

On-Time Performance

December 2019



Prepared by the Division of Strategic Planning & Performance

On-Time Performance December 2019

This report presents an analysis of December 2019 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 2014.

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.

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.

Table 9 shows the annual number of train delays and annual on-time performance by line for the past five years. Table 9 is only included in the December monthly report.

Table 10 shows the annual number of train delays and annual on-time performance by cause and line for the past five years. Table 10 is only included in the December monthly report.

Reporting Calculations for Temporary Schedules & 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.

**Table 1.a: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
December 2019**

	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	1,170	27	97.7%	873	19	97.8%	2,043	46	97.7%	120	1	99.2%	120	6	95.0%	2,283	53	97.7%
Elec -ML	870	18	97.9%	894	13	98.5%	1,764	31	98.2%	160	1	99.4%	120	0	100.0%	2,044	32	98.4%
-BI	273	4	98.5%	294	2	99.3%	567	6	98.9%	32	2	93.8%	--	--	--	599	8	98.7%
-SC	<u>273</u>	<u>4</u>	98.5%	<u>652</u>	<u>13</u>	98.0%	<u>925</u>	<u>17</u>	98.2%	<u>128</u>	<u>0</u>	100.0%	<u>120</u>	<u>0</u>	100.0%	<u>1,173</u>	<u>17</u>	98.6%
Subtotal	1,416	26	98.2%	1,840	28	98.5%	3,256	54	98.3%	320	3	99.1%	240	0	100.0%	3,816	57	98.5%
Heritage	126	6	95.2%	21	0	100.0%	147	6	95.9%	--	--	--	--	--	--	147	6	95.9%
Milw -N	542	24	95.6%	781	30	96.2%	1,323	54	95.9%	80	9	88.8%	108	11	89.8%	1,511	74	95.1%
-W	<u>559</u>	<u>15</u>	97.3%	<u>659</u>	<u>36</u>	94.5%	<u>1,218</u>	<u>51</u>	95.8%	<u>96</u>	<u>0</u>	100.0%	<u>108</u>	<u>5</u>	95.4%	<u>1,422</u>	<u>56</u>	96.1%
Subtotal	1,101	39	96.5%	1,440	66	95.4%	2,541	105	95.9%	176	9	94.9%	216	16	92.6%	2,933	130	95.6%
NCS	185	2	98.9%	235	12	94.9%	420	14	96.7%	--	--	--	--	--	--	420	14	96.7%
RI	756	30	96.0%	681	50	92.7%	1,437	80	94.4%	132	8	93.9%	168	15	91.1%	1,737	103	94.1%
SWS	231	8	96.5%	399	30	92.5%	630	38	94.0%	24	0	100.0%	--	--	--	654	38	94.2%
UP -N	622	5	99.2%	848	4	99.5%	1,470	9	99.4%	104	2	98.1%	108	1	99.1%	1,682	12	99.3%
-NW	677	34	95.0%	680	25	96.3%	1,357	59	95.7%	136	4	97.1%	126	12	90.5%	1,619	75	95.4%
-W	<u>563</u>	<u>15</u>	97.3%	<u>676</u>	<u>39</u>	94.2%	<u>1,239</u>	<u>54</u>	95.6%	<u>80</u>	<u>1</u>	98.8%	<u>108</u>	<u>3</u>	97.2%	<u>1,427</u>	<u>58</u>	95.9%
Subtotal	1,862	54	97.1%	2,204	68	96.9%	4,066	122	97.0%	320	7	97.8%	342	16	95.3%	4,728	145	96.9%
System	6,847	192	97.2%	7,693	273	96.5%	14,540	465	96.8%	1,092	28	97.4%	1,086	53	95.1%	16,718	546	96.7%

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

Delays data for most recent month is final (01/15/20) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - December 2019**

	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	13,995	768	94.5%	10,467	488	95.3%	24,462	1,256	94.9%	1,549	60	96.1%	1,138	36	96.8%	27,149	1,352	95.0%
Elec -ML	10,549	250	97.6%	10,608	217	98.0%	21,157	467	97.8%	2,038	68	96.7%	1,167	11	99.1%	24,362	546	97.8%
-BI	3,279	79	97.6%	3,535	69	98.0%	6,814	148	97.8%	448	4	99.1%	40	0	100.0%	7,302	152	97.9%
-SC	<u>3,282</u>	<u>60</u>	98.2%	<u>7,839</u>	<u>113</u>	98.6%	<u>11,121</u>	<u>173</u>	98.4%	<u>1,632</u>	<u>7</u>	99.6%	<u>1,160</u>	<u>12</u>	99.0%	<u>13,913</u>	<u>192</u>	98.6%
Subtotal	17,110	389	97.7%	21,982	399	98.2%	39,092	788	98.0%	4,118	79	98.1%	2,367	23	99.0%	45,577	890	98.0%
Heritage	1,530	176	88.5%	255	40	84.3%	1,785	216	87.9%	--	--	--	--	--	--	1,785	216	87.9%
Milw -N	6,556	539	91.8%	9,319	658	92.9%	15,875	1,197	92.5%	1,052	154	85.4%	1,049	97	90.8%	17,976	1,448	91.9%
-W	<u>6,845</u>	<u>369</u>	94.6%	<u>7,900</u>	<u>372</u>	95.3%	<u>14,745</u>	<u>741</u>	95.0%	<u>1,258</u>	<u>53</u>	95.8%	<u>1,047</u>	<u>47</u>	95.5%	<u>17,050</u>	<u>841</u>	95.1%
Subtotal	13,401	908	93.2%	17,219	1,030	94.0%	30,620	1,938	93.7%	2,310	207	91.0%	2,096	144	93.1%	35,026	2,289	93.5%
NCS	2,286	112	95.1%	2,802	180	93.6%	5,088	292	94.3%	--	--	--	--	--	--	5,088	292	94.3%
RI	9,150	803	91.2%	8,150	682	91.6%	17,300	1,485	91.4%	1,876	117	93.8%	1,645	66	96.0%	20,821	1,668	92.0%
SWS	2,799	181	93.5%	4,840	366	92.4%	7,639	547	92.8%	312	8	97.4%	--	--	--	7,951	555	93.0%
UP -N	7,598	419	94.5%	10,186	340	96.7%	17,784	759	95.7%	1,375	130	90.5%	1,066	66	93.8%	20,225	955	95.3%
-NW	8,377	716	91.5%	8,169	397	95.1%	16,546	1,113	93.3%	1,566	108	93.1%	1,086	125	88.5%	19,198	1,346	93.0%
-W	<u>6,869</u>	<u>556</u>	91.9%	<u>8,165</u>	<u>647</u>	92.1%	<u>15,034</u>	<u>1,203</u>	92.0%	<u>1,056</u>	<u>69</u>	93.5%	<u>1,056</u>	<u>56</u>	94.7%	<u>17,146</u>	<u>1,328</u>	92.3%
Subtotal	22,844	1,691	92.6%	26,520	1,384	94.8%	49,364	3,075	93.8%	3,997	307	92.3%	3,208	247	92.3%	56,569	3,629	93.6%
System	83,115	5,028	94.0%	92,235	4,569	95.0%	175,350	9,597	94.5%	14,162	778	94.5%	10,454	516	95.1%	199,966	10,891	94.6%

