

On-Time Performance

November 2021

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Prepared by the Division of Strategic Planning & Performance

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This report presents an analysis of November 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, and November 1, 2021, Metra is using an updated set of delay codes and delay cause categories. Changes to the delay cause categories used for Tables 5 through 7 have been applied retroactively to prior year data; totals by cause category for prior years may not match what was previously reported.

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

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

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

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

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

Reporting Calculations for Temporary Schedules and Special Events

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

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

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

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

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

Under these pilot and alternate schedules Metra operated between 558 and 566 regularly scheduled revenue trains each weekday in November, which is an 18 to 19 percent reduction from Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 269 regularly scheduled revenue trains each Saturday in November, which is a one percent reduction from the 273 Saturday trains Metra operated pre-pandemic. Metra operated 185 regularly scheduled revenue trains each Sunday in November, which is a two percent increase from the 181 Sunday revenue trains Metra operated pre-pandemic. As a result of the changes under these alternative and pilot schedules, Metra operated about 14 percent fewer total revenue trains in November 2021 than in November 2019, but about 43 percent more total revenue trains than in November 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
November 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	911	12	98.7%	975	26	97.3%	1,886	38	98.0%	110	1	99.1%	100	1	99.0%	2,096	40	98.1%
ME-ML	483	12	97.5%	882	20	97.7%	1,365	32	97.7%	168	4	97.6%	121	0	100.0%	1,654	36	97.8%
ME-BI	147	8	94.6%	231	9	96.1%	378	17	95.5%	32	0	100.0%	--	--	--	410	17	95.9%
ME-SC	<u>231</u>	<u>13</u>	94.4%	<u>651</u>	<u>11</u>	98.3%	<u>882</u>	<u>24</u>	97.3%	<u>128</u>	<u>6</u>	95.3%	<u>100</u>	<u>1</u>	99.0%	<u>1,110</u>	<u>31</u>	97.2%
Subtotal	861	33	96.2%	1,764	40	97.7%	2,625	73	97.2%	328	10	97.0%	221	1	99.5%	3,174	84	97.4%
HC	105	11	89.5%	21	0	100.0%	126	11	91.3%	--	--	--	--	--	--	126	11	91.3%
MD-N	378	16	95.8%	420	25	94.0%	798	41	94.9%	80	7	91.3%	90	3	96.7%	968	51	94.7%
MD-W	<u>399</u>	<u>27</u>	93.2%	<u>441</u>	<u>11</u>	97.5%	<u>840</u>	<u>38</u>	95.5%	<u>96</u>	<u>7</u>	92.7%	<u>90</u>	<u>6</u>	93.3%	<u>1,026</u>	<u>51</u>	95.0%
Subtotal	777	43	94.5%	861	36	95.8%	1,638	79	95.2%	176	14	92.0%	180	9	95.0%	1,994	102	94.9%
NCS	168	8	95.2%	84	6	92.9%	252	14	94.4%	--	--	--	--	--	--	252	14	94.4%
RI	651	22	96.6%	1,029	51	95.0%	1,680	73	95.7%	132	6	95.5%	140	8	94.3%	1,952	87	95.5%
SWS	189	16	91.5%	63	13	79.4%	252	29	88.5%	--	--	--	--	--	--	252	29	88.5%
UP-N	462	16	96.5%	1,092	49	95.5%	1,554	65	95.8%	104	1	99.0%	90	0	100.0%	1,748	66	96.2%
UP-NW	441	18	95.9%	504	20	96.0%	945	38	96.0%	136	12	91.2%	105	3	97.1%	1,186	53	95.5%
UP-W	<u>336</u>	<u>45</u>	86.6%	<u>504</u>	<u>60</u>	88.1%	<u>840</u>	<u>105</u>	87.5%	<u>80</u>	<u>8</u>	90.0%	<u>90</u>	<u>3</u>	96.7%	<u>1,010</u>	<u>116</u>	88.5%
Subtotal	1,239	79	93.6%	2,100	129	93.9%	3,339	208	93.8%	320	21	93.4%	285	6	97.9%	3,944	235	94.0%
System	4,901	224	95.4%	6,897	301	95.6%	11,798	525	95.6%	1,066	52	95.1%	926	25	97.3%	13,790	602	95.6%

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

Delays data for most recent month is final (12/16/2021) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - November 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	7,863	237	97.0%	7,434	240	96.8%	15,297	477	96.9%	1,227	48	96.1%	1,069	21	98.0%	17,593	546	96.9%
ME-ML	5,003	74	98.5%	8,808	152	98.3%	13,811	226	98.4%	1,436	43	97.0%	1,199	24	98.0%	16,446	293	98.2%
ME-BI	1,631	44	97.3%	2,606	63	97.6%	4,237	107	97.5%	180	5	97.2%	20	2	90.0%	4,437	114	97.4%
ME-SC	<u>2,563</u>	<u>79</u>	96.9%	<u>6,691</u>	<u>81</u>	98.8%	<u>9,254</u>	<u>160</u>	98.3%	<u>1,198</u>	<u>45</u>	96.2%	<u>1,058</u>	<u>21</u>	98.0%	<u>11,510</u>	<u>226</u>	98.0%
Subtotal	9,197	197	97.9%	18,105	296	98.4%	27,302	493	98.2%	2,814	93	96.7%	2,277	47	97.9%	32,393	633	98.0%
HC	1,032	142	86.2%	100	10	90.0%	1,132	152	86.6%	20	6	70.0%	--	--	--	1,152	158	86.3%
MD-N	3,787	278	92.7%	4,255	288	93.2%	8,042	566	93.0%	921	75	91.9%	959	60	93.7%	9,922	701	92.9%
MD-W	<u>4,013</u>	<u>279</u>	93.0%	<u>4,759</u>	<u>208</u>	95.6%	<u>8,772</u>	<u>487</u>	94.4%	<u>1,028</u>	<u>72</u>	93.0%	<u>956</u>	<u>67</u>	93.0%	<u>10,756</u>	<u>626</u>	94.2%
Subtotal	7,800	557	92.9%	9,014	496	94.5%	16,814	1,053	93.7%	1,949	147	92.5%	1,915	127	93.4%	20,678	1,327	93.6%
NCS	1,458	127	91.3%	400	57	85.8%	1,858	184	90.1%	--	--	--	--	--	--	1,858	184	90.1%
RI	5,605	234	95.8%	9,249	455	95.1%	14,854	689	95.4%	1,488	63	95.8%	1,493	48	96.8%	17,835	800	95.5%
SWS	1,831	115	93.7%	699	104	85.1%	2,530	219	91.3%	--	--	--	--	--	--	2,530	219	91.3%
UP-N	3,796	145	96.2%	9,001	347	96.1%	12,797	492	96.2%	1,095	43	96.1%	970	44	95.5%	14,862	579	96.1%
UP-NW	4,627	233	95.0%	5,596	225	96.0%	10,223	458	95.5%	1,360	97	92.9%	1,117	51	95.4%	12,700	606	95.2%
UP-W	<u>3,196</u>	<u>299</u>	90.6%	<u>5,420</u>	<u>526</u>	90.3%	<u>8,616</u>	<u>825</u>	90.4%	<u>922</u>	<u>77</u>	91.6%	<u>960</u>	<u>91</u>	90.5%	<u>10,498</u>	<u>993</u>	90.5%
Subtotal	11,619	677	94.2%	20,017	1,098	94.5%	31,636	1,775	94.4%	3,377	217	93.6%	3,047	186	93.9%	38,060	2,178	94.3%
System	46,405	2,286	95.1%	65,018	2,756	95.8%	111,423	5,042	95.5%	10,875	574	94.7%	9,801	429	95.6%	132,099	6,045	95.4%

