2 | - | 1 | 3 | 1 | 2 | 2 | 4 | - | 1 | 11 | 44 |
| Track Work - Total | 44 | 23 | 4 | 7 | 8 | 34 | 12 | 5 | 29 | 6 | 27 | 17 | 36 | 252 |
| Track Work - Metra/PSA | 44 | 23 | 4 | 7 | 8 | 33 | 10 | 5 | 29 | 4 | 27 | 17 | 36 | 245 |
| Track Work - Foreign | 1 | - | - | - | 0 | 1 | 2 | 0 | - | 2 | - | 0 | - | 7 |
| Human Error - Total | 81 | 12 | 5 | 5 | 7 | 51 | 30 | 14 | 39 | 13 | 27 | 29 | 37 | 350 |
| Human Error - Metra/PSA | 41 | 12 | 5 | 5 | 2 | 30 | 17 | 7 | 39 | 2 | 24 | 24 | 27 | 235 |
| Human Error - Foreign | 41 | - | - | - | 5 | 21 | 13 | 7 | 0 | 11 | 2 | 5 | 10 | 115 |
| PTC Related - Total | 15 | 9 | 2 | 4 | 4 | 2 | 2 | 3 | 20 | 1 | 27 | 12 | 29 | 130 |
| PTC Related - Metra/PSA | 13 | 9 | 2 | 4 | 1 | 2 | 2 | 2 | 20 | 1 | 27 | 12 | 28 | 122 |
| PTC Related - Foreign | 1 | - | - | - | 3 | 0 | - | 1 | 0 | 1 | - | 0 | 1 | 8 |
| Weather - Total | 82 | 48 | 16 | 26 | 2 | 48 | 37 | 10 | 82 | 8 | 34 | 37 | 27 | 457 |
| Weather - Metra/PSA | 82 | 48 | 16 | 26 | 2 | 48 | 37 | 10 | 82 | 6 | 34 | 37 | 27 | 455 |
| Weather - Foreign | 0 | - | - | - | - | 0 | - | - | 1 | 1 | - | - | 0 | 2 |
| Passenger Related - Total | 28 | 29 | 7 | 6 | 0 | 32 | 35 | 4 | 48 | 3 | 32 | 49 | 59 | 333 |
| Obstruction/Debris - Total | 38 | 19 | 6 | 15 | 2 | 21 | 21 | 10 | 44 | 10 | 16 | 42 | 46 | 290 |
| Catenary Failure - Total | - | 10 | 2 | 4 | - | - | - | - | - | - | - | - | - | 16 |
| Other - Total | 1 | 0 | 2 | 2 | 0 | 2 | 3 | 1 | 3 | 1 | 1 | 3 | 1 | 21 |
| Total Trains Delayed | 568 | 217 | 70 | 100 | 67 | 428 | 330 | 150 | 453 | 172 | 248 | 319 | 455 | 3,576 |
| Total Metra/PSA Delays | 412 | 199 | 66 | 97 | 19 | 326 | 255 | 86 | 423 | 60 | 240 | 276 | 333 | 2,794 |
| Total Foreign Carrier Delays | 155 | 19 | 3 | 2 | 49 | 102 | 76 | 64 | 30 | 112 | 7 | 43 | 122 | 783 |

Data for current month is final (06/15/2020) 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.c: Train Delays by Cause and Line - YTD
January - May 2021 Compared to Average January - May Average Over Previous Five Years: 2016-2020

| Cause Category | BNSF | ME-ML | ME-BI | ME-SC | HC | MD-N | MD-W | NCS | RI | SWS | UP-N | UP-NW | UP-W | SYSTEM |
|---|--------------|--------------|-------------|-------------|------------|--------------|-------------|-------------|--------------|-------------|-------------|--------------|--------------|----------------|
| Freight Interference - Total | (34) | - | - | - | 2 | (26) | 27 | (11) | (13) | (28) | (3) | (10) | 26 | (70) |
| Freight Interference - Peak | (14) | - | - | - | 5 | - | 16 | 7 | (2) | (4) | (2) | (8) | 8 | 6 |
| Primary | (6) | - | - | - | 7 | 2 | 17 | 8 | (2) | (1) | (1) | (3) | 15 | 36 |
| Secondary | (8) | - | - | - | (2) | (2) | (1) | (1) | (0) | (2) | (0) | (5) | (8) | (30) |
| Freight Interference - Off-Peak | (20) | - | - | - | (3) | (26) | 11 | (18) | (11) | (25) | (1) | (3) | 19 | (76) |
