

On-Time Performance

May 2020



Prepared by the Division of Strategic Planning & Performance

On-Time Performance May 2020

This report presents an analysis of May 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.

Under these alternate schedules, Metra operated between 343 and 376 scheduled revenue trains each weekday in May, which is a 46 to 50 percent reduction from Metra's normal weekday service of 692 scheduled revenue trains. Beginning Saturday May 9, Metra operated 221 Saturday revenue trains, which is a 19 percent reduction from the 273 Saturday trains Metra normally operates. As a result of these reductions under the alternative schedules Metra operated about 45 percent fewer revenue trains in May 2020 than in May 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
May 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	440	3	99.3%	380	3	99.2%	820	6	99.3%	110	9	91.8%	120	14	88.3%	1,050	29	97.2%
ME-ML	323	2	99.4%	669	36	94.6%	992	38	96.2%	200	18	91.0%	120	12	90.0%	1,312	68	94.8%
ME-BI	96	3	96.9%	176	3	98.3%	272	6	97.8%	40	1	97.5%	--	--	--	312	7	97.8%
ME-SC	<u>176</u>	<u>3</u>	98.3%	<u>529</u>	<u>14</u>	97.4%	<u>705</u>	<u>17</u>	97.6%	<u>160</u>	<u>6</u>	96.3%	<u>120</u>	<u>13</u>	89.2%	<u>985</u>	<u>36</u>	96.3%
Subtotal	595	8	98.7%	1,374	53	96.1%	1,969	61	96.9%	400	25	93.8%	240	25	89.6%	2,609	111	95.7%
HC	44	4	90.9%	1	0	100.0%	45	4	91.1%	--	--	--	--	--	--	45	4	91.1%
MD-N	280	10	96.4%	280	7	97.5%	560	17	97.0%	92	6	93.5%	108	13	88.0%	760	36	95.3%
MD-W	<u>260</u>	<u>2</u>	99.2%	<u>380</u>	<u>7</u>	98.2%	<u>640</u>	<u>9</u>	98.6%	<u>96</u>	<u>10</u>	89.6%	<u>108</u>	<u>11</u>	89.8%	<u>844</u>	<u>30</u>	96.4%
Subtotal	540	12	97.8%	660	14	97.9%	1,200	26	97.8%	188	16	91.5%	216	24	88.9%	1,604	66	95.9%
NCS	45	0	100.0%	7	0	100.0%	52	0	100.0%	--	--	--	--	--	--	52	0	100.0%
RI	220	4	98.2%	540	8	98.5%	760	12	98.4%	145	6	95.9%	168	21	87.5%	1,073	39	96.4%
SWS	83	0	100.0%	13	0	100.0%	96	0	100.0%	6	0	100.0%	--	--	--	102	0	100.0%
UP-N	220	2	99.1%	500	3	99.4%	720	5	99.3%	98	5	94.9%	108	11	89.8%	926	21	97.7%
UP-NW	320	3	99.1%	420	4	99.0%	740	7	99.1%	118	11	90.7%	126	16	87.3%	984	34	96.5%
UP-W	<u>240</u>	<u>7</u>	97.1%	<u>440</u>	<u>17</u>	96.1%	<u>680</u>	<u>24</u>	96.5%	<u>92</u>	<u>5</u>	94.6%	<u>108</u>	<u>17</u>	84.3%	<u>880</u>	<u>46</u>	94.8%
Subtotal	780	12	98.5%	1,360	24	98.2%	2,140	36	98.3%	308	21	93.2%	342	44	87.1%	2,790	101	96.4%
System	2,747	43	98.4%	4,335	102	97.6%	7,082	145	98.0%	1,157	77	93.3%	1,086	128	88.2%	9,325	350	96.2%

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

Delays data for most recent month is final (06/15/2020) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - May 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	4,270	103	97.6%	3,269	65	98.0%	7,539	168	97.8%	620	28	95.5%	480	24	95.0%	8,639	220	97.5%
ME-ML	3,089	67	97.8%	4,004	107	97.3%	7,093	174	97.5%	880	40	95.5%	480	18	96.3%	8,453	232	97.3%
ME-BI	924	22	97.6%	1,177	16	98.6%	2,101	38	98.2%	216	11	94.9%	40	3	92.5%	2,357	52	97.8%
ME-SC	<u>1,120</u>	<u>15</u>	98.7%	<u>3,050</u>	<u>53</u>	98.3%	<u>4,170</u>	<u>68</u>	98.4%	<u>704</u>	<u>26</u>	96.3%	<u>480</u>	<u>15</u>	96.9%	<u>5,354</u>	<u>109</u>	98.0%
Subtotal	5,133	104	98.0%	8,231	176	97.9%	13,364	280	97.9%	1,800	77	95.7%	1,000	36	96.4%	16,164	393	97.6%
HC	560	47	91.6%	87	7	92.0%	647	54	91.7%	--	--	--	--	--	--	647	54	91.7%
MD-N	2,168	105	95.2%	2,795	102	96.4%	4,963	207	95.8%	432	29	93.3%	432	20	95.4%	5,827	256	95.6%
MD-W	<u>2,176</u>	<u>83</u>	96.2%	<u>2,698</u>	<u>125</u>	95.4%	<u>4,874</u>	<u>208</u>	95.7%	<u>504</u>	<u>50</u>	90.1%	<u>432</u>	<u>18</u>	95.8%	<u>5,810</u>	<u>276</u>	95.2%
Subtotal	4,344	188	95.7%	5,493	227	95.9%	9,837	415	95.8%	936	79	91.6%	864	38	95.6%	11,637	532	95.4%
NCS	761	79	89.6%	837	59	93.0%	1,598	138	91.4%	--	--	--	--	--	--	1,598	138	91.4%
RI	2,591	135	94.8%	3,155	141	95.5%	5,746	276	95.2%	720	36	95.0%	686	43	93.7%	7,152	355	95.0%
SWS	913	21	97.7%	1,473	64	95.7%	2,386	85	96.4%	108	6	94.4%	--	--	--	2,494	91	96.4%
UP-N	2,249	32	98.6%	3,505	44	98.7%	5,754	76	98.7%	540	13	97.6%	432	22	94.9%	6,726	111	98.3%
UP-NW	2,665	97	96.4%	2,846	58	98.0%	5,511	155	97.2%	696	20	97.1%	504	23	95.4%	6,711	198	97.0%
UP-W	<u>2,127</u>	<u>63</u>	97.0%	<u>2,902</u>	<u>84</u>	97.1%	<u>5,029</u>	<u>147</u>	97.1%	<u>432</u>	<u>8</u>	98.1%	<u>432</u>	<u>26</u>	94.0%	<u>5,893</u>	<u>181</u>	96.9%
Subtotal	7,041	192	97.3%	9,253	186	98.0%	16,294	378	97.7%	1,668	41	97.5%	1,368	71	94.8%	19,330	490	97.5%
System	25,613	869	96.6%	31,798	925	97.1%	57,411	1,794	96.9%	5,852	267	95.4%	4,398	212	95.2%	67,661	2,273	96.6%

