

On-Time Performance

April 2021



Prepared by the Division of Strategic Planning & Performance

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This report presents an analysis of April 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.

Under these alternate and modified schedules, Metra operated between 408 and 418 scheduled revenue trains each weekday in April, which is a 40 to 41 percent reduction from Metra's normal weekday service of 692 scheduled revenue trains. Metra operated 181 revenue trains each Saturday in April, 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 38 percent fewer revenue trains in April 2021 than in April 2019, but about five percent more revenue trains than in April 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
April 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	558	10	98.2%	448	4	99.1%	1,006	14	98.6%	80	2	97.5%	80	1	98.8%	1,166	17	98.5%
ME-ML	440	12	97.3%	748	8	98.9%	1,188	20	98.3%	80	0	100.0%	80	0	100.0%	1,348	20	98.5%
ME-BI	154	2	98.7%	242	6	97.5%	396	8	98.0%	--	--	--	--	--	--	396	8	98.0%
ME-SC	<u>242</u>	<u>1</u>	99.6%	<u>594</u>	<u>3</u>	99.5%	<u>836</u>	<u>4</u>	99.5%	<u>80</u>	<u>3</u>	96.3%	<u>80</u>	<u>0</u>	100.0%	<u>996</u>	<u>7</u>	99.3%
Subtotal	836	15	98.2%	1,584	17	98.9%	2,420	32	98.7%	160	3	98.1%	160	0	100.0%	2,740	35	98.7%
HC	88	4	95.5%	--	--	--	88	4	95.5%	--	--	--	--	--	--	88	4	95.5%
MD-N	338	21	93.8%	382	17	95.5%	720	38	94.7%	72	3	95.8%	72	1	98.6%	864	42	95.1%
MD-W	<u>352</u>	<u>20</u>	94.3%	<u>440</u>	<u>15</u>	96.6%	<u>792</u>	<u>35</u>	95.6%	<u>72</u>	<u>7</u>	90.3%	<u>72</u>	<u>2</u>	97.2%	<u>936</u>	<u>44</u>	95.3%
Subtotal	690	41	94.1%	822	32	96.1%	1,512	73	95.2%	144	10	93.1%	144	3	97.9%	1,800	86	95.2%
NCS	118	11	90.7%	--	--	--	118	11	90.7%	--	--	--	--	--	--	118	11	90.7%
RI	440	5	98.9%	748	24	96.8%	1,188	29	97.6%	112	1	99.1%	112	2	98.2%	1,412	32	97.7%
SWS	154	8	94.8%	66	12	81.8%	220	20	90.9%	--	--	--	--	--	--	220	20	90.9%
UP-N	264	1	99.6%	616	9	98.5%	880	10	98.9%	72	2	97.2%	72	1	98.6%	1,024	13	98.7%
UP-NW	418	18	95.7%	528	13	97.5%	946	31	96.7%	84	3	96.4%	84	0	100.0%	1,114	34	96.9%
UP-W	<u>264</u>	<u>8</u>	97.0%	<u>484</u>	<u>10</u>	97.9%	<u>748</u>	<u>18</u>	97.6%	<u>72</u>	<u>1</u>	98.6%	<u>72</u>	<u>5</u>	93.1%	<u>892</u>	<u>24</u>	97.3%
Subtotal	946	27	97.1%	1,628	32	98.0%	2,574	59	97.7%	228	6	97.4%	228	6	97.4%	3,030	71	97.7%
System	3,830	121	96.8%	5,296	121	97.7%	9,126	242	97.3%	724	22	97.0%	724	12	98.3%	10,574	276	97.4%

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

Delays data for most recent month is final (05/12/2021) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - April 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	2,070	60	97.1%	1,645	47	97.1%	3,715	107	97.1%	340	14	95.9%	360	8	97.8%	4,415	129	97.1%
ME-ML	1,700	34	98.0%	2,890	49	98.3%	4,590	83	98.2%	340	2	99.4%	360	3	99.2%	5,290	88	98.3%
ME-BI	595	14	97.6%	935	23	97.5%	1,530	37	97.6%	--	--	--	--	--	--	1,530	37	97.6%
ME-SC	<u>935</u>	<u>21</u>	97.8%	<u>2,295</u>	<u>27</u>	98.8%	<u>3,230</u>	<u>48</u>	98.5%	<u>340</u>	<u>6</u>	98.2%	<u>360</u>	<u>3</u>	99.2%	<u>3,930</u>	<u>57</u>	98.5%
Subtotal	3,230	69	97.9%	6,120	99	98.4%	9,350	168	98.2%	680	8	98.8%	720	6	99.2%	10,750	182	98.3%
HC	340	43	87.4%	--	--	--	340	43	87.4%	--	--	--	--	--	--	340	43	87.4%
MD-N	1,219	100	91.8%	1,381	104	92.5%	2,600	204	92.2%	306	14	95.4%	324	18	94.4%	3,230	236	92.7%
MD-W	<u>1,345</u>	<u>127</u>	90.6%	<u>1,695</u>	<u>99</u>	94.2%	<u>3,040</u>	<u>226</u>	92.6%	<u>306</u>	<u>21</u>	93.1%	<u>324</u>	<u>21</u>	93.5%	<u>3,670</u>	<u>268</u>	92.7%
Subtotal	2,564	227	91.1%	3,076	203	93.4%	5,640	430	92.4%	612	35	94.3%	648	39	94.0%	6,900	504	92.7%
NCS	370	52	85.9%	--	--	--	370	52	85.9%	--	--	--	--	--	--	370	52	85.9%
RI	1,600	74	95.4%	2,790	119	95.7%	4,390	193	95.6%	476	14	97.1%	504	12	97.6%	5,370	219	95.9%
SWS	595	37	93.8%	255	32	87.5%	850	69	91.9%	--	--	--	--	--	--	850	69	91.9%
UP-N	1,020	21	97.9%	2,380	82	96.6%	3,400	103	97.0%	306	7	97.7%	324	12	96.3%	4,030	122	97.0%
UP-NW	1,615	70	95.7%	2,040	81	96.0%	3,655	151	95.9%	357	19	94.7%	378	17	95.5%	4,390	187	95.7%
UP-W	<u>1,020</u>	<u>81</u>	92.1%	<u>1,870</u>	<u>142</u>	92.4%	<u>2,890</u>	<u>223</u>	92.3%	<u>306</u>	<u>11</u>	96.4%	<u>324</u>	<u>29</u>	91.0%	<u>3,520</u>	<u>263</u>	92.5%
Subtotal	3,655	172	95.3%	6,290	305	95.2%	9,945	477	95.2%	969	37	96.2%	1,026	58	94.3%	11,940	572	95.2%
System	14,424	734	94.9%	20,176	805	96.0%	34,600	1,539	95.6%	3,077	108	96.5%	3,258	123	96.2%	40,935	1,770	95.7%