| Primary | (15) | - | - | - | (3) | (12) | 17 | (15) | (6) | (16) | 1 | 2 | 12 | (35) |
| Secondary | (5) | - | - | - | (0) | (14) | (6) | (2) | (5) | (9) | (1) | (4) | 7 | (40) |
| Signal/Switch Failure - Total | (93) | (16) | (11) | (12) | 5 | (34) | (30) | (29) | (11) | (23) | (8) | (17) | (31) | (309) |
| Signal/Switch Failure - Metra/PSA | (49) | (16) | (11) | (12) | (2) | (24) | (21) | (8) | (11) | (10) | (8) | (11) | (28) | (210) |
| Primary | (32) | (11) | (8) | (11) | (2) | (4) | (10) | (3) | 4 | (6) | (3) | (6) | (11) | (103) |
| Secondary | (17) | (5) | (3) | (1) | (0) | (20) | (11) | (5) | (15) | (4) | (5) | (5) | (17) | (107) |
| Signal/Switch Failure - Foreign | (44) | - | - | - | 6 | (11) | (9) | (21) | 1 | (13) | (0) | (6) | (3) | (99) |
| Primary | (35) | - | - | - | 8 | (4) | (5) | (14) | 1 | (4) | - | (2) | (0) | (56) |
| Secondary | (9) | - | - | - | (2) | (7) | (4) | (6) | (0) | (8) | (0) | (4) | (3) | (43) |
| Mechanical Failure - Total | (71) | (7) | (4) | (2) | (1) | (43) | (25) | (11) | (56) | (8) | (30) | (33) | (25) | (316) |
| Mechanical Failure - Metra/PSA | (70) | (4) | (3) | (1) | (1) | (37) | (24) | (11) | (56) | (8) | (30) | (33) | (25) | (303) |
| Non-Locomotive Equipment Issue - Metra/PSA | (28) | (4) | (3) | (1) | 0 | (7) | 0 | (3) | (5) | (5) | (9) | (16) | (8) | (90) |
| Primary | (11) | (1) | (1) | (0) | 1 | (2) | 1 | (2) | (1) | (3) | (2) | (7) | (4) | (33) |
| Secondary | (18) | (2) | (2) | (1) | (0) | (5) | (0) | (2) | (5) | (2) | (7) | (9) | (4) | (57) |
| Locomotive Issue - Metra/PSA | (42) | - | - | - | (1) | (30) | (25) | (7) | (50) | (3) | (21) | (17) | (16) | (213) |
| Primary | (10) | - | - | - | (1) | (4) | (7) | (0) | (6) | (0) | (5) | (2) | (5) | (40) |
| Secondary | (32) | - | - | - | (0) | (26) | (17) | (7) | (44) | (3) | (17) | (15) | (11) | (173) |
| Mechanical Failure - Foreign | (1) | (4) | (1) | (0) | (0) | (6) | (0) | (1) | - | - | - | - | - | (13) |
| Passenger Train Interference - Total | (3) | (2) | (1) | (1) | (5) | (4) | (1) | (1) | (2) | (17) | - | (0) | (1) | (39) |
| Passenger Train Interference - Metra/PSA | (0) | (1) | (1) | 1 | (0) | (2) | (1) | (1) | (2) | (0) | - | (0) | (1) | (8) |
| Passenger Train Interference - Foreign | (2) | (2) | (0) | (2) | (5) | (2) | (1) | (0) | (0) | (16) | - | - | - | (31) |
| Accident - Total | (12) | (8) | (0) | (6) | (2) | (13) | (16) | (9) | (10) | (8) | (5) | 13 | (9) | (85) |
| Accident - Metra/PSA | (20) | 5 | 2 | (6) | (1) | (11) | (18) | (7) | (7) | (4) | (5) | 14 | (9) | (66) |
| Accident - Foreign | 8 | (13) | (2) | - | (1) | (2) | 2 | (2) | (2) | (4) | - | (1) | - | (19) |
| Track Work - Total | (41) | (13) | (4) | (0) | (7) | (23) | 8 | (5) | (2) | (4) | (16) | (9) | (32) | (148) |
| Track Work - Metra/PSA | (41) | (14) | (4) | (0) | (7) | (22) | 8 | (5) | (2) | (3) | (16) | (9) | (32) | (145) |
| Track Work - Foreign | (1) | 1 | - | - | (0) | (1) | 0 | (0) | - | (1) | - | (0) | - | (3) |