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

Delays data for most recent month is final (12/16/2021) 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-Nov	Annual
BNSF	2016	93.2	93.8	95.9	96.8	94.0	93.5	93.8	91.4	91.3	95.2	95.4	93.1	94.0%	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	94.7%	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	94.8%	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	97.7%	97.9%
	2021	99.0	90.8	99.4	98.5	98.1	98.5	97.3	96.5	94.2	96.6	98.1		96.9%	96.9%
	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	94.4%	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	98.1%	98.1%
	2017	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	98.1%	98.1%
	2018	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2	97.7	95.9	98.3%	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	98.0%	98.0%
	2020	97.5	97.3	98.2	99.3	95.7	98.1	97.1	96.7	99.0	97.8	97.4	99.1	97.6%	97.7%
	2021	99.3	96.2	98.9	98.7	98.6	98.5	96.9	98.2	97.9	98.0	97.4		98.0%	98.0%
	2016-2020 average	97.0	96.7	98.8	99.1	98.4	97.7	97.8	98.3	98.3	98.5	97.9	97.9	98.1%	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	94.4%	94.2%
	2017	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4	90.7	93.4%	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	89.3%	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	87.2%	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	88.9%	89.6%
	2021	90.0	75.0	88.0	95.5	76.3	87.5	87.7	85.6	82.8	87.0	91.3		86.3%	86.3%
	2016-2020 average	88.5	90.2	92.3	94.3	87.2	90.0	90.0	92.1	91.6	91.0	90.2	93.1	90.7%	90.9%
MD-N	2016	95.3	94.2	95.7	96.8	92.5	92.9	95.0	93.1	93.8	97.5	95.1	93.8	94.7%	94.6%
	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	94.0%	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	92.6%	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	91.7%	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	95.9%	95.8%
	2021	91.8	86.7	96.4	95.1	93.9	89.3	91.1	95.7	94.7	91.6	94.7		92.9%	92.9%
	2016-2020 average	92.8	92.1	95.8	95.0	94.0	93.4	92.5	93.7	93.3	94.4	92.5	94.0	93.6%	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	95.0%	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	96.2%	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	95.6%	95.7%
	2019	92.3	91.9	96.4	95.7	95.5	97.0	96.7	96.0	96.2	95.5	91.0	96.1	95.0%	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	94.9%	94.7%
	2021	93.0	85.8	96.1	95.3	93.5	93.8	94.3	95.7	96.3	95.8	95.0		94.2%	94.2%
	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	95.4%	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	94.7%	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	94.2%	94.0%
	2018	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	93.2%	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	94.0%	94.3%
	2020	92.7	82.0	95.5	94.8	100.0	84.2	90.9	86.9	96.4	92.0	97.5	95.5	91.5%	91.7%
	2021	88.8	68.8	92.4	90.7	90.8	93.9	81.0	89.8	92.5	95.2	94.4		90.1%	90.1%
	2016-2020 average	91.7	89.6	94.5	94.8	93.9	95.3	95.7	95.4	94.6	94.5	92.6	92.7	93.8%	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-Nov	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	96.1%	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	95.9%	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	94.8%	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	91.8%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9	95.5	96.0	97.5	95.2	98.4	95.5%	95.8%
	2021	97.7	91.9	96.2	97.7	97.6	93.5	92.8	96.1	95.6	96.1	95.5		95.5%	95.5%
	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	94.8%	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	95.1%	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	95.0%	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	92.5%	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	92.9%	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	93.9%	94.0%
	2021	96.5	85.0	94.8	90.9	92.5	90.0	93.3	91.7	93.3	88.5	88.5		91.3%	91.3%
	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	93.9%	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	97.8%	97.8%
	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	97.3%	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	94.9%	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	98.0%	98.1%
	2021	98.4	93.6	96.9	98.7	97.3	97.6	95.1	92.7	95.9	97.1	96.2		96.1%	96.1%
	2016-2020 average	95.9	96.0	97.5	97.7	97.7	97.2	96.5	96.4	97.4	97.3	96.1	97.3	96.9%	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	96.5%	96.3%
	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	95.2%	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	94.9%	94.9%
	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4	96.7	92.1	88.6	95.4	92.8%	93.0%
	2020	96.3	96.1	98.0	98.7	96.5	96.1	96.6	95.7	97.2	96.3	94.0	98.9	96.5%	96.7%
	2021	97.7	89.6	98.2	96.9	97.8	96.1	95.1	91.3	95.7	93.6	95.5		95.2%	95.2%
	2016-2020 average	95.1	94.5	96.9	96.2	96.2	94.2	93.7	95.2	95.8	95.4	92.6	95.3	95.1%	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	95.3%	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	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	91.7%	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	91.9%	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	95.0%	94.9%
	2021	93.6	82.5	95.8	97.3	91.7	89.3	87.6	86.2	90.6	93.3	88.5		90.5%	90.5%
	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	93.6%	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	96.2%	96.1%
	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	96.0%	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	94.9%	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	94.4%	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	96.4%	96.5%
	2021	96.9	90.6	97.4	97.4	96.4	95.3	94.3	94.7	95.3	95.8	95.6		95.4%	95.4%
	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	95.5%	95.5%

Delays data for most recent month is final (12/16/2021) 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
November 2021**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1264 81% OT	Mon, Nov 01	16	K1	Late flip 1231 Bridge strike 5.1.
		Mon, Nov 15	16	RL	1264 (16") due to a late call for the engineer (RL)
		Wed, Nov 17	13	GA	track light at CP Roosevelt on Amtrak impacting M1/M2 routes for CUS (GA)
		Mon, Nov 22	14	RF	Waiting on 1304 flip at Congress Park. (DS error)
HC	918 76% OT	Thu, Nov 11	6	KW	4M WILLOW SPRINGS RESTRICTED SPEED TO JUSTICE & 3M LEMOYNE TO CORWITH; Wheel slip
		Mon, Nov 15	21	ZN	DELAYED 15 MINUTES OUT OF JOLIET ACCOUNT PTC ISSUES. Amtrak couldn't init
		Tue, Nov 16	9	ZN	5M DELAY LAMBERT, 3M LUMBER ST PTC DIDNT CUT IN 2M POLK (Amtrak back office issue)
		Thu, Nov 18	9	ZN	UP config issue - 13M LATE DEPARTING JOLIET NO PTC RUN 59MPH ENROUTE
		Mon, Nov 22	19	R	HEP ISSUES, CREW ISSUES DEPARTED JOLIET 15M LATE (Engineer left the locomotive isolation switch in isolate, it was found fairly quickly but then had to wait for the signal system to run time.)
ME-BI	227 81% OT	Fri, Nov 12	9	I	(PASSENGER HANDLING, RUNNING TIME) - 6 MIN. DELAY ACCOUNT MAKING ALL FLAG STOPS BETWEEN 75TH. ST. AND 111TH. ST.
		Wed, Nov 17	6	KW	(OBSTRUCTION ON TRACKS, WEATHER) - 6 MINS LATE DUE TO WHEEL SLIP PROBLEMS
		Fri, Nov 19	11	KD	(METR/PSA SIG/SWX MALFCN-SIG DEPT) - 13 MINUTE DELAY ACCOUNT 39 SWITCH FAILING REVERSE ROCK FOUND IN SWITCH POINTS
		Fri, Nov 26	35	GT	(METRA/PSA TELECOM/CAD FAILURE) - 35 MIN. DELAY ACCOUNT CODE STATION FAILURE AT KENSINGTON.
ME-SC	312 81% OT	Mon, Nov 08	8	GT1	(METRA/PSA TELECOM/CAD FAILURE) - WAITING FOR TRAIN AHEAD TO CLEAR
		Tue, Nov 09	16	N	(METRA/PSA TELECOM/CAD FAILURE) - DEPARTED 20M LATE DUE TO PTC AND COMMUNICATION ISSUES.
		Mon, Nov 15	10	GT	(METRA/PSA TELECOM/CAD FAILURE) - DEP LATE DUE TO PERMIT GOING TO WRONG TRAIN AND REQUIRING SIGNAL TO REMOVE FROM SYSTEM
		Mon, Nov 29	12	GT	Left South Chicago late due to Wabtec Track permit defect (CAD issue)
MD-N	2156 76% OT	Mon, Nov 01	6	I	-6" min late, passenger loading
		Wed, Nov 10	7	AM1	-7" mi late, 8 min late turn from 2147.
		Thu, Nov 11	8	I	-8" mi late, 8 min accommodating passengers at Grayland.
		Thu, Nov 18	8	D	-8" min late, 10 min following CP freight from Deerfield to A-20.
		Tue, Nov 23	6	ZB	-5" -6 min PTC problems at Rondout. DISENGAGE DUE TO SYNC ERROR-NEW SUBDIVISION DEPLOYMENT
MD-W	2212 76% OT	Mon, Nov 01	7	GM1	(-7)" Waiting on, following 2210; Copying Automatic Grade Crossing Malfunction Item #2 @ Catalpa St.
		Thu, Nov 04	9	A	Stop signal A-2 , U.P. cross-traffic
		Mon, Nov 08	9	KW	(-9)" Coach #8540 B/O emergency lights, (did not use #8523, #8540) -6" Following tardy 2210 en-route, operating on approach signals; -5" PTC disengaged twice, restricted speed (Itasca East & Northwest Bridge B-17) -WHEEL SLIP
		Thu, Nov 11	10	KW	(-10) -10" PTC disengaged 6 times due to wheel slip engine #120. cab car 8523
MD-W	2226 81% OT	Wed, Nov 17	6	L1	-6" -4" following 2222 (-1) Trespassers @6.2
		Mon, Nov 22	10	D1	(-10)" Following late 2222
		Wed, Nov 24	11	G	(-11)" Track circuit out @ A-5, came down on 2MT, waited for 2124 to clear
		Fri, Nov 26	14	J	(-14)" -16" Police activity @ Western Ave.. Metra P.D. met train @ Western Ave. to ticket passenger (with promotional ticket) who went around the gates/ran in front of train @ Bensenville
NCS	101 81% OT	Tue, Nov 02	11	D	-16" Freight interference B-12; -2" Stop signal Deva
		Mon, Nov 15	33	ZV	-33" -25 min delayed departure from CUS due to PTC problems (CAD manager instructed the engineer to reset the PTC breaker, but the engineer and carman were unable to locate the breaker in Loco 98 which was the source of most of the delay. The remaining ti
		Tue, Nov 23	12	H	-12" -8" Departed CUS late due to PTC issues, EMPLOYEE FAILED TO PERFORM departure test, permission to depart C/O; -12" Stopped @ B-6 attempting to initialize PTC
		Wed, Nov 24	10	RF1	-10" Meet with NCS 110 @ Des Plains
NCS	108 81% OT	Tue, Nov 02	17	A	(-17)" -18" Stop signal Deval, U.P. cross-traffic
		Fri, Nov 19	6	RD	-7" -7 min stopped at A-5. (dispatch error)
		Tue, Nov 23	8	F	(-8) Door problems coach #8502 stuck in pocket, then experienced issues with the sensitive edging, cut out sensitive edging and wedged -DOOR SPEED ADJUSTMENT AND ROLLER CHANGED OUT
		Wed, Nov 24	7	G	(-7)" Track circuit out A-5 to A-2, restricted speed
RI	403 76% OT	Thu, Nov 04	12	K	6m red signal at Bridge A 7m due to bridge strike 3m waiting on other trains.
		Fri, Nov 05	10	E1	(LOCOMOTIVE MALFUNCTION) - LOCOMOTIVE ISSUE HAD TO SWAP EQUIP - b/o 417
		Tue, Nov 09	23	GX	(METRA/PSA GATE XING MALFUNCTION) - DELAYED 10 MINUTES AT CENTRAL AVENUE ACCOUNT GATE MALFUNCTION.
		Thu, Nov 11	6	KW	(PASS. TRAIN/INTERLINE INTRFRNCE) - 6 MIN DELAY DUE TO LETTING OTHER TRAINS INTO STATIONS. Wheel slip
		Mon, Nov 29	8	RD	6" RED LIGHT AT GRESHAM 3" INBOUND AT 95TH, 2" DOORS PROBLEMS
RI	411 81% OT	Thu, Nov 04	6	CC1	(SCHEDULED TRACK WORK) - W/B 411 DELYED DUE TO SINGLE TRACKING FROM CP35.5-CP MOKENA
		Mon, Nov 08	19	C	(UNSCHEDULED TRACK WORK) - DELAYED 19 MINUTES ACCOUNT TRACK 2 OOS BETWEEN GRESHAM AND BI
		Fri, Nov 12	7	KW	Wheel Slippage
SWS	802 81% OT	Mon, Nov 09	26	DE	(METRA/PSA BROKEN GATE CROSSING) - AWDM ITEM 1 119TH ST AND FORM A MP. 27.0 10 MPH.
		Mon, Nov 15	13	ZN	24M DELAY FREIGHT G52 CSXT796 W/93 CARS 5900FT WENT INTO EMERGENCY. BRACKET CAME DOWN GIT AIR HOSE.
		Wed, Nov 24	11	N	(PTC FOREIGN LINE TRANSPORTATION) - NO BELT ID 12M LATE DEPARTING.
		Fri, Nov 26	11	D	power outage, lost control of plant - 20M DELAY AT FOREST HILL FRIEGHT Y350 BN7611W/139CARS 9300FT (GENERAL FREIGHT INTERFERENCE) - 9M FOREST HIHILL FREIGHT K648 UP9058 6000FT SETTING OUT A BAD ORDER.

