

On-Time Performance

September 2020



Prepared by the Division of Strategic Planning & Performance

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

On-Time Performance Tables

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

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

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

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

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

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

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

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

Reporting Calculations for Temporary Schedules and Special Events

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

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

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

Under these alternate schedules, Metra operated 382 scheduled revenue trains each weekday in September, which is a 45 percent reduction from Metra's normal weekday service of 692 scheduled revenue trains. Metra operated 181 revenue trains each Saturday in August, which is a 34 percent reduction from the 273 Saturday trains Metra normally operates. There has been no change in the number of Sunday trains. As a result of these reductions under the alternative schedules, Metra operated about 40 percent fewer revenue trains in September 2020 than in September 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
September 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	503	3	99.4%	400	7	98.3%	903	10	98.9%	78	4	94.9%	98	1	99.0%	1,079	15	98.6%
ME-ML	420	5	98.8%	714	4	99.4%	1,134	9	99.2%	80	1	98.8%	100	3	97.0%	1,314	13	99.0%
ME-BI	147	3	98.0%	231	1	99.6%	378	4	98.9%	--	--	--	--	--	--	378	4	98.9%
ME-SC	<u>231</u>	<u>2</u>	99.1%	<u>567</u>	<u>2</u>	99.6%	<u>798</u>	<u>4</u>	99.5%	<u>80</u>	<u>2</u>	97.5%	<u>100</u>	<u>3</u>	97.0%	<u>978</u>	<u>9</u>	99.1%
Subtotal	798	10	98.7%	1,512	7	99.5%	2,310	17	99.3%	160	3	98.1%	200	6	97.0%	2,670	26	99.0%
HC	84	11	86.9%	--	--	--	84	11	86.9%	--	--	--	--	--	--	84	11	86.9%
MD-N	294	9	96.9%	294	13	95.6%	588	22	96.3%	72	5	93.1%	90	5	94.4%	750	32	95.7%
MD-W	<u>273</u>	<u>15</u>	94.5%	<u>399</u>	<u>15</u>	96.2%	<u>672</u>	<u>30</u>	95.5%	<u>72</u>	<u>1</u>	98.6%	<u>90</u>	<u>0</u>	100.0%	<u>834</u>	<u>31</u>	96.3%
Subtotal	567	24	95.8%	693	28	96.0%	1,260	52	95.9%	144	6	95.8%	180	5	97.2%	1,584	63	96.0%
NCS	84	3	96.4%	--	--	--	84	3	96.4%	--	--	--	--	--	--	84	3	96.4%
RI	315	13	95.9%	609	31	94.9%	924	44	95.2%	112	0	100.0%	140	3	97.9%	1,176	47	96.0%
SWS	147	13	91.2%	63	15	76.2%	210	28	86.7%	--	--	--	--	--	--	210	28	86.7%
UP-N	231	3	98.7%	525	14	97.3%	756	17	97.8%	72	3	95.8%	90	4	95.6%	918	24	97.4%
UP-NW	336	13	96.1%	441	8	98.2%	777	21	97.3%	84	2	97.6%	105	4	96.2%	966	27	97.2%
UP-W	<u>252</u>	<u>11</u>	95.6%	<u>462</u>	<u>35</u>	92.4%	<u>714</u>	<u>46</u>	93.6%	<u>72</u>	<u>4</u>	94.4%	<u>90</u>	<u>4</u>	95.6%	<u>876</u>	<u>54</u>	93.8%
Subtotal	819	27	96.7%	1,428	57	96.0%	2,247	84	96.3%	228	9	96.1%	285	12	95.8%	2,760	105	96.2%
System	3,317	104	96.9%	4,705	145	96.9%	8,022	249	96.9%	722	22	97.0%	903	27	97.0%	9,647	298	96.9%

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

Delays data for most recent month is final (10/19/2020) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - September 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	6,137	122	98.0%	4,861	105	97.8%	10,998	227	97.9%	956	43	95.5%	856	35	95.9%	12,810	305	97.6%
ME-ML	4,721	109	97.7%	6,800	177	97.4%	11,521	286	97.5%	1,278	52	95.9%	858	35	95.9%	13,657	373	97.3%
ME-BI	1,491	44	97.0%	2,068	33	98.4%	3,559	77	97.8%	240	11	95.4%	40	3	92.5%	3,839	91	97.6%
ME-SC	<u>2,023</u>	<u>31</u>	98.5%	<u>5,279</u>	<u>81</u>	98.5%	<u>7,302</u>	<u>112</u>	98.5%	<u>1,078</u>	<u>33</u>	96.9%	<u>858</u>	<u>27</u>	96.9%	<u>9,238</u>	<u>172</u>	98.1%
Subtotal	8,235	184	97.8%	14,147	291	97.9%	22,382	475	97.9%	2,596	96	96.3%	1,756	65	96.3%	26,734	636	97.6%
HC	854	94	89.0%	87	7	92.0%	941	101	89.3%	--	--	--	--	--	--	941	101	89.3%
MD-N	3,314	133	96.0%	3,965	147	96.3%	7,279	280	96.2%	736	41	94.4%	772	33	95.7%	8,787	354	96.0%
MD-W	<u>3,238</u>	<u>139</u>	95.7%	<u>4,276</u>	<u>220</u>	94.9%	<u>7,514</u>	<u>359</u>	95.2%	<u>808</u>	<u>67</u>	91.7%	<u>772</u>	<u>21</u>	97.3%	<u>9,094</u>	<u>447</u>	95.1%
Subtotal	6,552	272	95.8%	8,241	367	95.5%	14,793	639	95.7%	1,544	108	93.0%	1,544	54	96.5%	17,881	801	95.5%
NCS	1,055	107	89.9%	837	59	93.0%	1,892	166	91.2%	--	--	--	--	--	--	1,892	166	91.2%
RI	3,733	202	94.6%	5,489	239	95.6%	9,222	441	95.2%	1,194	44	96.3%	1,216	56	95.4%	11,632	541	95.3%
SWS	1,435	84	94.1%	1,671	103	93.8%	3,106	187	94.0%	108	6	94.4%	--	--	--	3,214	193	94.0%
UP-N	3,152	46	98.5%	5,566	94	98.3%	8,718	140	98.4%	844	19	97.7%	772	28	96.4%	10,334	187	98.2%
UP-NW	3,976	148	96.3%	4,586	120	97.4%	8,562	268	96.9%	1,051	29	97.2%	901	37	95.9%	10,514	334	96.8%
UP-W	<u>3,108</u>	<u>110</u>	96.5%	<u>4,723</u>	<u>227</u>	95.2%	<u>7,831</u>	<u>337</u>	95.7%	<u>736</u>	<u>20</u>	97.3%	<u>772</u>	<u>39</u>	94.9%	<u>9,339</u>	<u>396</u>	95.8%
Subtotal	10,236	304	97.0%	14,875	441	97.0%	25,111	745	97.0%	2,631	68	97.4%	2,445	104	95.7%	30,187	917	97.0%
System	38,237	1,369	96.4%	50,208	1,612	96.8%	88,445	2,981	96.6%	9,029	365	96.0%	7,817	314	96.0%	105,291	3,660	96.5%

