

On-Time Performance

June 2020



Prepared by the Division of Strategic Planning & Performance

On-Time Performance June 2020

This report presents an analysis of June 2020 train delays as reported for Metra's eleven rail lines. On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule. Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late. "Extra" trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

On-Time Performance Tables

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

Table 2 lists on-time percentages by line for each month and year since 2015.

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

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

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

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

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

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

Reporting Calculations for Temporary Schedules and Special Events

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

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

On Monday, March 23, Metra began operating alternate weekday schedules on all lines, except the Heritage Corridor (HC), to adjust for the reduced number of riders due to school closures, work-from-home mandates and other consequences of the coronavirus pandemic. Through the month of April Metra continued to operate regularly scheduled weekday service on the HC Line as well as normal weekend service. On May 4 Metra reduced weekday service on the HC, North Central Service (NCS) and SouthWest Service (SWS) lines, and on May 9 reduced Saturday service to Sunday service levels on all lines except the Metra Electric (ME), thus eliminating all SWS Saturday service. Metra increased weekday service on the ME on May 18 to complete implementation of the Positive Train Control (PTC) safety system on that line.

Due to civic unrest that began in Chicago on May 30, Metra suspended all train service on June 1-2. Because a notice of this service suspension was published in advance, trains originally scheduled to operate on these days are considered cancelled rather than annulled and are not included in on-time performance calculations. Metra operated a modified Sunday schedule from June 3-7, resuming alternate weekday schedules on Monday, June 8. Metra increased weekday service on the HC, NCS and SWS as of June 29.

Under these alternate and modified schedules, Metra operated between 162 and 376 scheduled revenue trains each weekday in June, which is a 46 to 77 percent reduction from Metra's normal weekday service of 692 scheduled revenue trains. Metra operated 221 revenue trains each Saturday in June, which is a 19 percent reduction from the 273 Saturday trains Metra normally operates. As a result of these reductions under the alternative and modified schedules, Metra operated about 49 percent fewer revenue trains in June 2020 than in June 2019. The reduced schedules will remain in effect until health officials deem the crisis has passed and/or ridership begins to return to normal. Metra will continue to monitor ridership and may adjust service levels on a line-by-line basis to meet the ridership demands.

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	379	5	98.7%	372	10	97.3%	751	15	98.0%	78	5	93.6%	78	4	94.9%	907	24	97.4%
ME-ML	352	9	97.4%	620	9	98.5%	972	18	98.1%	138	2	98.6%	78	1	98.7%	1,188	21	98.2%
ME-BI	119	3	97.5%	187	5	97.3%	306	8	97.4%	24	0	100.0%	--	--	--	330	8	97.6%
ME-SC	<u>199</u>	<u>3</u>	98.5%	<u>501</u>	<u>7</u>	98.6%	<u>700</u>	<u>10</u>	98.6%	<u>114</u>	<u>0</u>	100.0%	<u>78</u>	<u>7</u>	91.0%	<u>892</u>	<u>17</u>	98.1%
Subtotal	670	15	97.8%	1,308	21	98.4%	1,978	36	98.2%	276	2	99.3%	156	8	94.9%	2,410	46	98.1%
HC	38	8	78.9%	--	--	--	38	8	78.9%	--	--	--	--	--	--	38	8	78.9%
MD-N	250	3	98.8%	274	13	95.3%	524	16	96.9%	70	3	95.7%	70	3	95.7%	664	22	96.7%
MD-W	<u>230</u>	<u>6</u>	97.4%	<u>362</u>	<u>17</u>	95.3%	<u>592</u>	<u>23</u>	96.1%	<u>70</u>	<u>3</u>	95.7%	<u>70</u>	<u>1</u>	98.6%	<u>732</u>	<u>27</u>	96.3%
Subtotal	480	9	98.1%	636	30	95.3%	1,116	39	96.5%	140	6	95.7%	140	4	97.1%	1,396	49	96.5%
NCS	38	6	84.2%	--	--	--	38	6	84.2%	--	--	--	--	--	--	38	6	84.2%
RI	226	23	89.8%	522	25	95.2%	748	48	93.6%	110	6	94.5%	110	7	93.6%	968	61	93.7%
SWS	74	8	89.2%	6	1	83.3%	80	9	88.8%	--	--	--	--	--	--	80	9	88.8%
UP-N	199	0	100.0%	461	11	97.6%	660	11	98.3%	70	1	98.6%	70	1	98.6%	800	13	98.4%
UP-NW	287	15	94.8%	396	16	96.0%	683	31	95.5%	82	1	98.8%	82	1	98.8%	847	33	96.1%
UP-W	<u>213</u>	<u>6</u>	97.2%	<u>413</u>	<u>22</u>	94.7%	<u>626</u>	<u>28</u>	95.5%	<u>70</u>	<u>0</u>	100.0%	<u>70</u>	<u>0</u>	100.0%	<u>766</u>	<u>28</u>	96.3%
Subtotal	699	21	97.0%	1,270	49	96.1%	1,969	70	96.4%	222	2	99.1%	222	2	99.1%	2,413	74	96.9%
System	2,604	95	96.4%	4,114	136	96.7%	6,718	231	96.6%	826	21	97.5%	706	25	96.5%	8,250	277	96.6%

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

Delays data for most recent month is final (07/21/2020) version from TOPS.

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	4,649	108	97.7%	3,641	75	97.9%	8,290	183	97.8%	698	33	95.3%	558	28	95.0%	9,546	244	97.4%
ME-ML	3,441	76	97.8%	4,624	116	97.5%	8,065	192	97.6%	1,018	42	95.9%	558	19	96.6%	9,641	253	97.4%
ME-BI	1,043	25	97.6%	1,364	21	98.5%	2,407	46	98.1%	240	11	95.4%	40	3	92.5%	2,687	60	97.8%
ME-SC	<u>1,319</u>	<u>18</u>	98.6%	<u>3,551</u>	<u>60</u>	98.3%	<u>4,870</u>	<u>78</u>	98.4%	<u>818</u>	<u>26</u>	96.8%	<u>558</u>	<u>22</u>	96.1%	<u>6,246</u>	<u>126</u>	98.0%
Subtotal	5,803	119	97.9%	9,539	197	97.9%	15,342	316	97.9%	2,076	79	96.2%	1,156	44	96.2%	18,574	439	97.6%
HC	598	55	90.8%	87	7	92.0%	685	62	90.9%	--	--	--	--	--	--	685	62	90.9%
MD-N	2,418	108	95.5%	3,069	115	96.3%	5,487	223	95.9%	502	32	93.6%	502	23	95.4%	6,491	278	95.7%
MD-W	<u>2,406</u>	<u>89</u>	96.3%	<u>3,060</u>	<u>142</u>	95.4%	<u>5,466</u>	<u>231</u>	95.8%	<u>574</u>	<u>53</u>	90.8%	<u>502</u>	<u>19</u>	96.2%	<u>6,542</u>	<u>303</u>	95.4%
Subtotal	4,824	197	95.9%	6,129	257	95.8%	10,953	454	95.9%	1,076	85	92.1%	1,004	42	95.8%	13,033	581	95.5%
NCS	799	85	89.4%	837	59	93.0%	1,636	144	91.2%	--	--	--	--	--	--	1,636	144	91.2%
RI	2,817	158	94.4%	3,677	166	95.5%	6,494	324	95.0%	830	42	94.9%	796	50	93.7%	8,120	416	94.9%
SWS	987	29	97.1%	1,479	65	95.6%	2,466	94	96.2%	108	6	94.4%	--	--	--	2,574	100	96.1%
UP-N	2,448	32	98.7%	3,966	55	98.6%	6,414	87	98.6%	610	14	97.7%	502	23	95.4%	7,526	124	98.4%
UP-NW	2,952	112	96.2%	3,242	74	97.7%	6,194	186	97.0%	778	21	97.3%	586	24	95.9%	7,558	231	96.9%
UP-W	<u>2,340</u>	<u>69</u>	97.1%	<u>3,315</u>	<u>106</u>	96.8%	<u>5,655</u>	<u>175</u>	96.9%	<u>502</u>	<u>8</u>	98.4%	<u>502</u>	<u>26</u>	94.8%	<u>6,659</u>	<u>209</u>	96.9%
Subtotal	7,740	213	97.2%	10,523	235	97.8%	18,263	448	97.5%	1,890	43	97.7%	1,590	73	95.4%	21,743	564	97.4%
System	28,217	964	96.6%	35,912	1,061	97.0%	64,129	2,025	96.8%	6,678	288	95.7%	5,104	237	95.4%	75,911	2,550	96.6%

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

Delays data for most recent month is final (07/21/2020) version from TOPS.