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
SWS	803 71% OT	Tue, Nov 02	7	ZG	(PTC WAYSIDE) -7M CP PALOS RED SIGNAL PTC SOFT CUT OUT CUT IN AT 143RD ST
		Tue, Nov 09	16	DE1	12M LATE DEPARTING CUS ACCOUNT LATE TURN FROM SWS802
		Thu, Nov 11	23	G	(METR/PSA SIG/SWX MALFCN-SIG DEPT) - 21M 143RD ST #1 SWITCH FAILED REVERSE 3M SPEED RESTRICTION ENROUTE
		Fri, Nov 12	8	CC	(SCHEDULED TRACK WORK) - 2M BRC WAITING FOR SWS806 6M SLOW ORDERS ENROUTE
		Mon, Nov 15	11	ZN1	(PTC FOREIGN LINE TRANSPORTATION) 5M LATE DEPARTING CUS NO BELT ID,METRA WRONG ENGINE ID AND COPY VOIDS
		Tue, Nov 16	9	CC	(SCHEDULED TRACK WORK) - 9M ENROUTE SPEED RESTRICTIONS
SWS	812 62% OT	Mon, Nov 01	6	GX1	LATE FLIP FROM SWS0803 AND A SHORT TURN - BROKEN GATE CROSSING AT CICERO
		Tue, Nov 02	16	ZG1	(PTC WAYSIDE) - 12MIN LATE DEPARTING 179TH ACCOUNT LATE ARRIVAL OF SWS803 8M CP PALOS ENCOUNTERED RED SIGNAL PTC
		Mon, Nov 08	7	CC1	6M LATE DEPARTING SHORT TURN, 3M SPEED RESTRICTION AND STUDENT ENGINEER
		Tue, Nov 09	14	DE1	18M LATE DEPARTING ACCOUNT LATE ARRIVAL OF SWS803
		Thu, Nov 11	26	G1	Late turn from 803
		Fri, Nov 12	8	CC1	(SCHEDULED TRACK WORK) - 10M LATE DEPARTING TURN FROM SWS803
		Mon, Nov 15	20	ZN1	(PTC FOREIGN LINE TRANSPORTATION) - 22M LATE DEPARTING TURN FROM SWS803 AND NO BELT ID
		Tue, Nov 16	9	CC1	11M LATE DEPARTING 179TH ACCOUNT LATE TURN FROM SWS803
SWS	815 81% OT	Fri, Nov 12	7	CC	(SCHEDULED TRACK WORK) - 4M AWAITING INSTRUCTIONS FROM FORMAN IC BN3169.
		Mon, Nov 15	14	D	(GENERAL FREIGHT INTERFERENCE) - 8M IHB-CP RIDGE, IO26-13 WITH ENG. CSX5114 & 12,000FT., 10MPH THRU PLANT(122-130P).
		Wed, Nov 17	42	ZD	(GENERAL FREIGHT INTERFERENCE) - 33M NS-CP518, NS 67E-11 (ENG. NS4014, 226CARS & 13,729FT.) HAVING PTC ISSUES, PER NS DISP.
		Tue, Nov 23	8	D	(GENERAL FREIGHT INTERFERENCE) - 12M BELT JCT., UP IG3CL22 EB (ENG. UP5564, 152LDS.) OPPOSING MOVE FROM CP RIDGE THRU BELT JCT.
UP-N	337 76% OT	Fri, Nov 05	13	CC	-23" Delayed due to single tracking CY - RP
		Mon, Nov 08	11	CC	-21" Single track CY -RP
		Wed, Nov 10	10	CC	-20" Single Track CY-RP
		Thu, Nov 11	8	CC	-18" Single tracking CY-RP
		Tue, Nov 30	0	JM1	ANNULLED due to late arrival of crew from M323/338
UP-N	344 81% OT	Fri, Nov 05	10	CC	-20" Delayed due to single tracking CY - RP
		Mon, Nov 08	9	CC1	-19" Late turn off M333, due to single track CY - RP
		Wed, Nov 10	6	CC	-16" Single tracking CY-RP (held @ RP for M337 to clear)
		Thu, Nov 11	7	CC1	-17" Single tracking CY-RP
UP-N	354 81% OT	Thu, Nov 11	14	CC1	-14" Late turn off M339, due to single track CY-RP
		Fri, Nov 12	19	KW1	-19" Late arrival of M339
		Mon, Nov 22	0	R1	Annulled on acct. of M339 mechanical issues, which relays to M354
		Tue, Nov 30	9	JM1	-09" Late turn off M339 & made additional station stops on acct. of accommodating passengers, due to M337/M348 annulment
UP-NW	632 76% OT	Mon, Nov 01	19	R1	-19" Departed McHenry 14 mins down late turn from M603 also follow delayed @ Crystal Lake JNCT ran M636 ahead due to delay
		Mon, Nov 08	12	Q	-12" Departed McHenry 06 mins down waited for dispatcher to respond to give track warrant for the McHenry Sub also delayed @ the Crystal Lake JNCT had to get flagged by the signal and ran @ restricted speed to the next signal
		Tue, Nov 09	72	E	-72" Governor button kept popping causing the engine to shut down, unloaded passengers to M636. WATER LINE FAILED
		Wed, Nov 10	57	K	-57" Departed McHenry 11 minutes late waiting to copy track warrant from dispatch, also stopped at MP 18.8 for a vehicle stuck on the tracks
		Fri, Nov 19	31	ZF	-31" Departed McHenry 7 mins down waited for dispatcher to give the track warrant for departure also delayed due to PTC on the METX 8463 put train @ restricted speed several times got an error code D05 CHANGED BRAKE PIPE SENSORS
UP-NW	633 81% OT	Tue, Nov 02	10	J1	-10" Delayed @ Deval on acct. of cross traffic (M2225 & delayed NC 109, which delayed M633)
		Mon, Nov 15	8	KW	-08" Delayed on acct. of slippery rail conditions & near miss @ MP38.29 (engineer had to put train in emergency for a car on track one/3 minute delay.)
		Wed, Nov 17	6	D	-06" Disp 342 had to run the LP R51-17, because the train behind was going to expire on HOS (Hours-of-Service)
		Thu, Nov 18	11	JM	-11" Medical emergency @ Mt. Prospect (a male was unresponsive on the train)
UP-NW	658 81% OT	Tue, Nov 02	13	JM	-13" Delayed @ Pingree Road for a medical emergency (a male feeling sick on the train)
		Wed, Nov 03	10	GA1	-10" Stopped at Deval waiting for a late North Central M115 that never came, waited for signal to time out
		Fri, Nov 12	31	KW1	-31" Late departing due to late arrival of M625, slippery rail conditions, slow passenger loading.
		Wed, Nov 17	12	R	-12" Late departure from Harvard on acct. of speedometer breaker was down, causing the PTC to not initialize