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

Delays data for most recent month is final (06/15/2020) 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-May	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	94.4%	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	94.8%	94.0%
	2017	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	95.9%	94.5%
	2018	89.6	91.6	92.7	94.2	90.5	92.2	91.6	92.7	92.0	92.4	92.5	95.1	91.7%	92.2%
	2019	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3	96.7	96.3	95.9	97.7	93.9%	95.0%
	2020	97.3	96.6	97.5	99.5	97.2								97.5%	97.5%
	2015-2019 average	92.4	92.0	95.9	96.0	94.2	93.3	93.5	94.0	93.7	94.3	93.8	95.1	94.1%	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	98.6%	98.1%
	2017	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	98.1%	98.1%
	2018	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2	97.7	95.9	98.4%	98.1%
	2019	96.4	90.7	99.6	99.7	98.6	99.5	97.1	98.6	98.9	99.3	98.7	98.5	97.2%	98.0%
	2020	97.5	97.3	98.2	99.3	95.7								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	98.0%	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	90.6%	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	95.1%	93.2%
	2018	86.4	90.7	90.9	95.2	73.4	87.1	93.9	93.2	96.2	88.8	87.8	90.7	87.2%	89.4%
	2019	81.8	82.1	87.1	87.7	85.1	92.1	89.6	89.0	82.9	90.7	90.7	95.9	84.8%	87.9%
	2020	90.9	91.4	89.0	95.5	91.1								91.7%	91.7%
	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	92.8%	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	94.9%	94.6%
	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	95.9%	93.8%
	2018	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0	90.3	94.3	92.1%	92.7%
	2019	88.4	85.2	94.2	94.3	94.3	92.3	89.4	91.8	95.3	93.2	88.9	95.1	91.5%	91.9%
	2020	93.3	95.7	97.6	97.0	95.3								95.6%	95.6%
	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	94.9%	94.9%
	2017	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	96.1%	95.5%
	2018	94.7	91.3	96.3	97.7	95.8	96.5	97.4	96.6	96.4	95.7	93.2	96.6	95.2%	95.7%
	2019	92.3	91.9	96.4	95.7	95.5	97.0	96.7	96.0	96.2	95.5	91.0	96.1	94.4%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4								95.2%	95.2%
	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	95.2%	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	92.0%	93.8%
	2016	92.3	95.5	91.7	93.3	94.4	96.3	95.0	96.4	96.1	95.5	95.2	92.6	93.4%	94.5%
	2017	92.6	91.6	95.1	95.2	95.5	95.7	94.8	98.0	92.7	91.9	92.6	92.0	94.0%	94.0%
	2018	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	92.3%	92.9%
	2019	87.6	91.8	95.0	95.2	95.0	97.3	95.2	95.0	95.8	95.2	91.3	96.7	93.0%	94.3%
	2020	92.7	82.0	95.5	94.8	100.0								91.4%	91.4%
	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	92.9%	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-May	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	97.7%	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	95.8%	96.1%
	2017	95.2	97.1	97.8	98.0	94.6	96.0	95.3	95.2	95.7	95.9	94.0	92.8	96.6%	95.7%
	2018	92.2	90.2	95.7	96.8	94.8	95.0	96.7	94.9	95.6	97.2	93.3	95.4	94.0%	94.8%
	2019	89.8	87.1	96.7	95.7	88.9	94.0	88.2	92.6	90.1	94.9	91.4	94.1	91.7%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4								95.0%	95.0%
	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	95.1%	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	94.5%	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	95.7%	95.2%
	2017	96.2	94.1	96.4	97.3	92.8	97.1	97.1	94.3	96.3	93.7	90.1	93.8	95.3%	94.9%
	2018	93.9	90.5	92.0	95.4	92.4	87.1	91.9	92.7	94.8	93.6	93.1	95.2	92.9%	92.7%
	2019	90.4	91.0	93.8	94.4	95.3	91.7	92.0	94.9	92.0	92.1	94.1	94.2	93.0%	93.0%
	2020	95.6	94.1	97.6	98.1	100.0								96.4%	96.4%
	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	94.3%	94.1%
UP-N	2015	98.6	95.6	98.3	97.1	97.7	98.2	97.0	95.9	98.2	97.0	97.6	98.4	97.5%	97.5%
	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1	99.1	98.0	98.1	97.8%	97.8%
	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	97.5%	97.2%
	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	96.8%	96.6%
	2019	90.7	89.1	96.9	97.6	97.6	95.3	94.6	94.7	97.2	95.4	94.4	99.3	94.5%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7								98.3%	98.3%
	2015-2019 average	95.9	95.4	97.6	97.5	97.7	97.3	96.4	96.2	97.6	97.3	96.2	97.3	96.8%	96.9%
UP-NW	2015	96.0	91.6	97.6	96.3	96.9	96.8	94.1	96.5	96.1	97.5	96.7	97.5	95.8%	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	97.4%	96.3%
	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	96.6%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	95.2%	94.9%
	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4	96.7	92.1	88.6	95.4	92.9%	93.0%
	2020	96.3	96.1	98.0	98.7	96.5								97.0%	97.0%
	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	95.6%	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	95.0%	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	95.1%	95.1%
	2017	95.0	96.5	96.1	92.9	93.8	92.4	94.8	94.3	94.7	92.9	94.8	90.7	94.9%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	91.5%	91.5%
	2019	90.4	77.0	90.7	94.0	92.9	95.9	91.1	95.3	95.0	95.3	92.3	95.9	89.2%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8								96.9%	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	93.1%	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	96.4%	96.1%
	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	96.6%	95.8%
	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4	95.5	93.6	94.6	94.7%	94.8%
	2019	91.8	88.2	96.3	96.1	95.3	95.8	93.2	95.3	95.9	95.7	93.6	96.7	93.7%	94.6%
	2020	95.9	95.6	97.6	98.5	96.2								96.6%	96.6%
	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	95.5%	95.5%

Delays data for most recent month is final (06/15/2020) 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
May 2020**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
<i>No weekday trains less than 85 percent on-time.</i>					