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

Delays data for most recent month is final (10/19/2020) 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-Sep	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	94.3%	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	93.7%	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	95.2%	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	91.9%	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	94.5%	95.0%
	2020	97.3	96.6	97.5	99.5	97.2	97.4	97.7	98.1	98.6				97.6%	97.6%
	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	93.9%	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	97.5%	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	98.1%	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	98.4%	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	97.8%	98.0%
	2020	97.5	97.3	98.2	99.3	95.7	98.1	97.1	96.7	99.0				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	89.7%	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	94.0%	94.2%
	2017	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4	90.7	94.3%	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	89.5%	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	86.4%	87.9%
	2020	90.9	91.4	89.0	95.5	91.1	78.9	86.4	81.0	86.9				89.3%	89.3%
	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	90.8%	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	94.1%	94.9%
	2016	95.3	94.2	95.7	96.8	92.5	92.9	95.0	93.1	93.8	97.5	95.1	93.8	94.4%	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	93.9%	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	92.9%	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	91.8%	91.9%
	2020	93.3	95.7	97.6	97.0	95.3	96.7	96.9	97.4	95.7				96.0%	96.0%
	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	95.9%	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	94.8%	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	95.9%	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	95.3%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3				95.1%	95.1%
	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	95.6%	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	93.2%	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	94.6%	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	94.6%	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	93.3%	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	94.2%	94.3%
	2020	92.7	82.0	95.5	94.8	100.0	84.2	90.9	86.9	96.4				91.2%	91.2%
	2015-2019 average	92.0	89.6	94.0	94.8	94.1	95.4	95.9	95.2	94.6	95.1	93.1	92.7	94.0%	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-Sep	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	97.0%	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	95.7%	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	96.1%	95.7%
	2018	92.2	90.2	95.7	96.8	94.8	95.0	96.7	94.9	95.6	97.2	93.3	95.4	94.7%	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	91.5%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9	95.5	96.0				95.3%	95.3%
	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	95.0%	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	94.1%	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	94.7%	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	95.7%	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	92.3%	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				94.0%	94.0%
	2015-2019 average	94.1	92.6	95.1	95.7	93.7	92.5	93.4	93.8	94.5	94.7	94.0	94.8	94.0%	94.1%
UP-N	2015	98.6	95.6	98.3	97.1	97.7	98.2	97.0	95.9	98.2	97.0	97.6	98.4	97.4%	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	97.6%	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	97.2%	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	97.0%	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				98.2%	98.2%
	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	96.9%	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	94.8%	94.9%
	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4	96.7	92.1	88.6	95.4	93.3%	93.0%
	2020	96.3	96.1	98.0	98.7	96.5	96.1	96.6	95.7	97.2				96.8%	96.8%
	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	95.2%	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	95.4%	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	94.5%	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	91.5%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8				95.8%	95.8%
	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	93.6%	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	95.9%	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	96.1%	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	96.1%	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	94.3%	94.6%
	2020	95.9	95.6	97.6	98.5	96.2	96.6	96.3	95.4	96.9				96.5%	96.5%
	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 (10/19/2020) 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
September 2020**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
HC	917 81% OT	Fri, Sep 04	7	D	(GENERAL FREIGHT INTERFERENCE) - 7M CP CANAL FOR UPMBVCHX03 UP5480EAST W/99CARS 6200FT
		Wed, Sep 09	18	D	(GENERAL FREIGHT INTERFERENCE) - NS I3M NS4074WEST W/ 80 STACKS 12,928FT
		Fri, Sep 18	17	GF	(GATE XING / SIG / SWITCH FOREIGN) - RED SIGNAL CORWITH :PLANT FAILURE, TRAIN TALKED BY SIGNAL RESTRICTED SIGNAL TO NEXT FAVORABLE.
		Wed, Sep 30	6	D	(GENERAL FREIGHT INTERFERENCE) - Unknown freight consist.
MD-W	2202 67% OT	Tue, Sep 08	11	G	DEPARTED ELGIN LATE DUE TO PTC INITIALIZATION ISSUES; STOP SIGNAL GRAND/CICERO, VERBAL PERMISSION PAST SIGNAL, RESTRICTED SPEED TO A-5.
		Thu, Sep 10	9	ZT	9" PTC ISSUES EN-ROUTE. ONBOARD SIGNALS NOT RECONGNIZING FIELD SIGNALS @ B-35, B-6, A-5.
		Mon, Sep 14	7	ZT	7" DELAY, PTC INITIALIZATION ISSUES (WRONG CONSIST); 3" ADA ROSELLE TO CUS; PTC ISSUES B-6 & A-5 ONBOARD SIGNALS NOT RECOGNIZING WAYSIDE SIGNALS
		Tue, Sep 15	7	ZT	7" PTC ISSUES @ B-35 & GALEWOOD "RED FENCES"
		Wed, Sep 16	7	D	8" FREIGHT INTERFERENCE ELGIN; 1" ADA FRANKLIN PARK TO CUS (WALKER); 2" PTC ISSUES GRAND/CICERO TO A-4 RESTRICTING (CLEAR IN THE FIELD)
		Thu, Sep 17	41	GX	40" STOP/HELD @ NATIONAL ST. DUE TO TRACK OBSTRUCTION. AUTOMOBILE STRUCK & KNOCKED OVER THE CROSSING GATE MASS @ RAYMOND ST. MP 35.01; AUTOMATIC GRADE CROSSING MALFUNCTION ITEM #1 @ RAYMOND ST. MP 35.01; 2" ADA ROSELLE TO CUS; 2" PTC ISSUES @ GALEWOOD, ST
Mon, Sep 21	11	ZT	5" PTC ISSUES B-35, SIGNAL UNKNOWN, VERBAL AUTHORITY PAST SIGNAL, RESTRICTED SPEED; 2" ADA ROSELLE; 2" FREIGHT INTERFERENCE RIVER GROVE, PASSENGER TRAPPED ON WRONG SIDE; 2" PTC ISSUES B-6, SIGNAL UNKNOWN, VERBAL AUTHORITY PAST SIGNAL, RESTRICTED SPEED.		
MD-W	2203 76% OT	Tue, Sep 08	15	ZP	19" DEPARTED CUS LATE DUE TO LATE ARRIVAL/TURN OF #2202; PTC INITIALIZATION ISSUES, SHOWING 2 ENGINES INSTEAD OF 1 & 6 CARS INSTEAD OF 7 CARS, NO CAB CAR ENTERED. C/O PTC @ CUS & REINITIALIZED @ GRAND/CICERO PER DISPATCHER. Incorrect Consist failure.
		Wed, Sep 09	12	ZT1	6" DEPARTED CUS LATE DUE TO LATE ARRIVAL/TURN OF 2202; 6" PTC PENALTY APPLICATION BETWEEN ITASCA AND WOOD DALE, PERMISSION TO C/O PTC.
		Tue, Sep 15	16	ZT1	18" DEPARTED CUS LATE DUE TO LATE ARRIVAL/TURN OF 2202
		Thu, Sep 17	37	GX1	40" DEPARTED CUS LATE DUE TO LATE ARRIVAL/TURN OF #2202
		Fri, Sep 25	10	ZR	9" DEPARTED CUS LATE DUE TO PTC ISSUES (CONSIST SIZE & WEIGHT INFO) & PTC SYSTEM UPDATE; 8" PTC ISSUES @ A-2
RI	505 81% OT	Thu, Sep 10	7	IW	(PASSENGER HANDLING,WEATHER) - WHEEL SLIPPAGE ON THE BEVERLY SUB STOP AND GO PSGR HANDLING
		Wed, Sep 23	8	I	full consist down branch
		Fri, Sep 25	8	I	(PASSENGER HANDLING, RUNNING TIME) - 5M BEV SUB FOR 9 CAR CONSIST
		Wed, Sep 30	7	I	3M MAKING A YARD STOP AT 51ST ST. 3m due to 8c train on the Beverly Sub. 1 minute crossing over from track 1 to track 2 at Mokena.
RI	605 71% OT	Tue, Sep 08	6	ZT	LOST PTC AT 35TH
		Wed, Sep 09	6	U	ADA OFF AT 99TH
		Tue, Sep 15	10	CC	(SCHEDULED TRACK WORK) - COULDN'T REACH FOREMAN IN CHARGE OF 1550
		Wed, Sep 16	12	CF	(SCHEDULED TRACK WORK) - BUL: 1557 NO ANSWER. Bad radio (engineering)
		Mon, Sep 21	14	D	10" 16th cross traffic, 2" Morgan St. Bridge 10 MPH 2" 91st passenger unloading.
Thu, Sep 24	7	I	Late passenger at LaSalle - 2 mins, 2 mins for flag stops, 2 ADAs, and assisted senior passenger		
RI	607 81% OT	Tue, Sep 01	6	KW	WHEEL SLIP DUE TO RAIN
		Wed, Sep 09	20	RD	7M PTC ENFORCEMENT AT 16TH ST RESTRICTED SPEED TO 35TH. 3M CUTTING OUT PTC AT 35TH AND RESETTING. 3M RESTRICTED SPEED TO CP PERSHING. 8M PTC ISSUES AT 101ST RESTRICTED SPEED TO 15.6. Dispatch error per 9:00 AM meeting
		Tue, Sep 15	8	I	Accommodating family with strollers at 35th that boarded branch train when they should have gotten on mainline (ACCESSIBILITY RELATED (ADA)) - 3" ADA LSS TO 111TH 2" 10MPH Morgan 2" 103rd slow loading 1" 111th St.
Mon, Sep 28	6	U			
SWS	806 81% OT	Tue, Sep 01	0	XKD	HIT 2 DEER AT LENOX. MAIN RESOVIOR LEAKING AIR. HAD TO SHOVE IN FROM CP 179TH . 30 MPH.
		Tue, Sep 08	27	UF	(ACCESSIBILITY RELATED (ADA)) - ADA LIFT ON COACH CAR 6184 STUCK IN LOWERED POSITION
		Wed, Sep 09	13	G	TRACK CIRCUIT DOWN AT CP BROWN. OPERATOR AT LANDERS UNABLE TO EFFECTIVELY USE PSS FEATURE. CUT OUT AT CP BROWN AND CUT BACK IN. Switch failure
Wed, Sep 23	9	D	(GENERAL FREIGHT INTERFERENCE) - HEADROOM MOVE NS21E W/68C, 10500		
SWS	812 81% OT	Wed, Sep 02	11	CC	(SCHEDULED TRACK WORK) - 5M 87TH CONTACTING THE FLAGMAN AND INSTRUCTIONS AND 5M ON AMTRAK ZIG ZAG MOVE.
		Wed, Sep 09	7	RF	(FOREIGN/PSA DISPATCH ERROR) - NO SIGNAL AT RIDGE. NO CROSS TRAFFIC EITHER. DUE TO TIGHT TURN AT CP 179TH, TRAIN DEPARTED LATE. 3M DUE TO PTC NOT RECOGNIZING METRA RUNNER.
		Mon, Sep 14	11	D1	(GENERAL FREIGHT INTERFERENCE) - LATE TURN DUE TO LATE ARRIVAL FROM SWS 803
Tue, Sep 29	7	CF	COMMUNICION PROBLEMS WITH FORM B-4550 --B/O Radio		
SWS	815 67% OT	Tue, Sep 01	15	CC	(SCHEDULED TRACK WORK) - FORM B 87TH & PULASKI PLUS THREE ITEM 1 AWDMS.
		Fri, Sep 04	7	D	-13m CP Canal for freight traffic. UP-MBVCHX03 99CARS 6200'.
		Tue, Sep 15	11	CD	18M WAITING ON NS FOREMAN TO CLEAR UP MEN AND EQUIPMENT FOR AUTHORITY THROUGH FORM Y LIMITS. 2M AT CUS WAITING ON B
		Fri, Sep 18	6	ZT	(PTC BACK OFFICE/SOFTWARE) - PTC ENFORCEMENT MP 19 [10MPH SLOW ORDER]
		Wed, Sep 23	27	ZT	10" CP Lumber for CN L-536 w/7500ft: 9" CP 74th attempting to contact FIC Form B 11" ATTEMPTING TO DELIVER PTC RESTRICTION TO METX 203
		Fri, Sep 25	25	ZN	PTC ISSUES OUT OF CUS. STOPPED AT CP 518 FOR 30 MINUTES. NS PTC HELPDESK REFUSED TO TELL TRAIN TO CUT OUT.
Mon, Sep 28	11	Q	(LATE ISSUANCE OF TRACK WARRANT) - 12M LATE DEPARTING CUS DUE TO PROBLEMS UPLOADING NS DOB INTO SYSTEM FOR PTC. 3M ON SPEED RESTRICTION AT P		