Table 2: On-Time Performance by Line

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Jun	Annual
BNSF	2015	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4	95.8	93.6	93.5	97.4	94.1%	94.4%
	2016	93.2	93.8	95.9	96.8	94.0	93.5	93.8	91.4	91.3	95.2	95.4	93.1	94.5%	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	95.5%	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	91.8%	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	94.0%	95.0%
	2020	97.3	96.6	97.5	99.5	97.2	97.4							97.4%	97.4%
2015-2019 average		92.4	92.0	95.9	96.0	94.2	93.3	93.5	94.0	93.7	94.3	93.8	95.1	94.0%	94.0%
ME	2015	96.3	95.4	98.4	98.4	98.3	97.7	96.5	98.2	97.9	97.8	97.8	99.0	97.4%	97.6%
	2016	98.0	98.6	98.8	98.9	98.9	96.5	97.9	98.5	97.1	98.6	97.7	97.7	98.3%	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	97.6%	98.0%
	2020	97.5	97.3	98.2	99.3	95.7	98.1							97.6%	97.6%
2015-2019 average		96.8	96.3	98.8	98.9	98.8	97.6	97.7	98.5	98.1	98.4	97.9	97.9	97.9%	98.0%
HC	2015	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7	86.5	98.5	85.0	90.9	90.4%	90.2%
	2016	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6	98.0	94.6	91.8	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	94.1%	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	85.9%	87.9%
	2020	90.9	91.4	89.0	95.5	91.1	78.9							90.9%	90.9%
2015-2019 average		88.6	89.9	93.7	93.1	86.7	90.5	90.8	92.3	91.3	93.0	89.4	92.1	90.4%	91.0%
MD-N	2015	91.8	87.9	93.5	95.1	95.4	94.8	97.1	94.9	95.6	97.9	97.0	96.8	93.1%	94.9%
	2016	95.3	94.2	95.7	96.8	92.5	92.9	95.0	93.1	93.8	97.5	95.1	93.8	94.6%	94.6%
	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	95.5%	93.8%
	2018	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0	90.3	94.3	92.4%	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	91.6%	91.9%
	2020	93.3	95.7	97.6	97.0	95.3	96.7							95.7%	95.7%
2015-2019 average		92.5	90.5	95.0	94.8	94.1	93.4	93.0	93.5	93.5	94.9	93.2	94.5	93.4%	93.6%
MD-W	2015	93.6	93.0	94.8	97.7	97.2	95.4	96.6	96.8	97.8	99.0	98.2	96.5	95.3%	96.4%
	2016	94.0	95.3	94.4	96.0	94.9	93.6	92.1	95.2	97.4	97.0	95.6	93.3	94.7%	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	96.0%	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	95.4%	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	94.8%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3							95.4%	95.4%
2015-2019 average		94.3	93.4	95.4	96.6	96.2	95.6	95.8	96.2	96.7	96.8	95.0	94.2	95.3%	95.5%
NCS	2015	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2	97.1	96.1	93.6	92.5%	93.8%
	2016	92.3	95.5	91.7	93.3	94.4	96.3	95.0	96.4	96.1	95.5	95.2	92.6	93.9%	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	94.3%	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	92.4%	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	93.6%	94.3%
	2020	92.7	82.0	95.5	94.8	100.0	84.2							91.2%	91.2%
2015-2019 average		92.0	89.6	94.0	94.8	94.1	95.4	95.9	95.2	94.6	95.1	93.1	92.7	93.3%	93.9%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Jun	Annual
RI	2015	97.4	95.3	98.9	98.7	97.8	97.4	94.2	97.0	96.3	97.3	97.1	97.4	97.6%	97.1%
	2016	92.6	96.2	95.8	96.5	97.9	96.2	93.5	96.3	96.0	98.2	97.9	95.3	95.9%	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	96.5%	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	94.1%	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	92.1%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4	93.7							94.9%	94.9%
	2015-2019 average	93.4	93.2	97.0	97.1	94.7	95.8	93.5	95.2	94.8	96.7	94.8	95.0	95.2%	95.1%
SWS	2015	94.7	89.7	95.6	96.1	96.3	91.1	92.4	93.8	97.6	96.8	96.0	94.4	93.9%	94.5%
	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3	91.6	97.4	96.6	96.2	95.6%	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	95.6%	94.9%
	2018	93.9	90.5	92.0	95.4	92.4	87.1	91.9	92.7	94.8	93.6	93.1	95.2	91.9%	92.7%
	2019	90.4	91.0	93.8	94.4	95.3	91.7	92.0	94.9	92.0	92.1	94.1	94.2	92.8%	93.0%
	2020	95.6	94.1	97.6	98.1	100.0	88.8							96.1%	96.1%
	2015-2019 average	94.1	92.6	95.1	95.7	93.7	92.5	93.4	93.8	94.5	94.7	94.0	94.8	94.0%	94.1%
UP-N	2015	98.6	95.6	98.3	97.1	97.7	98.2	97.0	95.9	98.2	97.0	97.6	98.4	97.6%	97.5%
	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1	99.1	98.0	98.1	97.9%	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	97.4%	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	96.9%	96.6%
	2019	90.7	89.1	96.9	97.6	97.6	95.3	94.6	94.7	97.2	95.4	94.4	99.3	94.6%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4							98.4%	98.4%
	2015-2019 average	95.9	95.4	97.6	97.5	97.7	97.3	96.4	96.2	97.6	97.3	96.2	97.3	96.9%	96.9%
UP-NW	2015	96.0	91.6	97.6	96.3	96.9	96.8	94.1	96.5	96.1	97.5	96.7	97.5	95.9%	96.2%
	2016	97.0	98.1	97.8	98.1	96.0	96.6	94.9	96.8	96.9	96.5	93.2	93.4	97.3%	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	96.0%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	94.6%	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	93.2%	93.0%
	2020	96.3	96.1	98.0	98.7	96.5	96.1							96.9%	96.9%
	2015-2019 average	95.0	93.6	96.9	95.9	96.3	94.6	93.4	95.4	95.7	95.7	93.2	95.2	95.4%	95.1%
UP-W	2015	93.9	91.1	96.1	96.3	97.5	93.9	93.9	95.9	96.0	96.1	97.3	96.8	94.8%	95.4%
	2016	97.8	93.4	97.2	96.7	90.1	94.4	96.6	96.0	96.2	95.6	94.0	92.9	95.0%	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	94.4%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	91.9%	91.5%
	2019	90.4	77.0	90.7	94.0	92.9	95.9	91.1	95.3	95.0	95.3	92.3	95.9	90.3%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3							96.9%	96.9%
	2015-2019 average	93.8	89.4	94.9	94.6	92.6	94.1	93.6	94.2	95.0	94.4	93.9	93.0	93.3%	93.7%
System excluding South Shore	2015	94.9	92.5	97.0	97.2	97.2	95.8	95.3	96.3	96.8	97.0	96.8	97.5	95.8%	96.2%
	2016	95.8	96.4	96.8	97.4	95.8	95.5	95.4	95.7	95.7	97.4	96.2	95.2	96.3%	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	96.4%	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	94.0%	94.6%
	2020	95.9	95.6	97.6	98.5	96.2	96.6							96.6%	96.6%
	2015-2019 average	94.5	93.4	96.7	96.7	95.9	95.4	95.0	95.7	95.8	96.3	95.1	95.6	95.4%	95.5%

Delays data for most recent month is final (07/21/2020) version from TOPS.