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
UP-W	20	Tue, Nov 02	32	DD	32" Delayed due to single tracking Turner - University waited for the west bound to clear due to the MCB AH on trk 1 10,000 ft that needed to pull past 25th Ave and shove into the yard @ Proviso and the IBPG3R on trk 2 with the crew who died under hours of	
		57% OT	Wed, Nov 03	12	ZT	-12" PTC issues -BACK OFFICE
		Thu, Nov 11	10	C	-10" Broken rail @ MP 5.48 on track 1, and a XH order @ Kilbourn	
		Mon, Nov 15	9	I	-09" Slow passenger loading @ Geneva, Lombard, Elmhurst, River Forest, Oak Park	
		Tue, Nov 16	30	D	-15" Multiple freight delays also slow passenger loading @ Geneva and the ADA life on cab car #8420 would not stow @ Oak Park had to hand operate	
		Wed, Nov 17	8	D	Followed freight train on track 1 until it crossed over to MT2 @ Turner	
		Fri, Nov 19	13	UF	-13" Delayed @ Oak Park due to the ADA lift on the cab car #8427 would not stow-ADJUSTED LEFT SIDE STOW HEIGHT	
		Mon, Nov 22	9	I	-09" Slow passenger loading trk 2 on the south side of the crossing Grace - Park	
		Tue, Nov 23	8	I	-08" Slow passenger loading W. Chgo, Elmhurst, Oak Park	
UP-W	27	Thu, Nov 04	7	D	-7" Stopped at Park waiting for M42 to clear T3, LG2G2 going into Proviso on T1	
		71% OT	Mon, Nov 15	15	S	-15" Delayed @ Halsted due YP R60-14 was stopped on the plant @ Halsted St due to operational testing also PTC on the METX 140 degraded had to do a soft cut out
		Tue, Nov 16	10	ZT	-10" Waited for IG4G1 to clear into the Rockwell sub(5),stopped at Berkeley for systemwide PTC issues so ran restricted speed to MP 16.5 (9")	
		Thu, Nov 18	32	GT	-32" Cad screen went down system wide	
		Fri, Nov 19	12	CC	-12" Departed CPT 7 mins down engine was being fueled equipment was not released until 5 mins before departure under investigation) also delayed due to track welder had track out between Halsted and Kedzie ran @ restricted speed on track #2 Halsted - Kedz	
		Tue, Nov 23	7	I	-07" Slowloading & unloading of passengers, Metx 75 slow loading	
UP-W	32	Tue, Nov 02	8	DD	8" Delayed due to single tracking Turner - University waited for the west bound to clear due to the MCB AH on trk 1 10,000 ft that needed to pull past 25th Ave and shove into the yard @ Proviso and the IBPG3R on trk 2 with the crew who died under hours of	
		76% OT	Thu, Nov 04	35	KD	-35" Stopped at Oak Park for main reservoir dropped to 90lbs - MECH DETERMINED DEBRIS STRIKE
		Thu, Nov 11	7	C	-07" Lost PTC leaving River Forest, wheel slip had to reduce speed to next signal, also broken rail @ MP 5.48 XH order @ Kilbourn	
		Tue, Nov 16	8	D	-08" Waited for M21 to clear @ 25th Ave on trk 1 due to the MCHBO crossing over from trk 2 to 3 @ 25th Ave	
Wed, Nov 24	8	S	-8" No signal @ bridge A (STOP TEST)			
UP-W	36	Tue, Nov 02	27	DD	27" Delayed due to single tracking Turner - University waited for the west bound to clear due to the MCB AH on trk 1 10,000 ft that needed to pull past 25th Ave and shove into the yard @ Proviso and the IBPG3R on trk 2 with the crew who died under hours of	
		62% OT	Thu, Nov 04	22	KD1	-22" Delayed following M32
		Thu, Nov 11	15	C	-15" Delayed @ Peck (-7) meet with westbound freight; operated walking speed over a broken rail @ MP5.48; XH @ MP5.22	
		Tue, Nov 16	10	KW	-10" Delayed due the METX 87 slowloading (engineer experienced wheel slip coming out of yard and was being cautious)	
		Wed, Nov 17	10	U	-10" Lift @ College Ave	
		Thu, Nov 18	7	D	07" Following freight train from Elburn to University	
		Tue, Nov 23	10	D	-10" Delayed following the MNPCH	
		Mon, Nov 29	17	RF	-17" Delayed following the YPR60A-18 from Kedzie - Halsted	
UP-W	38	Tue, Nov 02	20	DD	-20" Delayed due to single tracking Turner - University waited for the west bound to clear due to the MCB AH on trk 1 10,000 ft that needed to pull past 25th Ave and shove into the yard @ Proviso and the IBPG3R on trk 2 with the crew who died under hours o	
		81% OT	Thu, Nov 04	7	C	-7" Single tracking at Peck for a broken rail
		Thu, Nov 11	20	D	-20" Freight train interference leaving Proviso	
		Tue, Nov 23	12	D	-12" Delayed following the ZG2LT-23	
UP-W	44	Mon, Nov 08	12	D	-12" Held @ peck waited for the CSHNA-06 to clear due to being delayed @ the CN Washington St interlocking	
		76% OT	Thu, Nov 11	15	D1	-15" Departed Elburn 21 minutes late due to late arrival of M25
		Mon, Nov 15	17	D	-17" Following CNAOK from Geneva to Bellwood	
		Tue, Nov 23	7	D1	07" Late turn from M25	
		Wed, Nov 24	53	D1	-53" Late arrival of M25 due to Freight train interference @ Park	
UP-W	46	Mon, Nov 15	15	S1	-15" Late turn of equipment from M27	
		67% OT	Tue, Nov 16	22	ZT1	-22" Departed Elburn 10 minutes late due to late arrival of M27, ADA lift at Geneva(2"), PTC dropped out at Park had to run restricted speed to MP 13.7 (13")
		Thu, Nov 18	30	GT1	-30" Cad screen went down system wide, late arrival of M27	
		Fri, Nov 19	15	CC1	-15" Late turn from M27	
		Tue, Nov 23	13	I	-13" Slowloading & unloading of passengers, Metx 75 slow loading	
		Wed, Nov 24	15	D1	-15" Following M44 which was following a freight train	
		Fri, Nov 26	30	ZT	-30" Departed Elburn 15 mins down due to PTC on the 8419 was slow to go active had to restart it once it went active ran at restricted speed for 2 miles also had slow passenger loading. (BACK OFFICE ISSUE)	

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation	
			Late				
UP-W	52	Mon, Nov 01	9		ZR	-09" PTC issues @ CPY042 (The speedometer was not working, due to PTC breaker was in the wrong position/delayed 7 minutes) & 2 15MPH slow orders (-4)	
							-8" Lift @ Wheaton & W. Chicago
		Fri, Nov 05	8		U		
		Mon, Nov 08	12		I1	-12" Late turn off M33; CN freight interference (Q 19251-03); slow passenger loading @ Villa Park	
		Mon, Nov 22	7		D	-07" Delayed following CATOK from Peck to Proviso	
UP-W	64	Tue, Nov 02	7		DD1	-7" Late turn off M57, due to freight interference	
							-25" Stopped @ Lombard due to police activity
		Fri, Nov 05	25		KP		
		Mon, Nov 08	7		ZG	-07" PTC issues (Operated in ATC)	
		Thu, Nov 18	8		R1	-08" Late turn off M57	

Data is final (12/16/2021) version from TOPS.

Table 4: Delay Codes by Cause Category & Carrier

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

Effective November 1, 2021

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

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

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

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

Table 5.a: Train Delays by Cause and Line
November 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	4	-	-	-	1	4	10	1	2	8	-	3	46	79
Freight Interference - Peak	-	-	-	-	1	1	7	-	-	5	-	3	17	34
Primary	-	-	-	-	1	1	5	-	-	3	-	3	15	28
Secondary	-	-	-	-	-	-	2	-	-	2	-	-	2	6
Freight Interference - Off-Peak	4	-	-	-	-	3	3	1	2	3	-	-	29	45
Primary	4	-	-	-	-	3	3	1	2	2	-	-	21	36
Secondary	-	-	-	-	-	-	-	-	-	1	-	-	8	9
Signal/Switch Failure - Total	7	12	3	11	-	6	4	2	15	5	3	2	5	75
Signal/Switch Failure - Metra/PSA	1	12	3	11	-	5	4	1	15	3	3	1	3	62
Primary	1	8	2	7	-	2	3	1	13	1	2	1	2	43
Secondary	-	4	1	4	-	3	1	-	2	2	1	-	1	19
Signal/Switch Failure - Foreign	6	-	-	-	-	1	-	1	-	2	-	1	2	13
Primary	6	-	-	-	-	1	-	1	-	2	-	-	2	12
Secondary	-	-	-	-	-	-	-	-	-	-	-	1	-	1
Mechanical Failure - Total	6	2	-	1	-	4	7	1	6	-	1	1	7	36
Mechanical Failure - Metra/PSA	6	2	-	1	-	4	7	1	6	-	1	1	7	36
Non-Locomotive Equipment Issue - Metra/PSA	5	2	-	1	-	-	4	1	2	-	-	-	7	22
Primary	4	1	-	-	-	-	2	1	1	-	-	-	4	13
Secondary	1	1	-	1	-	-	2	-	1	-	-	-	3	9
Locomotive Issue - Metra/PSA	1	-	-	-	-	4	3	-	4	-	1	1	-	14
Primary	1	-	-	-	-	1	1	-	1	-	1	1	-	6
Secondary	-	-	-	-	-	3	2	-	3	-	-	-	-	8
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	-	-	-	2	1	6	2	1	-	1	-	-	-	13
Passenger Train Interference - Metra/PSA	-	-	-	2	-	3	2	1	-	-	-	-	-	8
Passenger Train Interference - Foreign	-	-	-	-	1	3	-	-	-	1	-	-	-	5
Accident - Total	1	-	1	-	-	-	-	-	-	-	-	6	-	8
Accident - Metra/PSA	1	-	1	-	-	-	-	-	-	-	-	6	-	8
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Track Work - Total	10	7	-	3	-	13	-	-	12	6	22	5	13	91
Track Work - Metra/PSA	10	7	-	3	-	7	-	-	12	6	22	4	13	84
Track Work - Foreign	-	-	-	-	-	6	-	-	-	-	-	1	-	7
Human Error - Total	7	1	-	8	1	2	-	4	10	-	6	5	6	50
Human Error - Metra/PSA	4	1	-	8	1	-	-	3	10	-	6	5	2	40
Human Error - Foreign	3	-	-	-	-	2	-	1	-	-	-	-	4	10
PTC Related - Total	1	-	1	1	6	5	5	4	2	8	3	3	10	49
PTC Related - Metra/PSA	1	-	1	1	-	3	5	4	2	2	3	3	10	35
PTC Related - Foreign	-	-	-	-	6	2	-	-	-	6	-	-	-	14
Weather - Total	-	5	8	-	1	5	5	-	19	-	22	15	5	85
Weather - Metra/PSA	-	5	8	-	1	5	5	-	19	-	22	15	5	85
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	1	5	1	-	-	5	6	1	2	-	9	7	13	50
Obstruction/Debris - Total	3	-	2	2	-	-	12	-	19	-	-	6	8	52
Catenary Failure - Total	-	4	1	2	-	-	-	-	-	-	-	-	-	7
Other - Total	-	-	-	1	1	1	-	-	-	1	-	-	3	7
Total Trains Delayed	40	36	17	31	11	51	51	14	87	29	66	53	116	602
Total Metra/PSA Delays	27	36	17	31	3	33	41	11	85	12	66	48	64	474
Total Foreign Carrier Delays	13	0	0	0	8	18	10	3	2	17	0	5	52	128