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

Delays data for most recent month is final (05/12/2021) 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-Apr	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	95.0%	94.0%
	2017	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	96.0%	94.5%
	2018	89.6	91.6	92.7	94.2	90.5	92.2	91.6	92.7	92.0	92.4	92.5	95.1	92.0%	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	93.7%	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									97.1%	97.1%
	2016-2020 average	93.8	93.3	96.0	96.0	94.1	93.9	94.1	94.2	93.8	94.9	94.4	95.1	94.8%	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	97.9%	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	96.8%	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	97.9%	97.7%
	2021	99.3	96.2	98.9	98.7									98.3%	98.3%
	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	97.9%	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	94.7%	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	95.4%	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	90.8%	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	84.7%	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									87.4%	87.4%
	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	91.4%	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	95.5%	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	92.0%	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	90.7%	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	95.7%	95.8%
	2021	91.8	86.7	96.4	95.1									92.7%	92.7%
	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	95.7%	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	95.1%	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	94.1%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3	93.9	94.1	92.4	95.0%	94.7%
	2021	93.0	85.8	96.1	95.3									92.7%	92.7%
	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	95.0%	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	93.2%	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	93.7%	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	92.8%	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	92.4%	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	91.1%	91.7%
	2021	88.8	68.8	92.4	90.7									85.9%	85.9%
	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	92.7%	93.7%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Apr	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	95.3%	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	97.1%	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	93.8%	94.8%
	2019	89.8	87.1	96.7	95.7	88.9	94.0	88.2	92.6	90.1	94.9	91.4	94.1	92.4%	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	94.8%	95.8%
	2021	97.7	91.9	96.2	97.7									95.9%	95.9%
	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	94.7%	94.8%
SWS	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3	91.6	97.4	96.6	96.2	96.6%	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	96.0%	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	93.0%	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	92.4%	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	96.2%	94.0%
	2021	96.5	85.0	94.8	90.9									91.9%	91.9%
	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	94.8%	94.0%
UP-N	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1	99.1	98.0	98.1	97.7%	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	96.7%	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	93.7%	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	98.4%	98.1%
	2021	98.4	93.6	96.9	98.7									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	96.8%	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	97.8%	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	96.4%	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	95.1%	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	92.1%	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	97.1%	96.7%
	2021	97.7	89.6	98.2	96.9									95.7%	95.7%
	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	95.7%	95.1%
UP-W	2016	97.8	93.4	97.2	96.7	90.1	94.4	96.6	96.0	96.2	95.6	94.0	92.9	96.3%	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	95.1%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	92.2%	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	88.3%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1	93.3	97.3%	94.9%
	2021	93.6	82.5	95.8	97.3									92.5%	92.5%
	2016-2020 average	94.0	90.9	95.2	94.8	91.9	94.4	93.3	93.7	94.6	93.7	92.7	92.2	93.8%	93.5%
System excluding South Shore	2016	95.8	96.4	96.8	97.4	95.8	95.5	95.4	95.7	95.7	97.4	96.2	95.2	96.6%	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	93.2%	94.6%
	2020	95.9	95.6	97.6	98.5	96.2	96.6	96.3	95.4	96.9	96.4	95.6	97.5	96.7%	96.5%
	2021	96.9	90.6	97.4	97.4									95.7%	95.7%
	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%	95.5%

Delays data for most recent month is final (05/12/2021) 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
April 2021**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late			
MD-N	2102 82% OT	Tue, Apr 06	9		GF	STOP SIGNAL AT MAYFAIR
		Wed, Apr 07	13		DM	13" Delay: Departed Fox Lake late due to waiting on WSOR to be released & clear Fox Lake, after fatality incident @ Hart Rd mp 44.75, in Round Lake
		Fri, Apr 09	9		RF	-7" Stop signal Mayfair, UP cross-traffic. WAITED ON UP DISPATCHER
		Tue, Apr 13	7		R	7" Slow loading engine #405; PTC issues @ Rondout, Lake Forest, Deerfield. ENGINEER ISSUE
MD-N	2141 82% OT	Tue, Apr 06	12		G	12 min late, seesaw move around switch failure Deerfield West.
		Thu, Apr 08	28		ZA	28 min following Amtrak 7 that was experiencing PTC issues.
		Mon, Apr 12	25		GA	17 min CUS signal failure trapped behind 2239, 12 min following 2143.
		Wed, Apr 28	17		E1	17 min late, 17 min following 2139 to Deerfield.
MD-N	2156 77% OT	Fri, Apr 09	10		D	-10" min late, restricted speed at A-20, 6 min Grayland.
		Tue, Apr 13	14		GF	15 min late, 3 min passenger loading, 12 min stop signal CN crossing.
		Fri, Apr 16	12		A	12 min late, 7 min Libertyville waiting on 2151, 6 min cross traffic Mayfair.
		Mon, Apr 19	12		J	19 min waiting on law enforcement to arrive and remove a pugnacious non-fare paying individual at Lake Forest
		Wed, Apr 28	18		E1	18 min late, 9 min Fox Lake late turn from 2147, 7 min CN, passenger loading.
MD-W	2244 77% OT	Mon, Apr 12	15		D	20 min Galewood following CP freight.
		Fri, Apr 16	11		D	11 min late, freight train interference B-17.
		Mon, Apr 19	0		E1	Annulled no equipment from 2221, all passengers were accommodated by 2246.
		Thu, Apr 22	8		RD	8 min late, 8 min stop signal B-6 waiting on outbounds.
		Fri, Apr 23	29		B1	29 min late, held at west Roselle waiting on outbound 2223 and 2225.
NCS	115 77% OT	Tue, Apr 20	13		D	CN lined up freight at Deval
		Wed, Apr 21	11		D	Waiting for freight to clear at Lomond
		Thu, Apr 22	6		D	6 min late, 2 B-6 10 mph xo, 3 min PTC issues Elmwood Pk. 6 min southbound CN freight.
		Mon, Apr 26	21		KP	21 min late, held short of Round Lake Beach possible suicidal individual in the vicinity.
		Wed, Apr 28	12		E1	12 min late, following a late 2235 to B-12.
SWS	806 82% OT	Thu, Apr 22	7		ZN	4" stop at Ashburn waiting on SW803 the turn from SW802 3" stop Chicago Ridge cross traffic.
		Tue, Apr 27	8		G1	waiting on outbound train red signal.
		Thu, Apr 29	30		N	Power outage at Landers
		Fri, Apr 30	15		ZN	PTC Issues at 518
SWS	815 73% OT	Tue, Apr 13	11		ZD	12" speed restriction at Belt Junction, 15" Freight traffic at BRC.
		Thu, Apr 15	7		GT	7" delay at CP Palos due to control point going into code station failure and signal dropping.
		Mon, Apr 19	8		R	3" Call orders 4581, 4582, 4583 5" 1 engine wheel slipping wet rail ENGINEER MAKING MULTIPLE THROTTLE MANIPULATIONS CAUSED WHEEL SLIP
		Wed, Apr 21	9		ZN	10m delay at 21st St. due to PTC problems. AMTRAK ENGINEERING ISSUE
		Thu, Apr 22	6		ZE	4" Couldn't set up PTC at CUS 3" waiting on signal at Chicago Ridge.BAD SPEEDO--bad axle generator
		Wed, Apr 28	7		GF	Red Signal @ Forest Hill (foreign signal issues)
UP-N	336 82% OT	Mon, Apr 05	7		CC	Single track between CY-RP (waited for M321 to clear RP)
		Tue, Apr 06	11		CC	SINGLE TRACK BETWEEN RP-CY (WAITED FOR M321 TO CLEAR) & 1 ADA LIFT
		Thu, Apr 08	7		CC	SINGLE TRACKING ON TRK 1 BETWEEN WK AND HIGHLAND PARK
		Thu, Apr 15	7		G	SIGNAL ISSUES AT RP/ TRACK WORK