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

Delays data for most recent month is final (01/15/20) 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-Dec	Annual
BNSF	2014	78.6	84.6	95.6	92.0	82.2	82.0	94.1	91.4	94.1	92.2	95.2	94.1	89.7%	89.7%
	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	94.0%	94.0%
	2017	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	94.5%	94.5%
	2018	89.6	91.6	92.7	94.2	90.5	92.2	91.6	92.7	92.0	92.4	92.5	95.1	92.2%	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	95.0%	95.0%
	2014-2018 average	89.6	91.2	95.4	95.4	91.7	90.8	93.7	93.0	93.2	93.4	93.7	94.4	93.0%	93.0%
Electric	2014	93.7	95.3	97.7	98.8	98.3	97.4	96.7	98.1	98.7	98.4	98.6	98.7	97.5%	97.5%
	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	97.6%	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	98.1%	98.1%
	2019	96.4	90.7	99.6	99.7	98.6	99.5	97.1	98.6	98.9	99.3	98.7	98.5	98.0%	98.0%
	2014-2018 average	96.2	97.1	98.5	98.8	98.7	97.2	97.6	98.4	98.1	98.3	97.9	98.0	97.9%	97.9%
Heritage	2014	79.5	75.8	88.1	93.2	92.1	94.4	94.7	93.7	92.1	97.8	96.5	98.5	91.4%	91.4%
	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	90.2%	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	94.2%	94.2%
	2017	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4	90.7	93.2%	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	89.4%	89.4%
	2019	81.8	82.1	87.1	87.7	85.1	92.1	89.6	89.0	82.9	90.7	90.7	95.9	87.9%	87.9%
	2014-2018 average	88.4	89.0	94.1	94.3	88.0	90.9	91.8	93.2	93.2	94.4	90.4	92.5	91.7%	91.7%
Milw - N	2014	73.1	81.9	89.5	97.9	95.1	91.1	96.0	95.2	95.5	96.2	95.4	93.5	91.7%	91.7%
	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	94.9%	94.9%
	2016	95.3	94.2	95.7	96.8	92.5	92.9	95.0	93.1	93.8	97.5	95.1	93.8	94.6%	94.6%
	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	93.8%	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	92.7%	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	91.9%	91.9%
	2014-2018 average	89.4	89.8	94.1	95.5	94.3	93.2	94.3	94.2	93.6	95.5	94.5	94.2	93.6%	93.6%
Milw - W	2014	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5	96.7	95.5	97.7	94.6	93.5%	93.5%
	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	96.4%	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	95.5%	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	95.7%	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	95.1%	95.1%
	2014-2018 average	92.8	92.7	94.4	96.9	96.3	94.7	95.3	95.7	96.8	96.8	96.3	93.9	95.2%	95.2%
NCS	2014	76.0	81.1	88.5	96.3	88.5	89.2	94.0	88.5	95.2	90.9	97.8	91.9	89.9%	89.9%
	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	93.8%	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	94.5%	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	92.9%	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	94.3%	94.3%
	2014-2018 average	89.6	87.5	92.7	95.0	92.8	93.8	95.7	93.9	94.6	94.2	94.4	91.9	93.0%	93.0%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Dec	Annual
RI	2014	82.5	83.4	93.4	95.3	95.7	92.5	95.1	97.2	96.6	97.3	97.9	98.6	93.8%	93.8%
	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	97.1%	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	96.1%	96.1%
	2017	95.2	97.1	97.8	98.0	94.6	96.0	95.3	95.2	95.7	95.9	94.0	92.8	95.7%	95.7%
	2018	92.2	90.2	95.7	96.8	94.8	95.0	96.7	94.9	95.6	97.2	93.3	95.4	94.8%	94.8%
	2019	89.8	87.1	96.7	95.7	88.9	94.0	88.2	92.6	90.1	94.9	91.4	94.1	92.0%	92.0%
	2014-2018 average	92.0	92.6	96.4	97.1	96.1	95.5	94.9	96.1	96.0	97.2	96.0	95.9	95.5%	95.5%
SWS	2014	83.0	92.0	93.5	94.9	93.2	92.8	93.9	95.2	94.2	92.0	90.2	96.2	92.6%	92.6%
	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	95.2%	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	94.9%	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	92.7%	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%
	2014-2018 average	92.6	92.8	95.1	95.8	93.3	92.7	93.8	93.8	94.9	94.7	93.2	95.2	94.0%	94.0%
UP - N	2014	91.2	92.1	97.4	97.8	97.4	97.2	97.6	98.1	97.6	97.4	97.8	98.3	96.7%	96.7%
	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	97.2%	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	96.6%	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	95.3%	95.3%
	2014-2018 average	96.0	95.9	97.7	97.5	97.7	97.6	97.0	96.9	97.7	97.7	96.9	97.2	97.1%	97.1%
UP - NW	2014	86.6	91.1	96.3	98.6	95.6	95.2	94.7	97.4	98.3	95.0	97.1	96.2	95.2%	95.2%
	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	96.2%	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	96.3%	96.3%
	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	95.1%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	94.9%	94.9%
	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4	96.7	92.1	88.6	95.4	93.0%	93.0%
	2014-2018 average	94.3	93.8	97.1	97.0	96.3	94.7	94.3	96.2	96.0	96.3	95.0	95.4	95.5%	95.5%
UP - W	2014	85.9	90.9	94.4	96.7	96.4	94.8	96.4	94.3	96.7	94.6	95.9	96.2	94.4%	94.4%
	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	95.4%	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	94.1%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	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	92.3%	92.3%
	2014-2018 average	92.9	92.2	95.7	95.1	93.3	93.9	94.6	94.0	95.3	94.3	94.6	93.1	94.1%	94.1%
System excluding South Shore	2014	85.6	89.3	94.9	96.8	94.5	93.1	95.6	95.7	96.8	95.9	96.9	96.5	94.3%	94.3%
	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	96.2%	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	95.8%	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	94.8%	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	94.6%	94.6%
2014-2018 average	93.2	93.5	96.4	96.9	95.7	94.9	95.5	95.8	96.0	96.3	95.7	95.6	95.5%	95.5%	

Delays data for most recent month is final (01/15/20) version from TOPS.

'2014-2018 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
December 2019**

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
MN	2125 76% OT	Wed, Dec 04	17	E	16 min Loco 80 shutdown low oil pressure, 7 min meeting 2146 at Rondout.
		Fri, Dec 06	23	A	9 min following 2123, 4 min ADA, 9 min Rondout waiting on 2146, 3 min CN cross traffic.
		Wed, Dec 11	20	AM1	Amtrak brought polar express equipment out first, then amtrak 7 delaying 2123 which delayed 2125 to A-20, 3 min using 1 main to Deerfield, 8 min meeting 2146 at Rondout.
		Fri, Dec 13	22	E	12 min Loco 414 died short of A-2 crew restarted and without further incident resumed scheduled movement, 6 min Rondout waiting on 2146. 6 min Prairie crossing slow ADA lift.
		Tue, Dec 31	17	KP1	10 min stopped at Deerfield waiting for 2142 and 2144; -10 min stopped at Rondout waiting for 2146.
MW	2213 81% OT	Mon, Dec 02	14	H	16" DELAY, HEP PROBLEMS, ALSO HAD THE ADA LIFT OUT, late diagnosing problem, could have resolved quicker
		Tue, Dec 03	13	VE	6" LATE DEPARTURE DUE TO NO DOOR LIGHT (AMTRAK 92 ENGINE) ENGINEER REMOVED THE SEAL TO ADJUST; STILL DID NOT HAVE A DOOR LIGHT. CREW SAID THEY GO OFF BUZZER SINCE THEY WERE LOADING AND WERE READY. nothing found/repaired
		Mon, Dec 09	15	M1	Construction sign on trailer detached at Gifford Crossing and was struck by 2234 (not reportable). 2213 was held short of Gifford until the sign was moved.
		Tue, Dec 17	28	G1	30 min switch problems.
MW	2230 81% OT	Fri, Dec 13	6	I	HEAVY BOARDING AND WAITING ON A LIGHT ENGINE TO GO IN TO AND TIE ON TO A TRAIN
		Mon, Dec 16	8	I	8" DELAY HEAVY PASSENGER LOADING EN ROUTE.
		Thu, Dec 19	14	KD	14" RAN OVER CROSSING GATE AT MCLEAN BOULEVARD LOST HEP AND IT SHUT DOWN THE CAT ENGINE COULD NOT GET IT UP AGAIN; PUT ENGINE IN BYPASS.
		Tue, Dec 31	22	KP1	22" LATE ARRIVAL OF #2207; 10" RED SIGNAL B-17, SWITCH PROBLEMS AND RESTRICTED SPEED TO MANNHEIM
RI	503 81% OT	Mon, Dec 09	11	KW	(PTC WEATHER) - STATES WHEELS WERE SLIPPING THROUGH OUT THE WHOLE BEVERLY BRANCH
		Fri, Dec 13	6	KW	ptc issues due to wheel slip
		Mon, Dec 23	7	GM	(GATECROSSING MALFUNCTION) - GM AT OAK FOREST DEPOT
		Tue, Dec 31	16	G	(SIG/SWT MALFUNCTION) - TALKED BY SIGNAL AT MOKENA DUE TO TRK CURCUI
RI	515 76% OT	Fri, Dec 13	13	F	(CAR CAB/TRAILER/MU MALFUNCTION) - DEPARTED LSS 11M LATE DUE TO MECHANICAL HAVING TO WEDGE DOOR CLOSE ON CAB CAR 8550
		Mon, Dec 16	11	D1	(FRT TRN INF, TRN AHD) - DEPARTED LSS 9M LATE ACCT TURN FROM 515 WASH THAT WAS HELD AT 16TH FOR FREIGHT TRAIN CN L536 CN5723 137C 8500FT
		Mon, Dec 23	10	RD	(PTC BACK OFFICE) - 4M GRESHAM WAITING ON SIGNAL AS DISPATCHER HAD A WINDOW OPEN WHICH WAS BLOCKING GRESHAM VIEW AND TAKING A PHONE CALL
		Tue, Dec 24	8	I	(PSGR HANDLING) - 8M ENROUTE HEAVY HOLIDAY PASSENGER HANDLING
		Mon, Dec 30	15	I1	FOLLOWING MX01
RI	524 76% OT	Tue, Dec 03	6	R	(PSGR HANDLING) - 10M OAK FOREST WAITING ON RI415 TO CLEAR WHILE PICK PASSENGERS THAT MISSED THEIR MIDLO STOP- Conductor failed to open doors at MIDLO
		Thu, Dec 05	8	F1	WAITING AT BROADWAY FOR RI0613
		Tue, Dec 10	10	GM	(GATECROSSING MALFUNCTION) - AMWDM 119TH
		Thu, Dec 19	7	I1	(PSGR HANDLING, TRN AHD) - WAITING ON ALL METRA S BETWEEN ROBBINS AND BI
		Mon, Dec 23	8	U	ada passengers
RI	528 76% OT	Tue, Dec 17	6	KW	4" wheel slippage 3" passenger handling.
		Thu, Dec 19	20	KW	WHEEL SLIP ON SUB AND BLENDED BRAKES NOT KICKING IN AT HICKOREY AND PASSED STATION.
		Fri, Dec 20	6	I	(PSGR HANDLING) - PASSENGERS ON WRONG SIDE
		Fri, Dec 27	68	KD1	(LOCO MALFCN, TRN AHD) - LATE FLIP OFF RI0422
		Tue, Dec 31	44	K	(OBSTRUCTION ON TRACKS) - TRAIN HAD TO REROUTE ON THE MAINLINE, CAR STUCK ON BV1 2 PAULINA, VEHICLE REMOVED OK FOR TK SPEED 2056
SWS	839 81% OT	Fri, Dec 13	9	DE1	(PASS TRN INF, TRN AHD) - LATE FLIP FROM 840
		Mon, Dec 16	10	AM	(AMTRAK CAUSED DELAY) - STOPPED AT LUMBER WAITING FOR AMTRAK
		Mon, Dec 23	22	K	(OBSTRUCTION ON TRACKS) - STOPPED AT 10.75 DUE TO POLICE ACTIVITY AT ASHBURN, VEHICLE REPORTED IN FOUL OF THE TRACKS
		Thu, Dec 26	22	D	(FREIGHT TRAIN INTERFERENCE) - WAITED AT BELT JCT. FOR QO 2926 57 X 0 9600 GOING THROUGH FOREST HILL. HELD FOR 29 MIN
SWS	841 81% OT	Tue, Dec 03	7	D	(FREIGHT TRAIN INTERFERENCE) - CROSS TRAFFIC HEADROOM MOVE AT 518 TRAIN ID 20Q
		Fri, Dec 13	9	DE1	(PASS TRN INF, TRN AHD) - LATE FLIP OFF OF SW842
		Thu, Dec 26	10	D	21" stopped at CP ridge freight Inter.
		Tue, Dec 31	6	D	(FREIGHT TRAIN INTERFERENCE) -
UPNW	651 82% OT	Mon, Dec 02	60	K1	STAGED @ BARRINGTON DUE TO A CAR STUCK ON TRACK 1 AND 2 @ MP 34.25 WAITED FOR A CAR TO BE REMOVED AND TRACKS TO BE INSPECTED.
		Tue, Dec 10	17	ZT	PTC SCREEN SHOWED A RESTRICTING SIGNAL @ CLYBOURN WITH A CLEAR SIGNAL DISPLAYED @ THE SIGNAL HAD TO STOP AND GET PERMISSION FROM THE DISPATCHER TO DO A SOFT CUT OUT OF THE PTC TO PROCEED PAST THE SIGNAL.
		Thu, Dec 12	11	ZT1	DELAYED WAITING ON M647 AHEAD @ CPT031 (18:46-18:57) ON ACCT. OF M643 PTC ISSUES.
UPW	44 76% OT	Mon, Dec 02	10	ZT	LATE DEPARTURE FROM ELBURN ON ACCT. OF PTC ISSUES (OPERATED IN ATC) & TWO ADA LIFTS.
		Tue, Dec 17	10	VE1	LATE TURN OFF M25 ON ACCT. OF BAD ORDER RADIO & 4 ADA LIFTS.
		Fri, Dec 20	12	GT	NO SIGNAL TO DEPART ELBURN UNTIL 10:24 DUE TO CAD FAILURE, ALSO HEAVY PASSENGER LOADING EN ROUTE.
		Tue, Dec 24	10	L1	LATE TURN OFF M25 ON ACCT. OF A NEAR MISS & SLOW PASSENGER LOADING @ LAFOX.
		Fri, Dec 27	25	GF1	LATE ARRIVAL OF M25 AT ELMHURST