Data for current month is final (12/16/2021) version of TOPS

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Table 5.b: Train Delays by Cause and Line
Average November 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	9	-	-	-	5	8	10	7	5	12	2	6	22	87
Freight Interference - Peak	4	-	-	-	5	0	2	3	1	5	1	4	7	33
Primary	3	-	-	-	5	0	2	2	0	4	0	3	2	22
Secondary	2	-	-	-	1	-	0	1	1	1	1	1	4	12
Freight Interference - Off-Peak	5	-	-	-	0	7	8	4	4	7	1	2	15	54
Primary	4	-	-	-	0	6	7	3	3	5	0	2	11	42
Secondary	1	-	-	-	-	1	1	1	1	2	1	0	4	12
Signal/Switch Failure - Total	27	7	3	3	2	28	14	9	13	7	3	9	10	134
Signal/Switch Failure - Metra/PSA	22	7	3	3	1	22	11	5	13	2	3	8	9	106
Primary	14	5	2	3	1	15	9	4	9	2	3	5	4	74
Secondary	8	2	0	0	-	7	2	1	4	-	0	3	4	32
Signal/Switch Failure - Foreign	5	-	-	-	2	6	3	4	-	5	-	2	2	28
Primary	4	-	-	-	1	3	2	3	-	3	-	1	1	18
Secondary	1	-	-	-	0	2	1	1	-	2	-	1	1	10
Mechanical Failure - Total	12	1	0	1	0	7	6	2	15	2	7	9	9	73
Mechanical Failure - Metra/PSA	12	0	0	0	0	7	6	2	15	2	7	9	9	71
Non-Locomotive Equipment Issue - Metra/PSA	3	0	0	0	-	1	1	-	5	0	1	1	6	18
Primary	1	0	-	0	-	1	1	-	2	0	1	1	3	10
Secondary	1	-	0	-	-	-	-	-	4	-	-	-	3	8
Locomotive Issue - Metra/PSA	10	0	-	-	0	6	5	2	10	2	6	8	3	53
Primary	2	-	-	-	0	3	3	1	4	1	1	3	1	19
Secondary	8	0	-	-	0	4	2	1	6	1	5	5	2	34
Mechanical Failure - Foreign	-	1	-	1	-	0	-	-	-	-	-	-	-	2
Passenger Train Interference - Total	1	0	0	0	0	5	1	1	1	1	-	-	-	10
Passenger Train Interference - Metra/PSA	-	-	0	-	-	3	0	1	1	-	-	-	-	5
Passenger Train Interference - Foreign	1	0	-	0	0	2	1	-	0	1	-	-	-	5
Accident - Total	17	-	-	1	1	1	8	-	1	2	1	12	2	46
Accident - Metra/PSA	10	-	-	1	1	1	7	-	1	-	1	12	2	35
Accident - Foreign	7	-	-	-	1	-	1	-	-	2	-	0	0	11
Track Work - Total	8	6	1	7	0	13	3	1	14	1	5	14	9	84
Track Work - Metra/PSA	7	6	1	7	0	13	3	1	14	0	5	14	9	83
Track Work - Foreign	0	-	-	-	-	-	-	-	-	0	-	-	-	1
Human Error - Total	9	3	1	1	2	12	5	3	6	6	3	4	6	59
Human Error - Metra/PSA	4	3	1	1	0	8	4	1	6	5	2	3	5	43
Human Error - Foreign	5	-	-	-	1	4	0	2	-	1	1	1	1	16
PTC Related - Total	1	-	0	-	1	2	1	-	2	1	5	4	4	20
PTC Related - Metra/PSA	1	-	0	-	0	2	1	-	2	0	5	4	4	19
PTC Related - Foreign	-	-	-	-	0	-	-	-	-	1	-	-	-	1
Weather - Total	9	11	5	3	1	10	15	2	14	0	19	33	12	132
Weather - Metra/PSA	9	11	5	3	1	10	15	2	14	0	19	33	12	132
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	6	6	0	2	-	10	7	1	10	-	11	13	11	76
Obstruction/Debris - Total	12	7	1	4	1	3	4	1	9	4	4	2	10	61
Catenary Failure - Total	-	2	1	0	-	-	-	-	-	-	-	-	-	3
Other - Total	-	-	-	0	-	-	1	-	0	0	1	0	-	3
Total Trains Delayed	111	42	12	23	13	98	74	27	91	36	60	107	94	788
Total Metra/PSA Delays	84	41	12	22	3	78	59	14	85	14	57	98	70	637
Total Foreign Carrier Delays	27	1	0	1	10	19	16	13	6	22	3	9	24	151

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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 5.c: Train Delays by Cause and Line
November 2021 Compared to Average November 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	(5)	-	-	-	(4)	(4)	(0)	(6)	(3)	(4)	(2)	(3)	24	(8)
Freight Interference - Peak	(4)	-	-	-	(4)	1	5	(3)	(1)	(0)	(1)	(1)	10	1
Primary	(3)	-	-	-	(4)	1	3	(2)	(0)	(1)	(0)	0	13	6
Secondary	(2)	-	-	-	(1)	-	2	(1)	(1)	1	(1)	(1)	(2)	(6)
Freight Interference - Off-Peak	(1)	-	-	-	(0)	(4)	(5)	(3)	(2)	(4)	(1)	(2)	14	(9)
Primary	-	-	-	-	(0)	(3)	(4)	(2)	(1)	(3)	(0)	(2)	10	(6)
Secondary	(1)	-	-	-	-	(1)	(1)	(1)	(1)	(1)	(1)	(0)	4	(2)
Signal/Switch Failure - Total	(20)	5	0	8	(2)	(22)	(10)	(7)	2	(2)	-	(7)	(5)	(59)
Signal/Switch Failure - Metra/PSA	(21)	5	0	8	(1)	(17)	(7)	(4)	2	1	-	(7)	(6)	(44)
Primary	(13)	3	(0)	4	(1)	(13)	(6)	(3)	4	(1)	(1)	(4)	(2)	(31)
Secondary	(8)	2	1	4	-	(4)	(1)	(1)	(2)	2	1	(3)	(3)	(13)
Signal/Switch Failure - Foreign	1	-	-	-	(2)	(5)	(3)	(3)	-	(3)	-	(1)	0	(15)
Primary	2	-	-	-	(1)	(2)	(2)	(2)	-	(1)	-	(1)	1	(6)
Secondary	(1)	-	-	-	(0)	(2)	(1)	(1)	-	(2)	-	0	(1)	(9)
Mechanical Failure - Total	(6)	1	(0)	(0)	(0)	(3)	1	(1)	(9)	(2)	(6)	(8)	(2)	(37)
Mechanical Failure - Metra/PSA	(6)	2	(0)	1	(0)	(3)	1	(1)	(9)	(2)	(6)	(8)	(2)	(35)
Non-Locomotive Equipment Issue - Metra/PSA	2	2	(0)	1	-	(1)	3	1	(3)	(0)	(1)	(1)	1	4
Primary	3	1	-	(0)	-	(1)	1	1	(1)	(0)	(1)	(1)	1	3
Secondary	(0)	1	(0)	1	-	-	2	-	(3)	-	-	-	(0)	1
Locomotive Issue - Metra/PSA	(9)	(0)	-	-	(0)	(2)	(2)	(2)	(6)	(2)	(5)	(7)	(3)	(39)
Primary	(1)	-	-	-	(0)	(2)	(2)	(1)	(3)	(1)	(0)	(2)	(1)	(13)
Secondary	(8)	(0)	-	-	(0)	(1)	(0)	(1)	(3)	(1)	(5)	(5)	(2)	(26)
Mechanical Failure - Foreign	-	(1)	-	(1)	-	(0)	-	-	-	-	-	-	-	(2)
Passenger Train Interference - Total	(1)	(0)	(0)	2	1	1	1	-	(1)	0	-	-	-	3
Passenger Train Interference - Metra/PSA	-	-	(0)	2	-	0	2	-	(1)	-	-	-	-	3
Passenger Train Interference - Foreign	(1)	(0)	-	(0)	1	1	(1)	-	(0)	0	-	-	-	-
Accident - Total	(16)	-	1	(1)	(1)	(1)	(8)	-	(1)	(2)	(1)	(6)	(2)	(38)
Accident - Metra/PSA	(9)	-	1	(1)	-	(1)	(7)	-	(1)	-	(1)	(6)	(2)	(27)
Accident - Foreign	(7)	-	-	-	(1)	-	(1)	-	-	(2)	-	(0)	(0)	(11)
Track Work - Total	2	1	(1)	(4)	(0)	(0)	(3)	(1)	(2)	5	17	(9)	4	7
Track Work - Metra/PSA	3	1	(1)	(4)	(0)	(6)	(3)	(1)	(2)	6	17	(10)	4	1
Track Work - Foreign	(0)	-	-	-	-	6	-	-	-	(0)	-	1	-	6
Human Error - Total	(2)	(2)	(1)	7	(1)	(10)	(5)	1	4	(6)	3	1	0	(9)
Human Error - Metra/PSA	(0)	(2)	(1)	7	1	(8)	(4)	2	4	(5)	4	2	(3)	(3)
Human Error - Foreign	(2)	-	-	-	(1)	(2)	(0)	(1)	-	(1)	(1)	(1)	3	(6)
PTC Related - Total	0	-	1	1	5	3	4	4	(0)	7	(2)	(1)	6	29
PTC Related - Metra/PSA	0	-	1	1	(0)	1	4	4	(0)	2	(2)	(1)	6	16
PTC Related - Foreign	-	-	-	-	6	2	-	-	-	5	-	-	-	13
Weather - Total	(9)	(6)	3	(3)	0	(5)	(10)	(2)	5	(0)	3	(18)	(7)	(47)
Weather - Metra/PSA	(9)	(6)	3	(3)	0	(5)	(10)	(2)	5	(0)	3	(18)	(7)	(47)
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	(5)	(1)	1	(2)	-	(5)	(1)	(0)	(8)	-	(2)	(6)	2	(26)
Obstruction/Debris - Total	(9)	(7)	1	(2)	(1)	(3)	8	(1)	10	(4)	(4)	4	(2)	(9)
Catenary Failure - Total	-	2	0	2	-	-	-	-	-	-	-	-	-	4
Other - Total	-	-	-	1	1	1	(1)	-	(0)	1	(1)	(0)	3	4
Total Trains Delayed	(71)	(6)	5	8	(2)	(47)	(23)	(13)	(4)	(7)	6	(54)	22	(186)
Total Metra/PSA Delays	-57	-5	5	9	0	-45	-18	-3	0	-2	9	-50	-6	-163
Total Foreign Carrier Delays	-14	-1	0	-1	-2	-1	-6	-10	-4	-5	-3	-4	28	-23