Data is final (05/12/2021) 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
April 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	5	-	-	-	4	4	8	3	3	3	1	-	13	44
Freight Interference - Peak	2	-	-	-	4	2	2	3	-	1	-	-	3	17
Primary	2	-	-	-	4	2	2	3	-	-	-	-	3	16
Secondary	-	-	-	-	-	-	-	-	-	1	-	-	-	1
Freight Interference - Off-Peak	3	-	-	-	-	2	6	-	3	2	1	-	10	27
Primary	3	-	-	-	-	2	6	-	3	2	1	-	9	26
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	1	1
Signal/Switch Failure - Total	1	4	-	1	-	13	6	4	2	5	1	-	-	37
Signal/Switch Failure - Metra/PSA	1	4	-	1	-	8	6	2	2	3	1	-	-	28
Primary	1	4	-	1	-	7	6	2	2	2	1	-	-	26
Secondary	-	-	-	-	-	1	-	-	-	1	-	-	-	2
Signal/Switch Failure - Foreign	-	-	-	-	-	5	-	2	-	2	-	-	-	9
Primary	-	-	-	-	-	3	-	2	-	2	-	-	-	7
Secondary	-	-	-	-	-	2	-	-	-	-	-	-	-	2
Mechanical Failure - Total	4	1	-	-	-	8	8	2	9	-	1	2	2	37
Mechanical Failure - Metra/PSA	4	1	-	-	-	8	8	2	9	-	1	2	2	37
Non-Locomotive Equipment Issue - Metra/PSA	-	1	-	-	-	-	-	-	-	-	1	-	1	3
Primary	-	1	-	-	-	-	-	-	-	-	1	-	1	3
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Locomotive Issue - Metra/PSA	4	-	-	-	-	8	8	2	9	-	-	2	1	34
Primary	2	-	-	-	-	2	3	-	4	-	-	2	1	14
Secondary	2	-	-	-	-	6	5	2	5	-	-	-	-	20
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	-	-	-	-	-	1	-	-	-	-	-	-	-	1
Passenger Train Interference - Metra/PSA	-	-	-	-	-	1	-	-	-	-	-	-	-	1
Passenger Train Interference - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Accident - Total	-	11	2	-	-	2	3	-	-	-	-	22	-	40
Accident - Metra/PSA	-	11	2	-	-	1	3	-	-	-	-	22	-	39
Accident - Foreign	-	-	-	-	-	1	-	-	-	-	-	-	-	1
Track Work - Total	-	1	-	-	-	-	6	-	3	-	4	3	-	17
Track Work - Metra/PSA	-	-	-	-	-	-	6	-	3	-	4	3	-	16
Track Work - Foreign	-	1	-	-	-	-	-	-	-	-	-	-	-	1
Human Error - Total	-	-	1	-	-	6	7	1	4	1	-	3	-	23
Human Error - Metra/PSA	-	-	1	-	-	2	6	1	4	1	-	1	-	16
Human Error - Foreign	-	-	-	-	-	4	1	-	-	-	-	2	-	7
PTC Related - Total	-	2	-	1	-	6	3	-	1	6	-	2	5	26
PTC Related - Metra/PSA	-	-	-	-	-	3	3	-	1	2	-	2	5	16
PTC Related - Foreign	-	2	-	1	-	3	-	-	-	4	-	-	-	10
Weather - Total	-	-	-	-	-	-	-	-	1	-	-	-	-	1
Weather - Metra/PSA	-	-	-	-	-	-	-	-	1	-	-	-	-	1
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	-	-	2	1	-	2	1	-	4	-	3	2	3	18
Obstruction/Debris - Total	7	1	3	2	-	-	2	1	5	1	3	-	1	26
Catenary Failure - Total	-	-	-	2	-	-	-	-	-	-	-	-	-	2
Other - Total	-	-	-	-	-	-	-	-	-	4	-	-	-	4
Total Trains Delayed	17	20	8	7	4	42	44	11	32	20	13	34	24	276
Total Metra/PSA Delays	12	17	8	6	0	25	35	6	29	11	12	32	11	204
Total Foreign Carrier Delays	5	3	0	1	4	17	9	5	3	9	1	2	13	72

Data for current month is final (05/12/2021) 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 5.b: Train Delays by Cause and Line
Average April 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	6	-	-	-	3	9	8	6	3	6	-	3	16	60
Freight Interference - Peak	1	-	-	-	2	2	2	1	0	2	-	0	8	19
Primary	1	-	-	-	2	1	2	1	0	2	-	0	3	12
Secondary	-	-	-	-	0	1	-	0	-	0	-	-	5	7
Freight Interference - Off-Peak	6	-	-	-	1	7	6	4	2	4	-	3	8	41
Primary	5	-	-	-	1	5	5	3	2	3	-	2	5	31
Secondary	1	-	-	-	-	2	2	1	0	1	-	1	3	11
Signal/Switch Failure - Total	20	3	2	2	1	18	11	4	5	8	3	5	5	86
Signal/Switch Failure - Metra/PSA	9	3	2	2	-	12	8	1	5	2	3	2	5	54
Primary	7	3	2	2	-	8	7	1	4	2	1	1	2	39
Secondary	2	0	0	-	-	4	1	0	1	0	2	1	2	15
Signal/Switch Failure - Foreign	11	-	-	-	1	5	3	3	-	5	-	3	0	32
Primary	11	-	-	-	1	1	2	1	-	4	-	1	0	20
Secondary	0	-	-	-	0	4	2	2	-	2	-	2	-	12
Mechanical Failure - Total	9	1	-	-	-	10	4	2	7	1	6	7	6	53
Mechanical Failure - Metra/PSA	9	1	-	-	-	9	4	2	7	1	6	7	6	51
Non-Locomotive Equipment Issue - Metra/PSA	2	1	-	-	-	2	0	1	1	1	3	4	1	15
Primary	2	0	-	-	-	0	0	0	1	0	2	2	1	9
Secondary	1	0	-	-	-	2	-	0	-	1	1	2	1	6
Locomotive Issue - Metra/PSA	6	-	-	-	-	7	4	2	7	0	3	3	4	36
Primary	3	-	-	-	-	4	1	1	3	0	1	1	2	15
Secondary	4	-	-	-	-	3	2	1	4	-	2	2	3	21
Mechanical Failure - Foreign	0	0	-	-	-	1	-	-	-	-	-	-	-	1
Passenger Train Interference - Total	0	0	-	0	1	2	-	1	-	2	-	0	1	8
Passenger Train Interference - Metra/PSA	0	-	-	-	-	2	-	1	-	-	-	0	1	4
Passenger Train Interference - Foreign	0	0	-	0	1	0	-	-	-	2	-	-	-	4
Accident - Total	10	1	0	2	-	-	8	4	2	-	1	9	2	39
Accident - Metra/PSA	10	1	0	2	-	-	8	3	1	-	1	8	-	34
Accident - Foreign	-	-	-	-	-	-	-	1	1	-	-	1	2	5
Track Work - Total	11	3	1	1	1	10	3	1	6	2	11	4	6	59
Track Work - Metra/PSA	11	3	1	1	1	10	3	0	6	1	11	4	6	58
Track Work - Foreign	-	-	-	-	-	-	0	0	-	1	-	-	-	2
Human Error - Total	9	1	-	0	1	6	4	1	7	1	4	7	7	48
Human Error - Metra/PSA	2	1	-	0	0	3	3	1	7	0	3	6	3	29
Human Error - Foreign	7	-	-	-	1	3	1	1	-	1	1	1	4	19
PTC Related - Total	2	1	-	0	1	-	1	2	3	0	3	3	4	19
PTC Related - Metra/PSA	2	1	-	0	-	-	1	1	3	0	3	3	4	17
PTC Related - Foreign	-	-	-	-	1	-	-	1	0	-	-	0	0	2
Weather - Total	2	1	0	0	-	3	2	-	3	1	2	0	-	15
Weather - Metra/PSA	2	1	0	0	-	3	2	-	3	1	2	0	-	15
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	3	3	1	1	-	4	4	1	7	1	5	9	8	46
Obstruction/Debris - Total	5	6	1	1	1	4	3	0	4	3	1	7	14	48
Catenary Failure - Total	-	0	-	0	-	-	-	-	-	-	-	-	-	0
Other - Total	-	0	-	0	0	0	1	0	-	-	-	-	-	2
Total Trains Delayed	78	19	5	8	8	66	47	22	47	25	36	54	68	485
Total Metra/PSA Delays	54	19	5	8	2	48	34	11	43	9	35	46	46	359
Total Foreign Carrier Delays	25	0	0	0	7	19	13	10	4	15	1	8	22	125