**Table 3 (continued): Weekday Trains less than 85% On-Time
September 2020**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
SWS	824 71% OT	Tue, Sep 01	15	DD	(GENERAL FREIGHT INTERFERENCE) CP RIDGE 255/306P -11M IHB TIMING OUT SIGNAL.
		Thu, Sep 10	11	D	(GENERAL FREIGHT INTERFERENCE) - 14M CP21ST ST 321/335PM FOR NS-880
		Tue, Sep 15	21	DD	17M AT CP RIDGE CROSS TRAFFIC (BP12 IHB4015 4600FT)METRA WAS ON TIME NO EXPLANATION GIVEN FOR THE DELAY.
		Wed, Sep 16	6	CD	8M CP 518 317/325PM RED SIGNAL : NS MOW EQUIP CLEARING INTERLOCKING.
		Wed, Sep 23	8	ZT1	LATE FLIP FROM SWS#815
	Fri, Sep 25	8	CC	3" PTC @ 179th 8" STOPPED AT CP 74TH. 6" waiting for a signal @ CP518. Scheduled track work	
UP-W	48 81% OT	Tue, Sep 01	15	UF	DELAYED @ VILLA PARK ON ACCT. OF COACH CAR 6129 SOUTH SIDE ADA LIFT MALFUNCTION (HAD TO MANUALLY OPERATE-WOULD NOT STOW)
		Thu, Sep 03	37	D1	DEPARTED ELBURN 20 MINUTES LATE DUE TO LATE ARRIVAL OF M29, ALSO WAITED FOR PARAMEDICS AT BELLWOOD TO REMOVE A UNRESPONSIVE PASSENGER.
		Wed, Sep 16	10	D	M48 STOPPED AT VALE FOR ZCSKDJ AHEAD ON T1 AND ZG1BR GOING WEST ON T2
		Mon, Sep 21	12	G1	DEPARTED ELBURN 8 MINUTES LATE DUE TO LATE ARRIVAL OF M29, ALSO PASSENGERS ON THE WRONG SIDE AT GENEVA, AND A FORM B WITH SPEED RESTRICTION

Data is final (10/19/2020) 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
September 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	-	-	-	7	6	5	1	3	12	1	1	8	46
Freight Interference - Peak	-	-	-	-	7	1	4	1	-	6	-	-	1	20
Primary	-	-	-	-	7	1	4	1	-	5	-	-	1	19
Secondary	-	-	-	-	-	-	-	-	-	1	-	-	-	1
Freight Interference - Off-Peak	2	-	-	-	-	5	1	-	3	6	1	1	7	26
Primary	2	-	-	-	-	5	1	-	3	6	1	1	5	24
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	2	2
Signal/Switch Failure - Total	2	-	-	2	3	10	6	1	9	1	-	-	3	37
Signal/Switch Failure - Metra/PSA	2	-	-	2	-	7	6	1	8	1	-	-	3	30
Primary	1	-	-	1	-	6	4	-	8	1	-	-	2	23
Secondary	1	-	-	1	-	1	2	1	-	-	-	-	1	7
Signal/Switch Failure - Foreign	-	-	-	-	3	3	-	-	1	-	-	-	-	7
Primary	-	-	-	-	3	2	-	-	1	-	-	-	-	6
Secondary	-	-	-	-	-	1	-	-	-	-	-	-	-	1
Mechanical Failure - Total	1	1	-	-	-	2	-	-	6	1	1	8	12	32
Mechanical Failure - Metra/PSA	1	1	-	-	-	2	-	-	6	1	1	8	12	32
Non-Locomotive Equipment Issue - Metra/PSA	1	1	-	-	-	1	-	-	-	1	1	1	4	10
Primary	1	1	-	-	-	-	-	-	-	1	1	1	4	9
Secondary	-	-	-	-	-	1	-	-	-	-	-	-	-	1
Locomotive Issue - Metra/PSA	-	-	-	-	-	1	-	-	6	-	-	7	8	22
Primary	-	-	-	-	-	1	-	-	3	-	-	1	3	8
Secondary	-	-	-	-	-	-	-	-	3	-	-	6	5	14
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	-	-	-	-	-	-	-	-	-	-	-	1	-	1
Passenger Train Interference - Metra/PSA	-	-	-	-	-	-	-	-	-	-	-	1	-	1
Passenger Train Interference - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Accident - Total	-	-	-	-	-	-	-	-	-	-	2	8	-	10
Accident - Metra/PSA	-	-	-	-	-	-	-	-	-	-	2	8	-	10
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Track Work - Total	3	2	-	1	-	1	1	-	4	7	4	1	4	28
Track Work - Metra/PSA	3	2	-	1	-	1	1	-	4	4	4	1	4	25
Track Work - Foreign	-	-	-	-	-	-	-	-	-	3	-	-	-	3
Human Error - Total	5	-	1	2	1	1	1	-	7	2	4	1	3	28
Human Error - Metra/PSA	1	-	1	2	-	-	-	-	7	1	4	-	1	17
Human Error - Foreign	4	-	-	-	1	1	1	-	-	1	-	1	2	11
PTC Related - Total	-	-	-	1	-	6	15	1	3	4	1	3	14	48
PTC Related - Metra/PSA	-	-	-	1	-	6	15	1	3	3	1	3	14	47
PTC Related - Foreign	-	-	-	-	-	-	-	-	-	1	-	-	-	1
Weather - Total	-	-	-	-	-	1	1	-	4	-	2	2	-	10
Weather - Metra/PSA	-	-	-	-	-	1	1	-	4	-	2	2	-	10
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	-	5	-	-	-	2	1	-	10	-	2	-	4	24
Obstruction/Debris - Total	1	5	3	3	-	1	1	-	1	1	7	2	6	31
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	1	-	-	-	-	2	-	-	-	-	-	-	-	3
Total Trains Delayed	15	13	4	9	11	32	31	3	47	28	24	27	54	298
Total Metra/PSA Delays	9	13	4	9	0	22	25	2	43	11	23	25	44	230
Total Foreign Carrier Delays	6	0	0	0	11	10	6	1	4	17	1	2	10	68