Data is final (06/15/2020) 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
May 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	-	-	-	1	-	5	-	1	-	-	-	3	12
Freight Interference - Peak	-	-	-	-	1	-	2	-	-	-	-	-	-	3
Primary	-	-	-	-	1	-	2	-	-	-	-	-	-	3
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Freight Interference - Off-Peak	2	-	-	-	-	-	3	-	1	-	-	-	3	9
Primary	2	-	-	-	-	-	3	-	1	-	-	-	2	8
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	1	1
Signal/Switch Failure - Total	-	2	3	1	3	10	2	-	2	-	-	2	6	31
Signal/Switch Failure - Metra/PSA	-	2	3	1	-	9	1	-	-	-	-	2	6	24
Primary	-	2	3	1	-	8	1	-	-	-	-	1	4	20
Secondary	-	-	-	-	-	1	-	-	-	-	-	1	2	4
Signal/Switch Failure - Foreign	-	-	-	-	3	1	1	-	2	-	-	-	-	7
Primary	-	-	-	-	3	1	1	-	1	-	-	-	-	6
Secondary	-	-	-	-	-	-	-	-	1	-	-	-	-	1
Mechanical Failure - Total	2	-	-	-	-	-	3	-	2	-	1	1	4	13
Mechanical Failure - Metra/PSA	2	-	-	-	-	-	3	-	2	-	1	1	4	13
Non-Locomotive Equipment Issue - Metra/PSA	-	-	-	-	-	-	-	-	-	-	1	1	2	4
Primary	-	-	-	-	-	-	-	-	-	-	1	1	2	3
Secondary	-	-	-	-	-	-	-	-	-	-	-	1	-	1
Locomotive Issue - Metra/PSA	2	-	-	-	-	-	3	-	2	-	-	-	2	9
Primary	2	-	-	-	-	-	2	-	1	-	-	-	2	7
Secondary	-	-	-	-	-	-	1	-	1	-	-	-	-	2
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Metra/PSA	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Accident - Total	-	-	-	-	-	-	1	-	1	-	-	-	3	5
Accident - Metra/PSA	-	-	-	-	-	-	1	-	-	-	-	-	-	1
Accident - Foreign	-	-	-	-	-	-	-	-	1	-	-	-	3	4
Track Work - Total	1	19	2	6	-	3	4	-	4	-	1	1	-	41
Track Work - Metra/PSA	1	19	2	6	-	3	4	-	4	-	1	-	-	40
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	1	-	1
Human Error - Total	6	1	-	-	-	1	-	-	6	-	1	-	2	17
Human Error - Metra/PSA	6	1	-	-	-	1	-	-	6	-	1	-	2	17
Human Error - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PTC Related - Total	-	17	1	10	-	-	-	-	-	-	-	1	-	29
PTC Related - Metra/PSA	-	17	1	10	-	-	-	-	-	-	-	1	-	29
PTC Related - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Weather - Total	2	-	-	-	-	7	-	-	1	-	-	6	8	24
Weather - Metra/PSA	2	-	-	-	-	7	-	-	-	-	-	6	8	23
Weather - Foreign	-	-	-	-	-	-	-	-	1	-	-	-	-	1
Passenger Related - Total	-	1	-	-	-	2	1	-	2	-	2	2	2	12
Obstruction/Debris - Total	16	28	-	19	-	13	14	-	20	-	16	21	18	165
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	-	-	1	-	-	-	-	-	-	-	-	-	-	1
Total Trains Delayed	29	68	7	36	4	36	30	0	39	0	21	34	46	350
Total Metra/PSA Delays	27	68	7	36	0	35	24	0	34	0	21	33	40	325
Total Foreign Carrier Delays	2	0	0	0	4	1	6	0	5	0	0	1	6	25

Data for current month is final (06/15/2020) version of TOPS

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

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

Table 5.b: Train Delays by Cause and Line
Average May 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	15	-	-	-	4	10	8	9	3	10	1	3	16	78
Freight Interference - Peak	6	-	-	-	4	2	2	4	0	2	0	2	6	27
Primary	4	-	-	-	3	1	1	3	0	1	0	1	3	17
Secondary	2	-	-	-	0	1	2	1	-	1	-	1	3	10
Freight Interference - Off-Peak	9	-	-	-	1	9	5	5	2	8	1	1	9	51
Primary	7	-	-	-	1	5	3	4	2	7	0	1	7	38
Secondary	2	-	-	-	0	3	2	1	1	2	0	-	2	13
Signal/Switch Failure - Total	23	7	3	5	4	22	13	5	11	12	2	4	13	122
Signal/Switch Failure - Metra/PSA	9	7	3	5	0	19	10	3	10	5	2	3	11	88
Primary	8	5	2	3	0	11	7	2	8	3	2	2	6	59
Secondary	2	2	1	2	-	8	4	1	2	2	0	1	5	29
Signal/Switch Failure - Foreign	14	-	-	-	3	3	2	2	0	7	-	1	1	34
Primary	11	-	-	-	3	2	1	1	0	4	-	0	1	24
Secondary	3	-	-	-	0	1	1	1	1	3	-	1	1	10
Mechanical Failure - Total	18	1	0	-	0	12	9	3	21	4	8	11	12	98
Mechanical Failure - Metra/PSA	18	1	0	-	0	12	9	3	21	4	8	11	12	98
Non-Locomotive Equipment Issue - Metra/PSA	10	1	0	-	-	0	0	-	2	1	2	2	6	25
Primary	4	1	0	-	-	0	0	-	1	1	1	2	3	13
Secondary	6	0	-	-	-	-	-	-	1	-	1	0	3	12
Locomotive Issue - Metra/PSA	8	-	-	-	0	12	9	3	19	3	5	9	6	74
Primary	4	-	-	-	0	3	3	1	5	1	2	2	2	24
Secondary	4	-	-	-	-	9	6	2	14	2	3	7	4	50
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	1	0	-	0	3	3	0	1	0	9	-	-	-	19
Passenger Train Interference - Metra/PSA	-	-	-	-	-	2	0	1	0	0	-	-	-	4
Passenger Train Interference - Foreign	1	0	-	0	3	1	0	-	-	9	-	-	-	15
Accident - Total	2	1	0	0	0	5	7	3	5	1	3	4	5	39
Accident - Metra/PSA	1	1	0	0	0	5	6	3	5	-	3	3	3	32
Accident - Foreign	1	-	-	-	-	-	1	1	-	1	-	1	2	7
Track Work - Total	14	3	1	2	6	13	2	2	12	1	10	6	22	93
Track Work - Metra/PSA	13	3	1	2	6	13	2	2	12	1	10	6	22	92
Track Work - Foreign	1	-	-	-	-	-	0	-	-	0	-	-	-	1
Human Error - Total	17	2	1	1	1	6	3	2	7	2	5	4	7	58
Human Error - Metra/PSA	11	2	1	1	-	4	3	1	7	0	4	3	5	41
Human Error - Foreign	6	-	-	-	1	3	1	1	0	1	1	1	2	17
PTC Related - Total	6	0	1	-	-	-	-	-	6	0	0	1	2	16
PTC Related - Metra/PSA	6	0	1	-	-	-	-	-	6	0	0	1	1	16
PTC Related - Foreign	-	-	-	-	-	-	-	-	-	0	-	-	0	1
Weather - Total	9	0	0	-	-	2	0	0	3	-	-	0	4	21
Weather - Metra/PSA	9	0	0	-	-	2	0	0	3	-	-	0	4	20
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	0	0
Passenger Related - Total	11	9	1	2	-	11	9	1	14	1	7	18	14	98
Obstruction/Debris - Total	13	3	1	3	1	1	3	1	9	2	3	8	12	59
Catenary Failure - Total	-	1	0	1	-	-	-	-	-	-	-	-	-	2
Other - Total	0	-	0	0	-	1	-	-	0	1	0	-	1	4
Total Trains Delayed	129	28	10	14	19	88	55	27	92	42	39	58	107	708
Total Metra/PSA Delays	90	28	10	14	8	71	43	14	88	14	37	53	86	555
Total Foreign Carrier Delays	38	0	0	0	12	17	12	13	3	28	2	5	21	153