| Human Error - Total | (73) | (2) | 0 | 3 | (5) | (17) | 12 | (5) | (14) | (9) | (16) | (10) | (30) | (166) |
| Human Error - Metra/PSA | (35) | (2) | 0 | 3 | (1) | (14) | 18 | (1) | (14) | 1 | (14) | (15) | (21) | (95) |
| Human Error - Foreign | (39) | - | - | - | (4) | (3) | (6) | (4) | (0) | (10) | (1) | 5 | (9) | (71) |
| PTC Related - Total | (11) | (3) | 0 | 3 | 6 | 32 | 18 | 0 | (5) | 15 | (20) | (4) | 2 | 33 |
| PTC Related - Metra/PSA | (9) | (5) | 0 | 1 | 2 | 28 | 15 | (0) | (7) | 4 | (20) | (4) | 2 | 8 |
| PTC Related - Foreign | (1) | 2 | - | 2 | 4 | 4 | 3 | 0 | 2 | 10 | - | (0) | (0) | 25 |
| Weather - Total | (32) | (20) | (5) | (14) | 4 | 31 | 26 | (2) | (32) | 0 | 7 | 33 | 18 | 14 |
| Weather - Metra/PSA | (45) | (20) | (5) | (14) | 2 | 28 | 23 | (2) | (32) | (0) | 7 | 29 | 12 | (17) |
| Weather - Foreign | 13 | - | - | - | 2 | 3 | 3 | - | (1) | 1 | - | 4 | 6 | 31 |
| Passenger Related - Total | (20) | (23) | (4) | (2) | (0) | (24) | (19) | (4) | (28) | (3) | (18) | (33) | (29) | (208) |
| Obstruction/Debris - Total | (25) | (8) | 2 | (1) | (2) | (13) | (0) | (9) | (25) | (6) | 8 | (34) | (8) | (121) |
| Catenary Failure - Total | - | (7) | 1 | 3 | - | - | - | - | - | - | - | - | - | (3) |
| Other - Total | (1) | 1 | (2) | (2) | 1 | (2) | (3) | (1) | (3) | 4 | 1 | (3) | (1) | (12) |
| Total Trains Delayed | (417) | (109) | (28) | (31) | (5) | (138) | (2) | (87) | (200) | (88) | (99) | (108) | (119) | (1,430) |
| Total Metra/PSA Delays | -313 | -94 | -24 | -30 | -8 | -94 | -22 | -48 | -186 | -26 | -94 | -99 | -139 | -1,179 |
| Total Foreign Carrier Delays | -103 | -16 | -3 | 0 | 2 | -44 | 19 | -39 | -14 | -62 | -4 | -9 | 20 | -252 |

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 7.a: Train Delays by Cause and Month
2021**

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

| Cause Category | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan - May | |
|---|------------|------------|------------|------------|------------|-----|-----|-----|-----|-----|-----|-----|--------------|---------------|
| Freight Interference - Total | 65 | 109 | 39 | 44 | 60 | | | | | | | | 317 | 14.8% |
| Freight Interference - Peak | 31 | 52 | 21 | 17 | 23 | | | | | | | | 144 | 6.7% |
| Primary | 26 | 43 | 17 | 16 | 21 | | | | | | | | 123 | 5.7% |
| Secondary | 5 | 9 | 4 | 1 | 2 | | | | | | | | 21 | 1.0% |
| Freight Interference - Off-Peak | 34 | 57 | 18 | 27 | 37 | | | | | | | | 173 | 8.1% |
| Primary | 24 | 47 | 16 | 26 | 32 | | | | | | | | 145 | 6.8% |
| Secondary | 10 | 10 | 2 | 1 | 5 | | | | | | | | 28 | 1.3% |
| Signal/Switch Failure - Total | 46 | 93 | 43 | 37 | 50 | | | | | | | | 269 | 12.5% |
| Signal/Switch Failure - Metra/PSA | 37 | 65 | 37 | 28 | 30 | | | | | | | | 197 | 9.2% |
| Primary | 32 | 51 | 29 | 26 | 27 | | | | | | | | 165 | 7.7% |
| Secondary | 5 | 14 | 8 | 2 | 3 | | | | | | | | 32 | 1.5% |