'2015-2019 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

**Table 3: Weekday Trains less than 85% On-Time
June 2020**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
HC	916 59% OT	Tue, Jun 09	11	ZF	-15 Min due to PTC problems. Signals on board did not match signals in field.	
		Wed, Jun 10	12	ZR	Unable to initialize with UP due to engineer making error doing procedure	
		Mon, Jun 22	7	RD	Dispatcher error - CSX J746 WITH 151 CARS, 7740 - freight put ahead of passengers blocking Heritage in yard	
		Tue, Jun 23	13	D	(GENERAL FREIGHT INTERFERENCE) - BN QLACNSA EAST WITH 81 CARS	
		Wed, Jun 24	6	D	-9m at CP Brighton due to freight interference NS BC05 85c, 8519'.	
		Thu, Jun 25	6	JM	(PASSENGER MEDICAL EMERGENCY) - PASSENGER FELL GETTING ON TRAIN TRAIN STOPPED AT LOCKPORT WHERE THE PASSENGER FELL WHILE BOARDING COACH 8214.	
		Mon, Jun 29	7	GA	Signal problems at CP Jackson (5 minutes) and radio problems with cab car #8443 (5 minutes).	
ME-ML	711 71% OT	Mon, Jun 08	7	I	7" late into UP running with 8 cars	
		Thu, Jun 11	6	I	(PASSENGER HANDLING, RUNNING TIME) - 6 MIN. DELAY ACCT. RUNNING WITH 8 CARS.	
		Wed, Jun 24	10	I	-7m late by Kensington. -3m running around intermittent track circuit. -7m due to running with 8 cars.	
		Thu, Jun 25	10	I	Eight car train arrived UP 754pm	
		Fri, Jun 26	6	I	ME711 arrived UP at 750pm 6" late	
MD-N	2132 82% OT	Tue, Jun 16	9	U	2132 (-9) ARRIVED CUS @ 12:31. -2" SLOW BOARDING PASSENGER WITH A BIKE; -3" ADA GOLF; -2" X/O A-5 2MT TO 3MT; -2" TRACK CONSTRUCTION, SPEED RESTRICTIONS	
		Thu, Jun 18	7	CD	7" STOP SIGNAL CN X-ING (CN track work), FLAGGED BY; 2" DOOR PROBLEMS (#7273) STICKING	
		Mon, Jun 29	7	A	2" FREIGHT INTERFERENCE A-20; 6" STOP SIGNAL MAYFAIR; 4" TRACK CONSTRUCTION; 2" JOHN APPEL RETIREMENT FAREWELL PARTY.	
NCS	109 76% OT	Mon, Jun 08	20	ZN	2 min PTC issues, 5 min contacting Foreman Calderon, 19 min CN Franklin Pk. cp PTC issues.	
		Thu, Jun 11	8	ZP	5 min late arrival of equipment from WACY, 6 min B-12 PTC issues.	
		Tue, Jun 16	9	D	109 ARRIVED ANTIOCH AT 18:14 6:14 9 MIN LATE, 2 MIN STOP SIGNAL CUS, 529-A BELMONT 3 MIN, 2 MIN FRANKLIN PK. PTC, 3 MIN X-O TRAFTON CN FREIGHT.	
		Thu, Jun 25	57	ZE	57 min delay, PTC issue around JCT 19, seems loco had issue with Map. CN Dispatcher stated that he was talking with Metra and talking with CN PTC Help desk. After 10 min train was given OK to cut out PTC.	
RI	MX05 71% OT	Mon, Jun 08	17	KP	(OBSTRUCTION ON TRACKS) - PER METRA PD WALKING SPEED FROM MP 18.75 TO MP 17.20 FOR PEOPLE ON THE TRACKS	
		Thu, Jun 18	22	G	(SIG / SWITCH MALFCN (SIG DEPT)) - HELD FOR 230 ACCT SINGLE TRACKING AROUND TRACK AND TIME TO REPAIR TRACK CIRCUIT AT 191ST SWITCH OUT OF AD	
		Fri, Jun 19	6	G	10" Approach and Restricting signal Oak forest Restricting 167th problem at switch.	
		Mon, Jun 22	27	CH	Contractor hit a cable while digging - 15M BEING FLAGGED BY CP MOKENA AND RUNNING RESTRICTED SPEED BETWEEN CP MOKENA - CP35.5 ACCOUNT TRACK CIRC	
		Fri, Jun 26	18	CH	(SIG / SWITCH MALFCN (SIG DEPT)) - TRACK CIRCUIT ON TK 1 AND 2 BETWEEN 35.5 AND MOKENA - contractor damaged cable during work	
SWS	823 82% OT	Mon, Jun 08	7	D	(GENERAL FREIGHT INTERFERENCE) - TRAIN AP1 AT CP RIDGE 6400 FEET	
		Mon, Jun 15	23	JM	823 WAS DELAYED 9 MIN STOP SIGNAL 518, 24 MIN WORTH WAITING ON MEDICAL PERSONNEL.	
		Thu, Jun 18	6	G	(SIG / SWITCH MALFCN (SIG DEPT)) - RED OR DARK SIGNALS BETWEEN 153RD ST. AND WOLF RD.	
UP-W	33 82% OT	Tue, Jun 16	16	DE	WAITED @ PARK FOR M48 TO CLEAR ON TRK 3 DUE TO THE MPRNP STOPPED ON TRK 1 IN EMERGENCY ALSO HAD A FREIGHT TRAIN STOPPED ON TRK @ GRACE	
		Tue, Jun 23	9	CC	RAN TRACK 2 TO KEDZIE, DOORS STICKING AT VILLA PARK, 20 MPH SLOW ORDER.	
		Fri, Jun 26	10	GM1	Wait for M48 to clear at Park; XH @ Cross Street and Main St Wheaton. Also 20 mph MP27 - MP 27.5 on MT3.	
UP-W	37 82% OT	Thu, Jun 11	10	DE1	STOPPED ON T3 AT PARK WAITING FOR IG2LA WITH MECHANICAL ISSUES TO CLEAR.	
		Mon, Jun 29	17	J	POLICE ACTIVITY AT WHEATON DUE TO MALE PASSENGER BLEED OFF DOORS IN VESTIBULE AND WATER GOT ON HIS PHONE, SAID IT WAS RUINED. PASSENGER THEN CALLED WHEATON POLICE FROM THE CELL PHONE AND REFUSED TO DISEMBARK TRAIN	
		Tue, Jun 30	14	D1	Waiting on inbound M52 at Park	
UP-W	52 82% OT	Thu, Jun 11	16	DE	STOPPED ON T3 AT PARK WAITING FOR IG2LA WITH MECHANICAL ISSUES TO CLEAR.	
		Tue, Jun 16	17	DE1	LATE TURN OF EQUIPMENT FROM M33	
		Tue, Jun 30	17	D	Waiting on MCHNPX-29 to clear Peck	
UP-W	56 76% OT	Wed, Jun 17	11	G	SIGNAL ISSUES BETWEEN MP41.33-MP39.6 & 2 ADA LIFTS	
		Wed, Jun 24	6	U	2 ADA LIFTS; HEAVY PASSENGER LOADING @ WEST CHICAGO & OPERATED CENTER TRACK VILLA PARK & ELMHURST.	
		Thu, Jun 25	9	U	TWO ADA LIFTS; USED SHORT CROSSOVERS @ KEDZIE; 40MPH @ MP5.22; HEAVY PASSENGER LOADING @ COLLEGE AVE	
		Mon, Jun 29	8	J1	DEPARTED ELBURN 12 MINUTES LATE ON ACCOUNT LATE ARRIVAL OF M37.	

Data is final (07/21/2020) version from TOPS.

Table 4: Delay Codes by Cause Category & Carrier

METRA/PSA		METRA/PSA (continued)		Foreign Carrier	
Category		Category		Category	
Delay Code	Definition	Delay Code	Definition	Delay Code	Definition
Passenger Train Interference		Human Error		Passenger Train Interference	
A	Passenger Train/Interline Interference	B	Human Error, Eng. Dept.	AM	Amtrak Caused Delay
AA	Rule 9.9 Delayed in Block / Rule 6.30 [obsolete Jan. 2020]	H	Human Error, Mechanical Department	AS	NICTD Train Interference
AD	Non-Revenue Passenger Train Interference [obsolete Jan. 2020]	Q	Late Issuance of Track Warrant	Freight Interference - Peak & Off-Peak	
Accident		R	Human Error, Transportation	D	General Freight Interference
M	Right of Way Accident / Misc.	RD	Metra Dispatcher Error (dispatching Metra trains)	DD	Freight Dispatcher Error (dispatching freight trains)
YC	Derailment - Engineering	RL	Human Error, Job Action / Employee No Show (CMS Error)	DE	Freight Mechanical Malfunction
YE	Derailment - Mechanical	RN	Human Error, Job Action / Employee No Show (Non-CMS)	DR	Freight-Human Error
YM	Derailment - Accident	RO	Human Error, Metra Tower Operator	Accident	
Passenger Related		RZ	ETMS Train Crew Error [obsolete 2015]	DM	Freight-Accident / Incident
I	Passenger Handling, Running Time	YB	Derailment - Human Error, Engineering	YF	Derailment - Accident, Foreign Line
IB	Passenger Handling, Bicycle	YH	Derailment - Human Error, Mechanical	Passenger Related	
J	Passenger Problems / Removal	YR	Derailment - Human Error, Transportation	JA	Amtrak Passenger Problems / Removal
JM	Passenger Medical Emergency	Weather		Signal/Switch Failure	
U	Accessibility Related (ADA)	AW	Pass. Train Interference, Weather [obsolete Jan. 2020]	GA	Signal / Switch Failure Amtrak (Signal Dept.)
Obstruction/Debris		CW	M of W Work, Weather	GF	Gate Crossing / Signal / Switch Foreign Line
K	Obstruction On Tracks	EW	Locomotive Malfunction, Weather	Track Work	
KD	Train Struck Debris	FW	Cab Car / TRL / MU Malfunction, Weather	CA	Amtrak Engineering
L	Unauthorized People On Tracks / Near Miss	GW	Signal / Switch Malfunction Weather (Signal Dept.)	CD	Track Work by Freight Carrier
KP	Suspicious Package(s) / Person(s) / Activity	IW	Passenger Handling, Weather	Non-Locomotive Equipment Issue	
Signal/Switch Failure		KW	Obstruction On Tracks, Weather	FS	NICTD MU Malfunction
CM	Switch Malfunction (Track Dept.)	MW	Right of Way Accident / Misc., Weather [obsolete Jan. 2020]	Locomotive Issue	
G	Signal / Switch Malfunction (Signal Dept.)	NW	Utility Failure, Weather	EA	Amtrak Locomotive/Car Malfunction
GM	Metra/PSA Gate Crossing Malfunction	OW	AC/DC System Failure, Weather	Human Error	
GT	Metra Telecom / CAD failure	RW	Train Crew Issues, Weather	BA	Amtrak Engineering Human Error
GX	Broken Gate Crossing	UW	Accessibility, Weather	HS	Human Error, NICTD Mechanical Dept. [obsolete Jan. 2020]
GZ	ETMS Signal Malfunction [obsolete 2015]	YW	Derailment Accident, Weather	RA	Human Error, Amtrak Transportation
VG	Signal / Switch / Gate Crossing Failure, Nothing Found	ZW	PTC Weather	RF	Foreign/PSA Dispatcher Error (dispatching Metra trains)
Track Work		Other		RS	Human Error, NICTD Transportation
C	Unscheduled Track Work	N	Utility Failure	Weather	
CC	Scheduled Track Work	S	Operational (Efficiency) Testing	DW	Freight Train Interference, Weather
CF	Engineering Equipment Malfunction	T	Property Vandalism	PTC Related	
CG	Scheduled Signal Work	W	Gas Leak (non-loco fuel)	ZA	PTC Amtrak Train (On-Board)
CH	Contractor Failure	PTC Related		ZD	PTC Foreign Line Transportation
Catenary Failure		ZB	PTC Human Error, Engineering Dept.	ZN	PTC Foreign Line Engineering
CO	Scheduled Wire Work	ZC	PTC Construction / Maintenance	ZS	PTC NICTD MU Train (On-Board)
O	AC/DC System Failure	ZE	PTC Malfunction Locomotive		
Non-Locomotive Equipment Issue		ZF	PTC Malfunction Coach		
F	Cab Car / Trailer / MU Malfunction	ZG	PTC Wayside		
FZ	ETMS Malfunction on Cab Car [obsolete 2015]	ZH	PTC Human Error, Mechanical		
UF	ADA Lift Failure	ZP	PTC Dispatcher		
VF	Cab Car Problem Reported, Nothing Found	ZR	PTC Human Error, Metra Transportation		
Locomotive Issue		ZT	PTC Back Office/Software		
E	Locomotive Malfunction				
EZ	ETMS Malfunction on Locomotive [obsolete 2015]				
VE	Locomotive Problem Reported, Nothing Found				