Data for current month is final (07/01/2019) version of TOPS

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

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

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

Table 5.c: Train Delays by Cause and Line
May 2020 Compared to Average May 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	(13)	-	-	-	(3)	(10)	(3)	(9)	(2)	(10)	(1)	(3)	(13)	(66)
Freight Interference - Peak	(6)	-	-	-	(3)	(2)	(0)	(4)	(0)	(2)	(0)	(2)	(6)	(24)
Primary	(4)	-	-	-	(2)	(1)	1	(3)	(0)	(1)	(0)	(1)	(3)	(14)
Secondary	(2)	-	-	-	(0)	(1)	(2)	(1)	-	(1)	-	(1)	(3)	(10)
Freight Interference - Off-Peak	(7)	-	-	-	(1)	(9)	(2)	(5)	(1)	(8)	(1)	(1)	(6)	(42)
Primary	(5)	-	-	-	(1)	(5)	(0)	(4)	(1)	(7)	(0)	(1)	(5)	(30)
Secondary	(2)	-	-	-	(0)	(3)	(2)	(1)	(1)	(1)	(0)	-	(1)	(12)
Signal/Switch Failure - Total	(23)	(5)	(0)	(4)	(1)	(12)	(11)	(5)	(9)	(12)	(2)	(2)	(7)	(91)
Signal/Switch Failure - Metra/PSA	(9)	(5)	(0)	(4)	(0)	(10)	(9)	(3)	(10)	(5)	(2)	(1)	(5)	(64)
Primary	(8)	(3)	1	(2)	(0)	(3)	(6)	(2)	(8)	(3)	(2)	(1)	(2)	(39)
Secondary	(2)	(2)	(1)	(2)	-	(7)	(4)	(1)	(1)	(2)	(0)	0	(3)	(25)
Signal/Switch Failure - Foreign	(14)	-	-	-	(0)	(2)	(1)	(2)	2	(7)	-	(1)	(1)	(27)
Primary	(11)	-	-	-	(0)	(1)	(0)	(1)	1	(4)	-	(0)	(1)	(18)
Secondary	(3)	-	-	-	(0)	(1)	(1)	(1)	1	(3)	-	(1)	(1)	(9)
Mechanical Failure - Total	(16)	(1)	(0)	-	(0)	(12)	(6)	(3)	(19)	(4)	(7)	(10)	(8)	(85)
Mechanical Failure - Metra/PSA	(16)	(1)	(0)	-	(0)	(12)	(6)	(3)	(19)	(4)	(7)	(10)	(8)	(85)
Non-Locomotive Equipment Issue - Metra/PSA	(10)	(1)	(0)	-	-	(0)	(0)	-	(2)	(1)	(1)	(1)	(4)	(21)
Primary	(4)	(1)	(0)	-	-	(0)	(0)	-	(1)	(1)	(0)	(2)	(1)	(10)
Secondary	(6)	(0)	-	-	-	-	-	-	(1)	-	(1)	1	(3)	(11)
Locomotive Issue - Metra/PSA	(6)	-	-	-	(0)	(12)	(6)	(3)	(17)	(3)	(5)	(9)	(4)	(65)
Primary	(2)	-	-	-	(0)	(3)	(1)	(1)	(4)	(1)	(2)	(2)	(0)	(17)
Secondary	(4)	-	-	-	-	(9)	(5)	(2)	(13)	(2)	(3)	(7)	(4)	(48)
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	(1)	(0)	-	(0)	(3)	(3)	(0)	(1)	(0)	(9)	-	-	-	(19)
Passenger Train Interference - Metra/PSA	-	-	-	-	-	(2)	(0)	(1)	(0)	(0)	-	-	-	(4)
Passenger Train Interference - Foreign	(1)	(0)	-	(0)	(3)	(1)	(0)	-	-	(9)	-	-	-	(15)
Accident - Total	(2)	(1)	(0)	(0)	(0)	(5)	(6)	(3)	(4)	(1)	(3)	(4)	(2)	(34)
Accident - Metra/PSA	(1)	(1)	(0)	(0)	(0)	(5)	(5)	(3)	(5)	-	(3)	(3)	(3)	(31)
Accident - Foreign	(1)	-	-	-	-	-	(1)	(1)	1	(1)	-	(1)	1	(3)
Track Work - Total	(13)	16	1	4	(6)	(10)	2	(2)	(8)	(1)	(9)	(5)	(22)	(52)
Track Work - Metra/PSA	(12)	16	1	4	(6)	(10)	2	(2)	(8)	(1)	(9)	(6)	(22)	(52)
Track Work - Foreign	(1)	-	-	-	-	-	(0)	-	-	(0)	-	1	-	(0)
Human Error - Total	(11)	(1)	(1)	(1)	(1)	(5)	(3)	(2)	(1)	(2)	(4)	(4)	(5)	(41)
Human Error - Metra/PSA	(5)	(1)	(1)	(1)	-	(3)	(3)	(1)	(1)	(0)	(3)	(3)	(3)	(24)
Human Error - Foreign	(6)	-	-	-	(1)	(3)	(1)	(1)	(0)	(1)	(1)	(1)	(2)	(17)
PTC Related - Total	(6)	17	0	10	-	-	-	-	(6)	(0)	(0)	-	(2)	13
PTC Related - Metra/PSA	(6)	17	0	10	-	-	-	-	(6)	(0)	(0)	-	(1)	13
PTC Related - Foreign	-	-	-	-	-	-	-	-	-	(0)	-	-	(0)	(1)
Weather - Total	(7)	(0)	(0)	-	-	5	(0)	(0)	(2)	-	-	6	4	3
Weather - Metra/PSA	(7)	(0)	(0)	-	-	5	(0)	(0)	(3)	-	-	6	4	3
Weather - Foreign	-	-	-	-	-	-	-	-	1	-	-	-	(0)	1
Passenger Related - Total	(11)	(8)	(1)	(2)	-	(9)	(8)	(1)	(12)	(1)	(5)	(16)	(12)	(86)
Obstruction/Debris - Total	3	25	(1)	16	(1)	12	11	(1)	11	(2)	13	13	6	106
Catenary Failure - Total	-	(1)	(0)	(1)	-	-	-	-	-	-	-	-	-	(2)
Other - Total	(0)	-	1	(0)	-	(1)	-	-	(0)	(1)	(0)	-	(1)	(3)
Total Trains Delayed	(100)	40	(3)	22	(15)	(52)	(25)	(27)	(53)	(42)	(18)	(24)	(61)	(358)
Total Metra/PSA Delays	-63	40	-3	22	-8	-36	-19	-14	-54	-14	-16	-20	-46	-230
Total Foreign Carrier Delays	-36	0	0	0	-8	-16	-6	-13	2	-28	-2	-4	-15	-128