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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 - November 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	88	-	-	-	59	53	135	30	28	57	17	53	382	902
Freight Interference - Peak	27	-	-	-	48	17	54	24	7	35	8	30	115	365
Primary	21	-	-	-	47	15	44	20	5	26	6	26	82	292
Secondary	6	-	-	-	1	2	10	4	2	9	2	4	33	73
Freight Interference - Off-Peak	61	-	-	-	11	36	81	6	21	22	9	23	267	537
Primary	57	-	-	-	8	33	74	3	20	18	6	20	193	432
Secondary	4	-	-	-	3	3	7	3	1	4	3	3	74	105
Signal/Switch Failure - Total	38	52	17	36	30	164	79	33	157	53	16	37	65	777
Signal/Switch Failure - Metra/PSA	20	52	17	36	-	140	73	18	153	23	16	21	52	621
Primary	16	37	14	21	-	107	62	18	135	14	12	16	40	492
Secondary	4	15	3	15	-	33	11	-	18	9	4	5	12	129
Signal/Switch Failure - Foreign	18	-	-	-	30	24	6	15	4	30	-	16	13	156
Primary	17	-	-	-	30	18	5	12	4	26	-	14	13	139
Secondary	1	-	-	-	-	6	1	3	-	4	-	2	-	17
Mechanical Failure - Total	49	3	1	6	5	83	60	26	73	4	63	27	58	458
Mechanical Failure - Metra/PSA	48	3	1	6	5	83	60	26	73	4	63	27	58	457
Non-Locomotive Equipment Issue - Metra/PSA	18	3	1	6	2	10	15	5	16	-	15	10	34	135
Primary	13	2	1	2	2	7	11	2	14	-	12	8	16	90
Secondary	5	1	-	4	-	3	4	3	2	-	3	2	18	45
Locomotive Issue - Metra/PSA	30	-	-	-	3	73	45	21	57	4	48	17	24	322
Primary	19	-	-	-	2	28	21	10	33	3	18	11	13	158
Secondary	11	-	-	-	1	45	24	11	24	1	30	6	11	164
Mechanical Failure - Foreign	1	-	-	-	-	-	-	-	-	-	-	-	-	1
Passenger Train Interference - Total	7	2	-	20	5	28	5	14	7	3	5	3	-	99
Passenger Train Interference - Metra/PSA	-	2	-	19	-	19	5	14	6	-	5	3	-	73
Passenger Train Interference - Foreign	7	-	-	1	5	9	-	-	1	3	-	-	-	26
Accident - Total	97	11	7	-	2	11	15	4	46	4	21	81	27	326
Accident - Metra/PSA	70	11	7	-	-	10	9	4	46	4	20	80	8	269
Accident - Foreign	27	-	-	-	2	1	6	-	-	-	1	1	19	57
Track Work - Total	61	43	2	36	7	39	39	4	76	16	112	56	51	542
Track Work - Metra/PSA	60	42	2	36	1	33	36	4	75	9	112	52	51	513
Track Work - Foreign	1	1	-	-	6	6	3	-	1	7	-	4	-	29
Human Error - Total	55	19	14	27	15	67	53	32	76	14	71	60	56	559
Human Error - Metra/PSA	28	19	14	27	8	21	43	17	76	9	48	33	35	378
Human Error - Foreign	27	-	-	-	7	46	10	15	-	5	23	27	21	181
PTC Related - Total	6	13	5	16	22	77	43	22	41	45	41	34	86	451
PTC Related - Metra/PSA	6	11	5	14	6	67	38	11	39	17	41	34	79	368
PTC Related - Foreign	-	2	-	2	16	10	5	11	2	28	-	-	7	83
Weather - Total	59	45	21	13	9	117	79	11	105	9	107	140	73	788
Weather - Metra/PSA	45	45	21	13	7	114	76	11	105	7	96	136	67	743
Weather - Foreign	14	-	-	-	2	3	3	-	-	2	11	4	6	45
Passenger Related - Total	27	52	17	14	1	38	62	1	86	-	62	51	109	520
Obstruction/Debris - Total	32	34	19	36	1	23	47	7	102	8	61	64	81	515
Catenary Failure - Total	-	18	11	21	-	-	-	-	-	-	-	-	-	50
Other - Total	27	1	-	1	2	1	9	-	3	6	3	-	5	58
Total Trains Delayed	546	293	114	226	158	701	626	184	800	219	579	606	993	6,045
Total Metra/PSA Delays	363	290	114	223	31	549	458	113	764	87	527	501	545	4,565
Total Foreign Carrier Delays	183	3	0	3	127	152	168	71	36	132	52	105	448	1,480

Data for current month is final (12/16/2021) 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 6.b: Train Delays by Cause and Line - YTD
January - November 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	129	-	0	-	51	106	103	62	52	120	12	56	216	908
Freight Interference - Peak	47	-	0	-	44	20	28	22	11	44	4	31	78	330
Primary	27	-	-	-	37	13	20	16	7	34	2	16	37	210
Secondary	20	-	0	-	7	7	8	5	4	10	2	15	41	120
Freight Interference - Off-Peak	81	-	-	-	6	86	76	40	41	76	8	24	139	578
Primary	65	-	-	-	6	56	54	36	32	55	5	18	102	429
Secondary	16	-	-	-	1	30	22	4	9	21	3	7	37	149
Signal/Switch Failure - Total	207	74	33	32	28	191	116	68	125	96	26	73	95	1,165
Signal/Switch Failure - Metra/PSA	123	74	33	32	3	151	95	31	123	37	25	54	82	866
Primary	87	51	25	25	3	92	72	25	92	26	16	29	39	582
Secondary	37	23	8	7	0	59	23	6	31	11	10	25	43	284
Signal/Switch Failure - Foreign	84	-	-	-	24	40	21	37	2	59	0	19	13	299
Primary	65	-	-	-	20	21	15	28	2	39	-	11	9	211
Secondary	19	-	-	-	4	19	6	9	0	20	0	7	4	89
Mechanical Failure - Total	182	18	5	4	6	140	91	32	180	33	93	99	113	998
Mechanical Failure - Metra/PSA	180	13	4	3	6	131	91	32	180	33	93	99	113	977
Non-Locomotive Equipment Issue - Metra/PSA	62	13	4	3	1	20	10	5	23	12	31	31	49	262
Primary	26	4	2	1	1	10	6	3	11	8	18	17	24	132
Secondary	35	8	2	2	0	9	3	2	12	5	13	14	25	130
Locomotive Issue - Metra/PSA	118	0	-	-	5	111	81	26	157	21	62	68	65	715
Primary	36	-	-	-	3	35	32	9	50	10	21	22	22	240
Secondary	82	0	-	-	1	76	49	17	107	11	42	46	43	475
Mechanical Failure - Foreign	2	5	1	2	0	9	1	1	-	-	-	-	-	20
Passenger Train Interference - Total	22	6	2	3	9	31	5	9	5	28	-	3	3	125
Passenger Train Interference - Metra/PSA	2	4	1	1	0	22	2	9	4	0	-	3	2	51
Passenger Train Interference - Foreign	20	2	1	3	9	9	2	1	1	27	-	-	1	75
Accident - Total	79	31	6	11	3	41	44	12	30	17	41	84	52	452
Accident - Metra/PSA	68	17	4	11	1	32	38	10	27	10	39	76	34	368
Accident - Foreign	11	13	2	-	2	9	6	3	4	7	1	8	19	84
Track Work - Total	155	75	13	38	11	93	39	9	112	17	61	61	73	758
Track Work - Metra/PSA	145	75	13	38	10	92	37	9	112	12	61	60	73	737
Track Work - Foreign	10	-	-	-	1	2	2	0	0	5	-	0	-	21
Human Error - Total	164	33	14	16	18	108	60	25	81	35	55	61	70	740
Human Error - Metra/PSA	93	32	14	15	3	65	42	12	79	16	48	45	54	519
Human Error - Foreign	71	1	-	1	15	42	19	13	1	20	7	16	17	222
PTC Related - Total	34	10	3	6	6	9	10	5	42	8	36	30	47	246
PTC Related - Metra/PSA	32	10	3	6	2	9	10	3	41	4	36	29	46	231
PTC Related - Foreign	2	-	-	-	4	0	-	2	1	4	-	1	1	15
Weather - Total	119	82	28	39	4	80	65	18	116	10	80	111	49	800
Weather - Metra/PSA	119	82	28	39	4	80	65	18	116	9	80	110	49	797
Weather - Foreign	0	-	-	-	0	0	-	-	1	1	-	0	0	3
Passenger Related - Total	88	77	12	15	1	114	94	9	117	5	102	135	138	909
Obstruction/Debris - Total	87	41	12	35	5	45	44	17	84	29	33	81	89	601
Catenary Failure - Total	-	25	5	10	-	-	-	-	-	-	-	-	-	40
Other - Total	3	1	2	4	0	5	7	1	6	2	4	7	4	46
Total Trains Delayed	1,268	473	136	213	141	964	679	269	950	402	542	800	951	7,788
Total Metra/PSA Delays	936	451	132	208	35	747	526	151	888	158	522	701	684	6,138
Total Foreign Carrier Delays	332	21	4	5	106	217	153	118	62	244	21	99	267	1,649

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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.