Effective January 1, 2020

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

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

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

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

Table 5.a: Train Delays by Cause and Line
June 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	2	-	-	-	2	2	13	1	1	4	-	2	10	37
Freight Interference - Peak	-	-	-	-	2	-	1	1	1	4	-	1	2	12
Primary	-	-	-	-	2	-	1	1	1	4	-	1	2	12
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Freight Interference - Off-Peak	2	-	-	-	-	2	12	-	-	-	-	1	8	25
Primary	1	-	-	-	-	2	9	-	-	-	-	1	5	18
Secondary	1	-	-	-	-	-	3	-	-	-	-	-	3	7
Signal/Switch Failure - Total	6	1	5	-	1	5	3	-	3	1	4	9	6	44
Signal/Switch Failure - Metra/PSA	4	1	5	-	-	5	3	-	3	1	4	3	6	35
Primary	2	1	3	-	-	4	3	-	3	1	4	3	5	29
Secondary	2	-	2	-	-	1	-	-	-	-	-	-	1	6
Signal/Switch Failure - Foreign	2	-	-	-	1	-	-	-	-	-	-	6	-	9
Primary	2	-	-	-	1	-	-	-	-	-	-	6	-	9
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mechanical Failure - Total	-	-	-	-	-	4	1	1	2	-	-	2	2	12
Mechanical Failure - Metra/PSA	-	-	-	-	-	3	1	1	2	-	-	2	2	11
Non-Locomotive Equipment Issue - Metra/PSA	-	-	-	-	-	1	-	1	-	-	-	-	1	3
Primary	-	-	-	-	-	1	-	1	-	-	-	-	1	3
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Locomotive Issue - Metra/PSA	-	-	-	-	-	2	1	-	2	-	-	2	1	8
Primary	-	-	-	-	-	2	-	-	2	-	-	1	1	6
Secondary	-	-	-	-	-	-	1	-	-	-	-	1	-	2
Mechanical Failure - Foreign	-	-	-	-	-	1	-	-	-	-	-	-	-	1
Passenger Train Interference - Total	-	-	-	-	-	2	-	-	-	1	-	-	-	3
Passenger Train Interference - Metra/PSA	-	-	-	-	-	2	-	-	-	-	-	-	-	2
Passenger Train Interference - Foreign	-	-	-	-	-	-	-	-	-	1	-	-	-	1
Accident - Total	-	-	-	-	-	-	1	-	1	-	-	3	-	5
Accident - Metra/PSA	-	-	-	-	-	-	-	-	1	-	-	-	-	1
Accident - Foreign	-	-	-	-	-	-	1	-	-	-	-	3	-	4
Track Work - Total	10	6	1	7	-	2	-	-	24	1	6	1	1	59
Track Work - Metra/PSA	10	6	1	7	-	-	-	-	24	-	6	1	1	56
Track Work - Foreign	-	-	-	-	-	2	-	-	-	1	-	-	-	3
Human Error - Total	1	-	1	1	1	1	3	-	2	-	-	6	2	18
Human Error - Metra/PSA	-	-	1	1	1	-	3	-	2	-	-	4	2	14
Human Error - Foreign	1	-	-	-	-	1	-	-	-	-	-	2	-	4
PTC Related - Total	-	1	1	5	2	-	2	4	4	-	-	-	1	20
PTC Related - Metra/PSA	-	1	1	5	2	-	2	2	2	-	-	-	1	16
PTC Related - Foreign	-	-	-	-	-	-	-	2	2	-	-	-	-	4
Weather - Total	1	-	-	-	1	-	-	-	2	-	1	6	-	11
Weather - Metra/PSA	1	-	-	-	1	-	-	-	2	-	1	5	-	10
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	1	-	1
Passenger Related - Total	4	12	-	-	1	6	2	-	11	1	1	3	6	47
Obstruction/Debris - Total	-	1	-	4	-	-	2	-	11	1	1	1	-	21
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Trains Delayed	24	21	8	17	8	22	27	6	61	9	13	33	28	277
Total Metra/PSA Delays	19	21	8	17	5	16	13	3	58	3	13	19	18	213
Total Foreign Carrier Delays	5	0	0	0	3	6	14	3	3	6	0	14	10	64

Data for current month is final (07/21/2020) version of TOPS

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

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

Table 5.b: Train Delays by Cause and Line
Average June Over Previous Five Years: 2015-2019

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	17	-	0	-	4	9	5	8	7	19	1	8	21	101
Freight Interference - Peak	5	-	0	-	4	3	1	3	1	7	1	6	6	38
Primary	3	-	-	-	3	2	1	2	1	5	0	1	3	21
Secondary	2	-	0	-	1	1	-	1	0	2	0	5	3	17
Freight Interference - Off-Peak	12	-	-	-	0	6	4	6	6	12	1	2	15	63
Primary	9	-	-	-	0	3	3	5	5	8	0	1	12	48
Secondary	3	-	-	-	-	2	1	0	1	4	0	1	3	15
Signal/Switch Failure - Total	17	6	4	2	3	16	9	4	10	11	3	10	12	107
Signal/Switch Failure - Metra/PSA	8	6	4	2	0	13	6	2	10	4	3	8	11	77
Primary	5	4	2	2	0	9	4	2	7	2	3	3	5	49
Secondary	4	2	1	0	-	4	2	0	3	1	1	5	6	28
Signal/Switch Failure - Foreign	8	-	-	-	3	3	2	3	0	7	-	2	1	30
Primary	6	-	-	-	2	2	2	2	0	4	-	1	1	21
Secondary	2	-	-	-	1	1	1	1	-	3	-	1	-	9
Mechanical Failure - Total	22	7	1	1	1	18	10	3	11	6	11	9	10	109
Mechanical Failure - Metra/PSA	22	7	1	1	1	18	10	3	11	6	11	9	10	108
Non-Locomotive Equipment Issue - Metra/PSA	6	7	1	1	-	1	3	-	2	3	2	4	4	33
Primary	3	1	0	0	-	1	1	-	1	1	1	3	2	15
Secondary	3	6	0	0	-	-	2	-	1	2	1	1	1	18
Locomotive Issue - Metra/PSA	15	-	-	-	1	17	7	3	9	3	9	5	7	75
Primary	4	-	-	-	1	4	2	1	4	1	3	2	3	25
Secondary	11	-	-	-	0	13	4	2	5	2	5	3	4	50
Mechanical Failure - Foreign	-	0	-	-	-	-	-	-	-	-	-	-	-	0
Passenger Train Interference - Total	7	1	0	1	1	3	1	1	0	5	-	-	0	21
Passenger Train Interference - Metra/PSA	1	1	-	0	0	2	0	1	0	1	-	-	0	7
Passenger Train Interference - Foreign	6	0	0	0	1	1	1	-	-	4	-	-	-	14
Accident - Total	11	5	2	4	-	2	5	0	1	-	-	3	2	36
Accident - Metra/PSA	11	5	2	4	-	2	5	0	1	-	-	3	2	35
Accident - Foreign	-	-	-	-	-	-	0	-	-	-	-	-	0	0
Track Work - Total	20	3	5	6	-	16	4	1	15	1	7	7	7	91
Track Work - Metra/PSA	19	3	5	6	-	16	4	1	15	0	7	7	7	90
Track Work - Foreign	1	-	-	-	-	-	0	-	-	1	-	-	-	1
Human Error - Total	15	10	4	5	3	11	5	2	5	4	4	6	3	76
Human Error - Metra/PSA	11	10	4	5	1	8	4	1	5	2	3	3	2	58
Human Error - Foreign	4	0	-	-	2	3	1	1	0	2	0	2	1	18
PTC Related - Total	2	-	-	-	-	-	-	-	2	0	0	1	2	7
PTC Related - Metra/PSA	2	-	-	-	-	-	-	-	2	0	0	0	2	7
PTC Related - Foreign	-	-	-	-	-	-	-	-	-	-	-	0	-	0
Weather - Total	13	5	1	2	0	4	1	1	3	0	0	3	2	36
Weather - Metra/PSA	13	5	1	2	0	4	1	1	3	0	0	3	2	36
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	15	9	1	2	-	15	17	0	18	1	17	26	17	138
Obstruction/Debris - Total	13	5	1	2	1	3	4	0	2	3	2	11	8	54
Catenary Failure - Total	-	2	1	1	-	-	-	-	-	-	-	-	-	4
Other - Total	0	-	-	-	-	0	2	-	1	-	0	0	1	5
Total Trains Delayed	151	53	20	25	14	97	62	21	75	50	46	86	84	784
Total Metra/PSA Delays	115	52	20	25	3	80	52	9	67	18	44	72	61	618
Total Foreign Carrier Delays	36	1	0	0	11	17	10	12	8	32	2	13	23	165