Data for current month is final (05/20/2020) 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 5.c: Train Delays by Cause and Line
April 2021 Compared to Average April 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	(1)	-	-	-	1	(5)	(0)	(3)	0	(3)	1	(3)	(3)	(16)
Freight Interference - Peak	1	-	-	-	2	-	-	2	(0)	(1)	-	(0)	(5)	(2)
Primary	1	-	-	-	2	1	-	2	(0)	(2)	-	(0)	0	4
Secondary	-	-	-	-	(0)	(1)	-	(0)	-	1	-	-	(5)	(6)
Freight Interference - Off-Peak	(3)	-	-	-	(1)	(5)	(0)	(4)	1	(2)	1	(3)	2	(14)
Primary	(2)	-	-	-	(1)	(3)	1	(3)	1	(1)	1	(2)	4	(5)
Secondary	(1)	-	-	-	-	(2)	(2)	(1)	(0)	(1)	-	(1)	(2)	(10)
Signal/Switch Failure - Total	(19)	1	(2)	(1)	(1)	(5)	(5)	0	(3)	(3)	(2)	(5)	(5)	(49)
Signal/Switch Failure - Metra/PSA	(8)	1	(2)	(1)	-	(4)	(2)	1	(3)	1	(2)	(2)	(5)	(26)
Primary	(6)	1	(2)	(1)	-	(1)	(1)	1	(2)	-	-	(1)	(2)	(13)
Secondary	(2)	(0)	(0)	-	-	(3)	(1)	(0)	(1)	1	(2)	(1)	(2)	(13)
Signal/Switch Failure - Foreign	(11)	-	-	-	(1)	(0)	(3)	(1)	-	(3)	-	(3)	(0)	(23)
Primary	(11)	-	-	-	(1)	2	(2)	1	-	(2)	-	(1)	(0)	(13)
Secondary	(0)	-	-	-	(0)	(2)	(2)	(1)	-	(2)	-	(2)	-	(10)
Mechanical Failure - Total	(5)	-	-	-	-	(2)	4	(0)	2	(1)	(5)	(5)	(4)	(16)
Mechanical Failure - Metra/PSA	(5)	0	-	-	-	(1)	4	(0)	2	(1)	(5)	(5)	(4)	(14)
Non-Locomotive Equipment Issue - Metra/PSA	(2)	0	-	-	-	(2)	(0)	(1)	(1)	(1)	(2)	(4)	(0)	(12)
Primary	(2)	1	-	-	-	(0)	(0)	(0)	(1)	(0)	(1)	(2)	0	(6)
Secondary	(1)	(0)	-	-	-	(2)	-	(0)	-	(1)	(1)	(2)	(1)	(6)
Locomotive Issue - Metra/PSA	(2)	-	-	-	-	1	4	0	2	(0)	(3)	(1)	(3)	(2)
Primary	(1)	-	-	-	-	(2)	2	(1)	1	(0)	(1)	1	(1)	(1)
Secondary	(2)	-	-	-	-	3	3	1	1	-	(2)	(2)	(3)	(1)
Mechanical Failure - Foreign	(0)	(0)	-	-	-	(1)	-	-	-	-	-	-	-	(1)
Passenger Train Interference - Total	(0)	(0)	-	(0)	(1)	(1)	-	(1)	-	(2)	-	(0)	(1)	(7)
Passenger Train Interference - Metra/PSA	(0)	-	-	-	-	(1)	-	(1)	-	-	-	(0)	(1)	(3)
Passenger Train Interference - Foreign	(0)	(0)	-	(0)	(1)	(0)	-	-	-	(2)	-	-	-	(4)
Accident - Total	(10)	10	2	(2)	-	2	(5)	(4)	(2)	-	(1)	13	(2)	1
Accident - Metra/PSA	(10)	10	2	(2)	-	1	(5)	(3)	(1)	-	(1)	14	-	5
Accident - Foreign	-	-	-	-	-	1	-	(1)	(1)	-	-	(1)	(2)	(4)
Track Work - Total	(11)	(2)	(1)	(1)	(1)	(10)	3	(1)	(3)	(2)	(7)	(1)	(6)	(42)
Track Work - Metra/PSA	(11)	(3)	(1)	(1)	(1)	(10)	3	(0)	(3)	(1)	(7)	(1)	(6)	(42)
Track Work - Foreign	-	1	-	-	-	-	(0)	(0)	-	(1)	-	-	-	(1)
Human Error - Total	(9)	(1)	1	(0)	(1)	0	3	(0)	(3)	(0)	(4)	(4)	(7)	(25)
Human Error - Metra/PSA	(2)	(1)	1	(0)	(0)	(1)	3	0	(3)	1	(3)	(5)	(3)	(13)
Human Error - Foreign	(7)	-	-	-	(1)	1	(0)	(1)	-	(1)	(1)	1	(4)	(12)
PTC Related - Total	(2)	1	-	1	(1)	6	2	(2)	(2)	6	(3)	(1)	1	7
PTC Related - Metra/PSA	(2)	(1)	-	(0)	-	3	2	(1)	(2)	2	(3)	(1)	1	(1)
PTC Related - Foreign	-	2	-	1	(1)	3	-	(1)	(0)	4	-	(0)	(0)	8
Weather - Total	(2)	(1)	(0)	(0)	-	(3)	(2)	-	(2)	(1)	(2)	(0)	-	(14)
Weather - Metra/PSA	(2)	(1)	(0)	(0)	-	(3)	(2)	-	(2)	(1)	(2)	(0)	-	(14)
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	(3)	(3)	1	(0)	-	(2)	(3)	(1)	(3)	(1)	(2)	(7)	(5)	(28)
Obstruction/Debris - Total	2	(5)	2	1	(1)	(4)	(1)	1	1	(2)	2	(7)	(13)	(22)
Catenary Failure - Total	-	(0)	-	2	-	-	-	-	-	-	-	-	-	2
Other - Total	-	(0)	-	(0)	(0)	(0)	(1)	(0)	-	4	-	-	-	2
Total Trains Delayed	(61)	1	3	(1)	(4)	(24)	(3)	(11)	(15)	(5)	(23)	(20)	(44)	(209)
Total Metra/PSA Delays	-42	-2	3	-2	-2	-23	1	-5	-14	2	-23	-14	-35	-155
Total Foreign Carrier Delays	-20	3	0	1	-3	-2	-4	-5	-1	-6	0	-6	-9	-53