| Signal/Switch Failure - Foreign | 9 | 28 | 6 | 9 | 20 | | | | | | | | 72 | 3.4% |
| Primary | 8 | 25 | 6 | 7 | 18 | | | | | | | | 64 | 3.0% |
| Secondary | 1 | 3 | - | 2 | 2 | | | | | | | | 8 | 0.4% |
| Mechanical Failure - Total | 25 | 43 | 23 | 37 | 32 | | | | | | | | 160 | 7.5% |
| Mechanical Failure - Metra/PSA | 25 | 43 | 23 | 37 | 32 | | | | | | | | 160 | 7.5% |
| Non-Locomotive Equipment Issue - Metra/PSA | 4 | 14 | 9 | 3 | 10 | | | | | | | | 40 | 1.9% |
| Primary | 3 | 8 | 6 | 3 | 7 | | | | | | | | 27 | 1.3% |
| Secondary | 1 | 6 | 3 | - | 3 | | | | | | | | 13 | 0.6% |
| Locomotive Issue - Metra/PSA | 21 | 29 | 14 | 34 | 22 | | | | | | | | 120 | 5.6% |
| Primary | 11 | 19 | 11 | 14 | 10 | | | | | | | | 65 | 3.0% |
| Secondary | 10 | 10 | 3 | 20 | 12 | | | | | | | | 55 | 2.6% |
| Mechanical Failure - Foreign | - | - | - | - | - | | | | | | | | - | 0.0% |
| Passenger Train Interference - Total | 2 | 9 | 3 | 1 | 1 | | | | | | | | 16 | 0.7% |
| Passenger Train Interference - Metra/PSA | 2 | 7 | 3 | 1 | - | | | | | | | | 13 | 0.6% |
| Passenger Train Interference - Foreign | - | 2 | - | - | 1 | | | | | | | | 3 | 0.1% |
| Accident - Total | 30 | 35 | 24 | 40 | 17 | | | | | | | | 146 | 6.8% |
| Accident - Metra/PSA | 23 | 21 | 24 | 39 | 14 | | | | | | | | 121 | 5.6% |
| Accident - Foreign | 7 | 14 | - | 1 | 3 | | | | | | | | 25 | 1.2% |
| Track Work - Total | 1 | 18 | 40 | 17 | 28 | | | | | | | | 104 | 4.8% |
| Track Work - Metra/PSA | 1 | 18 | 38 | 16 | 27 | | | | | | | | 100 | 4.7% |
| Track Work - Foreign | - | - | 2 | 1 | 1 | | | | | | | | 4 | 0.2% |
| Human Error - Total | 25 | 62 | 27 | 23 | 47 | | | | | | | | 184 | 8.6% |
| Human Error - Metra/PSA | 19 | 52 | 19 | 16 | 34 | | | | | | | | 140 | 6.5% |
| Human Error - Foreign | 6 | 10 | 8 | 7 | 13 | | | | | | | | 44 | 2.1% |
| PTC Related - Total | 33 | 32 | 35 | 26 | 37 | | | | | | | | 163 | 7.6% |
| PTC Related - Metra/PSA | 28 | 26 | 29 | 16 | 31 | | | | | | | | 130 | 6.1% |
| PTC Related - Foreign | 5 | 6 | 6 | 10 | 6 | | | | | | | | 33 | 1.5% |
| Weather - Total | 23 | 430 | 5 | 1 | 12 | | | | | | | | 471 | 21.9% |
| Weather - Metra/PSA | 23 | 397 | 5 | 1 | 12 | | | | | | | | 438 | 20.4% |
| Weather - Foreign | - | 33 | - | - | - | | | | | | | | 33 | 1.5% |
| Passenger Related - Total | 20 | 37 | 23 | 18 | 27 | | | | | | | | 125 | 5.8% |
| Obstruction/Debris - Total | 36 | 36 | 21 | 26 | 50 | | | | | | | | 169 | 7.9% |
| Catenary Failure - Total | - | - | - | 2 | 11 | | | | | | | | 13 | 0.6% |
| Other - Total | - | - | 1 | 4 | 4 | | | | | | | | 9 | 0.4% |
| Total Trains Delayed | 306 | 904 | 284 | 276 | 376 | | | | | | | | 2,146 | 100.0% |
| Total Metra/PSA Delays | 214 | 702 | 223 | 204 | 272 | | | | | | | | 1,615 | 75.3% |
| Total Foreign Carrier Delays | 92 | 202 | 61 | 72 | 104 | | | | | | | | 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.