Data for current month is final (10/19/2020) 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 September Over Previous Five Years: 2015-2019

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	17	-	-	-	4	14	5	6	7	13	1	2	20	90
Freight Interference - Peak	5	-	-	-	3	2	1	1	2	6	0	1	7	29
Primary	2	-	-	-	2	2	1	1	1	4	0	1	4	18
Secondary	4	-	-	-	0	0	0	0	1	1	-	0	4	11
Freight Interference - Off-Peak	12	-	-	-	1	12	4	5	5	8	1	1	13	62
Primary	9	-	-	-	1	8	4	5	4	5	0	1	9	46
Secondary	3	-	-	-	0	5	1	0	1	2	0	-	3	15
Signal/Switch Failure - Total	16	10	2	1	2	21	8	6	10	7	1	9	8	100
Signal/Switch Failure - Metra/PSA	14	10	2	1	0	18	7	3	10	3	1	8	6	84
Primary	11	6	1	0	0	7	5	3	8	3	0	3	3	52
Secondary	3	4	1	1	-	10	2	1	2	1	0	6	3	33
Signal/Switch Failure - Foreign	2	-	-	-	2	3	1	2	-	4	-	0	2	15
Primary	1	-	-	-	2	2	1	2	-	3	-	0	1	12
Secondary	1	-	-	-	-	1	-	0	-	1	-	-	1	4
Mechanical Failure - Total	15	3	1	0	0	9	6	3	24	3	8	13	10	95
Mechanical Failure - Metra/PSA	15	3	1	0	0	9	5	3	24	3	8	13	10	95
Non-Locomotive Equipment Issue - Metra/PSA	3	3	1	0	0	3	1	0	2	1	3	2	1	21
Primary	2	1	1	-	0	1	1	0	1	1	2	1	1	12
Secondary	1	2	1	0	-	2	-	-	1	-	1	1	0	9
Locomotive Issue - Metra/PSA	11	-	-	-	0	6	5	3	22	2	5	11	9	74
Primary	3	-	-	-	-	2	2	1	7	1	2	2	2	24
Secondary	8	-	-	-	0	4	2	2	15	1	3	9	6	50
Mechanical Failure - Foreign	-	-	-	-	-	-	0	-	-	-	-	-	-	0
Passenger Train Interference - Total	2	1	1	-	1	2	0	0	0	1	-	0	1	11
Passenger Train Interference - Metra/PSA	-	1	1	-	-	2	0	0	0	-	-	0	1	5
Passenger Train Interference - Foreign	2	-	0	-	1	0	-	-	-	1	-	-	0	6
Accident - Total	5	2	0	-	1	7	1	1	4	3	6	6	7	43
Accident - Metra/PSA	4	2	0	-	1	7	1	0	4	3	6	6	7	41
Accident - Foreign	1	-	-	-	-	-	-	1	-	-	-	-	-	2
Track Work - Total	37	12	1	2	2	9	9	1	14	1	2	6	3	100
Track Work - Metra/PSA	36	12	1	2	2	9	9	1	14	1	2	6	3	98
Track Work - Foreign	2	-	-	-	-	-	-	-	-	0	-	-	-	2
Human Error - Total	19	2	0	1	1	10	5	2	9	1	6	5	5	66
Human Error - Metra/PSA	13	2	0	0	0	6	4	1	9	1	5	4	4	50
Human Error - Foreign	5	-	-	0	1	4	1	1	-	1	1	1	1	16
PTC Related - Total	3	-	-	-	-	-	-	-	4	0	0	2	-	8
PTC Related - Metra/PSA	2	-	-	-	-	-	-	-	4	-	0	2	-	7
PTC Related - Foreign	1	-	-	-	-	-	-	-	-	0	-	-	-	1
Weather - Total	1	0	-	-	0	1	0	1	3	1	2	9	-	18
Weather - Metra/PSA	1	0	-	-	0	1	0	1	3	1	2	9	-	18
Weather - Foreign	-	-	-	-	-	-	-	-	-	0	-	-	-	0
Passenger Related - Total	11	6	2	1	0	13	5	1	10	0	10	9	12	79
Obstruction/Debris - Total	7	3	0	4	0	6	5	2	5	3	2	4	5	48
Catenary Failure - Total	-	12	3	4	-	0	-	-	-	-	-	-	-	19
Other - Total	0	0	0	-	-	0	0	-	0	0	1	0	-	3
Total Trains Delayed	134	51	10	14	12	92	46	23	89	35	39	66	69	681
Total Metra/PSA Delays	104	51	10	14	4	70	38	13	82	16	37	63	46	548
Total Foreign Carrier Delays	30	0	0	0	8	22	8	10	7	19	2	3	23	133

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

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	(15)	-	-	-	3	(8)	(0)	(5)	(4)	(1)	-	(1)	(12)	(44)
Freight Interference - Peak	(5)	-	-	-	4	(1)	3	(0)	(2)	0	(0)	(1)	(6)	(9)
Primary	(2)	-	-	-	5	(1)	3	(0)	(1)	1	(0)	(1)	(3)	1
Secondary	(4)	-	-	-	(0)	(0)	(0)	(0)	(1)	(0)	-	(0)	(4)	(10)
Freight Interference - Off-Peak	(10)	-	-	-	(1)	(7)	(3)	(5)	(2)	(2)	0	(0)	(6)	(36)
Primary	(7)	-	-	-	(1)	(3)	(3)	(5)	(1)	1	1	(0)	(4)	(22)
Secondary	(3)	-	-	-	(0)	(5)	(1)	(0)	(1)	(2)	(0)	-	(2)	(13)
Signal/Switch Failure - Total	(14)	(10)	(2)	1	1	(11)	(2)	(5)	(1)	(6)	(1)	(9)	(5)	(63)
Signal/Switch Failure - Metra/PSA	(12)	(10)	(2)	1	(0)	(11)	(1)	(2)	(2)	(2)	(1)	(8)	(3)	(54)
Primary	(10)	(6)	(1)	1	(0)	(1)	(1)	(3)	0	(2)	(0)	(3)	(1)	(29)
Secondary	(2)	(4)	(1)	-	-	(9)	0	0	(2)	(1)	(0)	(6)	(2)	(26)
Signal/Switch Failure - Foreign	(2)	-	-	-	1	(0)	(1)	(2)	1	(4)	-	(0)	(2)	(8)
Primary	(1)	-	-	-	1	-	(1)	(2)	1	(3)	-	(0)	(1)	(6)
Secondary	(1)	-	-	-	-	(0)	-	(0)	-	(1)	-	-	(1)	(3)
Mechanical Failure - Total	(14)	(2)	(1)	(0)	(0)	(7)	(6)	(3)	(18)	(2)	(7)	(5)	2	(63)
Mechanical Failure - Metra/PSA	(14)	(2)	(1)	(0)	(0)	(7)	(5)	(3)	(18)	(2)	(7)	(5)	2	(63)
Non-Locomotive Equipment Issue - Metra/PSA	(2)	(2)	(1)	(0)	(0)	(2)	(1)	(0)	(2)	0	(2)	(1)	3	(11)
Primary	(1)	-	(1)	-	(0)	(1)	(1)	(0)	(1)	0	(1)	(0)	3	(3)
Secondary	(1)	(2)	(1)	(0)	-	(1)	-	-	(1)	-	(1)	(1)	(0)	(8)
Locomotive Issue - Metra/PSA	(11)	-	-	-	(0)	(5)	(5)	(3)	(16)	(2)	(5)	(4)	(1)	(52)
Primary	(3)	-	-	-	-	(1)	(2)	(1)	(4)	(1)	(2)	(1)	1	(16)
Secondary	(8)	-	-	-	(0)	(4)	(2)	(2)	(12)	(1)	(3)	(3)	(1)	(36)
Mechanical Failure - Foreign	-	-	-	-	-	-	(0)	-	-	-	-	-	-	(0)
Passenger Train Interference - Total	(2)	(1)	(1)	-	(1)	(2)	(0)	(0)	(0)	(1)	-	1	(1)	(10)
Passenger Train Interference - Metra/PSA	-	(1)	(1)	-	-	(2)	(0)	(0)	(0)	-	-	1	(1)	(4)
Passenger Train Interference - Foreign	(2)	-	(0)	-	(1)	(0)	-	-	-	(1)	-	-	(0)	(6)
Accident - Total	(5)	(2)	(0)	-	(1)	(7)	(1)	(1)	(4)	(3)	(4)	2	(7)	(33)
Accident - Metra/PSA	(4)	(2)	(0)	-	(1)	(7)	(1)	(0)	(4)	(3)	(4)	2	(7)	(31)
Accident - Foreign	(1)	-	-	-	-	-	-	(1)	-	-	-	-	-	(2)
Track Work - Total	(34)	(10)	(1)	(1)	(2)	(8)	(8)	(1)	(10)	6	2	(5)	1	(72)
Track Work - Metra/PSA	(33)	(10)	(1)	(1)	(2)	(8)	(8)	(1)	(10)	3	2	(5)	1	(73)
Track Work - Foreign	(2)	-	-	-	-	-	-	-	-	3	-	-	-	1
Human Error - Total	(14)	(2)	1	1	(0)	(9)	(4)	(2)	(2)	1	(2)	(4)	(2)	(38)
Human Error - Metra/PSA	(12)	(2)	1	2	(0)	(6)	(4)	(1)	(2)	0	(1)	(4)	(3)	(33)
Human Error - Foreign	(1)	-	-	(0)	-	(3)	-	(1)	-	0	(1)	0	1	(5)
PTC Related - Total	(3)	-	-	1	-	6	15	1	(1)	4	1	1	14	40
PTC Related - Metra/PSA	(2)	-	-	1	-	6	15	1	(1)	3	1	1	14	40
PTC Related - Foreign	(1)	-	-	-	-	-	-	-	-	1	-	-	-	-
Weather - Total	(1)	(0)	-	-	(0)	0	1	(1)	1	(1)	0	(7)	-	(8)
Weather - Metra/PSA	(1)	(0)	-	-	(0)	0	1	(1)	1	(1)	0	(7)	-	(8)
Weather - Foreign	-	-	-	-	-	-	-	-	-	(0)	-	-	-	(0)
Passenger Related - Total	(11)	(1)	(2)	(1)	(0)	(11)	(4)	(1)	0	(0)	(8)	(9)	(8)	(55)
Obstruction/Debris - Total	(6)	2	3	(1)	(0)	(5)	(4)	(2)	(4)	(2)	5	(2)	1	(17)
Catenary Failure - Total	-	(12)	(3)	(4)	-	-	-	-	-	-	-	-	-	(19)
Other - Total	1	(0)	(0)	-	-	2	(0)	-	(0)	(0)	(1)	(0)	-	(0)
Total Trains Delayed	(119)	(38)	(6)	(5)	(1)	(60)	(15)	(20)	(42)	(7)	(15)	(39)	(15)	(383)
Total Metra/PSA Delays	-95	-38	-6	-5	-4	-48	-13	-11	-39	-5	-14	-38	-2	-318
Total Foreign Carrier Delays	-24	0	0	0	3	-12	-2	-9	-3	-2	-1	-1	-13	-65