Data for current month is final (05/12/2021) 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 6.a: Train Delays by Cause and Line - YTD
January - April 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	13	-	-	-	19	16	59	13	12	16	2	10	97	257
Freight Interference - Peak	3	-	-	-	19	6	25	13	5	10	-	4	36	121
Primary	3	-	-	-	18	6	22	13	3	8	-	4	25	102
Secondary	-	-	-	-	1	-	3	-	2	2	-	-	11	19
Freight Interference - Off-Peak	10	-	-	-	-	10	34	-	7	6	2	6	61	136
Primary	8	-	-	-	-	10	31	-	7	6	2	6	43	113
Secondary	2	-	-	-	-	-	3	-	-	-	-	-	18	23
Signal/Switch Failure - Total	9	16	7	8	8	42	27	11	47	18	6	9	11	219
Signal/Switch Failure - Metra/PSA	3	16	7	8	-	33	25	6	46	4	6	4	9	167
Primary	3	10	5	4	-	28	23	6	44	3	4	4	4	138
Secondary	-	6	2	4	-	5	2	-	2	1	2	-	5	29
Signal/Switch Failure - Foreign	6	-	-	-	8	9	2	5	1	14	-	5	2	52
Primary	5	-	-	-	8	6	2	5	1	13	-	4	2	46
Secondary	1	-	-	-	-	3	-	-	-	1	-	1	-	6
Mechanical Failure - Total	9	1	-	-	-	23	23	7	22	4	10	9	20	128
Mechanical Failure - Metra/PSA	9	1	-	-	-	23	23	7	22	4	10	9	20	128
Non-Locomotive Equipment Issue - Metra/PSA	-	1	-	-	-	2	2	-	2	-	7	1	15	30
Primary	-	1	-	-	-	1	2	-	2	-	6	1	7	20
Secondary	-	-	-	-	-	1	-	-	-	-	1	-	8	10
Locomotive Issue - Metra/PSA	9	-	-	-	-	21	21	7	20	4	3	8	5	98
Primary	6	-	-	-	-	9	9	4	13	3	2	6	3	55
Secondary	3	-	-	-	-	12	12	3	7	1	1	2	2	43
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	1	-	-	1	-	9	-	4	-	-	-	-	-	15
Passenger Train Interference - Metra/PSA	-	-	-	1	-	8	-	4	-	-	-	-	-	13
Passenger Train Interference - Foreign	1	-	-	-	-	1	-	-	-	-	-	-	-	2
Accident - Total	24	11	3	-	-	5	10	2	4	-	17	39	14	129
Accident - Metra/PSA	14	11	3	-	-	4	7	2	4	-	17	39	6	107
Accident - Foreign	10	-	-	-	-	1	3	-	-	-	-	-	8	22
Track Work - Total	1	8	-	4	1	10	14	-	18	-	11	8	1	76
Track Work - Metra/PSA	1	7	-	4	1	10	12	-	18	-	11	8	1	73
Track Work - Foreign	-	1	-	-	-	-	2	-	-	-	-	-	-	3
Human Error - Total	5	10	5	8	2	18	30	3	23	3	9	16	5	137
Human Error - Metra/PSA	5	10	5	8	1	5	24	2	23	3	8	7	5	106
Human Error - Foreign	-	-	-	-	1	13	6	1	-	-	1	9	-	31
PTC Related - Total	4	3	1	5	7	29	17	3	13	11	5	6	22	126
PTC Related - Metra/PSA	4	1	1	3	2	26	15	2	11	2	5	6	21	99
PTC Related - Foreign	-	2	-	2	5	3	2	1	2	9	-	-	1	27
Weather - Total	50	28	11	12	6	73	63	8	49	8	38	70	43	459
Weather - Metra/PSA	37	28	11	12	4	70	60	8	49	6	38	66	37	426
Weather - Foreign	13	-	-	-	2	3	3	-	-	2	-	4	6	33
Passenger Related - Total	6	1	3	4	-	6	11	-	16	-	11	14	26	98
Obstruction/Debris - Total	7	10	7	13	-	5	14	1	15	4	13	6	24	119
Catenary Failure - Total	-	-	-	2	-	-	-	-	-	-	-	-	-	2
Other - Total	-	-	-	-	-	-	-	-	-	5	-	-	-	5
Total Trains Delayed	129	88	37	57	43	236	268	52	219	69	122	187	263	1,770
Total Metra/PSA Delays	86	85	37	55	8	190	191	32	204	28	119	159	149	1,343
Total Foreign Carrier Delays	43	3	0	2	35	46	77	20	15	41	3	28	114	427

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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 6.b: Train Delays by Cause and Line - YTD
January - April 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	42	-	-	-	17	38	40	20	22	37	4	23	76	318
Freight Interference - Peak	16	-	-	-	15	8	10	7	7	13	2	12	26	115
Primary	9	-	-	-	12	5	8	5	4	10	1	7	11	72
Secondary	7	-	-	-	3	3	2	2	2	4	0	4	15	43
Freight Interference - Off-Peak	26	-	-	-	2	30	30	13	16	24	2	12	49	203
Primary	20	-	-	-	2	19	21	12	12	16	1	7	36	147
Secondary	6	-	-	-	-	11	8	2	4	8	1	4	13	56
Signal/Switch Failure - Total	81	31	14	16	9	62	55	38	50	36	12	23	35	464
Signal/Switch Failure - Metra/PSA	43	31	14	16	2	45	46	14	50	11	12	13	28	325
Primary	28	21	11	13	1	27	34	9	34	8	6	9	10	212
Secondary	15	11	4	3	0	18	12	4	15	3	7	4	17	113
Signal/Switch Failure - Foreign	37	-	-	-	8	17	9	24	1	25	0	10	8	139
Primary	30	-	-	-	6	8	6	18	1	16	-	6	6	96
Secondary	8	-	-	-	2	9	3	6	-	9	0	4	2	43
Mechanical Failure - Total	67	7	3	2	2	63	42	15	62	9	38	34	44	388
Mechanical Failure - Metra/PSA	66	4	3	1	2	57	41	15	62	9	38	34	44	375
Non-Locomotive Equipment Issue - Metra/PSA	21	4	3	1	1	10	4	3	6	5	14	15	20	107
Primary	9	2	1	0	0	4	2	2	3	3	7	7	9	49
Secondary	12	2	2	1	0	6	1	1	3	2	7	8	11	59
Locomotive Issue - Metra/PSA	45	-	-	-	1	47	38	12	56	4	24	19	24	268
Primary	12	-	-	-	1	14	13	3	18	2	7	6	7	84
Secondary	33	-	-	-	0	32	24	9	38	2	17	12	17	184
Mechanical Failure - Foreign	1	4	1	0	0	6	0	1	-	-	-	-	-	13
Passenger Train Interference - Total	3	2	1	2	3	12	1	4	2	8	-	0	1	40
Passenger Train Interference - Metra/PSA	0	1	1	0	0	8	0	4	1	0	-	0	1	18
Passenger Train Interference - Foreign	3	2	0	2	3	4	0	0	0	7	-	-	-	21
Accident - Total	35	19	3	5	2	13	19	7	13	7	18	34	20	195
Accident - Metra/PSA	33	5	1	5	0	11	18	6	11	4	18	33	12	158
Accident - Foreign	1	13	2	-	1	3	1	1	2	3	-	1	8	37
Track Work - Total	31	17	3	5	3	24	10	4	17	6	19	11	14	162
Track Work - Metra/PSA	31	17	3	5	2	23	8	3	17	3	19	11	14	156
Track Work - Foreign	-	-	-	-	0	1	1	0	-	2	-	-	-	6
Human Error - Total	65	11	4	4	7	45	27	12	32	12	23	26	30	296
Human Error - Metra/PSA	30	11	4	4	2	26	15	6	32	2	21	22	22	196
Human Error - Foreign	35	-	-	-	5	18	12	6	-	10	2	4	8	101
PTC Related - Total	9	5	1	2	4	2	2	3	14	1	26	11	27	108
PTC Related - Metra/PSA	7	5	1	2	1	2	2	2	14	0	26	11	26	100
PTC Related - Foreign	1	-	-	-	3	0	-	1	0	0	-	0	1	7
Weather - Total	73	48	16	26	2	45	37	10	79	8	34	35	21	433
Weather - Metra/PSA	73	48	16	26	2	45	37	10	78	6	34	35	21	431
Weather - Foreign	0	-	-	-	-	0	-	-	0	1	-	-	-	2
Passenger Related - Total	18	23	6	5	0	22	26	4	35	2	27	33	46	247
Obstruction/Debris - Total	25	12	6	10	1	18	17	9	32	9	10	30	31	208
Catenary Failure - Total	-	9	2	4	-	-	-	-	-	-	-	-	-	15
Other - Total	1	0	1	2	0	2	3	1	3	1	1	3	1	18
Total Trains Delayed	448	184	61	82	50	346	277	127	361	135	212	263	346	2,891
Total Metra/PSA Delays	327	165	57	80	12	259	213	74	334	48	206	225	245	2,246
Total Foreign Carrier Delays	121	19	3	2	38	87	64	53	26	86	6	38	101	645