**Table 3 (continued): Weekday Trains less than 85% On-Time
December 2019**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late			
UPW	54	Fri, Dec 06	12		U	2 ADA lifts also heavy passenger loading
	81% OT	Thu, Dec 12	20		JM1	LATE TURN OFF M35 & DELAYED @ GRACE WAITED FOR M39 TO CLEAR ON ACCT. OF MPRNP ON TRK 1 GOING INTO THE YARD.
		Fri, Dec 13	12		U	2 ADA LIFTS ALSO HEAVY PASSENGER LOADING.
		Fri, Dec 27	8		I	HEAVY PASSENGER LOADING GENEVA AND ELMHURST.

Data is final (01/15/20) version from TOPS.

Table 4: Delay Codes by Cause Category & Carrier

METRA/PSA				METRA/PSA (continued)				Foreign Carrier			
Category Codes				Category Codes				Category Codes			
Pri.	Sec.	Ann.	Definition	Pri.	Sec.	Ann.	Definition	Pri.	Sec.	Ann.	Definition
1 Passenger Train Interference				13 Human Error				1 Passenger Train Interference			
A	A1	XA	Passenger Train Interference	B	B1	XB	Human Error, Eng. Dept.	AM	AM1	XAM	Amtrak Caused Delay
AA	AA1	XAA	Rule 9.9 Delayed in Block/Rule 6.30	H	H1	XH	Human Error, Mechanical Department	AS	AS1	XAS	NICTD Train Interference
AD	AD1	XAD	Non-Revenue Passenger Train Interference	R	R1	XR	Human Error, Transportation	2 & 3 Freight Interference - Peak & Off-Peak			
4 Accident				RD	RD1	XRD	Human Error, Metra Dispatcher	D	D1	XD	Freight Train Interference
M	M1	XM	Right of Way Accident/Misc.	RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)	DD	DD1	XDD	Freight Dispatcher/Opr/Freight Train Error
YC	YC1	XYC	Derailment - Engineering	RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)	DE	DE1	XDE	Freight Mechanical Malfunction
YE	YE1	XYE	Derailment - Mechanical	RO	RO1	XRO	Human Error, Tower Operator	DR	DR1	XDR	Freight-Human Error
YM	YM1	XYM	Derailment - Accident	RZ	RZ1	XRZ	ETMS Train Crew Error [obsolete 2015]	ZD	ZD1	XZD	PTC Freight Train (On-Board)
5 Passenger Loading				YB	YB1	XYB	Derailment - Human Error, Engineering	4 Accident			
I	I1	XI	Passenger Handling, Running Time	YH	YH1	XYH	Derailment - Human Error, Mechanical	DM	DM1	XDM	Freight-Accident/Incident
IB	IB1	XIB	Passenger Handling, Bicycle	YR	YR1	XYR	Derailment - Human Error, Transportation	YF	YF1	XYF	Derailment - Accident, Foreign Line
6 Lift Deployment				ZB	ZB1	XZB	PTC Human Error, Engineering Dept.	8 Signal/Switch Failure			
U	U1	XU	Accessibility Related (ADA)	ZH	ZH1	XZH	PTC Human Error, Mechanical	GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)
UF	UF1	XUF	ADA Lift Failure	ZP	ZP1	XZP	PTC Dispatcher	GF	GF1	XGF	Signal/Switch Foreign Line
7 Obstruction/Debris				ZR	ZR1	XZR	PTC Human Error, Transportation	ZN	ZN1	XZN	PTC Foreign Line (Non-Train)
K	K1	XK	Obstruction On Tracks	14 Sick, Injured, Unruly Passenger				9 Track Work			
KD	KD1	XKD	Train Struck Debris	J	J1	XJ	Passenger Problems/Removal	CA	CA1	XCA	Amtrak Engineering
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity	JM	JM1	XJM	Passenger Medical Emergency	11 Non-Locomotive Equipment Failure			
8 Signal/Switch Failure				15 Weather				FS	FS1	XFS	NICTD MU Malfunction
CM	CM1	XCM	Switch Malfunction (Track Dept.)	AW	AW1	XAW	Pass. Train Interference, Weather	ZS	ZS1	XZS	PTC NICTD MU Train (On-Board)
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	CW	CW1	XCW	M of W Work, Weather	12 Locomotive Failure			
GM	GM1	XGM	Gate Crossing Malfunction	EW	EW1	XEW	Locomotive Malfunction, Weather	EA	EA1	XEA	Amtrak Locomotive/Car Malfunction
GT	GT1	XGT	Telecom Failure	FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather	ZA	ZA1	XZA	PTC Amtrak Train (On-Board)
GX	GX1	XGX	Broken Gate Crossing	GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)	13 Human Error			
GZ	GZ1	XGZ	ETMS Signal Malfunction [obsolete 2015]	IW	IW1	XIW	Passenger Handling, Weather	BA	BA1	XBA	Amtrak Engineering Human Error
VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found	KW	KW1	XKW	Obstruction On Tracks, Weather	HS	HS1	XHS	Human Error, NICTD Mechanical Dept.
ZG	ZG1	XZG	PTC Wayside	MW	MW1	XMW	Right of Way Accident/Misc., Weather	RA	RA1	XRA	Human Error, Amtrak Transportation
ZT	ZT1	XZT	PTC Back Office	NW	NW1	XNW	Electricity Utility Failure, Weather	RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error
9 Track Work				OW	OW1	XOW	AC/DC System Failure, Weather	RS	RS1	XRS	Human Error, NICTD Transportation
C	C1	XC	Unscheduled Track Work	RW	RW1	XRW	Train Crew Issues, Weather	14 Sick, Injured, Unruly Passenger			
CC	CC1	XCC	Scheduled Track Work	UW	UW1	XUW	Accessibility, Weather	JA	JA1	XJA	Amtrak Passenger Problems/Removal
CF	CF1	XCF	Engineering Equipment Malfunction	YW	YW1	XYW	Derailment Accident, Weather	15 Weather			
CG	CG1	XCG	Scheduled Signal Work	ZW	ZW1	XZW	PTC Weather	DW	DW1	XDW	Freight Train Interference, Weather
CH	CH1	XCH	Contractor Failure	16 Other							
ZC	ZC1	XZC	PTC Construction/Maintenance	L	L1	XL	Unauthorized People On Tracks/Near Miss				
10 Catenary Failure				N	N1	XN	Electricity Utility Failure				
CO	CO1	XCO	Scheduled Wire Work	Q	Q1	XQ	Late Issuance of Track Warrant				
O	O1	XO	AC/DC System Failure	S	S1	XS	Operational (Efficiency) Testing				
11 Non-Locomotive Equipment Failure				T	T1	XT	Property Vandalism				
F	F1	XF	Cab Car/Trailer/MU Malfunction	VE	VE1	XVE	Locomotive Problem Reported, Nothing Found				
FZ	FZ1	XFZ	ETMS Malfunction on Cab Car [obsolete 2015]	VF	VF1	XVF	Cab Car Problem Reported, Nothing Found				
ZF	ZF1	XZF	PTC Malfunction Coach	W	W1	XW	Gas Leak				
12 Locomotive Failure											
E	E1	XE	Locomotive Malfunction								
EZ	EZ1	XEZ	ETMS Malfunction on Locomotive [obsolete 2015]								
ZE	ZE1	XZE	PTC Malfunction Locomotive								

Effective July 1, 2016

Revised July 19, 2016

'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.