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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 - September 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	21	-	-	-	31	28	105	18	18	62	9	19	98	409
Freight Interference - Peak	2	-	-	-	31	5	18	13	3	32	6	6	34	150
Primary	2	-	-	-	29	5	18	9	3	24	4	6	25	125
Secondary	-	-	-	-	2	-	-	4	-	8	2	-	9	25
Freight Interference - Off-Peak	19	-	-	-	-	23	87	5	15	30	3	13	64	259
Primary	18	-	-	-	-	20	71	4	13	21	1	9	45	202
Secondary	1	-	-	-	-	3	16	1	2	9	2	4	19	57
Signal/Switch Failure - Total	32	27	27	25	15	75	52	67	86	35	10	28	23	502
Signal/Switch Failure - Metra/PSA	21	27	27	25	2	64	51	11	80	14	9	18	23	372
Primary	15	21	18	21	2	48	44	8	59	10	9	11	17	283
Secondary	6	6	9	4	-	16	7	3	21	4	-	7	6	89
Signal/Switch Failure - Foreign	11	-	-	-	13	11	1	56	6	21	1	10	-	130
Primary	11	-	-	-	13	8	1	54	5	14	-	10	-	116
Secondary	-	-	-	-	-	3	-	2	1	7	1	-	-	14
Mechanical Failure - Total	60	14	5	2	2	56	55	11	45	13	25	29	41	358
Mechanical Failure - Metra/PSA	60	3	3	1	2	49	55	11	45	13	25	29	41	337
Non-Locomotive Equipment Issue - Metra/PSA	28	3	3	1	-	14	8	3	9	12	17	10	15	123
Primary	11	2	2	1	-	4	4	3	2	8	10	6	13	66
Secondary	17	1	1	-	-	10	4	-	7	4	7	4	2	57
Locomotive Issue - Metra/PSA	32	-	-	-	2	35	47	8	36	1	8	19	26	214
Primary	13	-	-	-	2	13	18	2	21	1	6	5	14	95
Secondary	19	-	-	-	-	22	29	6	15	-	2	14	12	119
Mechanical Failure - Foreign	-	11	2	1	-	7	-	-	-	-	-	-	-	21
Passenger Train Interference - Total	-	1	-	1	2	9	2	4	1	3	-	8	1	32
Passenger Train Interference - Metra/PSA	-	-	-	-	-	7	2	4	-	1	-	8	1	23
Passenger Train Interference - Foreign	-	1	-	1	2	2	-	-	1	2	-	-	-	9
Accident - Total	20	1	-	11	-	24	18	-	7	7	2	30	43	163
Accident - Metra/PSA	17	-	-	11	-	20	14	-	6	7	2	27	36	140
Accident - Foreign	3	1	-	-	-	4	4	-	1	-	-	3	7	23
Track Work - Total	56	63	4	18	5	26	19	1	62	30	24	11	22	341
Track Work - Metra/PSA	56	63	4	18	1	24	19	1	62	12	24	10	22	316
Track Work - Foreign	-	-	-	-	4	2	-	-	-	18	-	1	-	25
Human Error - Total	51	31	8	11	11	62	39	18	56	11	30	44	21	393
Human Error - Metra/PSA	38	31	8	11	4	50	32	13	56	5	30	30	18	326
Human Error - Foreign	13	-	-	-	7	12	7	5	-	6	-	14	3	67
PTC Related - Total	3	36	6	20	24	11	30	20	43	19	21	15	37	285
PTC Related - Metra/PSA	2	36	6	20	8	10	30	12	39	11	21	14	37	246
PTC Related - Foreign	1	-	-	-	16	1	-	8	4	8	-	1	-	39
Weather - Total	16	49	17	24	5	21	55	10	71	7	19	35	23	352
Weather - Metra/PSA	16	49	17	24	5	21	55	10	70	6	19	34	23	349
Weather - Foreign	-	-	-	-	-	-	-	-	1	1	-	1	-	3
Passenger Related - Total	18	64	7	1	2	16	30	-	52	1	13	36	48	288
Obstruction/Debris - Total	26	54	8	41	4	22	40	15	94	4	34	73	39	454
Catenary Failure - Total	-	28	8	11	-	-	-	-	-	-	-	-	-	47
Other - Total	2	5	1	7	-	4	2	2	6	1	-	6	-	36
Total Trains Delayed	305	373	91	172	101	354	447	166	541	193	187	334	396	3,660
Total Metra/PSA Delays	256	360	89	170	28	287	330	79	510	75	177	285	288	2,934
Total Foreign Carrier Delays	49	13	2	2	73	67	117	87	31	118	10	49	108	726