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

| Top 2 causes for each month and year-to-date are shaded | | | | | | | | | | | | | | |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|---------------|
| Cause Category | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan - May | |
| Freight Interference - Total | 55 | 52 | 58 | 18 | 12 | 37 | 63 | 68 | 46 | 44 | 51 | 51 | 195 | 8.6% |
| Freight Interference - Peak | 19 | 13 | 20 | 6 | 3 | 12 | 24 | 33 | 20 | 19 | 18 | 21 | 61 | 2.7% |
| Primary | 13 | 10 | 13 | 6 | 3 | 12 | 22 | 27 | 19 | 18 | 18 | 14 | 45 | 2.0% |
| Secondary | 6 | 3 | 7 | - | - | - | 2 | 6 | 1 | 1 | - | 7 | 16 | 0.7% |
| Freight Interference - Off-Peak | 36 | 39 | 38 | 12 | 9 | 25 | 39 | 35 | 26 | 25 | 33 | 30 | 134 | 5.9% |
| Primary | 26 | 31 | 26 | 11 | 8 | 18 | 30 | 28 | 24 | 23 | 28 | 28 | 102 | 4.5% |
| Secondary | 10 | 8 | 12 | 1 | 1 | 7 | 9 | 7 | 2 | 2 | 5 | 2 | 32 | 1.4% |
| Signal/Switch Failure - Total | 87 | 146 | 47 | 22 | 31 | 44 | 56 | 32 | 37 | 36 | 50 | 24 | 333 | 14.7% |
| Signal/Switch Failure - Metra/PSA | 70 | 77 | 36 | 20 | 24 | 35 | 51 | 29 | 30 | 31 | 48 | 21 | 227 | 10.0% |
| Primary | 52 | 46 | 28 | 18 | 20 | 29 | 39 | 28 | 23 | 23 | 41 | 16 | 164 | 7.2% |
| Secondary | 18 | 31 | 8 | 2 | 4 | 6 | 12 | 1 | 7 | 8 | 7 | 5 | 63 | 2.8% |
| Signal/Switch Failure - Foreign | 17 | 69 | 11 | 2 | 7 | 9 | 5 | 3 | 7 | 5 | 2 | 3 | 106 | 4.7% |
| Primary | 15 | 61 | 10 | 2 | 6 | 9 | 4 | 3 | 6 | 4 | 2 | 2 | 94 | 4.1% |
| Secondary | 2 | 8 | 1 | - | 1 | - | 1 | - | 1 | 1 | - | 1 | 12 | 0.5% |
| Mechanical Failure - Total | 99 | 106 | 37 | 15 | 13 | 12 | 23 | 21 | 32 | 32 | 10 | 26 | 270 | 11.9% |
| Mechanical Failure - Metra/PSA | 93 | 92 | 37 | 15 | 13 | 11 | 23 | 21 | 32 | 32 | 10 | 26 | 250 | 11.0% |
| Non-Locomotive Equipment Issue - Metra/PSA | 29 | 45 | 11 | 6 | 4 | 3 | 11 | 4 | 10 | 17 | 4 | 3 | 95 | 4.2% |
| Primary | 12 | 16 | 5 | 4 | 3 | 3 | 10 | 4 | 9 | 13 | 4 | 3 | 40 | 1.8% |
| Secondary | 17 | 29 | 6 | 2 | 1 | - | 1 | - | 1 | 4 | - | - | 55 | 2.4% |
| Locomotive Issue - Metra/PSA | 64 | 47 | 26 | 9 | 9 | 8 | 12 | 17 | 22 | 15 | 6 | 23 | 155 | 6.8% |
| Primary | 16 | 18 | 15 | 5 | 7 | 6 | 10 | 10 | 8 | 14 | 2 | 11 | 61 | 2.7% |
| Secondary | 48 | 29 | 11 | 4 | 2 | 2 | 2 | 7 | 14 | 1 | 4 | 12 | 94 | 4.1% |
| Mechanical Failure - Foreign | 6 | 14 | - | - | - | 1 | - | - | - | - | - | - | 20 | 0.9% |
| Passenger Train Interference - Total | 5 | 7 | 2 | 2 | - | 3 | 3 | 9 | 1 | 2 | 3 | 2 | 16 | 0.7% |