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 - November 2021 Compared to Average January - November 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	(41)	-	(0)	-	8	(53)	32	(32)	(24)	(63)	5	(3)	166	(6)
Freight Interference - Peak	(20)	-	(0)	-	4	(3)	26	2	(4)	(9)	4	(1)	37	35
Primary	(6)	-	-	-	10	2	24	4	(2)	(8)	4	10	45	82
Secondary	(14)	-	(0)	-	(6)	(5)	2	(1)	(2)	(1)	-	(11)	(8)	(47)
Freight Interference - Off-Peak	(20)	-	-	-	5	(50)	5	(34)	(20)	(54)	1	(1)	128	(41)
Primary	(8)	-	-	-	2	(23)	20	(33)	(12)	(37)	1	2	91	3
Secondary	(12)	-	-	-	2	(27)	(15)	(1)	(8)	(17)	(0)	(4)	37	(44)
Signal/Switch Failure - Total	(169)	(22)	(16)	4	2	(27)	(37)	(35)	32	(43)	(10)	(36)	(30)	(388)
Signal/Switch Failure - Metra/PSA	(103)	(22)	(16)	4	(3)	(11)	(22)	(13)	30	(14)	(9)	(33)	(30)	(245)
Primary	(71)	(14)	(11)	(4)	(3)	15	(10)	(7)	43	(12)	(4)	(13)	1	(90)
Secondary	(33)	(8)	(5)	8	(0)	(26)	(12)	(6)	(13)	(2)	(6)	(20)	(31)	(155)
Signal/Switch Failure - Foreign	(66)	-	-	-	6	(16)	(15)	(22)	2	(29)	(0)	(3)	0	(143)
Primary	(48)	-	-	-	10	(3)	(10)	(16)	2	(13)	-	3	4	(72)
Secondary	(18)	-	-	-	(4)	(13)	(5)	(6)	(0)	(16)	(0)	(5)	(4)	(72)
Mechanical Failure - Total	(133)	(15)	(4)	2	(1)	(57)	(31)	(6)	(107)	(29)	(30)	(72)	(55)	(540)
Mechanical Failure - Metra/PSA	(132)	(10)	(3)	3	(1)	(48)	(31)	(6)	(107)	(29)	(30)	(72)	(55)	(520)
Non-Locomotive Equipment Issue - Metra/PSA	(44)	(10)	(3)	3	1	(10)	5	(0)	7	(12)	(16)	(21)	(15)	(127)
Primary	(13)	(2)	(1)	1	1	(3)	5	(1)	3	(8)	(6)	(9)	(8)	(42)
Secondary	(30)	(7)	(2)	2	(0)	(6)	1	(1)	(10)	(5)	(10)	(12)	(7)	(85)
Locomotive Issue - Metra/PSA	(88)	(0)	-	-	(2)	(38)	(36)	(5)	(100)	(17)	(14)	(51)	(41)	(393)
Primary	(17)	-	-	-	(1)	(7)	(11)	1	(17)	(7)	(3)	(11)	(9)	(82)
Secondary	(71)	(0)	-	-	(0)	(31)	(25)	(6)	(83)	(10)	(12)	(40)	(32)	(311)
Mechanical Failure - Foreign	(1)	(5)	(1)	(2)	(0)	(9)	(1)	(1)	-	-	-	-	-	(19)
Passenger Train Interference - Total	(15)	(4)	(2)	17	(4)	(3)	0	5	2	(25)	5	0	(3)	(26)
Passenger Train Interference - Metra/PSA	(2)	(2)	(1)	18	(0)	(3)	3	5	2	(0)	5	0	(2)	22
Passenger Train Interference - Foreign	(13)	(2)	(1)	(2)	(4)	0	(2)	(1)	(0)	(24)	-	-	(1)	(49)
Accident - Total	18	(20)	1	(11)	(1)	(30)	(29)	(8)	16	(13)	(20)	(3)	(25)	(126)
Accident - Metra/PSA	2	(6)	3	(11)	(1)	(22)	(29)	(6)	19	(6)	(19)	4	(26)	(99)
Accident - Foreign	16	(13)	(2)	-	(0)	(8)	0	(3)	(4)	(7)	(0)	(7)	0	(27)
Track Work - Total	(94)	(32)	(11)	(2)	(4)	(54)	0	(5)	(36)	(1)	51	(5)	(22)	(216)
Track Work - Metra/PSA	(85)	(33)	(11)	(2)	(9)	(59)	(1)	(5)	(37)	(3)	51	(8)	(22)	(224)
Track Work - Foreign	(9)	1	-	-	5	4	1	(0)	1	2	-	4	-	8
Human Error - Total	(109)	(14)	0	11	(3)	(41)	(7)	7	(5)	(21)	16	(1)	(14)	(181)
Human Error - Metra/PSA	(65)	(13)	0	12	5	(44)	1	5	(3)	(7)	-	(12)	(19)	(141)
Human Error - Foreign	(44)	(1)	-	(1)	(8)	4	(9)	2	(1)	(15)	16	11	4	(41)
PTC Related - Total	(28)	3	2	10	16	68	33	17	(1)	37	5	4	39	205
PTC Related - Metra/PSA	(26)	1	2	8	4	58	28	8	(2)	13	5	5	33	137
PTC Related - Foreign	(2)	2	-	2	12	10	5	9	1	24	-	(1)	6	68
Weather - Total	(60)	(37)	(7)	(26)	5	37	14	(7)	(11)	(1)	27	29	24	(12)
Weather - Metra/PSA	(74)	(37)	(7)	(26)	3	34	11	(7)	(11)	(2)	16	26	18	(54)
Weather - Foreign	14	-	-	-	2	3	3	-	(1)	1	11	4	6	42
Passenger Related - Total	(61)	(25)	5	(1)	0	(76)	(32)	(8)	(31)	(5)	(40)	(84)	(29)	(389)
Obstruction/Debris - Total	(55)	(7)	7	1	(4)	(22)	3	(10)	18	(21)	28	(17)	(8)	(86)
Catenary Failure - Total	-	(7)	6	11	-	-	-	-	-	-	-	-	-	10
Other - Total	24	-	(2)	(3)	2	(4)	2	(1)	(3)	4	(1)	(7)	1	12
Total Trains Delayed	(722)	(180)	(22)	13	17	(263)	(53)	(85)	(150)	(183)	37	(194)	42	(1,743)
Total Metra/PSA Delays	-573	-161	-18	15	-4	-198	-68	-38	-124	-71	5	-200	-139	-1,573
Total Foreign Carrier Delays	-149	-18	-4	-2	21	-65	15	-47	-26	-112	31	6	181	-169

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**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 - Nov	
Freight Interference - Total	65	109	39	44	60	79	120	139	100	68	79		902	14.9%
Freight Interference - Peak	31	52	21	17	23	26	42	55	29	35	34		365	6.0%
Primary	26	43	17	16	21	22	31	38	22	28	28		292	4.8%
Secondary	5	9	4	1	2	4	11	17	7	7	6		73	1.2%
Freight Interference - Off-Peak	34	57	18	27	37	53	78	84	71	33	45		537	8.9%
Primary	24	47	16	26	32	44	54	64	61	28	36		432	7.1%
Secondary	10	10	2	1	5	9	24	20	10	5	9		105	1.7%
Signal/Switch Failure - Total	46	93	43	37	50	84	117	59	67	106	75		777	12.9%
Signal/Switch Failure - Metra/PSA	37	65	37	28	30	60	108	49	53	92	62		621	10.3%
Primary	32	51	29	26	27	51	80	39	41	73	43		492	8.1%
Secondary	5	14	8	2	3	9	28	10	12	19	19		129	2.1%
Signal/Switch Failure - Foreign	9	28	6	9	20	24	9	10	14	14	13		156	2.6%
Primary	8	25	6	7	18	23	8	9	10	13	12		139	2.3%
Secondary	1	3	-	2	2	1	1	1	4	1	1		17	0.3%
Mechanical Failure - Total	25	43	23	37	32	43	75	51	53	40	36		458	7.6%
Mechanical Failure - Metra/PSA	25	43	23	37	32	43	75	51	52	40	36		457	7.6%
Non-Locomotive Equipment Issue - Metra/PSA	4	14	9	3	10	20	17	7	20	9	22		135	2.2%
Primary	3	8	6	3	7	13	10	6	13	8	13		90	1.5%
Secondary	1	6	3	-	3	7	7	1	7	1	9		45	0.7%
Locomotive Issue - Metra/PSA	21	29	14	34	22	23	58	44	32	31	14		322	5.3%
Primary	11	19	11	14	10	14	28	14	17	14	6		158	2.6%
Secondary	10	10	3	20	12	9	30	30	15	17	8		164	2.7%
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	1	-	-		1	0.0%
Passenger Train Interference - Total	2	9	3	1	1	5	16	18	18	13	13		99	1.6%
Passenger Train Interference - Metra/PSA	2	7	3	1	-	4	9	16	13	10	8		73	1.2%
Passenger Train Interference - Foreign	-	2	-	-	1	1	7	2	5	3	5		26	0.4%
Accident - Total	30	35	24	40	17	36	5	66	50	15	8		326	5.4%
Accident - Metra/PSA	23	21	24	39	14	23	5	61	36	15	8		269	4.4%
Accident - Foreign	7	14	-	1	3	13	-	5	14	-	-		57	0.9%
Track Work - Total	1	18	40	17	28	38	76	77	93	63	91		542	9.0%
Track Work - Metra/PSA	1	18	38	16	27	37	73	71	86	62	84		513	8.5%
Track Work - Foreign	-	-	2	1	1	1	3	6	7	1	7		29	0.5%
Human Error - Total	25	62	27	23	47	29	108	83	59	46	50		559	9.2%
Human Error - Metra/PSA	19	52	19	16	34	20	71	53	37	17	40		378	6.3%
Human Error - Foreign	6	10	8	7	13	9	37	30	22	29	10		181	3.0%
PTC Related - Total	33	32	35	26	37	60	50	41	51	37	49		451	7.5%
PTC Related - Metra/PSA	28	26	29	16	31	54	39	33	48	29	35		368	6.1%
PTC Related - Foreign	5	6	6	10	6	6	11	8	3	8	14		83	1.4%
Weather - Total	23	430	5	1	12	31	27	106	10	58	85		788	13.0%
Weather - Metra/PSA	23	397	5	1	12	31	27	95	10	57	85		743	12.3%
Weather - Foreign	-	33	-	-	-	-	-	11	-	1	-		45	0.7%
Passenger Related - Total	20	37	23	18	27	67	89	76	63	50	50		520	8.6%
Obstruction/Debris - Total	36	36	21	26	50	45	72	34	68	75	52		515	8.5%
Catenary Failure - Total	-	-	-	2	11	-	2	14	14	-	7		50	0.8%
Other - Total	-	-	1	4	4	1	2	7	2	30	7		58	1.0%
Total Trains Delayed	306	904	284	276	376	518	759	771	648	601	602		6,045	100.0%
Total Metra/PSA Delays	214	702	223	204	272	385	572	560	482	477	474		4,565	75.5%
Total Foreign Carrier Delays	92	202	61	72	104	133	187	211	166	124	128		1,480	24.5%