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Table 6.b: Train Delays by Cause and Line - YTD
January - September 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	134	-	0	-	40	107	74	66	50	112	10	54	191	837
Freight Interference - Peak	50	-	0	-	35	23	21	23	13	38	3	31	64	299
Primary	27	-	-	-	28	15	13	17	8	27	2	15	30	182
Secondary	22	-	0	-	6	8	8	5	5	11	1	16	34	117
Freight Interference - Off-Peak	85	-	-	-	6	83	53	43	37	73	7	23	127	538
Primary	67	-	-	-	5	51	35	38	29	53	4	17	97	397
Secondary	18	-	-	-	1	32	18	5	8	20	3	6	30	140
Signal/Switch Failure - Total	188	70	28	27	24	160	103	57	96	85	25	58	87	1,008
Signal/Switch Failure - Metra/PSA	106	70	28	27	3	128	85	31	95	30	25	42	74	746
Primary	74	47	21	20	2	73	60	22	73	20	13	21	34	482
Secondary	32	23	7	7	0	55	26	9	23	10	11	21	40	264
Signal/Switch Failure - Foreign	82	-	-	-	21	32	18	26	1	54	-	15	13	262
Primary	62	-	-	-	18	17	13	16	1	36	-	8	9	179
Secondary	20	-	-	-	4	15	5	9	-	19	-	7	4	82
Mechanical Failure - Total	163	26	6	4	6	132	79	27	166	31	85	92	99	916
Mechanical Failure - Metra/PSA	161	23	5	4	5	121	78	27	166	31	85	92	99	898
Non-Locomotive Equipment Issue - Metra/PSA	54	23	5	4	1	19	13	4	19	10	25	31	42	250
Primary	23	7	2	1	1	10	6	2	10	6	14	16	20	119
Secondary	31	17	3	3	0	8	7	2	9	4	11	14	22	131
Locomotive Issue - Metra/PSA	107	-	-	-	4	102	65	23	147	21	60	61	57	648
Primary	32	-	-	-	3	30	25	7	46	9	21	19	19	211
Secondary	75	-	-	-	1	72	40	15	102	11	39	42	38	437
Mechanical Failure - Foreign	2	3	1	1	0	11	1	1	-	-	-	-	-	18
Passenger Train Interference - Total	23	5	2	3	10	27	3	9	4	29	0	1	4	121
Passenger Train Interference - Metra/PSA	2	3	1	1	0	18	2	8	3	2	0	1	3	46
Passenger Train Interference - Foreign	21	2	1	2	9	9	2	1	1	28	-	-	1	75
Accident - Total	65	37	8	9	3	38	41	13	28	12	44	70	40	410
Accident - Metra/PSA	61	24	6	9	1	30	39	11	24	7	43	63	23	342
Accident - Foreign	4	13	2	-	1	8	2	3	4	5	1	7	17	68
Track Work - Total	151	52	11	27	11	82	32	10	86	11	51	48	57	629
Track Work - Metra/PSA	135	52	11	27	11	81	30	10	86	9	51	48	57	606
Track Work - Foreign	17	-	-	-	-	1	2	0	-	2	-	-	-	23
Human Error - Total	151	27	11	15	17	93	51	22	65	29	55	57	62	656
Human Error - Metra/PSA	90	26	11	15	3	57	33	11	64	10	43	39	42	444
Human Error - Foreign	61	1	-	1	15	36	17	11	1	19	12	18	20	212
PTC Related - Total	30	3	1	2	0	3	1	1	27	2	25	21	33	150
PTC Related - Metra/PSA	28	3	1	2	-	3	1	1	27	1	25	20	32	145
PTC Related - Foreign	2	-	-	-	0	-	-	-	-	1	-	1	1	6
Weather - Total	138	89	29	36	3	78	53	16	96	12	54	68	45	717
Weather - Metra/PSA	137	89	29	36	3	76	52	16	96	11	54	68	44	712
Weather - Foreign	0	-	-	-	0	2	0	-	0	1	-	-	1	6
Passenger Related - Total	89	76	13	15	1	109	87	8	110	7	101	133	130	881
Obstruction/Debris - Total	80	27	11	28	4	42	36	14	53	28	26	66	69	483
Catenary Failure - Total	-	28	6	16	-	-	-	-	-	-	-	-	-	50
Other - Total	6	1	3	2	0	5	5	1	5	2	4	6	4	46
Total Trains Delayed	1,219	442	130	186	119	876	566	245	787	361	480	675	821	6,905
Total Metra/PSA Delays	894	422	126	182	31	670	450	138	730	138	457	580	578	5,396
Total Foreign Carrier Delays	325	19	4	3	88	206	116	107	57	223	23	95	243	1,509

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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 - September 2020 Compared to Average January - September 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	(113)	-	(0)	-	(9)	(79)	31	(48)	(32)	(50)	(1)	(35)	(93)	(428)
Freight Interference - Peak	(48)	-	(0)	-	(4)	(18)	(3)	(10)	(10)	(6)	3	(25)	(30)	(149)
Primary	(25)	-	-	-	1	(10)	5	(8)	(5)	(3)	2	(9)	(5)	(57)
Secondary	(22)	-	(0)	-	(4)	(8)	(8)	(1)	(5)	(3)	1	(16)	(25)	(92)
Freight Interference - Off-Peak	(66)	-	-	-	(6)	(60)	34	(38)	(22)	(43)	(4)	(10)	(63)	(279)
Primary	(49)	-	-	-	(5)	(31)	36	(34)	(16)	(32)	(3)	(8)	(52)	(195)
Secondary	(17)	-	-	-	(1)	(29)	(2)	(4)	(6)	(11)	(1)	(2)	(11)	(83)
Signal/Switch Failure - Total	(156)	(43)	(1)	(2)	(9)	(85)	(51)	10	(10)	(50)	(15)	(30)	(64)	(506)
Signal/Switch Failure - Metra/PSA	(85)	(43)	(1)	(2)	(1)	(64)	(34)	(20)	(15)	(16)	(16)	(24)	(51)	(374)
Primary	(59)	(26)	(3)	1	(0)	(25)	(16)	(14)	(14)	(10)	(4)	(10)	(17)	(199)
Secondary	(26)	(17)	2	(3)	(0)	(39)	(19)	(6)	(2)	(6)	(11)	(14)	(34)	(175)
Signal/Switch Failure - Foreign	(71)	-	-	-	(8)	(21)	(17)	30	5	(33)	1	(5)	(13)	(132)
Primary	(51)	-	-	-	(5)	(9)	(12)	38	4	(22)	-	2	(9)	(63)
Secondary	(20)	-	-	-	(4)	(12)	(5)	(7)	1	(12)	1	(7)	(4)	(68)
Mechanical Failure - Total	(103)	(12)	(1)	(2)	(4)	(76)	(24)	(16)	(121)	(18)	(60)	(63)	(58)	(558)
Mechanical Failure - Metra/PSA	(101)	(20)	(2)	(3)	(3)	(72)	(23)	(16)	(121)	(18)	(60)	(63)	(58)	(561)
Non-Locomotive Equipment Issue - Metra/PSA	(26)	(20)	(2)	(3)	(1)	(5)	(5)	(1)	(10)	2	(8)	(21)	(27)	(127)
Primary	(12)	(5)	(0)	-	(1)	(6)	(2)	1	(8)	2	(4)	(10)	(7)	(53)
Secondary	(14)	(16)	(2)	(3)	(0)	2	(3)	(2)	(2)	-	(4)	(10)	(20)	(74)
Locomotive Issue - Metra/PSA	(75)	-	-	-	(2)	(67)	(18)	(15)	(111)	(20)	(52)	(42)	(31)	(434)
Primary	(19)	-	-	-	(1)	(17)	(7)	(5)	(25)	(8)	(15)	(14)	(5)	(116)
Secondary	(56)	-	-	-	(1)	(50)	(11)	(9)	(87)	(12)	(37)	(28)	(26)	(318)
Mechanical Failure - Foreign	(2)	8	1	0	(0)	(4)	(1)	(1)	-	-	-	-	-	3
Passenger Train Interference - Total	(23)	(4)	(2)	(2)	(8)	(18)	(1)	(5)	(3)	(26)	(0)	7	(3)	(89)
Passenger Train Interference - Metra/PSA	(2)	(3)	(1)	(1)	(0)	(11)	0	(4)	(3)	(1)	(0)	7	(2)	(23)
Passenger Train Interference - Foreign	(21)	(1)	(1)	(1)	(7)	(7)	(2)	(1)	0	(26)	-	-	(1)	(66)
Accident - Total	(45)	(36)	(8)	2	(3)	(14)	(23)	(13)	(21)	(5)	(42)	(40)	3	(247)
Accident - Metra/PSA	(44)	(24)	(6)	2	(1)	(10)	(25)	(11)	(18)	(0)	(41)	(36)	13	(202)
Accident - Foreign	(1)	(12)	(2)	-	(1)	(4)	2	(3)	(3)	(5)	(1)	(4)	(10)	(45)
Track Work - Total	(95)	11	(7)	(9)	(6)	(56)	(13)	(9)	(24)	19	(27)	(37)	(35)	(288)
Track Work - Metra/PSA	(79)	11	(7)	(9)	(10)	(57)	(11)	(9)	(24)	3	(27)	(38)	(35)	(290)
Track Work - Foreign	(17)	-	-	-	4	1	(2)	(0)	-	16	-	1	-	2
Human Error - Total	(100)	4	(3)	(4)	(6)	(31)	(12)	(4)	(9)	(18)	(25)	(13)	(41)	(263)
Human Error - Metra/PSA	(52)	5	(3)	(4)	1	(7)	(1)	2	(8)	(5)	(13)	(9)	(24)	(118)
Human Error - Foreign	(48)	(1)	-	(1)	(8)	(24)	(10)	(6)	(1)	(13)	(12)	(4)	(17)	(145)
PTC Related - Total	(27)	33	5	18	24	8	29	19	16	17	(4)	(6)	4	135
PTC Related - Metra/PSA	(26)	33	5	18	8	7	29	11	12	10	(4)	(6)	5	101
PTC Related - Foreign	(1)	-	-	-	16	1	-	8	4	7	-	0	(1)	33
Weather - Total	(122)	(40)	(12)	(12)	2	(57)	2	(6)	(25)	(5)	(35)	(33)	(22)	(365)
Weather - Metra/PSA	(121)	(40)	(12)	(12)	2	(55)	3	(6)	(26)	(5)	(35)	(34)	(21)	(363)
Weather - Foreign	(0)	-	-	-	(0)	(2)	(0)	-	1	(0)	-	1	(1)	(3)
Passenger Related - Total	(71)	(12)	(6)	(14)	1	(93)	(57)	(8)	(58)	(6)	(88)	(97)	(82)	(593)
Obstruction/Debris - Total	(54)	27	(3)	13	0	(20)	4	1	41	(24)	8	7	(30)	(29)
Catenary Failure - Total	-	0	2	(5)	-	-	-	-	-	-	-	-	-	(3)
Other - Total	(4)	4	(2)	5	(0)	(1)	(3)	1	1	(1)	(4)	(0)	(4)	(10)
Total Trains Delayed	(914)	(69)	(39)	(14)	(18)	(522)	(119)	(79)	(246)	(168)	(293)	(341)	(425)	(3,245)
Total Metra/PSA Delays	-638	-62	-37	-12	-3	-383	-120	-59	-220	-63	-280	-295	-290	-2,462
Total Foreign Carrier Delays	-276	-6	-2	-1	-15	-139	1	-20	-26	-105	-13	-46	-135	-783