Table 5.a: Train Delays by Cause and Line
December 2019

Cause Category	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W	N				NW	W		
Freight Interference - Total	5	-	-	-	4	3	5	4	6	15	-	1	4	47	
Freight Interference - Peak	1	-	-	-	4	1	1	-	-	-	-	-	-	7	
Primary	1	-	-	-	4	1	1	-	-	-	-	-	-	7	
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Freight Interference - Off-Peak	4	-	-	-	-	2	4	4	6	15	-	1	4	40	
Primary	4	-	-	-	-	2	4	3	5	8	-	1	3	30	
Secondary	-	-	-	-	-	-	-	1	7	7	-	-	1	10	
Signal/Switch Failure - Total	8	1	-	1	-	23	6	1	11	1	7	21	13	93	
Signal/Switch Failure - Metra/PSA	8	1	-	1	-	15	5	1	11	-	7	21	11	81	
Primary	3	1	-	1	-	13	4	1	10	-	4	13	7	57	
Secondary	5	-	-	-	-	2	1	-	1	-	3	8	4	24	
Signal/Switch Failure - Foreign	-	-	-	-	-	8	1	-	-	1	-	-	2	12	
Primary	-	-	-	-	-	2	1	-	-	1	-	-	1	5	
Secondary	-	-	-	-	-	6	-	-	-	-	-	-	1	7	
Mechanical Failure - Total	25	12	4	-	-	3	5	1	14	3	1	4	-	72	
Mechanical Failure - Metra/PSA	25	-	-	-	-	3	5	1	14	3	1	4	-	56	
Non-Locomotive Equipment Failure - Metra/PSA	14	-	-	-	-	1	-	-	4	2	-	3	-	24	
Primary	4	-	-	-	-	1	-	-	3	1	-	1	-	10	
Secondary	10	-	-	-	-	-	-	-	1	1	-	2	-	14	
Locomotive Failure - Metra/PSA	11	-	-	-	-	2	5	1	10	1	1	1	-	32	
Primary	7	-	-	-	-	2	2	1	3	1	1	-	-	17	
Secondary	4	-	-	-	-	-	3	-	7	-	-	1	-	15	
Mechanical Failure - Foreign	-	12	4	-	-	-	-	-	-	-	-	-	-	16	
Passenger Train Interference - Total	1	-	-	-	-	6	-	1	-	5	-	-	-	13	
Passenger Train Interference - Metra/PSA	-	-	-	-	-	4	-	-	-	-	-	-	-	4	
Passenger Train Interference - Foreign	1	-	-	-	-	2	-	1	-	5	-	-	-	9	
Accident - Total	3	-	-	-	-	-	1	-	4	-	-	14	3	25	
Accident - Metra/PSA	3	-	-	-	-	-	1	-	-	-	-	14	-	18	
Accident - Foreign	-	-	-	-	-	-	-	-	4	-	-	-	3	7	
Track Work - Total	-	5	3	-	-	-	-	-	-	1	-	-	1	10	
Track Work - Metra/PSA	-	5	3	-	-	-	-	-	-	1	-	-	1	10	
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Human Error - Total	4	3	-	-	2	10	7	-	2	10	-	3	5	46	
Human Error - Metra/PSA	4	3	-	-	1	6	5	-	2	9	-	3	5	38	
Human Error - Foreign	-	-	-	-	1	4	2	-	-	1	-	-	-	8	
Sick, Injured, Unruly Passenger - Total	4	8	1	-	-	1	2	-	2	-	2	6	11	37	
Sick, Injured, Unruly Passenger - Metra/PSA	4	8	1	-	-	1	2	-	2	-	2	6	11	37	
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Weather - Total	-	-	-	-	-	-	1	-	24	-	-	-	-	25	
Weather - Metra/PSA	-	-	-	-	-	-	1	-	24	-	-	-	-	25	
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Passenger Loading - Total	-	3	-	-	-	4	14	3	13	-	-	11	7	55	
Lift Deployment - Total	2	-	-	-	-	1	3	2	5	1	-	2	5	21	
Obstruction/Debris - Total	1	-	-	6	-	22	7	2	20	2	1	12	3	76	
Catenary Failure - Total	-	-	-	10	-	-	-	-	-	-	-	-	-	10	
Other - Total	-	-	-	-	-	1	5	-	2	-	1	1	6	16	
Total Trains Delayed	53	32	8	17	6	74	56	14	103	38	12	75	58	546	
Total Metra/PSA Delays	47	20	4	17	1	57	48	9	93	16	12	74	49	447	
Total Foreign Carrier Delays	6	12	4	0	5	17	8	5	10	22	0	1	9	99	

Data for current month is final (01/15/20) 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 December Over Previous Five Years: 2014-2018

Cause Category	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W	N				NW	W		
		Top 2 causes for each line and the system are shaded													
Freight Interference - Total	9	-	-	-	5	10	9	8	6	12	1	5	29	93	
Freight Interference - Peak	1	-	-	-	4	2	3	3	1	4	-	3	8	29	
Primary	1	-	-	-	4	1	2	2	1	3	-	2	3	17	
Secondary	0	-	-	-	0	1	1	1	1	1	-	1	5	12	
Freight Interference - Off-Peak	8	-	-	-	1	8	6	5	5	8	1	2	21	64	
Primary	7	-	-	-	1	5	4	4	3	5	1	2	15	48	
Secondary	1	-	-	-	0	2	2	1	1	2	-	0	6	16	
Signal/Switch Failure - Total	26	9	3	3	1	15	27	5	13	7	4	6	16	134	
Signal/Switch Failure - Metra/PSA	21	9	3	3	0	11	26	2	12	3	4	6	15	115	
Primary	13	5	1	2	0	7	18	2	9	3	3	4	8	75	
Secondary	7	4	2	1	-	4	8	0	3	0	1	2	7	40	
Signal/Switch Failure - Foreign	5	-	-	-	1	4	0	3	1	4	-	0	1	19	
Primary	4	-	-	-	1	1	0	2	0	3	-	0	1	12	
Secondary	1	-	-	-	-	2	-	2	1	1	-	-	0	7	
Mechanical Failure - Total	18	2	0	0	1	9	8	3	14	1	11	5	7	79	
Mechanical Failure - Metra/PSA	17	2	0	0	1	7	8	3	14	1	11	5	7	76	
Non-Locomotive Equipment Failure - Metra/PSA	2	2	0	0	0	0	2	0	4	-	4	1	3	18	
Primary	1	1	0	0	0	-	1	0	1	-	2	0	1	8	
Secondary	1	0	-	0	-	0	1	-	3	-	2	0	1	10	
Locomotive Failure - Metra/PSA	15	-	-	-	0	7	6	2	10	1	7	5	4	58	
Primary	4	-	-	-	0	2	2	1	4	1	2	3	2	23	
Secondary	11	-	-	-	-	5	4	1	6	0	5	2	2	36	
Mechanical Failure - Foreign	1	0	-	-	-	2	-	-	-	-	-	-	-	3	
Passenger Train Interference - Total	3	4	1	2	0	7	1	1	0	1	-	0	1	22	
Passenger Train Interference - Metra/PSA	-	-	0	1	-	4	1	1	0	0	-	0	1	10	
Passenger Train Interference - Foreign	3	4	1	1	0	2	0	-	-	1	-	-	-	13	
Accident - Total	10	6	2	1	-	1	6	5	2	5	1	8	0	47	
Accident - Metra/PSA	9	6	2	1	-	1	4	4	2	5	1	8	-	43	
Accident - Foreign	1	-	-	-	-	0	2	0	-	-	-	-	0	4	
Track Work - Total	11	4	1	3	0	8	5	3	1	-	5	4	6	51	
Track Work - Metra/PSA	11	4	1	3	0	8	5	3	1	-	5	4	6	51	
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Human Error - Total	14	1	0	1	2	13	5	3	7	2	4	5	5	62	
Human Error - Metra/PSA	9	1	0	1	1	5	5	1	7	0	4	5	5	43	
Human Error - Foreign	5	-	-	-	1	8	0	2	0	1	-	0	0	19	
Sick, Injured, Unruly Passenger - Total	2	3	1	1	0	3	6	0	1	0	3	3	4	27	
Sick, Injured, Unruly Passenger - Metra/PSA	2	3	1	1	0	3	6	0	1	0	3	3	4	27	
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Weather - Total	12	4	2	1	0	9	9	2	15	1	10	12	7	84	
Weather - Metra/PSA	12	4	2	1	0	9	9	2	14	1	10	12	7	84	
Weather - Foreign	-	-	-	-	0	-	-	-	0	-	-	-	-	0	
Passenger Loading - Total	5	2	1	1	0	7	5	2	6	0	3	12	10	55	
Lift Deployment - Total	3	-	-	-	-	2	3	-	2	0	1	3	5	19	
Obstruction/Debris - Total	10	3	1	2	0	1	1	4	3	2	1	7	5	40	
Catenary Failure - Total	-	11	4	2	-	-	-	-	-	-	-	-	-	16	
Other - Total	2	1	0	0	-	2	2	1	2	0	4	2	4	19	
Total Trains Delayed	124	50	16	17	10	86	87	37	71	32	48	72	99	749	
Total Metra/PSA Delays	100	45	15	16	3	60	76	23	64	14	47	66	69	599	
Total Foreign Carrier Delays	24	5	1	1	7	26	11	14	7	18	1	6	30	150	

Data for latest month is final (01/28/19) 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.c: Train Delays by Cause and Line