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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
June 2020 Compared to Average June Over Previous Five Years: 2015-2019

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	(15)	-	(0)	-	(2)	(7)	8	(7)	(6)	(15)	(1)	(6)	(11)	(64)
Freight Interference - Peak	(5)	-	(0)	-	(2)	(3)	(0)	(2)	-	(3)	(1)	(5)	(4)	(26)
Primary	(3)	-	-	-	(1)	(2)	(0)	(1)	0	(1)	(0)	0	(1)	(9)
Secondary	(2)	-	(0)	-	(1)	(1)	-	(1)	(0)	(2)	(0)	(5)	(3)	(17)
Freight Interference - Off-Peak	(10)	-	-	-	(0)	(4)	8	(6)	(6)	(12)	(1)	(1)	(7)	(38)
Primary	(8)	-	-	-	(0)	(1)	6	(5)	(5)	(8)	(0)	(0)	(7)	(30)
Secondary	(2)	-	-	-	-	(2)	2	(0)	(1)	(4)	(0)	(1)	0	(8)
Signal/Switch Failure - Total	(11)	(5)	1	(2)	(2)	(11)	(6)	(4)	(7)	(10)	1	(1)	(6)	(63)
Signal/Switch Failure - Metra/PSA	(4)	(5)	1	(2)	(0)	(8)	(3)	(2)	(7)	(3)	1	(5)	(5)	(42)
Primary	(3)	(3)	1	(2)	(0)	(5)	(1)	(2)	(4)	(1)	1	-	(0)	(20)
Secondary	(2)	(2)	1	(0)	-	(3)	(2)	(0)	(3)	(1)	(1)	(5)	(5)	(22)
Signal/Switch Failure - Foreign	(6)	-	-	-	(2)	(3)	(2)	(3)	(0)	(7)	-	4	(1)	(21)
Primary	(4)	-	-	-	(1)	(2)	(2)	(2)	(0)	(4)	-	5	(1)	(12)
Secondary	(2)	-	-	-	(1)	(1)	(1)	(1)	-	(3)	-	(1)	-	(9)
Mechanical Failure - Total	(22)	(7)	(1)	(1)	(1)	(14)	(9)	(2)	(9)	(6)	(11)	(7)	(8)	(97)
Mechanical Failure - Metra/PSA	(22)	(7)	(1)	(1)	(1)	(15)	(9)	(2)	(9)	(6)	(11)	(7)	(8)	(97)
Non-Locomotive Equipment Issue - Metra/PSA	(6)	(7)	(1)	(1)	-	-	(3)	1	(2)	(3)	(2)	(4)	(3)	(30)
Primary	(3)	(1)	(0)	(0)	-	-	(1)	1	(1)	(1)	(1)	(3)	(1)	(12)
Secondary	(3)	(6)	(0)	(0)	-	-	(2)	-	(1)	(2)	(1)	(1)	(1)	(18)
Locomotive Issue - Metra/PSA	(15)	-	-	-	(1)	(15)	(6)	(3)	(7)	(3)	(9)	(3)	(6)	(67)
Primary	(4)	-	-	-	(1)	(2)	(2)	(1)	(2)	(1)	(3)	(1)	(2)	(19)
Secondary	(11)	-	-	-	(0)	(13)	(3)	(2)	(5)	(2)	(5)	(2)	(4)	(48)
Mechanical Failure - Foreign	-	(0)	-	-	-	1	-	-	-	-	-	-	-	1
Passenger Train Interference - Total	(7)	(1)	(0)	(1)	(1)	(1)	(1)	(1)	(0)	(4)	-	-	(0)	(18)
Passenger Train Interference - Metra/PSA	(1)	(1)	-	(0)	(0)	0	(0)	(1)	(0)	(1)	-	-	(0)	(5)
Passenger Train Interference - Foreign	(6)	(0)	(0)	(0)	(1)	(1)	(1)	-	-	(3)	-	-	-	(13)
Accident - Total	(11)	(5)	(2)	(4)	-	(2)	(4)	(0)	0	-	-	(0)	(2)	(31)
Accident - Metra/PSA	(11)	(5)	(2)	(4)	-	(2)	(5)	(0)	0	-	-	(3)	(2)	(34)
Accident - Foreign	-	-	-	-	-	-	1	-	-	-	-	3	(0)	4
Track Work - Total	(10)	3	(4)	1	-	(14)	(4)	(1)	9	-	(1)	(6)	(6)	(32)
Track Work - Metra/PSA	(9)	3	(4)	1	-	(16)	(4)	(1)	9	(0)	(1)	(6)	(6)	(34)
Track Work - Foreign	(1)	-	-	-	-	2	(0)	-	-	0	-	-	-	2
Human Error - Total	(14)	(10)	(3)	(4)	(2)	(10)	(2)	(2)	(3)	(4)	(4)	0	(1)	(58)
Human Error - Metra/PSA	(11)	(10)	(3)	(4)	0	(8)	(1)	(1)	(3)	(2)	(3)	1	0	(44)
Human Error - Foreign	(3)	(0)	-	-	(2)	(2)	(1)	(1)	(0)	(2)	(0)	(0)	(1)	(14)
PTC Related - Total	(2)	1	1	5	2	-	2	4	2	(0)	(0)	(1)	(1)	13
PTC Related - Metra/PSA	(2)	1	1	5	2	-	2	2	0	(0)	(0)	(0)	(1)	9
PTC Related - Foreign	-	-	-	-	-	-	-	2	2	-	-	(0)	-	4
Weather - Total	(12)	(5)	(1)	(2)	1	(4)	(1)	(1)	(1)	(0)	1	3	(2)	(25)
Weather - Metra/PSA	(12)	(5)	(1)	(2)	1	(4)	(1)	(1)	(1)	(0)	1	2	(2)	(26)
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	1	-	1
Passenger Related - Total	(11)	3	(1)	(2)	1	(9)	(15)	(0)	(7)	0	(16)	(23)	(11)	(91)
Obstruction/Debris - Total	(13)	(4)	(1)	2	(1)	(3)	(2)	(0)	9	(2)	(1)	(10)	(8)	(33)
Catenary Failure - Total	-	(2)	(1)	(1)	-	-	-	-	-	-	-	-	-	(4)
Other - Total	(0)	-	-	-	-	(0)	(2)	-	(1)	-	(0)	(0)	(1)	(5)
Total Trains Delayed	(127)	(32)	(12)	(8)	(6)	(75)	(35)	(15)	(14)	(41)	(33)	(53)	(56)	(507)
Total Metra/PSA Delays	-96	-31	-12	-8	2	-64	-39	-6	-9	-15	-31	-53	-43	-405
Total Foreign Carrier Delays	-31	-1	0	0	-8	-11	4	-9	-5	-26	-2	1	-13	-101