| Passenger Train Interference - Metra/PSA | 3 | 2 | 2 | 2 | - | 2 | 3 | 8 | 1 | - | 2 | 2 | 9 | 0.4% |
| Passenger Train Interference - Foreign | 2 | 5 | - | - | - | 1 | - | 1 | - | 2 | 1 | - | 7 | 0.3% |
| Accident - Total | 57 | 18 | 20 | 4 | 5 | 5 | 25 | 19 | 10 | 15 | 30 | 21 | 104 | 4.6% |
| Accident - Metra/PSA | 57 | 17 | 13 | 4 | 1 | 1 | 18 | 19 | 10 | 10 | 27 | 21 | 92 | 4.0% |
| Accident - Foreign | - | 1 | 7 | - | 4 | 4 | 7 | - | - | 5 | 3 | - | 12 | 0.5% |
| Track Work - Total | 41 | 46 | 38 | 18 | 41 | 59 | 40 | 30 | 28 | 28 | 40 | 7 | 184 | 8.1% |
| Track Work - Metra/PSA | 40 | 43 | 34 | 13 | 40 | 56 | 40 | 25 | 25 | 27 | 40 | 7 | 170 | 7.5% |
| Track Work - Foreign | 1 | 3 | 4 | 5 | 1 | 3 | - | 5 | 3 | 1 | - | - | 14 | 0.6% |
| Human Error - Total | 103 | 99 | 42 | 14 | 17 | 18 | 36 | 36 | 28 | 36 | 29 | 23 | 275 | 12.1% |
| Human Error - Metra/PSA | 97 | 80 | 39 | 10 | 17 | 14 | 24 | 28 | 17 | 25 | 24 | 21 | 243 | 10.7% |
| Human Error - Foreign | 6 | 19 | 3 | 4 | - | 4 | 12 | 8 | 11 | 11 | 5 | 2 | 32 | 1.4% |
| PTC Related - Total | 43 | 36 | 21 | 28 | 29 | 20 | 33 | 27 | 48 | 37 | 35 | 43 | 157 | 6.9% |
| PTC Related - Metra/PSA | 39 | 32 | 14 | 19 | 29 | 16 | 26 | 24 | 47 | 35 | 29 | 39 | 133 | 5.9% |
| PTC Related - Foreign | 4 | 4 | 7 | 9 | - | 4 | 7 | 3 | 1 | 2 | 6 | 4 | 24 | 1.1% |
| Weather - Total | 33 | 89 | 4 | 7 | 24 | 11 | 26 | 148 | 10 | 80 | 93 | 16 | 157 | 6.9% |
| Weather - Metra/PSA | 32 | 89 | 4 | 7 | 23 | 10 | 26 | 148 | 10 | 80 | 93 | 16 | 155 | 6.8% |
| Weather - Foreign | 1 | - | - | - | 1 | 1 | - | - | - | - | - | - | 2 | 0.1% |
| Passenger Related - Total | 57 | 55 | 37 | 5 | 12 | 47 | 24 | 27 | 24 | 26 | 12 | 18 | 166 | 7.3% |
| Obstruction/Debris - Total | 97 | 39 | 25 | 18 | 165 | 21 | 27 | 31 | 31 | 22 | 75 | 18 | 344 | 15.1% |
| Catenary Failure - Total | 21 | - | 25 | - | - | - | 1 | - | - | - | - | - | 46 | 2.0% |
| Other - Total | 11 | 8 | 3 | 3 | 1 | - | 5 | 2 | 3 | 6 | 1 | 3 | 26 | 1.1% |
| Total Trains Delayed | 709 | 701 | 359 | 154 | 350 | 277 | 362 | 450 | 298 | 364 | 429 | 252 | 2,273 | 100.0% |
| Total Metra/PSA Delays | 617 | 534 | 269 | 116 | 325 | 213 | 268 | 362 | 230 | 294 | 361 | 192 | 1,861 | 81.9% |
| Total Foreign Carrier Delays | 92 | 167 | 90 | 38 | 25 | 64 | 94 | 88 | 68 | 70 | 68 | 60 | 412 | 18.1% |

Data for current month is final (06/15/2020) 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 8: Train Delays by Duration
May 2021**

| <i>Minutes</i> | 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 | 5 | 1 | 1 | 0 | 8 | 15 | 13 | 8 | 5 | 3 | 0 | 2 | 7 | 68 |