December 2019 Compared to Average December Over Previous Five Years: 2014-2018

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	(4)	-	-	-	(1)	(7)	(4)	(4)	-	3	(1)	(4)	(25)	(46)
Freight Interference - Peak	(0)	-	-	-	-	(1)	(2)	(3)	(1)	(4)	-	(3)	(8)	(22)
Primary	0	-	-	-	0	-	(1)	(2)	(1)	(3)	-	(2)	(3)	(10)
Secondary	(0)	-	-	-	(0)	(1)	(1)	(1)	(1)	(1)	-	(1)	(5)	(12)
Freight Interference - Off-Peak	(4)	-	-	-	(1)	(6)	(2)	(1)	1	7	(1)	(1)	(17)	(24)
Primary	(3)	-	-	-	(1)	(3)	0	(1)	2	3	(1)	(1)	(12)	(18)
Secondary	(1)	-	-	-	(0)	(2)	(2)	(0)	0	5	-	(0)	(5)	(6)
Signal/Switch Failure - Total	(18)	(8)	(3)	(2)	(1)	8	(21)	(4)	(2)	(6)	3	15	(3)	(41)
Signal/Switch Failure - Metra/PSA	(13)	(8)	(3)	(2)	(0)	4	(21)	(1)	(1)	(3)	3	15	(4)	(34)
Primary	(10)	(4)	(1)	(1)	(0)	6	(14)	(1)	1	(3)	1	9	(1)	(18)
Secondary	(2)	(4)	(2)	(1)	-	(2)	(7)	(0)	(2)	(0)	2	6	(3)	(16)
Signal/Switch Failure - Foreign	(5)	-	-	-	(1)	4	1	(3)	(1)	(3)	-	(0)	1	(7)
Primary	(4)	-	-	-	(1)	1	1	(2)	(0)	(2)	-	(0)	0	(7)
Secondary	(1)	-	-	-	-	4	-	(2)	(1)	(1)	-	-	1	-
Mechanical Failure - Total	7	10	4	(0)	(1)	(6)	(3)	(2)	0	2	(10)	(1)	(7)	(7)
Mechanical Failure - Metra/PSA	8	(2)	(0)	(0)	(1)	(4)	(3)	(2)	0	2	(10)	(1)	(7)	(20)
Non-Locomotive Equipment Failure - Metra/PSA	12	(2)	(0)	(0)	(0)	1	(2)	(0)	0	2	(4)	2	(3)	6
Primary	3	(1)	(0)	(0)	(0)	1	(1)	(0)	2	1	(2)	1	(1)	2
Secondary	9	(0)	-	(0)	-	(0)	(1)	-	(2)	1	(2)	2	(1)	4
Locomotive Failure - Metra/PSA	(4)	-	-	-	(0)	(5)	(1)	(1)	(0)	-	(6)	(4)	(4)	(26)
Primary	3	-	-	-	(0)	(0)	(0)	-	(1)	0	(1)	(3)	(2)	(6)
Secondary	(7)	-	-	-	-	(5)	(1)	(1)	1	(0)	(5)	(1)	(2)	(21)
Mechanical Failure - Foreign	(1)	12	4	-	-	(2)	-	-	-	-	-	-	-	13
Passenger Train Interference - Total	(2)	(4)	(1)	(2)	(0)	(1)	(1)	(0)	(0)	4	-	(0)	(1)	(9)
Passenger Train Interference - Metra/PSA	-	-	(0)	(1)	-	(0)	(1)	(1)	(0)	(0)	-	(0)	(1)	(6)
Passenger Train Interference - Foreign	(2)	(4)	(1)	(1)	(0)	(0)	(0)	1	-	4	-	-	-	(4)
Accident - Total	(7)	(6)	(2)	(1)	-	(1)	(5)	(5)	2	(5)	(1)	6	3	(22)
Accident - Metra/PSA	(6)	(6)	(2)	(1)	-	(1)	(3)	(4)	(2)	(5)	(1)	6	-	(25)
Accident - Foreign	(1)	-	-	-	-	(0)	(2)	(0)	4	-	-	-	3	3
Track Work - Total	(11)	1	2	(3)	(0)	(8)	(5)	(3)	(1)	1	(5)	(4)	(5)	(41)
Track Work - Metra/PSA	(11)	1	2	(3)	(0)	(8)	(5)	(3)	(1)	1	(5)	(4)	(5)	(41)
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Human Error - Total	(10)	2	(0)	(1)	0	(3)	2	(3)	(5)	8	(4)	(2)	-	(16)
Human Error - Metra/PSA	(5)	2	(0)	(1)	(0)	1	0	(1)	(5)	9	(4)	(2)	0	(5)
Human Error - Foreign	(5)	-	-	-	0	(4)	2	(2)	(0)	(0)	-	(0)	(0)	(11)
Sick, Injured, Unruly Passenger - Total	2	5	0	(1)	(0)	(2)	(4)	(0)	1	(0)	(1)	3	7	10
Sick, Injured, Unruly Passenger - Metra/PSA	2	5	0	(1)	(0)	(2)	(4)	(0)	1	(0)	(1)	3	7	10
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Weather - Total	(12)	(4)	(2)	(1)	(0)	(9)	(8)	(2)	9	(1)	(10)	(12)	(7)	(59)
Weather - Metra/PSA	(12)	(4)	(2)	(1)	(0)	(9)	(8)	(2)	10	(1)	(10)	(12)	(7)	(59)
Weather - Foreign	-	-	-	-	(0)	-	-	-	(0)	-	-	-	-	(0)
Passenger Loading - Total	(5)	1	(1)	(1)	(0)	(3)	9	1	7	(0)	(3)	(1)	(3)	0
Lift Deployment - Total	(1)	-	-	-	-	(1)	0	2	3	1	(1)	(1)	(0)	2
Obstruction/Debris - Total	(9)	(3)	(1)	4	(0)	21	6	(2)	17	(0)	0	5	(2)	36
Catenary Failure - Total	-	(11)	(4)	8	-	-	-	-	-	-	-	-	-	(6)
Other - Total	(2)	(1)	(0)	(0)	-	(1)	3	(1)	-	(0)	(3)	(1)	2	(3)
Total Trains Delayed	(71)	(18)	(8)	(0)	(4)	(12)	(31)	(23)	32	6	(36)	3	(41)	(203)
Total Metra/PSA Delays	(53)	(25)	(11)	1	(2)	(3)	(28)	(14)	29	2	(35)	8	(20)	(152)
Total Foreign Carrier Delays	(18)	7	3	(1)	(2)	(9)	(3)	(9)	3	4	(1)	(5)	(21)	(51)

Data for current month is final (01/15/20) version of TOPS

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

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

Table 6.a: Train Delays by Cause & Line - YTD
January - December 2019

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	99	-	-	-	90	180	132	56	59	165	5	90	208	1,084
Freight Interference - Peak	18	-	-	-	73	50	43	12	10	52	2	52	55	367
Primary	16	-	-	-	55	29	30	10	7	36	2	22	25	232
Secondary	2	-	-	-	18	21	13	2	3	16	-	30	30	135
Freight Interference - Off-Peak	81	-	-	-	17	130	89	44	49	113	3	38	153	717
Primary	68	-	-	-	13	79	63	38	36	73	2	27	96	495
Secondary	13	-	-	-	4	51	26	6	13	40	1	11	57	222
Signal/Switch Failure - Total	304	73	22	17	44	303	149	50	364	98	177	236	275	2,112
Signal/Switch Failure - Metra/PSA	182	73	22	17	7	255	132	41	364	37	177	178	234	1,719
Primary	132	58	15	10	7	143	102	34	256	29	121	114	143	1,164
Secondary	50	15	7	7	-	112	30	7	108	8	56	64	91	555
Signal/Switch Failure - Foreign	122	-	-	-	37	48	17	9	-	61	-	58	41	393
Primary	101	-	-	-	27	24	10	6	-	42	-	36	29	275
Secondary	21	-	-	-	10	24	7	3	-	19	-	22	12	118
Mechanical Failure - Total	192	14	6	2	3	197	95	29	208	50	81	107	107	1,091
Mechanical Failure - Metra/PSA	190	2	1	-	3	185	93	27	208	46	81	107	107	1,050
Non-Locomotive Equipment Failure - Metra/PSA	93	1	1	-	-	18	7	2	28	19	11	44	31	255
Primary	25	1	1	-	-	7	5	1	10	8	7	24	16	105
Secondary	68	-	-	-	-	11	2	1	18	11	4	20	15	150
Locomotive Failure - Metra/PSA	97	1	-	-	3	167	86	25	180	27	70	63	76	795
Primary	35	-	-	-	2	43	31	9	60	13	15	21	21	250
Secondary	62	1	-	-	1	124	55	16	120	14	55	42	55	545
Mechanical Failure - Foreign	2	12	5	2	-	12	2	2	-	4	-	-	-	41
Passenger Train Interference - Total	24	2	-	2	17	37	5	8	3	51	-	1	-	150
Passenger Train Interference - Metra/PSA	2	2	-	-	1	27	1	7	-	-	-	1	-	41
Passenger Train Interference - Foreign	22	-	-	2	16	10	4	1	3	51	-	-	-	109
Accident - Total	35	82	12	-	9	78	27	9	46	23	66	84	120	591
Accident - Metra/PSA	34	16	2	-	2	48	23	8	41	11	66	84	56	391
Accident - Foreign	1	66	10	-	7	30	4	1	5	12	-	-	64	200
Track Work - Total	91	56	7	3	21	148	52	21	175	15	80	104	80	853
Track Work - Metra/PSA	89	56	7	3	21	142	45	20	175	14	80	104	80	836
Track Work - Foreign	2	-	-	-	-	6	7	1	-	1	-	-	-	17
Human Error - Total	206	20	11	6	23	178	106	42	180	62	113	101	122	1,170
Human Error - Metra/PSA	133	18	11	6	4	88	64	19	176	21	93	65	88	786
Human Error - Foreign	73	2	-	-	19	90	42	23	4	41	20	36	34	384
Sick, Injured, Unruly Passenger - Total	38	27	4	6	1	30	46	5	40	4	66	42	57	366
Sick, Injured, Unruly Passenger - Metra/PSA	33	27	4	6	1	30	46	5	40	4	66	42	57	361
Sick, Injured, Unruly Passenger - Foreign	5	-	-	-	-	-	-	-	-	-	-	-	-	5
Weather - Total	201	203	67	106	4	119	88	35	264	20	189	283	97	1,676
Weather - Metra/PSA	200	203	67	106	4	119	88	35	263	16	189	283	97	1,670
Weather - Foreign	1	-	-	-	-	-	-	-	1	4	-	-	-	6
Passenger Loading - Total	32	28	6	2	-	45	46	6	105	1	75	83	79	508
Lift Deployment - Total	17	1	-	-	-	34	21	4	62	3	18	60	70	290
Obstruction/Debris - Total	83	30	14	33	1	77	35	16	121	54	46	109	69	688
Catenary Failure - Total	-	6	1	13	-	-	-	-	-	-	-	-	-	20
Other - Total	30	4	2	2	3	22	39	11	41	9	39	46	44	292
Total Trains Delayed	1,352	546	152	192	216	1,448	841	292	1,668	555	955	1,346	1,328	10,891
Total Metra/PSA Delays	1,025	466	137	188	47	1,072	633	199	1,596	216	930	1,162	981	8,652
Total Foreign Carrier Delays	327	80	15	4	169	376	208	93	72	339	25	184	347	2,239

Data for current month is final (01/15/20) version of TOPS

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

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

Table 6.b: Train Delays by Cause & Line - YTD
January - December Average Over Previous 5 Years: 2014-2018