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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 - June 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	-	-	-	15	14	76	13	13	27	8	11	43	232
Freight Interference - Peak	-	-	-	-	15	3	11	8	2	8	6	4	16	73
Primary	-	-	-	-	13	3	11	4	2	6	4	4	10	57
Secondary	-	-	-	-	2	-	-	4	-	2	2	-	6	16
Freight Interference - Off-Peak	12	-	-	-	-	11	65	5	11	19	2	7	27	159
Primary	11	-	-	-	-	8	52	4	9	13	-	5	18	120
Secondary	1	-	-	-	-	3	13	1	2	6	2	2	9	39
Signal/Switch Failure - Total	26	8	18	17	9	60	29	64	64	28	9	26	19	377
Signal/Switch Failure - Metra/PSA	15	8	18	17	1	52	28	8	60	11	8	17	19	262
Primary	11	7	13	16	1	37	23	6	39	7	8	10	15	193
Secondary	4	1	5	1	-	15	5	2	21	4	-	7	4	69
Signal/Switch Failure - Foreign	11	-	-	-	8	8	1	56	4	17	1	9	-	115
Primary	11	-	-	-	8	6	1	54	3	11	-	9	-	103
Secondary	-	-	-	-	-	2	-	2	1	6	1	-	-	12
Mechanical Failure - Total	52	12	4	2	-	50	51	10	34	11	20	16	20	282
Mechanical Failure - Metra/PSA	52	1	2	1	-	43	51	10	34	11	20	16	20	261
Non-Locomotive Equipment Issue - Metra/PSA	24	1	2	1	-	12	7	2	8	10	15	8	8	98
Primary	7	1	1	1	-	3	3	2	1	6	8	4	6	43
Secondary	17	-	1	-	-	9	4	-	7	4	7	4	2	55
Locomotive Issue - Metra/PSA	28	-	-	-	-	31	44	8	26	1	5	8	12	163
Primary	9	-	-	-	-	11	17	2	14	1	4	2	7	67
Secondary	19	-	-	-	-	20	27	6	12	-	1	6	5	96
Mechanical Failure - Foreign	-	11	2	1	-	7	-	-	-	-	-	-	-	21
Passenger Train Interference - Total	-	1	-	1	1	8	2	2	1	3	-	-	-	19
Passenger Train Interference - Metra/PSA	-	-	-	-	-	6	2	2	-	1	-	-	-	11
Passenger Train Interference - Foreign	-	1	-	1	1	2	-	-	1	2	-	-	-	8
Accident - Total	17	1	-	11	-	24	8	-	5	7	-	8	28	109
Accident - Metra/PSA	17	-	-	11	-	20	4	-	4	7	-	5	25	93
Accident - Foreign	-	1	-	-	-	4	4	-	1	-	-	3	3	16
Track Work - Total	45	36	4	16	2	24	9	1	55	12	19	7	13	243
Track Work - Metra/PSA	45	36	4	16	-	22	9	1	55	-	19	6	13	226
Track Work - Foreign	-	-	-	-	2	2	-	-	-	12	-	1	-	17
Human Error - Total	35	30	5	9	5	48	33	17	41	4	17	34	15	293
Human Error - Metra/PSA	29	30	5	9	3	40	27	13	41	1	17	27	15	257
Human Error - Foreign	6	-	-	-	2	8	6	4	-	3	-	7	-	36
PTC Related - Total	3	32	3	16	23	4	9	15	38	2	17	8	7	177
PTC Related - Metra/PSA	2	32	3	16	7	3	9	10	34	1	17	8	7	149
PTC Related - Foreign	1	-	-	-	16	1	-	5	4	1	-	-	-	28
Weather - Total	11	14	6	4	1	15	32	6	33	3	8	24	11	168
Weather - Metra/PSA	11	14	6	4	1	15	32	6	32	2	8	23	11	165
Weather - Foreign	-	-	-	-	-	-	-	-	1	1	-	1	-	3
Passenger Related - Total	17	47	7	1	2	12	26	-	38	1	8	31	23	213
Obstruction/Debris - Total	25	43	4	32	4	17	28	14	88	1	18	61	30	365
Catenary Failure - Total	-	27	8	11	-	-	-	-	-	-	-	-	-	46
Other - Total	1	2	1	6	-	2	-	2	6	1	-	5	-	26
Total Trains Delayed	244	253	60	126	62	278	303	144	416	100	124	231	209	2,550
Total Metra/PSA Delays	214	240	58	124	18	232	216	66	392	37	115	199	163	2,074
Total Foreign Carrier Delays	30	13	2	2	44	46	87	78	24	63	9	32	46	476

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Table 6.b: Train Delays by Cause and Line - YTD
January - June Average Over Previous Five Years: 2015-2019

Top 2 causes for each line and the system are shaded														
Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	81	-	0	-	27	69	50	47	33	74	7	39	129	557
Freight Interference - Peak	31	-	0	-	23	16	14	17	8	25	2	22	41	201
Primary	18	-	-	-	19	10	9	13	6	18	1	10	19	123
Secondary	13	-	0	-	4	6	5	4	3	7	1	12	23	78
Freight Interference - Off-Peak	50	-	-	-	4	53	37	30	24	49	5	17	88	356
Primary	38	-	-	-	3	34	25	26	19	35	3	12	68	264
Secondary	12	-	-	-	0	19	11	4	5	13	2	5	20	92
Signal/Switch Failure - Total	128	47	20	22	17	103	79	41	62	59	19	36	65	697
Signal/Switch Failure - Metra/PSA	66	47	20	22	2	79	64	21	61	19	19	23	55	497
Primary	43	31	14	17	2	48	45	14	45	13	11	13	24	320
Secondary	24	16	6	5	0	31	19	7	16	6	8	9	30	177
Signal/Switch Failure - Foreign	61	-	-	-	15	24	15	20	1	40	-	13	10	200
Primary	48	-	-	-	13	12	10	12	1	25	-	7	7	134
Secondary	13	-	-	-	3	12	5	9	-	15	-	6	3	66
Mechanical Failure - Total	108	20	5	3	3	102	58	21	95	20	57	57	69	619
Mechanical Failure - Metra/PSA	107	17	4	3	3	93	58	20	95	20	57	57	69	604
Non-Locomotive Equipment Issue - Metra/PSA	37	17	4	3	1	12	8	3	11	7	18	22	31	174
Primary	16	5	1	1	0	6	4	2	6	4	9	11	14	80
Secondary	21	12	2	2	0	6	4	2	5	3	8	11	17	94
Locomotive Issue - Metra/PSA	71	-	-	-	2	81	50	17	84	13	39	35	37	430
Primary	21	-	-	-	2	23	18	5	27	6	12	11	13	137
Secondary	49	-	-	-	0	59	32	12	57	7	27	24	25	292
Mechanical Failure - Foreign	1	3	1	0	0	9	0	1	-	-	-	-	-	15
Passenger Train Interference - Total	13	4	1	3	7	20	2	7	2	22	0	0	3	85
Passenger Train Interference - Metra/PSA	2	2	1	1	0	13	1	7	2	2	0	0	3	33
Passenger Train Interference - Foreign	11	2	1	2	7	7	1	0	0	20	-	-	-	52
Accident - Total	49	31	8	9	2	19	36	12	19	7	27	46	23	286
Accident - Metra/PSA	47	18	6	9	1	17	35	10	17	3	27	44	12	244
Accident - Foreign	2	13	2	-	1	2	1	2	3	4	-	1	11	43
Track Work - Total	73	22	9	13	8	54	17	7	40	5	34	26	41	350
Track Work - Metra/PSA	68	22	9	13	8	53	15	7	40	5	34	26	41	340
Track Work - Foreign	5	-	-	-	-	1	2	0	-	1	-	-	-	9
Human Error - Total	97	17	9	9	11	64	35	18	41	19	32	32	41	425
Human Error - Metra/PSA	53	17	9	9	2	39	21	8	41	5	28	24	29	285
Human Error - Foreign	44	0	-	-	9	25	14	9	0	14	4	8	12	140
PTC Related - Total	16	3	1	2	-	1	1	1	15	1	23	11	29	105
PTC Related - Metra/PSA	15	3	1	2	-	1	1	1	15	1	23	11	28	102
PTC Related - Foreign	1	-	-	-	-	-	-	-	-	0	-	0	1	3
Weather - Total	122	80	25	33	3	61	44	13	87	11	44	52	41	614
Weather - Metra/PSA	121	80	25	33	3	58	43	13	87	9	44	52	40	608
Weather - Foreign	0	-	-	-	-	2	0	-	0	1	-	-	1	5
Passenger Related - Total	47	41	9	8	0	57	53	5	65	5	53	80	79	502
Obstruction/Debris - Total	56	18	7	16	2	25	24	8	33	15	16	48	52	320
Catenary Failure - Total	-	13	3	6	-	-	-	-	-	-	-	-	-	21
Other - Total	5	0	2	1	0	3	4	1	3	2	2	4	3	31
Total Trains Delayed	796	296	99	124	82	579	404	180	495	239	313	430	573	4,611
Total Metra/PSA Delays	586	277	95	122	22	439	319	101	457	84	302	369	410	3,585
Total Foreign Carrier Delays	210	18	4	2	60	140	85	80	37	155	11	61	164	1,026

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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.c: Train Delays by Cause and Line - YTD
January - June 2020 Compared to Average January - June Average Over Previous Five Years: 2015-2019