| 11-15 | 2 | 1 | 0 | 0 | 6 | 3 | 9 | 1 | 1 | 2 | 1 | 0 | 4 | 30 |
| 16-20 | 2 | 0 | 0 | 0 | 3 | 1 | 1 | 1 | 1 | 2 | 1 | 0 | 8 | 20 |
| 21+ | 2 | 0 | 0 | 0 | 2 | 4 | 3 | 1 | 0 | 2 | 3 | 5 | 2 | 24 |
| Annulled | <u>0</u> | <u>0</u> | <u>0</u> | <u>1</u> | <u>0</u> | <u>3</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>2</u> | <u>2</u> | <u>8</u> |
| Sub-Total | 11 | 2 | 1 | 1 | 19 | 26 | 26 | 11 | 7 | 9 | 5 | 9 | 23 | 150 |
| Weekday Off-Peak ** | | | | | | | | | | | | | | |
| 6-10 | 2 | 6 | 1 | 3 | 0 | 10 | 8 | 0 | 10 | 2 | 3 | 3 | 20 | 68 |
| 11-15 | 1 | 4 | 1 | 1 | 0 | 4 | 2 | 0 | 3 | 2 | 2 | 2 | 12 | 34 |
| 16-20 | 2 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 3 | 4 | 16 |
| 21+ | 2 | 2 | 2 | 0 | 0 | 2 | 4 | 0 | 1 | 1 | 4 | 3 | 6 | 27 |
| Annulled | <u>0</u> | <u>0</u> | <u>0</u> | <u>2</u> | <u>0</u> | <u>1</u> | <u>1</u> | <u>0</u> | <u>1</u> | <u>0</u> | <u>3</u> | <u>0</u> | <u>0</u> | <u>8</u> |
| Sub-Total | 7 | 13 | 4 | 7 | 0 | 19 | 16 | 0 | 15 | 6 | 13 | 11 | 42 | 153 |
| Saturday | | | | | | | | | | | | | | |
| 6-10 | 1 | 1 | 0 | 2 | 0 | 1 | 3 | 0 | 2 | 0 | 0 | 0 | 2 | 12 |
| 11-15 | 1 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 8 |
| 16-20 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 7 |
| 21+ | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 3 | 0 | 4 | 1 | 0 | 13 |
| 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>1</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>1</u> |
| Sub-Total | 2 | 2 | 0 | 3 | 0 | 5 | 10 | 0 | 10 | 0 | 4 | 2 | 3 | 41 |
| Sunday-Holiday | | | | | | | | | | | | | | |
| 6-10 | 2 | 2 | 0 | 0 | 0 | 2 | 5 | 0 | 1 | 0 | 2 | 2 | 2 | 18 |
| 11-15 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 6 |
| 16-20 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 21+ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 |
| 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 | 2 | 3 | 0 | 1 | 0 | 4 | 8 | 0 | 2 | 0 | 5 | 2 | 5 | 32 |
| May 2021 Total | | | | | | | | | | | | | | |
| 6-10 | 10 | 10 | 2 | 5 | 8 | 28 | 29 | 8 | 18 | 5 | 5 | 7 | 31 | 166 |
| 11-15 | 4 | 7 | 1 | 1 | 6 | 11 | 13 | 1 | 6 | 4 | 5 | 2 | 17 | 78 |
| 16-20 | 4 | 1 | 0 | 3 | 3 | 4 | 6 | 1 | 4 | 3 | 2 | 4 | 13 | 48 |
| 21+ | 4 | 2 | 2 | 0 | 2 | 7 | 11 | 1 | 4 | 3 | 12 | 9 | 10 | 67 |
| Annulled | <u>0</u> | <u>0</u> | <u>0</u> | <u>3</u> | <u>0</u> | <u>4</u> | <u>1</u> | <u>0</u> | <u>2</u> | <u>0</u> | <u>3</u> | <u>2</u> | <u>2</u> | <u>17</u> |