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

Table 6.a: Train Delays by Cause and Line - YTD
January - May 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	10	-	-	-	13	12	63	12	12	23	8	9	33	195
Freight Interference - Peak	-	-	-	-	13	3	10	7	1	4	6	3	14	61
Primary	-	-	-	-	11	3	10	3	1	2	4	3	8	45
Secondary	-	-	-	-	2	-	-	4	-	2	2	-	6	16
Freight Interference - Off-Peak	10	-	-	-	-	9	53	5	11	19	2	6	19	134
Primary	10	-	-	-	-	6	43	4	9	13	-	4	13	102
Secondary	-	-	-	-	-	3	10	1	2	6	2	2	6	32
Signal/Switch Failure - Total	20	7	13	17	8	55	26	64	61	27	5	17	13	333
Signal/Switch Failure - Metra/PSA	11	7	13	17	1	47	25	8	57	10	4	14	13	227
Primary	9	6	10	16	1	33	20	6	36	6	4	7	10	164
Secondary	2	1	3	1	-	14	5	2	21	4	-	7	3	63
Signal/Switch Failure - Foreign	9	-	-	-	7	8	1	56	4	17	1	3	-	106
Primary	9	-	-	-	7	6	1	54	3	11	-	3	-	94
Secondary	-	-	-	-	-	2	-	2	1	6	1	-	-	12
Mechanical Failure - Total	52	12	4	2	-	46	50	9	32	11	20	14	18	270
Mechanical Failure - Metra/PSA	52	1	2	1	-	40	50	9	32	11	20	14	18	250
Non-Locomotive Equipment Issue - Metra/PSA	24	1	2	1	-	11	7	1	8	10	15	8	7	95
Primary	7	1	1	1	-	2	3	1	1	6	8	4	5	40
Secondary	17	-	1	-	-	9	4	-	7	4	7	4	2	55
Locomotive Issue - Metra/PSA	28	-	-	-	-	29	43	8	24	1	5	6	11	155
Primary	9	-	-	-	-	9	17	2	12	1	4	1	6	61
Secondary	19	-	-	-	-	20	26	6	12	-	1	5	5	94
Mechanical Failure - Foreign	-	11	2	1	-	6	-	-	-	-	-	-	-	20
Passenger Train Interference - Total	-	1	-	1	1	6	2	2	1	2	-	-	-	16
Passenger Train Interference - Metra/PSA	-	-	-	-	-	4	2	2	-	1	-	-	-	9
Passenger Train Interference - Foreign	-	1	-	1	1	2	-	-	1	1	-	-	-	7
Accident - Total	17	1	-	11	-	24	7	-	4	7	-	5	28	104
Accident - Metra/PSA	17	-	-	11	-	20	4	-	3	7	-	5	25	92
Accident - Foreign	-	1	-	-	-	4	3	-	1	-	-	-	3	12
Track Work - Total	35	30	3	9	2	22	9	1	31	11	13	6	12	184
Track Work - Metra/PSA	35	30	3	9	-	22	9	1	31	-	13	5	12	170
Track Work - Foreign	-	-	-	-	2	-	-	-	-	11	-	1	-	14
Human Error - Total	34	30	4	8	4	47	30	17	39	4	17	28	13	275
Human Error - Metra/PSA	29	30	4	8	2	40	24	13	39	1	17	23	13	243
Human Error - Foreign	5	-	-	-	2	7	6	4	-	3	-	5	-	32
PTC Related - Total	3	31	2	11	21	4	7	11	34	2	17	8	6	157
PTC Related - Metra/PSA	2	31	2	11	5	3	7	8	32	1	17	8	6	133
PTC Related - Foreign	1	-	-	-	16	1	-	3	2	1	-	-	-	24
Weather - Total	10	14	6	4	-	15	32	6	31	3	7	18	11	157
Weather - Metra/PSA	10	14	6	4	-	15	32	6	30	2	7	18	11	155
Weather - Foreign	-	-	-	-	-	-	-	-	1	1	-	-	-	2
Passenger Related - Total	13	35	7	1	1	6	24	-	27	-	7	28	17	166
Obstruction/Debris - Total	25	42	4	28	4	17	26	14	77	-	17	60	30	344
Catenary Failure - Total	-	27	8	11	-	-	-	-	-	-	-	-	-	46
Other - Total	1	2	1	6	-	2	-	2	6	1	-	5	-	26
Total Trains Delayed	220	232	52	109	54	256	276	138	355	91	111	198	181	2,273
Total Metra/PSA Delays	195	219	50	107	13	216	203	63	334	34	102	180	145	1,861
Total Foreign Carrier Delays	25	13	2	2	41	40	73	75	21	57	9	18	36	412

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Table 6.b: Train Delays by Cause and Line - YTD
January - May 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	64	-	-	-	23	60	45	39	25	55	6	31	108	456
Freight Interference - Peak	26	-	-	-	19	13	12	14	7	18	2	16	35	163
Primary	15	-	-	-	17	8	7	11	5	13	1	9	16	102
Secondary	11	-	-	-	3	5	5	3	2	5	1	7	19	61
Freight Interference - Off-Peak	38	-	-	-	3	47	33	25	18	37	4	15	73	293
Primary	29	-	-	-	3	30	23	21	14	27	2	10	56	216
Secondary	9	-	-	-	0	17	10	4	4	10	2	4	17	77
Signal/Switch Failure - Total	111	41	17	20	14	87	70	37	52	48	15	25	53	590
Signal/Switch Failure - Metra/PSA	58	41	17	20	2	66	57	19	51	15	15	15	44	420
Primary	38	27	12	15	2	39	41	13	37	11	8	10	19	271
Secondary	20	14	5	5	0	28	17	7	14	4	7	5	25	149
Signal/Switch Failure - Foreign	53	-	-	-	13	21	13	18	1	33	-	10	9	170
Primary	42	-	-	-	11	10	8	10	1	21	-	5	6	114
Secondary	11	-	-	-	2	11	5	8	-	12	-	5	3	56
Mechanical Failure - Total	87	13	4	2	2	84	49	18	85	14	46	48	58	510
Mechanical Failure - Metra/PSA	86	10	3	2	2	76	48	18	85	14	46	48	58	495
Non-Locomotive Equipment Issue - Metra/PSA	31	10	3	2	1	11	5	3	9	4	15	18	28	141
Primary	13	4	1	0	0	5	3	2	5	3	8	9	12	65
Secondary	18	6	2	1	0	6	2	2	4	1	7	10	16	76
Locomotive Issue - Metra/PSA	55	-	-	-	1	65	43	14	75	9	31	30	30	354
Primary	17	-	-	-	1	18	15	4	23	5	9	9	10	112
Secondary	38	-	-	-	0	46	28	10	52	5	22	21	20	242
Mechanical Failure - Foreign	1	3	1	0	0	9	0	1	-	-	-	-	-	15
Passenger Train Interference - Total	6	3	1	2	6	17	1	6	2	17	0	0	2	64
Passenger Train Interference - Metra/PSA	1	1	1	0	0	11	0	6	2	1	0	0	2	26
Passenger Train Interference - Foreign	5	2	0	2	5	6	1	0	0	16	-	-	-	38
Accident - Total	38	26	5	5	2	16	31	11	18	7	27	42	21	251
Accident - Metra/PSA	36	12	3	5	1	15	30	10	16	3	27	41	11	208
Accident - Foreign	2	13	2	-	1	2	1	2	3	4	-	1	10	42
Track Work - Total	53	19	4	7	8	38	13	7	25	4	27	19	34	258
Track Work - Metra/PSA	49	19	4	7	8	37	11	6	25	4	27	19	34	250
Track Work - Foreign	4	-	-	-	-	1	2	0	-	0	-	-	-	8
Human Error - Total	83	7	5	4	8	53	30	15	36	15	28	26	38	350
Human Error - Metra/PSA	42	7	5	4	2	32	18	7	36	3	25	21	27	227
Human Error - Foreign	41	-	-	-	7	22	13	8	0	13	3	6	11	122
PTC Related - Total	14	3	1	2	-	1	1	1	13	1	23	11	28	98
PTC Related - Metra/PSA	13	3	1	2	-	1	1	1	13	0	23	10	26	95
PTC Related - Foreign	1	-	-	-	-	-	-	-	-	0	-	0	1	3
Weather - Total	109	75	24	31	3	57	43	12	85	10	43	49	39	578
Weather - Metra/PSA	108	75	24	31	3	54	43	12	84	9	43	49	39	573
Weather - Foreign	0	-	-	-	-	2	0	-	0	1	-	-	1	5
Passenger Related - Total	32	32	8	7	0	42	36	5	46	5	35	54	62	364
Obstruction/Debris - Total	43	13	7	14	1	22	21	8	31	12	15	36	43	266
Catenary Failure - Total	-	10	2	5	-	-	-	-	-	-	-	-	-	17
Other - Total	5	0	2	1	0	3	3	1	2	2	1	4	2	26
Total Trains Delayed	645	242	79	99	68	482	342	159	420	189	267	345	489	3,827
Total Metra/PSA Delays	471	225	75	97	19	359	267	92	390	67	258	297	349	2,966
Total Foreign Carrier Delays	174	18	3	2	49	123	74	68	30	123	9	48	140	861