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	(69)	-	(0)	-	(12)	(55)	26	(34)	(20)	(47)	1	(28)	(86)	(325)
Freight Interference - Peak	(31)	-	(0)	-	(8)	(13)	(3)	(9)	(6)	(17)	4	(18)	(25)	(128)
Primary	(18)	-	-	-	(6)	(7)	2	(9)	(4)	(12)	3	(6)	(9)	(66)
Secondary	(13)	-	(0)	-	(2)	(6)	(5)	-	(3)	(5)	1	(12)	(17)	(62)
Freight Interference - Off-Peak	(38)	-	-	-	(4)	(42)	28	(25)	(13)	(30)	(3)	(10)	(61)	(197)
Primary	(27)	-	-	-	(3)	(26)	27	(22)	(10)	(22)	(3)	(7)	(50)	(144)
Secondary	(11)	-	-	-	(0)	(16)	2	(3)	(3)	(7)	(0)	(3)	(11)	(53)
Signal/Switch Failure - Total	(102)	(39)	(2)	(5)	(8)	(43)	(50)	23	2	(31)	(10)	(10)	(46)	(320)
Signal/Switch Failure - Metra/PSA	(51)	(39)	(2)	(5)	(1)	(27)	(36)	(13)	(1)	(8)	(11)	(6)	(36)	(235)
Primary	(32)	(24)	(1)	(1)	(1)	(11)	(22)	(8)	(6)	(6)	(3)	(3)	(9)	(127)
Secondary	(20)	(15)	(1)	(4)	(0)	(16)	(14)	(5)	5	(2)	(8)	(2)	(26)	(108)
Signal/Switch Failure - Foreign	(50)	-	-	-	(7)	(16)	(14)	36	3	(23)	1	(4)	(10)	(85)
Primary	(37)	-	-	-	(5)	(6)	(9)	42	2	(14)	-	2	(7)	(31)
Secondary	(13)	-	-	-	(3)	(10)	(5)	(7)	1	(9)	1	(6)	(3)	(54)
Mechanical Failure - Total	(56)	(8)	(1)	(1)	(3)	(52)	(7)	(11)	(61)	(9)	(37)	(41)	(49)	(337)
Mechanical Failure - Metra/PSA	(55)	(16)	(2)	(2)	(3)	(50)	(7)	(10)	(61)	(9)	(37)	(41)	(49)	(343)
Non-Locomotive Equipment Issue - Metra/PSA	(13)	(16)	(2)	(2)	(1)	-	(1)	(1)	(3)	3	(3)	(14)	(23)	(76)
Primary	(9)	(4)	(0)	0	(0)	(3)	(1)	0	(5)	2	(1)	(7)	(8)	(37)
Secondary	(4)	(12)	(1)	(2)	(0)	3	(0)	(2)	2	1	(1)	(7)	(15)	(39)
Locomotive Issue - Metra/PSA	(43)	-	-	-	(2)	(50)	(6)	(9)	(58)	(12)	(34)	(27)	(25)	(267)
Primary	(12)	-	-	-	(2)	(12)	(1)	(3)	(13)	(5)	(8)	(9)	(6)	(70)
Secondary	(30)	-	-	-	(0)	(38)	(5)	(6)	(45)	(7)	(26)	(18)	(20)	(196)
Mechanical Failure - Foreign	(1)	8	1	1	(0)	(2)	(0)	(1)	-	-	-	-	-	6
Passenger Train Interference - Total	(13)	(3)	(1)	(2)	(6)	(12)	-	(5)	(1)	(19)	(0)	(0)	(3)	(66)
Passenger Train Interference - Metra/PSA	(2)	(2)	(1)	(1)	(0)	(7)	1	(5)	(2)	(1)	(0)	(0)	(3)	(22)
Passenger Train Interference - Foreign	(11)	(1)	(1)	(1)	(6)	(5)	(1)	(0)	1	(18)	-	-	-	(44)
Accident - Total	(32)	(30)	(8)	2	(2)	5	(28)	(12)	(14)	0	(27)	(38)	5	(177)
Accident - Metra/PSA	(30)	(18)	(6)	2	(1)	3	(31)	(10)	(13)	4	(27)	(39)	13	(151)
Accident - Foreign	(2)	(12)	(2)	-	(1)	2	3	(2)	(2)	(4)	-	2	(8)	(27)
Track Work - Total	(28)	14	(5)	3	(6)	(30)	(8)	(6)	15	7	(15)	(19)	(28)	(107)
Track Work - Metra/PSA	(23)	14	(5)	3	(8)	(31)	(6)	(6)	15	(5)	(15)	(20)	(28)	(114)
Track Work - Foreign	(5)	-	-	-	2	1	(2)	(0)	-	11	-	1	-	8
Human Error - Total	(62)	13	(4)	(0)	(6)	(16)	(2)	(1)	-	(15)	(15)	2	(26)	(132)
Human Error - Metra/PSA	(24)	13	(4)	(0)	1	1	6	5	0	(4)	(11)	3	(14)	(28)
Human Error - Foreign	(38)	(0)	-	-	(7)	(17)	(8)	(5)	(0)	(11)	(4)	(1)	(12)	(104)
PTC Related - Total	(13)	29	2	14	23	3	8	14	23	1	(6)	(3)	(22)	72
PTC Related - Metra/PSA	(13)	29	2	14	7	2	8	9	19	0	(6)	(3)	(21)	47
PTC Related - Foreign	(0)	-	-	-	16	1	-	5	4	1	-	(0)	(1)	25
Weather - Total	(111)	(66)	(19)	(29)	(2)	(46)	(12)	(7)	(54)	(8)	(36)	(28)	(30)	(446)
Weather - Metra/PSA	(110)	(66)	(19)	(29)	(2)	(43)	(11)	(7)	(55)	(7)	(36)	(29)	(29)	(443)
Weather - Foreign	(0)	-	-	-	-	(2)	(0)	-	1	(0)	-	1	(1)	(2)
Passenger Related - Total	(30)	6	(2)	(7)	2	(45)	(27)	(5)	(27)	(4)	(45)	(49)	(56)	(289)
Obstruction/Debris - Total	(31)	25	(3)	16	2	(8)	4	6	55	(14)	2	13	(22)	45
Catenary Failure - Total	-	14	5	5	-	-	-	-	-	-	-	-	-	25
Other - Total	(4)	2	(1)	5	(0)	(1)	(4)	1	3	(1)	(2)	1	(3)	(5)
Total Trains Delayed	(552)	(43)	(39)	2	(20)	(301)	(101)	(36)	(79)	(139)	(189)	(199)	(364)	(2,061)
Total Metra/PSA Delays	-372	-37	-37	2	-4	-207	-103	-35	-65	-47	-187	-170	-247	-1,511
Total Foreign Carrier Delays	-180	-5	-2	0	-16	-94	2	-2	-13	-92	-2	-29	-118	-550

Data for current month is final (07/21/2020) version of TOPS

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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
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 - Jun
Freight Interference - Total	55	52	58	18	12	37							232 9.1%
Freight Interference - Peak	19	13	20	6	3	12							73 2.9%
Primary	13	10	13	6	3	12							57 2.2%
Secondary	6	3	7	-	-	-							16 0.6%
Freight Interference - Off-Peak	36	39	38	12	9	25							159 6.2%
Primary	26	31	26	11	8	18							120 4.7%
Secondary	10	8	12	1	1	7							39 1.5%
Signal/Switch Failure - Total	87	146	47	22	31	44							377 14.8%
Signal/Switch Failure - Metra/PSA	70	77	36	20	24	35							262 10.3%
Primary	52	46	28	18	20	29							193 7.6%
Secondary	18	31	8	2	4	6							69 2.7%
Signal/Switch Failure - Foreign	17	69	11	2	7	9							115 4.5%
Primary	15	61	10	2	6	9							103 4.0%
Secondary	2	8	1	-	1	-							12 0.5%
Mechanical Failure - Total	99	106	37	15	13	12							282 11.1%
Mechanical Failure - Metra/PSA	93	92	37	15	13	11							261 10.2%
Non-Locomotive Equipment Issue - Metra/PSA	29	45	11	6	4	3							98 3.8%
Primary	12	16	5	4	3	3							43 1.7%
Secondary	17	29	6	2	1	-							55 2.2%
Locomotive Issue - Metra/PSA	64	47	26	9	9	8							163 6.4%
Primary	16	18	15	5	7	6							67 2.6%
Secondary	48	29	11	4	2	2							96 3.8%
Mechanical Failure - Foreign	6	14	-	-	-	1							21 0.8%
Passenger Train Interference - Total	5	7	2	2	-	3							19 0.7%
Passenger Train Interference - Metra/PSA	3	2	2	2	-	2							11 0.4%
Passenger Train Interference - Foreign	2	5	-	-	-	1							8 0.3%
Accident - Total	57	18	20	4	5	5							109 4.3%
Accident - Metra/PSA	57	17	13	4	1	1							93 3.6%
Accident - Foreign	-	1	7	-	4	4							16 0.6%
Track Work - Total	41	46	38	18	41	59							243 9.5%
Track Work - Metra/PSA	40	43	34	13	40	56							226 8.9%
Track Work - Foreign	1	3	4	5	1	3							17 0.7%
Human Error - Total	103	99	42	14	17	18							293 11.5%
Human Error - Metra/PSA	97	80	39	10	17	14							257 10.1%
Human Error - Foreign	6	19	3	4	-	4							36 1.4%
PTC Related - Total	43	36	21	28	29	20							177 6.9%
PTC Related - Metra/PSA	39	32	14	19	29	16							149 5.8%
PTC Related - Foreign	4	4	7	9	-	4							28 1.1%
Weather - Total	33	89	4	7	24	11							168 6.6%
Weather - Metra/PSA	32	89	4	7	23	10							165 6.5%
Weather - Foreign	1	-	-	-	1	1							3 0.1%
Passenger Related - Total	57	55	37	5	12	47							213 8.4%
Obstruction/Debris - Total	97	39	25	18	165	21							365 14.3%
Catenary Failure - Total	21	-	25	-	-	-							46 1.8%
Other - Total	11	8	3	3	1	-							26 1.0%
Total Trains Delayed	709	701	359	154	350	277							2,550 100.0%
Total Metra/PSA Delays	617	534	269	116	325	213							2,074 81.3%
Total Foreign Carrier Delays	92	167	90	38	25	64							476 18.7%