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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 - Sep
Freight Interference - Total	55	52	58	18	12	37	63	68	46				409 11.2%
Freight Interference - Peak	19	13	20	6	3	12	24	33	20				150 4.1%
Primary	13	10	13	6	3	12	22	27	19				125 3.4%
Secondary	6	3	7	-	-	-	2	6	1				25 0.7%
Freight Interference - Off-Peak	36	39	38	12	9	25	39	35	26				259 7.1%
Primary	26	31	26	11	8	18	30	28	24				202 5.5%
Secondary	10	8	12	1	1	7	9	7	2				57 1.6%
Signal/Switch Failure - Total	87	146	47	22	31	44	56	32	37				502 13.7%
Signal/Switch Failure - Metra/PSA	70	77	36	20	24	35	51	29	30				372 10.2%
Primary	52	46	28	18	20	29	39	28	23				283 7.7%
Secondary	18	31	8	2	4	6	12	1	7				89 2.4%
Signal/Switch Failure - Foreign	17	69	11	2	7	9	5	3	7				130 3.6%
Primary	15	61	10	2	6	9	4	3	6				116 3.2%
Secondary	2	8	1	-	1	-	1	-	1				14 0.4%
Mechanical Failure - Total	99	106	37	15	13	12	23	21	32				358 9.8%
Mechanical Failure - Metra/PSA	93	92	37	15	13	11	23	21	32				337 9.2%
Non-Locomotive Equipment Issue - Metra/PSA	29	45	11	6	4	3	11	4	10				123 3.4%
Primary	12	16	5	4	3	3	10	4	9				66 1.8%
Secondary	17	29	6	2	1	-	1	-	1				57 1.6%
Locomotive Issue - Metra/PSA	64	47	26	9	9	8	12	17	22				214 5.8%
Primary	16	18	15	5	7	6	10	10	8				95 2.6%
Secondary	48	29	11	4	2	2	2	7	14				119 3.3%
Mechanical Failure - Foreign	6	14	-	-	-	1	-	-	-				21 0.6%
Passenger Train Interference - Total	5	7	2	2	-	3	3	9	1				32 0.9%
Passenger Train Interference - Metra/PSA	3	2	2	2	-	2	3	8	1				23 0.6%
Passenger Train Interference - Foreign	2	5	-	-	-	1	-	1	-				9 0.2%
Accident - Total	57	18	20	4	5	5	25	19	10				163 4.5%
Accident - Metra/PSA	57	17	13	4	1	1	18	19	10				140 3.8%
Accident - Foreign	-	1	7	-	4	4	7	-	-				23 0.6%
Track Work - Total	41	46	38	18	41	59	40	30	28				341 9.3%
Track Work - Metra/PSA	40	43	34	13	40	56	40	25	25				316 8.6%
Track Work - Foreign	1	3	4	5	1	3	-	5	3				25 0.7%
Human Error - Total	103	99	42	14	17	18	36	36	28				393 10.7%
Human Error - Metra/PSA	97	80	39	10	17	14	24	28	17				326 8.9%
Human Error - Foreign	6	19	3	4	-	4	12	8	11				67 1.8%
PTC Related - Total	43	36	21	28	29	20	33	27	48				285 7.8%
PTC Related - Metra/PSA	39	32	14	19	29	16	26	24	47				246 6.7%
PTC Related - Foreign	4	4	7	9	-	4	7	3	1				39 1.1%
Weather - Total	33	89	4	7	24	11	26	148	10				352 9.6%
Weather - Metra/PSA	32	89	4	7	23	10	26	148	10				349 9.5%
Weather - Foreign	1	-	-	-	1	1	-	-	-				3 0.1%
Passenger Related - Total	57	55	37	5	12	47	24	27	24				288 7.9%
Obstruction/Debris - Total	97	39	25	18	165	21	27	31	31				454 12.4%
Catenary Failure - Total	21	-	25	-	-	-	1	-	-				47 1.3%
Other - Total	11	8	3	3	1	-	5	2	3				36 1.0%
Total Trains Delayed	709	701	359	154	350	277	362	450	298				3,660 100.0%
Total Metra/PSA Delays	617	534	269	116	325	213	268	362	230				2,934 80.2%
Total Foreign Carrier Delays	92	167	90	38	25	64	94	88	68				726 19.8%