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

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

Table 6.c: Train Delays by Cause and Line - YTD
January - April 2021 Compared to Average January - April 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	(29)	-	-	-	2	(22)	19	(7)	(10)	(21)	(2)	(13)	21	(61)
Freight Interference - Peak	(13)	-	-	-	4	(2)	15	6	(2)	(3)	(2)	(8)	10	6
Primary	(6)	-	-	-	6	1	14	8	(1)	(2)	(1)	(3)	14	30
Secondary	(7)	-	-	-	(2)	(3)	1	(2)	(0)	(2)	(0)	(4)	(4)	(24)
Freight Interference - Off-Peak	(16)	-	-	-	(2)	(20)	4	(13)	(9)	(18)	(0)	(6)	12	(67)
Primary	(12)	-	-	-	(2)	(9)	10	(12)	(5)	(10)	1	(1)	7	(34)
Secondary	(4)	-	-	-	-	(11)	(5)	(2)	(4)	(8)	(1)	(4)	5	(33)
Signal/Switch Failure - Total	(72)	(15)	(7)	(8)	(1)	(20)	(28)	(27)	(3)	(18)	(6)	(14)	(24)	(245)
Signal/Switch Failure - Metra/PSA	(40)	(15)	(7)	(8)	(2)	(12)	(21)	(8)	(4)	(7)	(6)	(9)	(19)	(158)
Primary	(25)	(11)	(6)	(9)	(1)	1	(11)	(3)	10	(5)	(2)	(5)	(6)	(74)
Secondary	(15)	(5)	(2)	1	(0)	(13)	(10)	(4)	(13)	(2)	(5)	(4)	(12)	(84)
Signal/Switch Failure - Foreign	(31)	-	-	-	0	(8)	(7)	(19)	0	(11)	(0)	(5)	(6)	(87)
Primary	(25)	-	-	-	2	(2)	(4)	(13)	0	(3)	-	(2)	(4)	(50)
Secondary	(7)	-	-	-	(2)	(6)	(3)	(6)	-	(8)	(0)	(3)	(2)	(37)
Mechanical Failure - Total	(58)	(6)	(3)	(2)	(2)	(40)	(19)	(8)	(40)	(5)	(28)	(25)	(24)	(260)
Mechanical Failure - Metra/PSA	(57)	(3)	(3)	(1)	(2)	(34)	(18)	(8)	(40)	(5)	(28)	(25)	(24)	(247)
Non-Locomotive Equipment Issue - Metra/PSA	(21)	(3)	(3)	(1)	(1)	(8)	(2)	(3)	(4)	(5)	(7)	(14)	(5)	(77)
Primary	(9)	(1)	(1)	(0)	(0)	(3)	(0)	(2)	(1)	(3)	(1)	(6)	(2)	(29)
Secondary	(12)	(2)	(2)	(1)	(1)	(5)	(1)	(1)	(3)	(2)	(6)	(8)	(3)	(49)
Locomotive Issue - Metra/PSA	(36)	-	-	-	(1)	(26)	(17)	(5)	(36)	-	(21)	(11)	(19)	(170)
Primary	(6)	-	-	-	(1)	(5)	(4)	1	(5)	1	(5)	(0)	(4)	(29)
Secondary	(30)	-	-	-	(0)	(20)	(12)	(6)	(31)	(1)	(16)	(10)	(15)	(141)
Mechanical Failure - Foreign	(1)	(4)	(1)	(0)	(0)	(6)	(0)	(1)	-	-	-	-	-	(13)
Passenger Train Interference - Total	(2)	(2)	(1)	(1)	(3)	(3)	(1)	(0)	(2)	(8)	-	(0)	(1)	(25)
Passenger Train Interference - Metra/PSA	(0)	(1)	(1)	1	(0)	(0)	(0)	(0)	(1)	(0)	-	(0)	(1)	(5)
Passenger Train Interference - Foreign	(2)	(2)	(0)	(2)	(3)	(3)	(0)	(0)	(0)	(7)	-	-	-	(19)
Accident - Total	(11)	(8)	(0)	(5)	(2)	(8)	(9)	(5)	(9)	(7)	(1)	5	(6)	(66)
Accident - Metra/PSA	(19)	6	2	(5)	(0)	(7)	(11)	(4)	(7)	(4)	(1)	6	(6)	(51)
Accident - Foreign	9	(13)	(2)	-	(1)	(2)	2	(1)	(2)	(3)	-	(1)	(0)	(15)
Track Work - Total	(30)	(9)	(3)	(1)	(2)	(14)	4	(4)	1	(6)	(8)	(3)	(13)	(86)
Track Work - Metra/PSA	(30)	(10)	(3)	(1)	(1)	(13)	4	(3)	1	(3)	(8)	(3)	(13)	(83)
Track Work - Foreign	-	1	-	-	(0)	(1)	1	(0)	-	(2)	-	-	-	(3)
Human Error - Total	(60)	(1)	1	4	(5)	(27)	3	(9)	(9)	(9)	(14)	(10)	(25)	(159)
Human Error - Metra/PSA	(25)	(1)	1	4	(1)	(21)	9	(4)	(9)	1	(13)	(15)	(17)	(90)
Human Error - Foreign	(35)	-	-	-	(4)	(5)	(6)	(5)	-	(10)	(1)	5	(8)	(70)
PTC Related - Total	(5)	(2)	-	3	3	27	15	0	(1)	10	(21)	(5)	(5)	18
PTC Related - Metra/PSA	(3)	(4)	-	1	1	24	13	(0)	(3)	2	(21)	(5)	(5)	(1)
PTC Related - Foreign	(1)	2	-	2	2	3	2	0	2	9	-	(0)	0	20
Weather - Total	(23)	(20)	(5)	(14)	4	28	26	(2)	(30)	0	4	35	22	26
Weather - Metra/PSA	(36)	(20)	(5)	(14)	2	25	23	(2)	(29)	(0)	4	31	16	(5)
Weather - Foreign	13	-	-	-	2	3	3	-	(0)	1	-	4	6	31
Passenger Related - Total	(12)	(22)	(3)	(1)	(0)	(16)	(15)	(4)	(19)	(2)	(16)	(19)	(20)	(149)
Obstruction/Debris - Total	(18)	(2)	1	3	(1)	(13)	(3)	(8)	(17)	(5)	3	(24)	(7)	(89)
Catenary Failure - Total	-	(9)	(2)	(2)	-	-	-	-	-	-	-	-	-	(13)
Other - Total	(1)	(0)	(1)	(2)	(0)	(2)	(3)	(1)	(3)	4	(1)	(3)	(1)	(13)
Total Trains Delayed	(319)	(96)	(24)	(25)	(7)	(110)	(9)	(75)	(142)	(66)	(90)	(76)	(83)	(1,121)
Total Metra/PSA Delays	-241	-80	-20	-25	-4	-69	-22	-42	-130	-20	-87	-66	-96	-903
Total Foreign Carrier Delays	-78	-16	-3	0	-3	-41	13	-33	-11	-45	-3	-10	13	-218