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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 - May 2020 Compared to Average January - May 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	(54)	-	-	-	(10)	(48)	18	(27)	(13)	(32)	2	(22)	(75)	(261)
Freight Interference - Peak	(26)	-	-	-	(6)	(10)	(2)	(7)	(6)	(14)	4	(13)	(21)	(102)
Primary	(15)	-	-	-	(6)	(5)	3	(8)	(4)	(11)	3	(6)	(8)	(57)
Secondary	(11)	-	-	-	(1)	(5)	(5)	1	(2)	(3)	1	(7)	(13)	(45)
Freight Interference - Off-Peak	(28)	-	-	-	(3)	(38)	20	(20)	(7)	(18)	(2)	(9)	(54)	(159)
Primary	(19)	-	-	-	(3)	(24)	20	(17)	(5)	(14)	(2)	(6)	(43)	(114)
Secondary	(9)	-	-	-	(0)	(14)	-	(3)	(2)	(4)	0	(2)	(11)	(45)
Signal/Switch Failure - Total	(91)	(34)	(4)	(3)	(6)	(32)	(44)	27	9	(21)	(10)	(8)	(40)	(257)
Signal/Switch Failure - Metra/PSA	(47)	(34)	(4)	(3)	(1)	(19)	(32)	(11)	6	(5)	(11)	(1)	(31)	(193)
Primary	(29)	(21)	(2)	1	(1)	(6)	(21)	(7)	(1)	(5)	(4)	(3)	(9)	(107)
Secondary	(18)	(13)	(2)	(4)	(0)	(14)	(12)	(5)	7	(0)	(7)	2	(22)	(86)
Signal/Switch Failure - Foreign	(44)	-	-	-	(6)	(13)	(12)	38	3	(16)	1	(7)	(9)	(64)
Primary	(33)	-	-	-	(4)	(4)	(7)	44	2	(10)	-	(2)	(6)	(20)
Secondary	(11)	-	-	-	(2)	(9)	(5)	(6)	1	(6)	1	(5)	(3)	(44)
Mechanical Failure - Total	(35)	(1)	(0)	(0)	(2)	(38)	1	(9)	(53)	(3)	(26)	(34)	(40)	(240)
Mechanical Failure - Metra/PSA	(34)	(9)	(1)	(1)	(2)	(36)	2	(9)	(53)	(3)	(26)	(34)	(40)	(245)
Non-Locomotive Equipment Issue - Metra/PSA	(7)	(9)	(1)	(1)	(1)	-	2	(2)	(1)	6	(0)	(10)	(21)	(46)
Primary	(6)	(3)	(0)	1	(0)	(3)	0	(1)	(4)	3	0	(5)	(7)	(25)
Secondary	(1)	(6)	(1)	(1)	(0)	3	2	(2)	3	3	(0)	(6)	(14)	(21)
Locomotive Issue - Metra/PSA	(27)	-	-	-	(1)	(36)	(0)	(6)	(51)	(8)	(26)	(24)	(19)	(199)
Primary	(8)	-	-	-	(1)	(9)	2	(2)	(11)	(4)	(5)	(8)	(4)	(51)
Secondary	(19)	-	-	-	(0)	(26)	(2)	(4)	(40)	(5)	(21)	(16)	(15)	(148)
Mechanical Failure - Foreign	(1)	8	1	1	(0)	(3)	(0)	(1)	-	-	-	-	-	5
Passenger Train Interference - Total	(6)	(2)	(1)	(1)	(5)	(11)	1	(4)	(1)	(15)	(0)	(0)	(2)	(48)
Passenger Train Interference - Metra/PSA	(1)	(1)	(1)	(0)	(0)	(7)	2	(4)	(2)	0	(0)	(0)	(2)	(17)
Passenger Train Interference - Foreign	(5)	(1)	(0)	(1)	(4)	(4)	(1)	(0)	1	(15)	-	-	-	(31)
Accident - Total	(21)	(25)	(5)	6	(2)	8	(24)	(11)	(14)	0	(27)	(37)	7	(147)
Accident - Metra/PSA	(19)	(12)	(3)	6	(1)	5	(26)	(10)	(13)	4	(27)	(36)	14	(116)
Accident - Foreign	(2)	(12)	(2)	-	(1)	2	2	(2)	(2)	(4)	-	(1)	(7)	(30)
Track Work - Total	(18)	11	(1)	2	(6)	(16)	(4)	(6)	6	7	(14)	(13)	(22)	(74)
Track Work - Metra/PSA	(14)	11	(1)	2	(8)	(15)	(2)	(5)	6	(4)	(14)	(14)	(22)	(80)
Track Work - Foreign	(4)	-	-	-	2	(1)	(2)	(0)	-	11	-	1	-	6
Human Error - Total	(49)	23	(1)	4	(4)	(6)	(0)	2	3	(11)	(11)	2	(25)	(75)
Human Error - Metra/PSA	(13)	23	(1)	4	0	8	6	6	3	(2)	(8)	2	(14)	16
Human Error - Foreign	(36)	-	-	-	(5)	(15)	(7)	(4)	(0)	(10)	(3)	(1)	(11)	(90)
PTC Related - Total	(11)	28	1	9	21	3	6	10	21	1	(6)	(3)	(22)	59
PTC Related - Metra/PSA	(11)	28	1	9	5	2	6	7	19	1	(6)	(2)	(20)	38
PTC Related - Foreign	(0)	-	-	-	16	1	-	3	2	1	-	(0)	(1)	21
Weather - Total	(99)	(61)	(18)	(27)	(3)	(42)	(11)	(6)	(54)	(7)	(36)	(31)	(28)	(421)
Weather - Metra/PSA	(98)	(61)	(18)	(27)	(3)	(39)	(11)	(6)	(54)	(7)	(36)	(31)	(28)	(418)
Weather - Foreign	(0)	-	-	-	-	(2)	(0)	-	1	(0)	-	-	(1)	(3)
Passenger Related - Total	(19)	3	(1)	(6)	1	(36)	(12)	(5)	(19)	(5)	(28)	(26)	(45)	(198)
Obstruction/Debris - Total	(18)	29	(3)	14	3	(5)	5	6	46	(12)	2	24	(13)	78
Catenary Failure - Total	-	17	6	6	-	-	-	-	-	-	-	-	-	29
Other - Total	(4)	2	(1)	5	(0)	(1)	(3)	1	4	(1)	(1)	1	(2)	0
Total Trains Delayed	(425)	(10)	(27)	10	(14)	(226)	(66)	(21)	(65)	(98)	(156)	(147)	(308)	(1,554)
Total Metra/PSA Delays	-276	-6	-25	10	-6	-143	-64	-29	-56	-33	-156	-117	-204	-1,105
Total Foreign Carrier Delays	-149	-5	-1	0	-8	-83	-1	7	-9	-66	0	-30	-104	-449