Data for current month is final (12/16/2021) version of TOPS

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

**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 - Nov	
Freight Interference - Total	55	52	58	18	12	37	63	68	46	44	51	51	504	11.3%
Freight Interference - Peak	19	13	20	6	3	12	24	33	20	19	18	21	187	4.2%
Primary	13	10	13	6	3	12	22	27	19	18	18	14	161	3.6%
Secondary	6	3	7	-	-	-	2	6	1	1	-	7	26	0.6%
Freight Interference - Off-Peak	36	39	38	12	9	25	39	35	26	25	33	30	317	7.1%
Primary	26	31	26	11	8	18	30	28	24	23	28	28	253	5.7%
Secondary	10	8	12	1	1	7	9	7	2	2	5	2	64	1.4%
Signal/Switch Failure - Total	87	146	47	22	31	44	56	32	37	36	50	24	588	13.2%
Signal/Switch Failure - Metra/PSA	70	77	36	20	24	35	51	29	30	31	48	21	451	10.1%
Primary	52	46	28	18	20	29	39	28	23	23	41	16	347	7.8%
Secondary	18	31	8	2	4	6	12	1	7	8	7	5	104	2.3%
Signal/Switch Failure - Foreign	17	69	11	2	7	9	5	3	7	5	2	3	137	3.1%
Primary	15	61	10	2	6	9	4	3	6	4	2	2	122	2.7%
Secondary	2	8	1	-	1	-	1	-	1	1	-	1	15	0.3%
Mechanical Failure - Total	99	106	37	15	13	12	23	21	32	32	10	26	400	9.0%
Mechanical Failure - Metra/PSA	93	92	37	15	13	11	23	21	32	32	10	26	379	8.5%
Non-Locomotive Equipment Issue - Metra/PSA	29	45	11	6	4	3	11	4	10	17	4	3	144	3.2%
Primary	12	16	5	4	3	3	10	4	9	13	4	3	83	1.9%
Secondary	17	29	6	2	1	-	1	-	1	4	-	-	61	1.4%
Locomotive Issue - Metra/PSA	64	47	26	9	9	8	12	17	22	15	6	23	235	5.3%
Primary	16	18	15	5	7	6	10	10	8	14	2	11	111	2.5%
Secondary	48	29	11	4	2	2	2	7	14	1	4	12	124	2.8%
Mechanical Failure - Foreign	6	14	-	-	-	1	-	-	-	-	-	-	21	0.5%
Passenger Train Interference - Total	5	7	2	2	-	3	3	9	1	2	3	2	37	0.8%
Passenger Train Interference - Metra/PSA	3	2	2	2	-	2	3	8	1	-	2	2	25	0.6%
Passenger Train Interference - Foreign	2	5	-	-	-	1	-	1	-	2	1	-	12	0.3%
Accident - Total	57	18	20	4	5	5	25	19	10	15	30	21	208	4.7%
Accident - Metra/PSA	57	17	13	4	1	1	18	19	10	10	27	21	177	4.0%
Accident - Foreign	-	1	7	-	4	4	7	-	-	5	3	-	31	0.7%
Track Work - Total	41	46	38	18	41	59	40	30	28	28	40	7	409	9.2%
Track Work - Metra/PSA	40	43	34	13	40	56	40	25	25	27	40	7	383	8.6%
Track Work - Foreign	1	3	4	5	1	3	-	5	3	1	-	-	26	0.6%
Human Error - Total	103	99	42	14	17	18	36	36	28	36	29	23	458	10.3%
Human Error - Metra/PSA	97	80	39	10	17	14	24	28	17	25	24	21	375	8.4%
Human Error - Foreign	6	19	3	4	-	4	12	8	11	11	5	2	83	1.9%
PTC Related - Total	43	36	21	28	29	20	33	27	48	37	35	43	357	8.0%
PTC Related - Metra/PSA	39	32	14	19	29	16	26	24	47	35	29	39	310	7.0%
PTC Related - Foreign	4	4	7	9	-	4	7	3	1	2	6	4	47	1.1%
Weather - Total	33	89	4	7	24	11	26	148	10	80	93	16	525	11.8%
Weather - Metra/PSA	32	89	4	7	23	10	26	148	10	80	93	16	522	11.7%
Weather - Foreign	1	-	-	-	1	1	-	-	-	-	-	-	3	0.1%
Passenger Related - Total	57	55	37	5	12	47	24	27	24	26	12	18	326	7.3%
Obstruction/Debris - Total	97	39	25	18	165	21	27	31	31	22	75	18	551	12.4%
Catenary Failure - Total	21	-	25	-	-	-	1	-	-	-	-	-	47	1.1%
Other - Total	11	8	3	3	1	-	5	2	3	6	1	3	43	1.0%
Total Trains Delayed	709	701	359	154	350	277	362	450	298	364	429	252	4,453	100.0%
Total Metra/PSA Delays	617	534	269	116	325	213	268	362	230	294	361	192	3,589	80.6%
Total Foreign Carrier Delays	92	167	90	38	25	64	94	88	68	70	68	60	864	19.4%

Data for current month is final (12/17/2020) version of TOPS

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

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

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

Table 8: Train Delays by Duration
November 2021

<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
Weekday Peak *														
6-10	8	6	5	9	5	10	20	3	16	7	8	9	20	126
11-15	3	4	3	2	3	1	3	1	3	5	4	3	12	47
16-20	0	1	0	1	2	2	1	1	2	2	0	2	4	18
21+	1	0	0	0	1	3	3	2	1	2	3	4	9	29
Annulled	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<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>4</u>
Sub-Total	12	12	8	13	11	16	27	8	22	16	16	18	45	224
Weekday Off-Peak **														
6-10	9	12	4	4	0	18	4	1	33	7	24	7	23	146
11-15	9	5	2	1	0	1	4	2	10	2	10	8	17	71
16-20	5	0	0	0	0	3	0	1	3	2	3	3	9	29
21+	3	1	2	1	0	1	3	2	5	2	8	2	11	41
Annulled	<u>0</u>	<u>2</u>	<u>1</u>	<u>5</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>14</u>
Sub-Total	26	20	9	11	0	25	11	6	51	13	49	20	60	301
Saturday														
6-10	0	3	0	3	0	2	0	0	6	0	0	4	4	22
11-15	0	0	0	3	0	3	3	0	0	0	0	1	2	12
16-20	1	1	0	0	0	1	2	0	0	0	0	3	0	8
21+	0	0	0	0	0	1	2	0	0	0	1	3	2	9
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>1</u>	<u>0</u>	<u>1</u>
Sub-Total	1	4	0	6	0	7	7	0	6	0	1	12	8	52
Sunday-Holiday														
6-10	0	0	0	0	0	3	1	0	3	0	0	1	1	9
11-15	0	0	0	1	0	0	1	0	2	0	0	1	1	6
16-20	0	0	0	0	0	0	2	0	0	0	0	1	1	4
21+	0	0	0	0	0	0	2	0	2	0	0	0	0	4
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
Sub-Total	1	0	0	1	0	3	6	0	8	0	0	3	3	25
November 2021 Total														
6-10	17	21	9	16	5	33	25	4	58	14	32	21	48	303
11-15	12	9	5	7	3	5	11	3	15	7	14	13	32	136
16-20	6	2	0	1	2	6	5	2	5	4	3	9	14	59
21+	4	1	2	1	1	5	10	4	8	4	12	9	22	83
Annulled	<u>1</u>	<u>3</u>	<u>1</u>	<u>6</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>5</u>	<u>1</u>	<u>0</u>	<u>21</u>
TOTAL	40	36	17	31	11	51	51	14	87	29	66	53	116	602
2021 Year-to-Date														
6-10	181	141	46	112	67	330	297	84	463	86	175	177	343	2,502
11-15	106	69	18	36	37	179	151	36	140	45	101	102	242	1,262
16-20	56	26	15	19	16	76	74	18	68	25	61	80	136	670
21+	129	41	22	37	35	96	92	39	108	57	176	201	244	1,277
Annulled	<u>74</u>	<u>16</u>	<u>13</u>	<u>22</u>	<u>3</u>	<u>20</u>	<u>12</u>	<u>7</u>	<u>21</u>	<u>6</u>	<u>66</u>	<u>46</u>	<u>28</u>	<u>334</u>
TOTAL	546	293	114	226	158	701	626	184	800	219	579	606	993	6,045
Share of Delays by Duration														
<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
November 2021 Total														
6-10	42.5%	58.3%	52.9%	51.6%	45.5%	64.7%	49.0%	28.6%	66.7%	48.3%	48.5%	39.6%	41.4%	50.3%
11-15	30.0%	25.0%	29.4%	22.6%	27.3%	9.8%	21.6%	21.4%	17.2%	24.1%	21.2%	24.5%	27.6%	22.6%
16-20	15.0%	5.6%	0.0%	3.2%	18.2%	11.8%	9.8%	14.3%	5.7%	13.8%	4.5%	17.0%	12.1%	9.8%
21+	10.0%	2.8%	11.8%	3.2%	9.1%	9.8%	19.6%	28.6%	9.2%	13.8%	18.2%	17.0%	19.0%	13.8%
Annulled	<u>2.5%</u>	<u>8.3%</u>	<u>5.9%</u>	<u>19.4%</u>	<u>0.0%</u>	<u>3.9%</u>	<u>0.0%</u>	<u>7.1%</u>	<u>1.1%</u>	<u>0.0%</u>	<u>7.6%</u>	<u>1.9%</u>	<u>0.0%</u>	<u>3.5%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2021 Year-to-Date Delays By Duration														
6-10	33.2%	48.1%	40.4%	49.6%	42.4%	47.1%	47.4%	45.7%	57.9%	39.3%	30.2%	29.2%	34.5%	41.4%
11-15	19.4%	23.5%	15.8%	15.9%	23.4%	25.5%	24.1%	19.6%	17.5%	20.5%	17.4%	16.8%	24.4%	20.9%
16-20	10.3%	8.9%	13.2%	8.4%	10.1%	10.8%	11.8%	9.8%	8.5%	11.4%	10.5%	13.2%	13.7%	11.1%
21+	23.6%	14.0%	19.3%	16.4%	22.2%	13.7%	14.7%	21.2%	13.5%	26.0%	30.4%	33.2%	24.6%	21.1%
Annulled	<u>13.6%</u>	<u>5.5%</u>	<u>11.4%</u>	<u>9.7%</u>	<u>1.9%</u>	<u>2.9%</u>	<u>1.9%</u>	<u>3.8%</u>	<u>2.6%</u>	<u>2.7%</u>	<u>11.4%</u>	<u>7.6%</u>	<u>2.8%</u>	<u>5.5%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

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