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	246	-	0	-	48	137	127	119	68	165	18	65	265	1,258
Freight Interference - Peak	97	-	0	-	43	28	32	45	20	56	5	36	90	453
Primary	57	-	-	-	39	18	21	30	11	42	2	18	40	279
Secondary	40	-	0	-	4	10	11	14	9	14	3	18	50	173
Freight Interference - Off-Peak	148	-	-	-	4	110	95	74	48	109	13	29	175	805
Primary	118	-	-	-	4	70	62	65	38	79	7	23	137	604
Secondary	31	-	-	-	0	39	33	9	10	29	6	6	38	201
Signal/Switch Failure - Total	262	85	35	38	25	206	145	83	108	112	32	65	116	1,312
Signal/Switch Failure - Metra/PSA	178	85	35	38	3	164	124	46	105	35	32	57	108	1,010
Primary	119	51	25	27	2	92	82	32	80	25	21	29	52	637
Secondary	59	34	10	10	0	72	42	14	24	10	11	28	57	373
Signal/Switch Failure - Foreign	84	-	0	-	23	42	21	37	3	77	-	7	8	302
Primary	57	-	-	-	20	22	15	24	2	50	-	3	5	198
Secondary	27	-	0	-	3	20	6	13	1	27	-	4	3	104
Mechanical Failure - Total	191	39	9	8	7	148	92	38	190	35	104	104	102	1,065
Mechanical Failure - Metra/PSA	188	33	8	6	6	137	91	38	189	35	104	104	101	1,041
Non-Locomotive Equipment Failure - Metra/PSA	44	33	8	6	2	17	13	4	24	11	28	25	40	254
Primary	18	10	4	3	1	7	6	2	9	5	12	10	17	103
Secondary	26	23	4	4	0	10	7	2	15	6	16	15	23	151
Locomotive Failure - Metra/PSA	144	-	-	-	5	120	78	34	165	23	76	79	61	786
Primary	41	-	-	-	3	34	29	11	52	11	26	25	20	250
Secondary	104	-	-	-	2	86	49	23	114	13	51	55	41	536
Mechanical Failure - Foreign	3	6	1	1	0	12	0	0	0	-	-	-	0	25
Passenger Train Interference - Total	28	12	4	5	10	51	8	14	8	25	1	3	9	179
Passenger Train Interference - Metra/PSA	2	5	2	2	1	35	6	14	6	2	1	3	8	87
Passenger Train Interference - Foreign	26	7	2	3	9	16	2	1	2	23	-	0	1	92
Accident - Total	142	29	8	14	2	47	57	19	31	16	46	105	37	554
Accident - Metra/PSA	116	29	8	14	1	44	50	15	27	12	45	98	28	486
Accident - Foreign	26	-	-	-	1	4	7	4	5	4	1	7	9	68
Track Work - Total	274	70	17	51	9	97	43	19	93	13	58	57	66	866
Track Work - Metra/PSA	257	70	17	51	9	97	42	18	93	11	58	57	66	846
Track Work - Foreign	17	-	-	-	-	-	1	0	-	3	-	-	-	20
Human Error - Total	220	38	15	23	23	108	56	24	73	39	48	56	68	791
Human Error - Metra/PSA	136	38	15	23	5	66	41	11	73	16	39	41	48	550
Human Error - Foreign	83	1	-	1	18	42	15	13	1	23	9	15	20	241
Sick, Injured, Unruly Passenger - Total	40	50	8	13	1	43	39	4	30	5	41	43	49	366
Sick, Injured, Unruly Passenger - Metra/PSA	37	50	8	13	1	43	39	4	29	5	41	43	49	363
Sick, Injured, Unruly Passenger - Foreign	2	-	-	-	-	-	-	-	0	-	-	-	-	3
Weather - Total	202	112	39	40	5	126	104	28	151	21	95	114	81	1,119
Weather - Metra/PSA	201	112	39	40	5	124	103	28	151	20	95	114	80	1,113
Weather - Foreign	1	-	-	-	1	2	1	-	0	1	-	-	1	6
Passenger Loading - Total	65	70	14	20	0	67	59	5	81	2	67	104	70	625
Lift Deployment - Total	38	3	-	1	-	41	30	3	24	2	13	24	41	220
Obstruction/Debris - Total	109	33	13	33	7	41	36	20	47	29	26	71	65	529
Catenary Failure - Total	-	52	14	23	-	-	-	-	-	-	-	-	-	90
Other - Total	54	14	8	9	1	23	23	7	27	14	29	25	44	277
Total Trains Delayed	1,869	607	184	276	139	1,137	819	384	931	478	578	834	1,013	9,249
Total Metra/PSA Delays	1,381	593	181	271	39	882	645	210	852	182	550	740	710	7,235
Total Foreign Carrier Delays	488	14	4	5	100	256	174	174	79	295	28	94	303	2,014

Data for latest month is final (01/28/19) version of TOPS

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

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

Table 6.c: Train Delays by Cause & Line - YTD

January - December 2019 Compared to January - December Average Over Previous 5 Years: 2014-2018

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	(147)	-	(0)	-	42	43	5	(63)	(9)	0	(13)	25	(57)	(174)
Freight Interference - Peak	(79)	-	(0)	-	30	22	11	(33)	(10)	(4)	(3)	16	(35)	(86)
Primary	(41)	-	-	-	16	11	9	(20)	(4)	(6)	(0)	4	(15)	(47)
Secondary	(38)	-	(0)	-	14	11	2	(12)	(6)	2	(3)	12	(20)	(38)
Freight Interference - Off-Peak	(67)	-	-	-	13	20	(6)	(30)	1	4	(10)	9	(22)	(88)
Primary	(50)	-	-	-	9	9	1	(27)	(2)	(6)	(5)	4	(41)	(109)
Secondary	(18)	-	-	-	4	12	(7)	(3)	3	11	(5)	5	19	21
Signal/Switch Failure - Total	42	(12)	(13)	(21)	19	97	4	(33)	256	(14)	145	171	159	800
Signal/Switch Failure - Metra/PSA	4	(12)	(13)	(21)	4	91	8	(5)	259	2	145	121	126	709
Primary	13	7	(10)	(17)	5	51	20	2	176	4	100	85	91	527
Secondary	(9)	(19)	(3)	(3)	(0)	40	(12)	(7)	84	(2)	45	36	34	182
Signal/Switch Failure - Foreign	38	-	(0)	-	14	6	(4)	(28)	(3)	(16)	-	51	33	91
Primary	44	-	-	-	7	2	(5)	(18)	(2)	(8)	-	33	24	77
Secondary	(6)	-	(0)	-	7	4	1	(10)	(1)	(8)	-	18	9	14
Mechanical Failure - Total	1	(25)	(3)	(6)	(4)	49	3	(9)	18	15	(23)	3	5	26
Mechanical Failure - Metra/PSA	2	(31)	(7)	(6)	(3)	48	2	(11)	19	11	(23)	3	6	9
Non-Locomotive Equipment Failure - Metra/PSA	49	(32)	(7)	(6)	(2)	1	(6)	(2)	4	8	(17)	19	(9)	1
Primary	7	(9)	(3)	(3)	(1)	0	(1)	(1)	1	3	(5)	14	(1)	2
Secondary	42	(23)	(4)	(4)	(0)	1	(5)	(1)	3	5	(12)	5	(8)	(1)
Locomotive Failure - Metra/PSA	(47)	1	-	-	(2)	47	8	(9)	15	4	(6)	(16)	15	9
Primary	(6)	-	-	-	(1)	9	2	(2)	8	2	(11)	(4)	1	-
Secondary	(42)	1	-	-	(1)	38	6	(7)	6	1	4	(13)	14	9
Mechanical Failure - Foreign	(1)	6	4	1	(0)	0	2	2	(0)	4	-	-	(0)	16
Passenger Train Interference - Total	(4)	(10)	(4)	(3)	7	(14)	(3)	(6)	(5)	26	(1)	(2)	(9)	(29)
Passenger Train Interference - Metra/PSA	(0)	(3)	(2)	(2)	0	(8)	(5)	(7)	(6)	(2)	(1)	(2)	(8)	(46)
Passenger Train Interference - Foreign	(4)	(7)	(2)	(1)	7	(6)	2	0	1	28	-	(0)	(1)	17
Accident - Total	(107)	53	4	(14)	7	31	(30)	(10)	15	7	20	(21)	83	37
Accident - Metra/PSA	(82)	(13)	(6)	(14)	1	4	(27)	(7)	(12)	14	(1)	21	(14)	28
Accident - Foreign	(25)	66	10	-	6	26	(3)	(3)	0	8	(1)	(7)	55	132
Track Work - Total	(183)	(14)	(10)	(48)	12	51	9	2	82	2	22	47	14	(13)
Track Work - Metra/PSA	(168)	(14)	(10)	(48)	12	45	3	2	82	3	22	47	14	(10)
Track Work - Foreign	(15)	-	-	-	-	6	6	1	-	(2)	-	-	-	(3)
Human Error - Total	(14)	(18)	(4)	(17)	(0)	70	50	18	107	23	65	45	54	379
Human Error - Metra/PSA	(3)	(20)	(4)	(16)	(1)	22	23	8	103	5	54	24	40	236
Human Error - Foreign	(10)	1	-	(1)	1	48	27	10	3	18	11	21	14	143
Sick, Injured, Unruly Passenger - Total	(2)	(23)	(4)	(7)	-	(13)	7	1	10	(1)	25	(1)	8	0
Sick, Injured, Unruly Passenger - Metra/PSA	(4)	(23)	(4)	(7)	-	(13)	7	1	11	(1)	25	(1)	8	(2)
Sick, Injured, Unruly Passenger - Foreign	3	-	-	-	-	-	-	-	(0)	-	-	-	-	2
Weather - Total	(1)	91	28	66	(2)	(7)	(16)	7	113	(1)	94	169	16	557
Weather - Metra/PSA	(1)	91	28	66	(1)	(5)	(15)	7	112	(4)	94	169	17	557
Weather - Foreign	0	-	-	-	(1)	(2)	(1)	-	1	3	-	-	(1)	(0)
Passenger Loading - Total	(33)	(42)	(8)	(18)	(0)	(22)	(13)	1	24	(1)	8	(21)	9	(117)
Lift Deployment - Total	(21)	(2)	-	(1)	-	(7)	(9)	1	38	1	5	36	29	70
Obstruction/Debris - Total	(26)	(3)	1	0	(6)	36	(1)	(4)	74	25	20	38	4	159
Catenary Failure - Total	-	(46)	(13)	(10)	-	-	-	-	-	-	-	-	-	(70)
Other - Total	(24)	(10)	(6)	(7)	2	(1)	16	4	14	(5)	10	21	(0)	15
Total Trains Delayed	(517)	(61)	(32)	(84)	77	311	22	(92)	737	77	377	512	315	1,642
Total Metra/PSA Delays	(356)	(127)	(44)	(83)	8	190	(12)	(11)	744	34	380	422	271	1,417
Total Foreign Carrier Delays	(161)	66	11	(1)	69	120	34	(81)	(7)	44	(3)	90	44	225