| TOTAL | 22 | 20 | 5 | 12 | 19 | 54 | 60 | 11 | 34 | 15 | 27 | 24 | 73 | 376 |
| 2021 Year-to-Date | | | | | | | | | | | | | | |
| 6-10 | 55 | 43 | 13 | 28 | 29 | 130 | 144 | 33 | 140 | 28 | 34 | 52 | 99 | 828 |
| 11-15 | 25 | 22 | 3 | 10 | 14 | 72 | 78 | 12 | 46 | 15 | 25 | 28 | 71 | 421 |
| 16-20 | 17 | 10 | 10 | 8 | 5 | 35 | 41 | 6 | 26 | 11 | 17 | 24 | 47 | 257 |
| 21+ | 37 | 23 | 11 | 15 | 14 | 45 | 55 | 10 | 36 | 30 | 67 | 83 | 107 | 533 |
| Annulled | <u>17</u> | <u>10</u> | <u>5</u> | <u>8</u> | <u>0</u> | <u>8</u> | <u>10</u> | <u>2</u> | <u>5</u> | <u>0</u> | <u>6</u> | <u>24</u> | <u>12</u> | <u>107</u> |
| TOTAL | 151 | 108 | 42 | 69 | 62 | 290 | 328 | 63 | 253 | 84 | 149 | 211 | 336 | 2,146 |
| Share of Delays by Duration | | | | | | | | | | | | | | |
| <i>Minutes</i> | BNSF | ME-ML | ME-BI | ME-SC | HC | MD-N | MD-W | NCS | RI | SWS | UP-N | UP-NW | UP-W | System |
| May 2021 Total | | | | | | | | | | | | | | |
| 6-10 | 45.5% | 50.0% | 40.0% | 41.7% | 42.1% | 51.9% | 48.3% | 72.7% | 52.9% | 33.3% | 18.5% | 29.2% | 42.5% | 44.1% |
| 11-15 | 18.2% | 35.0% | 20.0% | 8.3% | 31.6% | 20.4% | 21.7% | 9.1% | 17.6% | 26.7% | 18.5% | 8.3% | 23.3% | 20.7% |
| 16-20 | 18.2% | 5.0% | 0.0% | 25.0% | 15.8% | 7.4% | 10.0% | 9.1% | 11.8% | 20.0% | 7.4% | 16.7% | 17.8% | 12.8% |
| 21+ | 18.2% | 10.0% | 40.0% | 0.0% | 10.5% | 13.0% | 18.3% | 9.1% | 11.8% | 20.0% | 44.4% | 37.5% | 13.7% | 17.8% |
| Annulled | <u>0.0%</u> | <u>0.0%</u> | <u>0.0%</u> | <u>25.0%</u> | <u>0.0%</u> | <u>7.4%</u> | <u>1.7%</u> | <u>0.0%</u> | <u>5.9%</u> | <u>0.0%</u> | <u>11.1%</u> | <u>8.3%</u> | <u>2.7%</u> | <u>4.5%</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% |
| 2021 Year-to-Date Delays By Duration | | | | | | | | | | | | | | |
| 6-10 | 36.4% | 39.8% | 31.0% | 40.6% | 46.8% | 44.8% | 43.9% | 52.4% | 55.3% | 33.3% | 22.8% | 24.6% | 29.5% | 38.6% |
| 11-15 | 16.6% | 20.4% | 7.1% | 14.5% | 22.6% | 24.8% | 23.8% | 19.0% | 18.2% | 17.9% | 16.8% | 13.3% | 21.1% | 19.6% |
| 16-20 | 11.3% | 9.3% | 23.8% | 11.6% | 8.1% | 12.1% | 12.5% | 9.5% | 10.3% | 13.1% | 11.4% | 11.4% | 14.0% | 12.0% |
| 21+ | 24.5% | 21.3% | 26.2% | 21.7% | 22.6% | 15.5% | 16.8% | 15.9% | 14.2% | 35.7% | 45.0% | 39.3% | 31.8% | 24.8% |
| Annulled | <u>11.3%</u> | <u>9.3%</u> | <u>11.9%</u> | <u>11.6%</u> | <u>0.0%</u> | <u>2.8%</u> | <u>3.0%</u> | <u>3.2%</u> | <u>2.0%</u> | <u>0.0%</u> | <u>4.0%</u> | <u>11.4%</u> | <u>3.6%</u> | <u>5.0%</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 (06/21/2021) version from TOPS.