Data for current month is final (07/21/2020) version of TOPS

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

**Table 7.b: Train Delays by Cause and Month
2019**

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

Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jun	
Freight Interference - Total	100	141	102	75	75	91	124	88	65	70	92	47	584	9.9%
Freight Interference - Peak	38	52	39	25	29	39	34	37	21	20	25	7	222	3.8%
Primary	27	33	25	17	20	20	16	19	16	15	17	7	142	2.4%
Secondary	11	19	14	8	9	19	18	18	5	5	8	-	80	1.4%
Freight Interference - Off-Peak	62	89	63	50	46	52	90	51	44	50	67	40	362	6.1%
Primary	35	54	49	30	32	40	56	36	34	37	52	30	240	4.1%
Secondary	27	35	14	20	14	12	34	15	10	13	15	10	122	2.1%
Signal/Switch Failure - Total	127	276	103	140	168	82	147	103	92	76	220	64	896	15.2%
Signal/Switch Failure - Metra/PSA	91	203	66	92	126	63	106	82	86	64	176	52	641	10.8%
Primary	76	139	54	63	79	50	73	51	52	42	107	39	461	7.8%
Secondary	15	64	12	29	47	13	33	31	34	22	69	13	180	3.0%
Signal/Switch Failure - Foreign	36	73	37	48	42	19	41	21	6	12	44	12	255	4.3%
Primary	27	51	25	30	32	14	33	13	6	9	28	5	179	3.0%
Secondary	9	22	12	18	10	5	8	8	-	3	16	7	76	1.3%
Mechanical Failure - Total	127	134	84	82	117	132	98	130	71	125	71	81	676	11.4%
Mechanical Failure - Metra/PSA	124	119	84	82	117	132	98	129	71	125	71	65	658	11.1%
Non-Locomotive Equipment Issue - Metra/PSA	24	46	31	35	31	34	21	35	24	35	15	26	201	3.4%
Primary	13	17	13	15	17	17	14	16	12	10	10	12	92	1.6%
Secondary	11	29	18	20	14	17	7	19	12	25	5	14	109	1.8%
Locomotive Issue - Metra/PSA	100	73	53	47	86	98	77	94	47	90	56	39	457	7.7%
Primary	28	23	19	18	25	28	24	25	17	29	27	22	141	2.4%
Secondary	72	50	34	29	61	70	53	69	30	61	29	17	316	5.3%
Mechanical Failure - Foreign	3	15	-	-	-	-	-	1	-	-	-	16	18	0.3%
Passenger Train Interference - Total	20	13	17	1	6	26	21	8	9	7	9	13	83	1.4%
Passenger Train Interference - Metra/PSA	6	8	4	-	-	5	4	1	1	4	4	4	23	0.4%
Passenger Train Interference - Foreign	14	5	13	1	6	21	17	7	8	3	5	9	60	1.0%
Accident - Total	47	171	21	30	45	25	63	96	37	26	5	25	339	5.7%
Accident - Metra/PSA	7	84	20	22	45	24	38	67	36	26	4	18	202	3.4%
Accident - Foreign	40	87	1	8	-	1	25	29	1	-	1	7	137	2.3%
Track Work - Total	11	52	38	61	75	87	152	77	91	58	139	10	324	5.5%
Track Work - Metra/PSA	11	46	32	61	72	87	152	77	91	58	137	10	309	5.2%
Track Work - Foreign	-	6	6	-	3	-	-	-	-	-	2	-	15	0.3%
Human Error - Total	99	249	60	52	92	57	108	88	81	71	66	45	609	10.3%
Human Error - Metra/PSA	87	101	23	32	73	40	78	50	62	52	49	37	356	6.0%
Human Error - Foreign	12	148	37	20	19	17	30	38	19	19	17	8	253	4.3%
PTC Related - Total	79	131	63	63	50	23	100	29	29	41	27	30	409	6.9%
PTC Related - Metra/PSA	77	130	57	61	47	22	98	25	28	41	27	30	394	6.7%
PTC Related - Foreign	2	1	6	2	3	1	2	4	1	-	-	-	15	0.3%
Weather - Total	591	401	18	37	23	12	120	25	35	151	238	25	1,082	18.3%
Weather - Metra/PSA	586	400	18	37	23	12	120	25	35	151	238	25	1,076	18.2%
Weather - Foreign	5	1	-	-	-	-	-	-	-	-	-	-	6	0.1%
Passenger Related - Total	41	141	68	60	98	110	166	105	74	60	88	111	518	8.8%
Obstruction/Debris - Total	90	86	36	52	59	36	78	64	64	76	66	84	359	6.1%
Catenary Failure - Total	-	-	-	-	3	1	-	3	-	1	2	10	4	0.1%
Other - Total	9	10	-	6	-	1	1	-	2	4	3	1	26	0.4%
Total Trains Delayed	1,341	1,805	610	659	811	683	1,178	816	650	766	1,026	546	5,909	100.0%
Total Metra/PSA Delays	1,129	1,328	408	505	661	533	939	628	550	659	865	447	4,564	77.2%
Total Foreign Carrier Delays	212	477	202	154	150	150	239	188	100	107	161	99	1,345	22.8%

Data for current month is final (08/05/2019) version of TOPS

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

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

Table 8: Train Delays by Duration
June 2020

Minutes	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
Weekday Peak *														
6-10	1	8	1	1	5	1	3	3	12	6	0	5	2	48
11-15	1	0	0	0	3	1	2	0	6	0	0	3	3	19
16-20	1	1	1	0	0	0	0	1	3	1	0	2	0	10
21+	2	0	1	1	0	1	0	2	2	1	0	5	1	16
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
Sub-Total	5	9	3	3	8	3	6	6	23	8	0	15	6	95
Weekday Off-Peak **														
6-10	5	6	4	5	0	7	7	0	13	0	4	5	8	64
11-15	2	2	1	1	0	5	3	0	3	1	5	3	4	30
16-20	2	1	0	0	0	1	5	0	4	0	1	0	7	21
21+	1	0	0	0	0	0	1	0	4	0	1	7	2	16
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>5</u>
Sub-Total	10	9	5	7	0	13	17	0	25	1	11	16	22	136
Saturday														
6-10	3	0	0	0	0	2	0	0	6	0	0	1	0	12
11-15	0	1	0	0	0	1	1	0	0	0	0	0	0	3
16-20	2	1	0	0	0	0	1	0	0	0	1	0	0	5
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	5	2	0	0	0	3	3	0	6	0	1	1	0	21
Sunday-Holiday														
6-10	1	1	0	1	0	1	0	0	5	0	0	0	0	9
11-15	1	0	0	3	0	0	0	0	2	0	0	0	0	6
16-20	0	0	0	1	0	1	1	0	0	0	0	0	0	3
21+	2	0	0	2	0	1	0	0	0	0	1	1	0	7
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Sub-Total	4	1	0	7	0	3	1	0	7	0	1	1	0	25
June 2020 Total														
6-10	10	15	5	7	5	11	10	3	36	6	4	11	10	133
11-15	4	3	1	4	3	7	6	0	11	1	5	6	7	58
16-20	5	3	1	1	0	2	7	1	7	1	2	2	7	39
21+	5	0	1	3	0	2	2	2	6	1	2	13	3	40
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>7</u>
TOTAL	24	21	8	17	8	22	27	6	61	9	13	33	28	277
2020 Year-to-Date														
6-10	88	121	37	48	29	130	130	66	232	42	41	88	53	1,105
11-15	48	34	7	15	16	44	66	32	73	18	30	39	44	466
16-20	27	27	4	9	6	17	25	15	37	9	15	27	27	245
21+	34	34	9	23	11	55	55	30	49	23	17	48	55	443
Annulled	<u>47</u>	<u>37</u>	<u>3</u>	<u>31</u>	<u>0</u>	<u>32</u>	<u>27</u>	<u>1</u>	<u>25</u>	<u>8</u>	<u>21</u>	<u>29</u>	<u>30</u>	<u>291</u>
TOTAL	244	253	60	126	62	278	303	144	416	100	124	231	209	2,550
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
June 2020 Total														
6-10	41.7%	71.4%	62.5%	41.2%	62.5%	50.0%	37.0%	50.0%	59.0%	66.7%	30.8%	33.3%	35.7%	48.0%
11-15	16.7%	14.3%	12.5%	23.5%	37.5%	31.8%	22.2%	0.0%	18.0%	11.1%	38.5%	18.2%	25.0%	20.9%
16-20	20.8%	14.3%	12.5%	5.9%	0.0%	9.1%	25.9%	16.7%	11.5%	11.1%	15.4%	6.1%	25.0%	14.1%
21+	20.8%	0.0%	12.5%	17.6%	0.0%	9.1%	7.4%	33.3%	9.8%	11.1%	15.4%	39.4%	10.7%	14.4%
Annulled	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>11.8%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>7.4%</u>	<u>0.0%</u>	<u>1.6%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>3.0%</u>	<u>3.6%</u>	<u>2.5%</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%
2020 Year-to-Date Delays By Duration														
6-10	36.1%	47.8%	61.7%	38.1%	46.8%	46.8%	42.9%	45.8%	55.8%	42.0%	33.1%	38.1%	25.4%	43.3%
11-15	19.7%	13.4%	11.7%	11.9%	25.8%	15.8%	21.8%	22.2%	17.5%	18.0%	24.2%	16.9%	21.1%	18.3%
16-20	11.1%	10.7%	6.7%	7.1%	9.7%	6.1%	8.3%	10.4%	8.9%	9.0%	12.1%	11.7%	12.9%	9.6%
21+	13.9%	13.4%	15.0%	18.3%	17.7%	19.8%	18.2%	20.8%	11.8%	23.0%	13.7%	20.8%	26.3%	17.4%
Annulled	<u>19.3%</u>	<u>14.6%</u>	<u>5.0%</u>	<u>24.6%</u>	<u>0.0%</u>	<u>11.5%</u>	<u>8.9%</u>	<u>0.7%</u>	<u>6.0%</u>	<u>8.0%</u>	<u>16.9%</u>	<u>12.6%</u>	<u>14.4%</u>	<u>11.4%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (07/21/2020) version from TOPS.