Data for current month is final (01/15/20) version of TOPS

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

**Table 7.a: Train Delays by Cause & 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 - Dec	
Freight Interference - Total	100	142	108	77	77	92	126	88	65	70	92	47	1,084	10.0%
Freight Interference - Peak	38	52	39	25	29	39	35	37	21	20	25	7	367	3.4%
Primary	27	33	25	17	20	20	16	19	16	15	17	7	232	2.1%
Secondary	11	19	14	8	9	19	19	18	5	5	8	-	135	1.2%
Freight Interference - Off-Peak	62	90	69	52	48	53	91	51	44	50	67	40	717	6.6%
Primary	35	55	53	32	33	41	57	36	34	37	52	30	495	4.5%
Secondary	27	35	16	20	15	12	34	15	10	13	15	10	222	2.0%
Signal/Switch Failure - Total	196	393	146	182	196	101	216	124	113	110	242	93	2,112	19.4%
Signal/Switch Failure - Metra/PSA	160	320	109	134	153	82	175	103	106	98	198	81	1,719	15.8%
Primary	132	215	87	85	95	64	107	62	67	66	127	57	1,164	10.7%
Secondary	28	105	22	49	58	18	68	41	39	32	71	24	555	5.1%
Signal/Switch Failure - Foreign	36	73	37	48	43	19	41	21	7	12	44	12	393	3.6%
Primary	27	51	25	30	33	14	33	13	7	9	28	5	275	2.5%
Secondary	9	22	12	18	10	5	8	8	-	3	16	7	118	1.1%
Mechanical Failure - Total	121	106	66	67	96	113	92	116	67	109	66	72	1,091	10.0%
Mechanical Failure - Metra/PSA	116	91	66	67	96	113	92	111	67	109	66	56	1,050	9.6%
Non-Locomotive Equipment Failure - Metra/PSA	21	33	19	31	14	18	16	26	18	23	12	24	255	2.3%
Primary	11	13	8	10	8	7	9	9	7	6	7	10	105	1.0%
Secondary	10	20	11	21	6	11	7	17	11	17	5	14	150	1.4%
Locomotive Failure - Metra/PSA	95	58	47	36	82	95	76	85	49	86	54	32	795	7.3%
Primary	26	19	16	15	23	25	21	21	16	25	26	17	250	2.3%
Secondary	69	39	31	21	59	70	55	64	33	61	28	15	545	5.0%
Mechanical Failure - Foreign	5	15	-	-	-	-	-	5	-	-	-	16	41	0.4%
Passenger Train Interference - Total	20	13	17	1	6	26	21	8	9	7	9	13	150	1.4%
Passenger Train Interference - Metra/PSA	6	8	4	-	-	5	4	1	1	4	4	4	41	0.4%
Passenger Train Interference - Foreign	14	5	13	1	6	21	17	7	8	3	5	9	109	1.0%
Accident - Total	47	171	21	30	45	25	63	96	37	26	5	25	591	5.4%
Accident - Metra/PSA	7	84	20	22	45	24	38	67	36	26	4	18	391	3.6%
Accident - Foreign	40	87	1	8	-	1	25	29	1	-	1	7	200	1.8%
Track Work - Total	11	52	38	62	75	87	152	77	91	59	139	10	853	7.8%
Track Work - Metra/PSA	11	46	32	62	72	87	152	77	91	59	137	10	836	7.7%
Track Work - Foreign	-	6	6	-	3	-	-	-	-	-	2	-	17	0.2%
Human Error - Total	106	256	73	66	111	58	132	92	85	75	70	46	1,170	10.7%
Human Error - Metra/PSA	94	108	36	46	92	41	102	54	66	56	53	38	786	7.2%
Human Error - Foreign	12	148	37	20	19	17	30	38	19	19	17	8	384	3.5%
Sick, Injured, Unruly Passenger - Total	19	65	16	20	37	29	57	24	22	18	22	37	366	3.4%
Sick, Injured, Unruly Passenger - Metra/PSA	19	65	16	20	35	29	57	24	22	15	22	37	361	3.3%
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	2	-	-	-	-	3	-	-	5	0.0%
Weather - Total	591	401	18	37	23	12	120	25	35	151	238	25	1,676	15.4%
Weather - Metra/PSA	586	400	18	37	23	12	120	25	35	151	238	25	1,670	15.3%
Weather - Foreign	5	1	-	-	-	-	-	-	-	-	-	-	6	0.1%
Passenger Loading - Total	12	40	29	19	37	72	84	58	33	19	50	55	508	4.7%
Lift Deployment - Total	11	37	29	24	34	17	27	25	21	25	19	21	290	2.7%
Obstruction/Debris - Total	79	72	32	45	41	31	68	61	60	60	63	76	688	6.3%
Catenary Failure - Total	-	-	-	-	3	1	-	3	-	1	2	10	20	0.2%
Other - Total	28	57	17	29	30	19	20	19	12	36	9	16	292	2.7%
Total Trains Delayed	1,341	1,805	610	659	811	683	1,178	816	650	766	1,026	546	10,891	100.0%
Total Metra/PSA Delays	1,129	1,328	408	505	661	533	939	628	550	659	865	447	8,652	79.4%
Total Foreign Carrier Delays	212	477	202	154	150	150	239	188	100	107	161	99	2,239	20.6%

Data for current month is final (01/15/20) version of TOPS

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

**Table 7.b: Train Delays by Cause & Month
2018**

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 - Dec	
Freight Interference - Total	134	126	154	86	136	141	101	95	133	159	112	137	1,514	14.8%
Freight Interference - Peak	65	52	55	30	42	55	39	29	30	61	44	54	556	5.4%
Primary	36	25	26	20	27	26	16	19	17	34	27	26	299	2.9%
Secondary	29	27	29	10	15	29	23	10	13	27	17	28	257	2.5%
Freight Interference - Off-Peak	69	74	99	56	94	86	62	66	103	98	68	83	958	9.4%
Primary	43	58	76	49	69	62	48	52	68	66	48	57	696	6.8%
Secondary	26	16	23	7	25	24	14	14	35	32	20	26	262	2.6%
Signal/Switch Failure - Total	160	171	102	95	145	149	128	141	124	110	217	197	1,739	17.0%
Signal/Switch Failure - Metra/PSA	97	133	96	73	113	103	103	131	97	89	179	188	1,402	13.7%
Primary	68	105	51	52	92	63	74	72	73	61	144	132	987	9.6%
Secondary	29	28	45	21	21	40	29	59	24	28	35	56	415	4.1%
Signal/Switch Failure - Foreign	63	38	6	22	32	46	25	10	27	21	38	9	337	3.3%
Primary	22	33	5	20	17	30	16	8	17	15	26	5	214	2.1%
Secondary	41	5	1	2	15	16	9	2	10	6	12	4	123	1.2%
Mechanical Failure - Total	204	139	89	60	74	92	65	102	70	95	94	98	1,182	11.5%
Mechanical Failure - Metra/PSA	200	132	88	55	74	92	63	102	69	87	84	96	1,142	11.2%
Non-Loomotive Equipment Failure - Metra/PSA	46	49	21	10	10	12	23	7	13	30	29	26	276	2.7%
Primary	13	13	8	5	8	8	15	6	7	8	7	10	108	1.1%
Secondary	33	36	13	5	2	4	8	1	6	22	22	16	168	1.6%
Locomotive Failure - Metra/PSA	154	83	67	45	64	80	40	95	56	57	55	70	866	8.5%
Primary	25	19	20	15	20	21	20	20	16	22	18	25	241	2.4%
Secondary	129	64	47	30	44	59	20	75	40	35	37	45	625	6.1%
Mechanical Failure - Foreign	4	7	1	5	-	-	2	-	1	8	10	2	40	0.4%
Passenger Train Interference - Total	15	12	9	29	33	28	25	5	19	17	23	7	222	2.2%
Passenger Train Interference - Metra/PSA	7	5	6	12	10	7	1	3	6	9	8	4	78	0.8%
Passenger Train Interference - Foreign	8	7	3	17	23	21	24	2	13	8	15	3	144	1.4%
Accident - Total	25	82	70	12	25	-	19	23	20	43	45	43	407	4.0%
Accident - Metra/PSA	25	79	67	7	12	-	13	17	20	43	45	43	371	3.6%
Accident - Foreign	-	3	3	5	13	-	6	6	-	-	-	-	36	0.4%
Track Work - Total	11	18	43	101	100	100	58	59	88	120	51	36	785	7.7%
Track Work - Metra/PSA	11	18	43	101	99	97	57	59	88	120	51	36	780	7.6%
Track Work - Foreign	-	-	-	-	1	3	1	-	-	-	-	-	5	0.0%
Human Error - Total	109	121	61	52	94	91	80	104	69	72	63	79	995	9.7%
Human Error - Metra/PSA	95	100	49	14	64	59	37	92	53	49	42	72	726	7.1%
Human Error - Foreign	14	21	12	38	30	32	43	12	16	23	21	7	269	2.6%
Sick, Injured, Unruly Passenger - Total	24	33	44	33	43	44	36	32	32	25	20	22	388	3.8%
Sick, Injured, Unruly Passenger - Metra/PSA	24	33	44	33	43	44	36	32	32	25	20	22	388	3.8%
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
Weather - Total	172	295	14	27	71	51	8	41	34	10	295	36	1,054	10.3%
Weather - Metra/PSA	172	294	13	27	70	51	8	40	34	10	295	36	1,050	10.3%
Weather - Foreign	-	1	1	-	1	-	-	1	-	-	-	-	4	0.0%
Passenger Loading - Total	31	56	32	13	67	95	78	139	33	35	37	46	662	6.5%
Lift Deployment - Total	24	27	21	13	45	23	30	36	27	18	27	29	320	3.1%
Obstruction/Debris - Total	40	82	29	62	60	51	63	35	30	59	47	57	615	6.0%
Catenary Failure - Total	-	1	1	-	-	-	-	-	9	1	3	63	77	0.8%
Other - Total	38	27	25	19	33	22	31	20	22	19	5	20	281	2.7%
Total Trains Delayed	987	1,190	694	602	926	887	722	832	710	782	1,039	870	10,241	100.0%
Total Metra/PSA Delays	764	987	514	429	690	644	520	706	520	563	843	712	7,892	77.1%
Total Foreign Carrier Delays	223	203	180	173	236	243	202	126	190	219	196	158	2,349	22.9%

Data for latest month is final (01/28/19) version from TOPS.