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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 - Sep	
Freight Interference - Total	100	141	102	75	75	91	124	88	65	70	92	47	861	10.1%
Freight Interference - Peak	38	52	39	25	29	39	34	37	21	20	25	7	314	3.7%
Primary	27	33	25	17	20	20	16	19	16	15	17	7	193	2.3%
Secondary	11	19	14	8	9	19	18	18	5	5	8	-	121	1.4%
Freight Interference - Off-Peak	62	89	63	50	46	52	90	51	44	50	67	40	547	6.4%
Primary	35	54	49	30	32	40	56	36	34	37	52	30	366	4.3%
Secondary	27	35	14	20	14	12	34	15	10	13	15	10	181	2.1%
Signal/Switch Failure - Total	127	276	103	140	168	82	147	103	92	76	220	64	1,238	14.5%
Signal/Switch Failure - Metra/PSA	91	203	66	92	126	63	106	82	86	64	176	52	915	10.7%
Primary	76	139	54	63	79	50	73	51	52	42	107	39	637	7.4%
Secondary	15	64	12	29	47	13	33	31	34	22	69	13	278	3.3%
Signal/Switch Failure - Foreign	36	73	37	48	42	19	41	21	6	12	44	12	323	3.8%
Primary	27	51	25	30	32	14	33	13	6	9	28	5	231	2.7%
Secondary	9	22	12	18	10	5	8	8	-	3	16	7	92	1.1%
Mechanical Failure - Total	127	134	84	82	117	132	98	130	71	125	71	81	975	11.4%
Mechanical Failure - Metra/PSA	124	119	84	82	117	132	98	129	71	125	71	65	956	11.2%
Non-Locomotive Equipment Issue - Metra/PSA	24	46	31	35	31	34	21	35	24	35	15	26	281	3.3%
Primary	13	17	13	15	17	17	14	16	12	10	10	12	134	1.6%
Secondary	11	29	18	20	14	17	7	19	12	25	5	14	147	1.7%
Locomotive Issue - Metra/PSA	100	73	53	47	86	98	77	94	47	90	56	39	675	7.9%
Primary	28	23	19	18	25	28	24	25	17	29	27	22	207	2.4%
Secondary	72	50	34	29	61	70	53	69	30	61	29	17	468	5.5%
Mechanical Failure - Foreign	3	15	-	-	-	-	-	1	-	-	-	16	19	0.2%
Passenger Train Interference - Total	20	13	17	1	6	26	21	8	9	7	9	13	121	1.4%
Passenger Train Interference - Metra/PSA	6	8	4	-	-	5	4	1	1	4	4	4	29	0.3%
Passenger Train Interference - Foreign	14	5	13	1	6	21	17	7	8	3	5	9	92	1.1%
Accident - Total	47	171	21	30	45	25	63	96	37	26	5	25	535	6.3%
Accident - Metra/PSA	7	84	20	22	45	24	38	67	36	26	4	18	343	4.0%
Accident - Foreign	40	87	1	8	-	1	25	29	1	-	1	7	192	2.2%
Track Work - Total	11	52	38	61	75	87	152	77	91	58	139	10	644	7.5%
Track Work - Metra/PSA	11	46	32	61	72	87	152	77	91	58	137	10	629	7.4%
Track Work - Foreign	-	6	6	-	3	-	-	-	-	-	2	-	15	0.2%
Human Error - Total	99	249	60	52	92	57	108	88	81	71	66	45	886	10.4%
Human Error - Metra/PSA	87	101	23	32	73	40	78	50	62	52	49	37	546	6.4%
Human Error - Foreign	12	148	37	20	19	17	30	38	19	19	17	8	340	4.0%
PTC Related - Total	79	131	63	63	50	23	100	29	29	41	27	30	567	6.6%
PTC Related - Metra/PSA	77	130	57	61	47	22	98	25	28	41	27	30	545	6.4%
PTC Related - Foreign	2	1	6	2	3	1	2	4	1	-	-	-	22	0.3%
Weather - Total	591	401	18	37	23	12	120	25	35	151	238	25	1,262	14.8%
Weather - Metra/PSA	586	400	18	37	23	12	120	25	35	151	238	25	1,256	14.7%
Weather - Foreign	5	1	-	-	-	-	-	-	-	-	-	-	6	0.1%
Passenger Related - Total	41	141	68	60	98	110	166	105	74	60	88	111	863	10.1%
Obstruction/Debris - Total	90	86	36	52	59	36	78	64	64	76	66	84	565	6.6%
Catenary Failure - Total	-	-	-	-	3	1	-	3	-	1	2	10	7	0.1%
Other - Total	9	10	-	6	-	1	1	-	2	4	3	1	29	0.3%
Total Trains Delayed	1,341	1,805	610	659	811	683	1,178	816	650	766	1,026	546	8,553	100.0%
Total Metra/PSA Delays	1,129	1,328	408	505	661	533	939	628	550	659	865	447	6,681	78.1%
Total Foreign Carrier Delays	212	477	202	154	150	150	239	188	100	107	161	99	1,872	21.9%

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

**Table 8: Train Delays by Duration
September 2020**

<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	2	1	3	2	5	4	7	0	9	5	0	1	3	42
11-15	0	0	0	0	2	3	7	1	2	6	0	3	4	28
16-20	1	3	0	0	3	2	0	1	1	0	0	0	3	14
21+	0	0	0	0	1	0	1	1	0	1	0	8	1	13
Annulled	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>3</u>	<u>1</u>	<u>0</u>	<u>7</u>
Sub-Total	3	5	3	2	11	9	15	3	13	13	3	13	11	104
Weekday Off-Peak **														
6-10	4	2	1	1	0	5	7	0	24	6	2	2	12	66
11-15	0	2	0	0	0	1	5	0	5	6	2	2	8	31
16-20	1	0	0	1	0	5	2	0	0	0	0	0	8	17
21+	2	0	0	0	0	2	1	0	1	3	6	3	6	24
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>1</u>	<u>1</u>	<u>7</u>
Sub-Total	7	4	1	2	0	13	15	0	31	15	14	8	35	145
Saturday														
6-10	1	0	0	0	0	3	1	0	0	0	3	1	1	10
11-15	1	0	0	0	0	2	0	0	0	0	0	0	0	3
16-20	2	1	0	1	0	0	0	0	0	0	0	1	1	6
21+	0	0	0	1	0	0	0	0	0	0	0	0	2	3
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Sub-Total	4	1	0	2	0	5	1	0	0	0	3	2	4	22
Sunday-Holiday														
6-10	1	1	0	2	0	1	0	0	1	0	2	3	2	13
11-15	0	1	0	0	0	2	0	0	1	0	1	1	1	7
16-20	0	1	0	0	0	1	0	0	1	0	0	0	0	3
21+	0	0	0	1	0	1	0	0	0	0	1	0	1	4
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Sub-Total	1	3	0	3	0	5	0	0	3	0	4	4	4	27
September 2020 Total														
6-10	8	4	4	5	5	13	15	0	34	11	7	7	18	131
11-15	1	3	0	0	2	8	12	1	8	12	3	6	13	69
16-20	4	5	0	2	3	8	2	1	2	0	0	1	12	40
21+	2	0	0	2	1	3	2	1	1	4	7	11	10	44
Annulled	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>7</u>	<u>2</u>	<u>1</u>	<u>14</u>
TOTAL	15	13	4	9	11	32	31	3	47	28	24	27	54	298
2020 Year-to-Date														
6-10	111	175	49	63	44	157	190	75	292	83	57	118	115	1,529
11-15	62	48	11	16	24	59	103	36	99	41	40	59	91	689
16-20	36	38	5	13	15	31	47	19	48	16	17	32	51	368
21+	41	63	14	32	18	70	79	35	70	42	35	91	106	696
Annulled	<u>55</u>	<u>49</u>	<u>12</u>	<u>48</u>	<u>0</u>	<u>37</u>	<u>28</u>	<u>1</u>	<u>32</u>	<u>11</u>	<u>38</u>	<u>34</u>	<u>33</u>	<u>378</u>
TOTAL	305	373	91	172	101	354	447	166	541	193	187	334	396	3,660
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
September 2020 Total														
6-10	53.3%	30.8%	100.0%	55.6%	45.5%	40.6%	48.4%	0.0%	72.3%	39.3%	29.2%	25.9%	33.3%	44.0%
11-15	6.7%	23.1%	0.0%	0.0%	18.2%	25.0%	38.7%	33.3%	17.0%	42.9%	12.5%	22.2%	24.1%	23.2%
16-20	26.7%	38.5%	0.0%	22.2%	27.3%	25.0%	6.5%	33.3%	4.3%	0.0%	0.0%	3.7%	22.2%	13.4%
21+	13.3%	0.0%	0.0%	22.2%	9.1%	9.4%	6.5%	33.3%	2.1%	14.3%	29.2%	40.7%	18.5%	14.8%
Annulled	<u>0.0%</u>	<u>7.7%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>4.3%</u>	<u>3.6%</u>	<u>29.2%</u>	<u>7.4%</u>	<u>1.9%</u>	<u>4.7%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2020 Year-to-Date Delays By Duration														
6-10	36.4%	46.9%	53.8%	36.6%	43.6%	44.4%	42.5%	45.2%	54.0%	43.0%	30.5%	35.3%	29.0%	41.8%
11-15	20.3%	12.9%	12.1%	9.3%	23.8%	16.7%	23.0%	21.7%	18.3%	21.2%	21.4%	17.7%	23.0%	18.8%
16-20	11.8%	10.2%	5.5%	7.6%	14.9%	8.8%	10.5%	11.4%	8.9%	8.3%	9.1%	9.6%	12.9%	10.1%
21+	13.4%	16.9%	15.4%	18.6%	17.8%	19.8%	17.7%	21.1%	12.9%	21.8%	18.7%	27.2%	26.8%	19.0%
Annulled	<u>18.0%</u>	<u>13.1%</u>	<u>13.2%</u>	<u>27.9%</u>	<u>0.0%</u>	<u>10.5%</u>	<u>6.3%</u>	<u>0.6%</u>	<u>5.9%</u>	<u>5.7%</u>	<u>20.3%</u>	<u>10.2%</u>	<u>8.3%</u>	<u>10.3%</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 (10/19/2020) version from TOPS.