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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 - May
Freight Interference - Total	55	52	58	18	12								195 8.6%
Freight Interference - Peak	19	13	20	6	3								61 2.7%
Primary	13	10	13	6	3								45 2.0%
Secondary	6	3	7	-	-								16 0.7%
Freight Interference - Off-Peak	36	39	38	12	9								134 5.9%
Primary	26	31	26	11	8								102 4.5%
Secondary	10	8	12	1	1								32 1.4%
Signal/Switch Failure - Total	87	146	47	22	31								333 14.7%
Signal/Switch Failure - Metra/PSA	70	77	36	20	24								227 10.0%
Primary	52	46	28	18	20								164 7.2%
Secondary	18	31	8	2	4								63 2.8%
Signal/Switch Failure - Foreign	17	69	11	2	7								106 4.7%
Primary	15	61	10	2	6								94 4.1%
Secondary	2	8	1	-	1								12 0.5%
Mechanical Failure - Total	99	106	37	15	13								270 11.9%
Mechanical Failure - Metra/PSA	93	92	37	15	13								250 11.0%
Non-Locomotive Equipment Issue - Metra/PSA	29	45	11	6	4								95 4.2%
Primary	12	16	5	4	3								40 1.8%
Secondary	17	29	6	2	1								55 2.4%
Locomotive Issue - Metra/PSA	64	47	26	9	9								155 6.8%
Primary	16	18	15	5	7								61 2.7%
Secondary	48	29	11	4	2								94 4.1%
Mechanical Failure - Foreign	6	14	-	-	-								20 0.9%
Passenger Train Interference - Total	5	7	2	2	-								16 0.7%
Passenger Train Interference - Metra/PSA	3	2	2	2	-								9 0.4%
Passenger Train Interference - Foreign	2	5	-	-	-								7 0.3%
Accident - Total	57	18	20	4	5								104 4.6%
Accident - Metra/PSA	57	17	13	4	1								92 4.0%
Accident - Foreign	-	1	7	-	4								12 0.5%
Track Work - Total	41	46	38	18	41								184 8.1%
Track Work - Metra/PSA	40	43	34	13	40								170 7.5%
Track Work - Foreign	1	3	4	5	1								14 0.6%
Human Error - Total	103	99	42	14	17								275 12.1%
Human Error - Metra/PSA	97	80	39	10	17								243 10.7%
Human Error - Foreign	6	19	3	4	-								32 1.4%
PTC Related - Total	43	36	21	28	29								157 6.9%
PTC Related - Metra/PSA	39	32	14	19	29								133 5.9%
PTC Related - Foreign	4	4	7	9	-								24 1.1%
Weather - Total	33	89	4	7	24								157 6.9%
Weather - Metra/PSA	32	89	4	7	23								155 6.8%
Weather - Foreign	1	-	-	-	1								2 0.1%
Passenger Related - Total	57	55	37	5	12								166 7.3%
Obstruction/Debris - Total	97	39	25	18	165								344 15.1%
Catenary Failure - Total	21	-	25	-	-								46 2.0%
Other - Total	11	8	3	3	1								26 1.1%
Total Trains Delayed	709	701	359	154	350								2,273 100.0%
Total Metra/PSA Delays	617	534	269	116	325								1,861 81.9%
Total Foreign Carrier Delays	92	167	90	38	25								412 18.1%

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**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 - May	
Freight Interference - Total	100	141	102	75	75	91	124	88	65	70	92	47	493	9.4%
Freight Interference - Peak	38	52	39	25	29	39	34	37	21	20	25	7	183	3.5%
Primary	27	33	25	17	20	20	16	19	16	15	17	7	122	2.3%
Secondary	11	19	14	8	9	19	18	18	5	5	8	-	61	1.2%
Freight Interference - Off-Peak	62	89	63	50	46	52	90	51	44	50	67	40	310	5.9%
Primary	35	54	49	30	32	40	56	36	34	37	52	30	200	3.8%
Secondary	27	35	14	20	14	12	34	15	10	13	15	10	110	2.1%
Signal/Switch Failure - Total	127	276	103	140	168	82	147	103	92	76	220	64	814	15.6%
Signal/Switch Failure - Metra/PSA	91	203	66	92	126	63	106	82	86	64	176	52	578	11.1%
Primary	76	139	54	63	79	50	73	51	52	42	107	39	411	7.9%
Secondary	15	64	12	29	47	13	33	31	34	22	69	13	167	3.2%
Signal/Switch Failure - Foreign	36	73	37	48	42	19	41	21	6	12	44	12	236	4.5%
Primary	27	51	25	30	32	14	33	13	6	9	28	5	165	3.2%
Secondary	9	22	12	18	10	5	8	8	-	3	16	7	71	1.4%
Mechanical Failure - Total	127	134	84	82	117	132	98	130	71	125	71	81	544	10.4%
Mechanical Failure - Metra/PSA	124	119	84	82	117	132	98	129	71	125	71	65	526	10.1%
Non-Locomotive Equipment Issue - Metra/PSA	24	46	31	35	31	34	21	35	24	35	15	26	167	3.2%
Primary	13	17	13	15	17	17	14	16	12	10	10	12	75	1.4%
Secondary	11	29	18	20	14	17	7	19	12	25	5	14	92	1.8%
Locomotive Issue - Metra/PSA	100	73	53	47	86	98	77	94	47	90	56	39	359	6.9%
Primary	28	23	19	18	25	28	24	25	17	29	27	22	113	2.2%
Secondary	72	50	34	29	61	70	53	69	30	61	29	17	246	4.7%
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	57	1.1%
Passenger Train Interference - Metra/PSA	6	8	4	-	-	5	4	1	1	4	4	4	18	0.3%
Passenger Train Interference - Foreign	14	5	13	1	6	21	17	7	8	3	5	9	39	0.7%
Accident - Total	47	171	21	30	45	25	63	96	37	26	5	25	314	6.0%
Accident - Metra/PSA	7	84	20	22	45	24	38	67	36	26	4	18	178	3.4%
Accident - Foreign	40	87	1	8	-	1	25	29	1	-	1	7	136	2.6%
Track Work - Total	11	52	38	61	75	87	152	77	91	58	139	10	237	4.5%
Track Work - Metra/PSA	11	46	32	61	72	87	152	77	91	58	137	10	222	4.2%
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	552	10.6%
Human Error - Metra/PSA	87	101	23	32	73	40	78	50	62	52	49	37	316	6.0%
Human Error - Foreign	12	148	37	20	19	17	30	38	19	19	17	8	236	4.5%
PTC Related - Total	79	131	63	63	50	23	100	29	29	41	27	30	386	7.4%
PTC Related - Metra/PSA	77	130	57	61	47	22	98	25	28	41	27	30	372	7.1%
PTC Related - Foreign	2	1	6	2	3	1	2	4	1	-	-	-	14	0.3%
Weather - Total	591	401	18	37	23	12	120	25	35	151	238	25	1,070	20.5%
Weather - Metra/PSA	586	400	18	37	23	12	120	25	35	151	238	25	1,064	20.4%
Weather - Foreign	5	1	-	-	-	-	-	-	-	-	-	-	6	0.1%
Passenger Related - Total	41	141	68	60	98	110	166	105	74	60	88	111	408	7.8%
Obstruction/Debris - Total	90	86	36	52	59	36	78	64	64	76	66	84	323	6.2%
Catenary Failure - Total	-	-	-	-	3	1	-	3	-	1	2	10	3	0.1%
Other - Total	9	10	-	6	-	1	1	-	2	4	3	1	25	0.5%
Total Trains Delayed	1,341	1,805	610	659	811	683	1,178	816	650	766	1,026	546	5,226	100.0%
Total Metra/PSA Delays	1,129	1,328	408	505	661	533	939	628	550	659	865	447	4,031	77.1%
Total Foreign Carrier Delays	212	477	202	154	150	150	239	188	100	107	161	99	1,195	22.9%