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

**Table 7.a: Train Delays by Cause and Month
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 - Apr
Freight Interference - Total	65	109	39	44									257 14.5%
Freight Interference - Peak	31	52	21	17									121 6.8%
Primary	26	43	17	16									102 5.8%
Secondary	5	9	4	1									19 1.1%
Freight Interference - Off-Peak	34	57	18	27									136 7.7%
Primary	24	47	16	26									113 6.4%
Secondary	10	10	2	1									23 1.3%
Signal/Switch Failure - Total	46	93	43	37									219 12.4%
Signal/Switch Failure - Metra/PSA	37	65	37	28									167 9.4%
Primary	32	51	29	26									138 7.8%
Secondary	5	14	8	2									29 1.6%
Signal/Switch Failure - Foreign	9	28	6	9									52 2.9%
Primary	8	25	6	7									46 2.6%
Secondary	1	3	-	2									6 0.3%
Mechanical Failure - Total	25	43	23	37									128 7.2%
Mechanical Failure - Metra/PSA	25	43	23	37									128 7.2%
Non-Locomotive Equipment Issue - Metra/PSA	4	14	9	3									30 1.7%
Primary	3	8	6	3									20 1.1%
Secondary	1	6	3	-									10 0.6%
Locomotive Issue - Metra/PSA	21	29	14	34									98 5.5%
Primary	11	19	11	14									55 3.1%
Secondary	10	10	3	20									43 2.4%
Mechanical Failure - Foreign	-	-	-	-									- 0.0%
Passenger Train Interference - Total	2	9	3	1									15 0.8%
Passenger Train Interference - Metra/PSA	2	7	3	1									13 0.7%
Passenger Train Interference - Foreign	-	2	-	-									2 0.1%
Accident - Total	30	35	24	40									129 7.3%
Accident - Metra/PSA	23	21	24	39									107 6.0%
Accident - Foreign	7	14	-	1									22 1.2%
Track Work - Total	1	18	40	17									76 4.3%
Track Work - Metra/PSA	1	18	38	16									73 4.1%
Track Work - Foreign	-	-	2	1									3 0.2%
Human Error - Total	25	62	27	23									137 7.7%
Human Error - Metra/PSA	19	52	19	16									106 6.0%
Human Error - Foreign	6	10	8	7									31 1.8%
PTC Related - Total	33	32	35	26									126 7.1%
PTC Related - Metra/PSA	28	26	29	16									99 5.6%
PTC Related - Foreign	5	6	6	10									27 1.5%
Weather - Total	23	430	5	1									459 25.9%
Weather - Metra/PSA	23	397	5	1									426 24.1%
Weather - Foreign	-	33	-	-									33 1.9%
Passenger Related - Total	20	37	23	18									98 5.5%
Obstruction/Debris - Total	36	36	21	26									119 6.7%
Catenary Failure - Total	-	-	-	2									2 0.1%
Other - Total	-	-	1	4									5 0.3%
Total Trains Delayed	306	904	284	276									1,770 100.0%
Total Metra/PSA Delays	214	702	223	204									1,343 75.9%
Total Foreign Carrier Delays	92	202	61	72									427 24.1%

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

**Table 7.b: Train Delays by Cause and Month
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 - Apr	
Freight Interference - Total	55	52	58	18	12	37	63	68	46	44	51	51	183	9.5%
Freight Interference - Peak	19	13	20	6	3	12	24	33	20	19	18	21	58	3.0%
Primary	13	10	13	6	3	12	22	27	19	18	18	14	42	2.2%
Secondary	6	3	7	-	-	-	2	6	1	1	-	7	16	0.8%
Freight Interference - Off-Peak	36	39	38	12	9	25	39	35	26	25	33	30	125	6.5%
Primary	26	31	26	11	8	18	30	28	24	23	28	28	94	4.9%
Secondary	10	8	12	1	1	7	9	7	2	2	5	2	31	1.6%
Signal/Switch Failure - Total	87	146	47	22	31	44	56	32	37	36	50	24	302	15.7%
Signal/Switch Failure - Metra/PSA	70	77	36	20	24	35	51	29	30	31	48	21	203	10.6%
Primary	52	46	28	18	20	29	39	28	23	23	41	16	144	7.5%
Secondary	18	31	8	2	4	6	12	1	7	8	7	5	59	3.1%
Signal/Switch Failure - Foreign	17	69	11	2	7	9	5	3	7	5	2	3	99	5.1%
Primary	15	61	10	2	6	9	4	3	6	4	2	2	88	4.6%
Secondary	2	8	1	-	1	-	1	-	1	1	-	1	11	0.6%
Mechanical Failure - Total	99	106	37	15	13	12	23	21	32	32	10	26	257	13.4%
Mechanical Failure - Metra/PSA	93	92	37	15	13	11	23	21	32	32	10	26	237	12.3%
Non-Locomotive Equipment Issue - Metra/PSA	29	45	11	6	4	3	11	4	10	17	4	3	91	4.7%
Primary	12	16	5	4	3	3	10	4	9	13	4	3	37	1.9%
Secondary	17	29	6	2	1	-	1	-	1	4	-	-	54	2.8%
Locomotive Issue - Metra/PSA	64	47	26	9	9	8	12	17	22	15	6	23	146	7.6%
Primary	16	18	15	5	7	6	10	10	8	14	2	11	54	2.8%
Secondary	48	29	11	4	2	2	2	7	14	1	4	12	92	4.8%
Mechanical Failure - Foreign	6	14	-	-	-	1	-	-	-	-	-	-	20	1.0%
Passenger Train Interference - Total	5	7	2	2	-	3	3	9	1	2	3	2	16	0.8%
Passenger Train Interference - Metra/PSA	3	2	2	2	-	2	3	8	1	-	2	2	9	0.5%
Passenger Train Interference - Foreign	2	5	-	-	-	1	-	1	-	2	1	-	7	0.4%
Accident - Total	57	18	20	4	5	5	25	19	10	15	30	21	99	5.1%
Accident - Metra/PSA	57	17	13	4	1	1	18	19	10	10	27	21	91	4.7%
Accident - Foreign	-	1	7	-	4	4	7	-	-	5	3	-	8	0.4%
Track Work - Total	41	46	38	18	41	59	40	30	28	28	40	7	143	7.4%
Track Work - Metra/PSA	40	43	34	13	40	56	40	25	25	27	40	7	130	6.8%
Track Work - Foreign	1	3	4	5	1	3	-	5	3	1	-	-	13	0.7%
Human Error - Total	103	99	42	14	17	18	36	36	28	36	29	23	258	13.4%
Human Error - Metra/PSA	97	80	39	10	17	14	24	28	17	25	24	21	226	11.8%
Human Error - Foreign	6	19	3	4	-	4	12	8	11	11	5	2	32	1.7%
PTC Related - Total	43	36	21	28	29	20	33	27	48	37	35	43	128	6.7%
PTC Related - Metra/PSA	39	32	14	19	29	16	26	24	47	35	29	39	104	5.4%
PTC Related - Foreign	4	4	7	9	-	4	7	3	1	2	6	4	24	1.2%
Weather - Total	33	89	4	7	24	11	26	148	10	80	93	16	133	6.9%
Weather - Metra/PSA	32	89	4	7	23	10	26	148	10	80	93	16	132	6.9%
Weather - Foreign	1	-	-	-	1	1	-	-	-	-	-	-	1	0.1%
Passenger Related - Total	57	55	37	5	12	47	24	27	24	26	12	18	154	8.0%
Obstruction/Debris - Total	97	39	25	18	165	21	27	31	31	22	75	18	179	9.3%
Catenary Failure - Total	21	-	25	-	-	-	1	-	-	-	-	-	46	2.4%
Other - Total	11	8	3	3	1	-	5	2	3	6	1	3	25	1.3%
Total Trains Delayed	709	701	359	154	350	277	362	450	298	364	429	252	1,923	100.0%
Total Metra/PSA Delays	617	534	269	116	325	213	268	362	230	294	361	192	1,536	79.9%
Total Foreign Carrier Delays	92	167	90	38	25	64	94	88	68	70	68	60	387	20.1%