Data for current month is final (07/01/2019) 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
May 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	0	1	2	2	1	4	0	0	2	0	2	2	0	16
11-15	0	1	0	0	2	2	2	0	1	0	0	1	3	12
16-20	1	0	0	0	1	2	0	0	0	0	0	0	3	7
21+	0	0	0	0	0	2	0	0	1	0	0	0	1	4
Annulled	<u>2</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>
Sub-Total	3	2	3	3	4	10	2	0	4	0	2	3	7	43
Weekday Off-Peak **														
6-10	1	11	2	4	0	5	4	0	5	0	1	0	2	35
11-15	1	7	1	0	0	2	1	0	1	0	0	2	7	22
16-20	0	6	0	3	0	0	0	0	0	0	0	1	1	11
21+	1	10	0	5	0	0	1	0	0	0	2	1	7	27
Annulled	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>7</u>
Sub-Total	3	36	3	14	0	7	7	0	8	0	3	4	17	102
Saturday														
6-10	1	6	1	0	0	0	2	0	0	0	1	1	0	12
11-15	0	2	0	1	0	0	2	0	1	0	0	0	0	6
16-20	0	0	0	0	0	1	1	0	1	0	0	2	0	5
21+	3	0	0	0	0	1	1	0	1	0	0	2	0	8
Annulled	<u>5</u>	<u>10</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>4</u>	<u>4</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>4</u>	<u>6</u>	<u>5</u>	<u>46</u>
Sub-Total	9	18	1	6	0	6	10	0	6	0	5	11	5	77
Sunday-Holiday														
6-10	1	1	0	0	0	1	0	0	2	0	0	1	0	6
11-15	1	0	0	0	0	2	1	0	1	0	0	0	0	5
16-20	0	0	0	1	0	0	0	0	0	0	0	2	0	3
21+	0	0	0	2	0	1	0	0	3	0	0	0	5	11
Annulled	<u>12</u>	<u>11</u>	<u>0</u>	<u>10</u>	<u>0</u>	<u>9</u>	<u>10</u>	<u>0</u>	<u>15</u>	<u>0</u>	<u>11</u>	<u>13</u>	<u>12</u>	<u>103</u>
Sub-Total	14	12	0	13	0	13	11	0	21	0	11	16	17	128
May 2020 Total														
6-10	3	19	5	6	1	10	6	0	9	0	4	4	2	69
11-15	2	10	1	1	2	6	6	0	4	0	0	3	10	45
16-20	1	6	0	4	1	3	1	0	1	0	0	5	4	26
21+	4	10	0	7	0	4	2	0	5	0	2	3	13	50
Annulled	<u>19</u>	<u>23</u>	<u>1</u>	<u>18</u>	<u>0</u>	<u>13</u>	<u>15</u>	<u>0</u>	<u>20</u>	<u>0</u>	<u>15</u>	<u>19</u>	<u>17</u>	<u>160</u>
TOTAL	29	68	7	36	4	36	30	0	39	0	21	34	46	350
2020 Year-to-Date														
6-10	78	106	32	41	24	119	120	63	196	36	37	77	43	972
11-15	44	31	6	11	13	37	60	32	62	17	25	33	37	408
16-20	22	24	3	8	6	15	18	14	30	8	13	25	20	206
21+	29	34	8	20	11	53	53	28	43	22	15	35	52	403
Annulled	<u>47</u>	<u>37</u>	<u>3</u>	<u>29</u>	<u>0</u>	<u>32</u>	<u>25</u>	<u>1</u>	<u>24</u>	<u>8</u>	<u>21</u>	<u>28</u>	<u>29</u>	<u>284</u>
TOTAL	220	232	52	109	54	256	276	138	355	91	111	198	181	2,273
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
May 2020 Total														
6-10	10.3%	27.9%	71.4%	16.7%	25.0%	27.8%	20.0%	-	23.1%	-	19.0%	11.8%	4.3%	19.7%
11-15	6.9%	14.7%	14.3%	2.8%	50.0%	16.7%	20.0%	-	10.3%	-	0.0%	8.8%	21.7%	12.9%
16-20	3.4%	8.8%	0.0%	11.1%	25.0%	8.3%	3.3%	-	2.6%	-	0.0%	14.7%	8.7%	7.4%
21+	13.8%	14.7%	0.0%	19.4%	0.0%	11.1%	6.7%	-	12.8%	-	9.5%	8.8%	28.3%	14.3%
Annulled	<u>65.5%</u>	<u>33.8%</u>	<u>14.3%</u>	<u>50.0%</u>	<u>0.0%</u>	<u>36.1%</u>	<u>50.0%</u>	-	<u>51.3%</u>	-	<u>71.4%</u>	<u>55.9%</u>	<u>37.0%</u>	<u>45.7%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	n/a	100.0%	n/a	100.0%	100.0%	100.0%	100.0%
2020 Year-to-Date Delays By Duration														
6-10	35.5%	45.7%	61.5%	37.6%	44.4%	46.5%	43.5%	45.7%	55.2%	39.6%	33.3%	38.9%	23.8%	42.8%
11-15	20.0%	13.4%	11.5%	10.1%	24.1%	14.5%	21.7%	23.2%	17.5%	18.7%	22.5%	16.7%	20.4%	17.9%
16-20	10.0%	10.3%	5.8%	7.3%	11.1%	5.9%	6.5%	10.1%	8.5%	8.8%	11.7%	12.6%	11.0%	9.1%
21+	13.2%	14.7%	15.4%	18.3%	20.4%	20.7%	19.2%	20.3%	12.1%	24.2%	13.5%	17.7%	28.7%	17.7%
Annulled	<u>21.4%</u>	<u>15.9%</u>	<u>5.8%</u>	<u>26.6%</u>	<u>0.0%</u>	<u>12.5%</u>	<u>9.1%</u>	<u>0.7%</u>	<u>6.8%</u>	<u>8.8%</u>	<u>18.9%</u>	<u>14.1%</u>	<u>16.0%</u>	<u>12.5%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (06/15/2020) version from TOPS.