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

Table 8: Train Delays by Duration
April 2021

Minutes	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
Weekday Peak *														
6-10	2	6	0	1	3	8	6	5	4	3	0	3	4	45
11-15	1	4	0	0	1	4	8	4	1	2	0	0	2	27
16-20	1	1	1	0	0	3	2	0	0	1	0	0	2	11
21+	4	0	0	0	0	5	3	2	0	2	1	13	0	30
Annulled	<u>2</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>8</u>
Sub-Total	10	12	2	1	4	21	20	11	5	8	1	18	8	121
Weekday Off-Peak **														
6-10	2	2	2	0	0	7	6	0	12	7	3	2	3	46
11-15	0	4	0	0	0	5	4	0	2	2	4	4	2	27
16-20	0	0	1	0	0	2	1	0	6	1	0	0	2	13
21+	1	2	3	2	0	3	2	0	2	2	2	5	2	26
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>9</u>
Sub-Total	4	8	6	3	0	17	15	0	24	12	9	13	10	121
Saturday														
6-10	1	0	0	1	0	1	3	0	0	0	0	2	1	9
11-15	0	0	0	0	0	2	0	0	0	0	1	1	0	4
16-20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21+	1	0	0	0	0	0	4	0	1	0	1	0	0	7
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<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>2</u>
Sub-Total	2	0	0	3	0	3	7	0	1	0	2	3	1	22
Sunday-Holiday														
6-10	0	0	0	0	0	1	0	0	1	0	0	0	3	5
11-15	1	0	0	0	0	0	0	0	1	0	0	0	2	4
16-20	0	0	0	0	0	0	1	0	0	0	1	0	0	2
21+	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Sub-Total	1	0	0	0	0	1	2	0	2	0	1	0	5	12
April 2021 Total														
6-10	5	8	2	2	3	17	15	5	17	10	3	7	11	105
11-15	2	8	0	0	1	11	12	4	4	4	5	5	6	62
16-20	1	1	2	0	0	5	4	0	6	2	1	0	4	26
21+	6	2	3	2	0	8	10	2	3	4	4	18	2	64
Annulled	<u>3</u>	<u>1</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>1</u>	<u>19</u>
TOTAL	17	20	8	7	4	42	44	11	32	20	13	34	24	276
2021 Year-to-Date														
6-10	45	33	11	23	21	102	115	25	122	23	29	45	68	662
11-15	21	15	2	9	8	61	65	11	40	11	20	26	54	343
16-20	13	9	10	5	2	31	35	5	22	8	15	20	34	209
21+	33	21	9	15	12	38	44	9	32	27	55	74	97	466
Annulled	<u>17</u>	<u>10</u>	<u>5</u>	<u>5</u>	<u>0</u>	<u>4</u>	<u>9</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>3</u>	<u>22</u>	<u>10</u>	<u>90</u>
TOTAL	129	88	37	57	43	236	268	52	219	69	122	187	263	1,770
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
April 2021 Total														
6-10	29.4%	40.0%	25.0%	28.6%	75.0%	40.5%	34.1%	45.5%	53.1%	50.0%	23.1%	20.6%	45.8%	38.0%
11-15	11.8%	40.0%	0.0%	0.0%	25.0%	26.2%	27.3%	36.4%	12.5%	20.0%	38.5%	14.7%	25.0%	22.5%
16-20	5.9%	5.0%	25.0%	0.0%	0.0%	11.9%	9.1%	0.0%	18.8%	10.0%	7.7%	0.0%	16.7%	9.4%
21+	35.3%	10.0%	37.5%	28.6%	0.0%	19.0%	22.7%	18.2%	9.4%	20.0%	30.8%	52.9%	8.3%	23.2%
Annulled	<u>17.6%</u>	<u>5.0%</u>	<u>12.5%</u>	<u>42.9%</u>	<u>0.0%</u>	<u>2.4%</u>	<u>6.8%</u>	<u>0.0%</u>	<u>6.3%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>11.8%</u>	<u>4.2%</u>	<u>6.9%</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	34.9%	37.5%	29.7%	40.4%	48.8%	43.2%	42.9%	48.1%	55.7%	33.3%	23.8%	24.1%	25.9%	37.4%
11-15	16.3%	17.0%	5.4%	15.8%	18.6%	25.8%	24.3%	21.2%	18.3%	15.9%	16.4%	13.9%	20.5%	19.4%
16-20	10.1%	10.2%	27.0%	8.8%	4.7%	13.1%	13.1%	9.6%	10.0%	11.6%	12.3%	10.7%	12.9%	11.8%
21+	25.6%	23.9%	24.3%	26.3%	27.9%	16.1%	16.4%	17.3%	14.6%	39.1%	45.1%	39.6%	36.9%	26.3%
Annulled	<u>13.2%</u>	<u>11.4%</u>	<u>13.5%</u>	<u>8.8%</u>	<u>0.0%</u>	<u>1.7%</u>	<u>3.4%</u>	<u>3.8%</u>	<u>1.4%</u>	<u>0.0%</u>	<u>2.5%</u>	<u>11.8%</u>	<u>3.8%</u>	<u>5.1%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

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