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

**Table 8: Train Delays by Duration
December 2019**

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Weekday Peak *														
6-10	6	2	2	1	1	9	10	1	20	4	1	11	9	77
11-15	6	3	0	2	3	0	2	0	5	1	3	6	4	35
16-20	6	11	2	0	0	5	2	0	2	0	0	1	2	31
21+	4	2	0	1	2	8	1	0	2	2	1	12	0	35
Annulled	<u>5</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>14</u>
Sub-Total	27	18	4	4	6	24	15	2	30	8	5	34	15	192
Weekday Off-Peak **														
6-10	9	9	1	4	0	15	16	7	28	11	2	8	19	129
11-15	7	1	0	7	0	4	10	2	12	5	0	6	7	61
16-20	0	0	0	0	0	5	3	0	3	3	1	2	8	25
21+	2	3	1	1	0	5	6	3	6	10	1	7	5	50
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>8</u>
Sub-Total	19	13	2	13	0	30	36	12	50	30	4	25	39	273
Saturday														
6-10	1	1	2	0	0	4	0	0	3	0	0	0	1	12
11-15	0	0	0	0	0	3	0	0	2	0	1	3	0	9
16-20	0	0	0	0	0	1	0	0	2	0	0	0	0	3
21+	0	0	0	0	0	1	0	0	1	0	1	1	0	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	1	2	0	0	9	0	0	8	0	2	4	1	28
Sunday-Holiday														
6-10	3	0	0	0	0	6	2	0	10	0	0	7	1	29
11-15	1	0	0	0	0	2	2	0	2	0	1	2	1	11
16-20	0	0	0	0	0	2	0	0	0	0	0	1	1	4
21+	0	0	0	0	0	1	1	0	1	0	0	2	0	5
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>
Sub-Total	6	0	0	0	0	11	5	0	15	0	1	12	3	53
December 2019 Total														
6-10	19	12	5	5	1	34	28	8	61	15	3	26	30	247
11-15	14	4	0	9	3	9	14	2	21	6	5	17	12	116
16-20	6	11	2	0	0	13	5	0	7	3	1	4	11	63
21+	6	5	1	2	2	15	8	3	10	12	3	22	5	94
Annulled	<u>8</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>1</u>	<u>4</u>	<u>2</u>	<u>0</u>	<u>6</u>	<u>0</u>	<u>26</u>
TOTAL	53	32	8	17	6	74	56	14	103	38	12	75	58	546
2019 Year-to-Date														
6-10	623	189	64	45	79	610	384	148	860	199	349	518	519	4,587
11-15	248	80	17	29	42	279	189	56	317	107	226	283	299	2,172
16-20	138	46	6	13	26	171	82	23	140	54	112	145	146	1,102
21+	236	83	18	17	55	324	149	53	291	167	217	358	305	2,273
Annulled	<u>107</u>	<u>148</u>	<u>47</u>	<u>88</u>	<u>14</u>	<u>64</u>	<u>37</u>	<u>12</u>	<u>60</u>	<u>28</u>	<u>51</u>	<u>42</u>	<u>59</u>	<u>757</u>
TOTAL	1,352	546	152	192	216	1,448	841	292	1,668	555	955	1,346	1,328	10,891
Share of Delays by Duration														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
December 2019 Total														
6-10	35.8%	37.5%	62.5%	29.4%	16.7%	45.9%	50.0%	57.1%	59.2%	39.5%	25.0%	34.7%	51.7%	45.2%
11-15	26.4%	12.5%	0.0%	52.9%	50.0%	12.2%	25.0%	14.3%	20.4%	15.8%	41.7%	22.7%	20.7%	21.2%
16-20	11.3%	34.4%	25.0%	0.0%	0.0%	17.6%	8.9%	0.0%	6.8%	7.9%	8.3%	5.3%	19.0%	11.5%
21+	11.3%	15.6%	12.5%	11.8%	33.3%	20.3%	14.3%	21.4%	9.7%	31.6%	25.0%	29.3%	8.6%	17.2%
Annulled	<u>15.1%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>5.9%</u>	<u>0.0%</u>	<u>4.1%</u>	<u>1.8%</u>	<u>7.1%</u>	<u>3.9%</u>	<u>5.3%</u>	<u>0.0%</u>	<u>8.0%</u>	<u>0.0%</u>	<u>4.8%</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%
2019 Year-to-Date Delays By Duration														
6-10	46.1%	34.6%	42.1%	23.4%	36.6%	42.1%	45.7%	50.7%	51.6%	35.9%	36.5%	38.5%	39.1%	42.1%
11-15	18.3%	14.7%	11.2%	15.1%	19.4%	19.3%	22.5%	19.2%	19.0%	19.3%	23.7%	21.0%	22.5%	19.9%
16-20	10.2%	8.4%	3.9%	6.8%	12.0%	11.8%	9.8%	7.9%	8.4%	9.7%	11.7%	10.8%	11.0%	10.1%
21+	17.5%	15.2%	11.8%	8.9%	25.5%	22.4%	17.7%	18.2%	17.4%	30.1%	22.7%	26.6%	23.0%	20.9%
Annulled	<u>7.9%</u>	<u>27.1%</u>	<u>30.9%</u>	<u>45.8%</u>	<u>6.5%</u>	<u>4.4%</u>	<u>4.4%</u>	<u>4.1%</u>	<u>3.6%</u>	<u>5.0%</u>	<u>5.3%</u>	<u>3.1%</u>	<u>4.4%</u>	<u>7.0%</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 (01/15/2020) version from TOPS.

**Table 9: Annual Train Delays and On-Time Performance
2014 - 2019**

	Delays									On-Time Performance						
	2014	2015	2016	2017	2018	2014 - 2018 Avg	2019	2018 vs. 2019 change		2014	2015	2016	2017	2018	2014 - 2018 Avg	2019
BNSF	2,730	1,484	1,607	1,450	2,072	1,869	1,352	-720	-34.7%	89.7%	94.4%	94.0%	94.5%	92.2%	93.0%	95.0%
Elec-ML	710	735	598	493	497	607	546	49	9.9%	97.0%	96.9%	97.5%	97.9%	98.0%	97.5%	97.8%
Elec-BI	227	199	142	179	175	184	152	-23	-13.1%	97.9%	98.2%	98.7%	98.2%	97.6%	98.2%	97.9%
Elec-SC	349	293	258	275	206	276	192	-14	-6.8%	98.0%	98.3%	98.5%	98.3%	98.5%	98.3%	98.6%
Heritage	131	151	101	121	189	139	216	27	14.3%	91.4%	90.2%	94.2%	93.2%	89.4%	91.7%	87.9%
M-N	1,466	915	951	1,089	1,265	1,137	1,448	183	14.5%	91.7%	94.9%	94.6%	93.8%	92.7%	93.6%	91.9%
M-W	1,107	620	875	761	733	819	841	108	14.7%	93.5%	96.4%	94.9%	95.5%	95.7%	95.2%	95.1%
NCS	566	348	307	333	367	384	292	-75	-20.4%	89.9%	93.8%	94.5%	94.0%	92.9%	93.0%	94.3%
RI	1,211	600	847	946	1,053	931	1,668	615	58.4%	93.8%	97.1%	96.1%	95.7%	94.8%	95.5%	92.0%
SWS	590	436	380	403	580	478	555	-25	-4.3%	92.6%	94.5%	95.2%	94.9%	92.7%	94.0%	93.0%
UP-N	672	508	446	572	691	578	955	264	38.2%	96.7%	97.5%	97.8%	97.2%	96.6%	97.1%	95.3%
UP-NW	902	718	695	905	951	834	1,346	395	41.5%	95.2%	96.2%	96.3%	95.1%	94.9%	95.5%	93.0%
UP-W	954	789	846	1,014	1,462	1,013	1,328	-134	-9.2%	94.4%	95.4%	95.1%	94.1%	91.5%	94.1%	92.3%
System	11,615	7,796	8,053	8,541	10,241	9,249	10,891	650	6.3%	94.3%	96.2%	96.1%	95.8%	94.8%	95.5%	94.6%

Delays data for most recent month is FINAL (01/15/20) version from TOPS.

**Table 10: Annual System Causes of Train Delays
2014 to 2019**

Cause Category	2014		2015		2016		2017		2018		2014-2018 Avg		2019	
	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%
Freight Interference - Total	1,835	15.8%	1,092	14.0%	842	10.5%	1,006	11.8%	1,514	14.8%	1,258	13.6%	1,084	10.0%
Freight Interference - Peak	668	5.8%	371	4.8%	309	3.8%	359	4.2%	556	5.4%	453	4.9%	367	3.4%
<i>Primary</i>	427	3.7%	240	3.1%	202	2.5%	228	2.7%	299	2.9%	279	3.0%	232	2.1%
<i>Secondary</i>	241	2.1%	131	1.7%	107	1.3%	131	1.5%	257	2.5%	173	1.9%	135	1.2%
Freight Interference - Off-Peak	1,167	10.0%	721	9.2%	533	6.6%	647	7.6%	958	9.4%	805	8.7%	717	6.6%
<i>Primary</i>	855	7.4%	567	7.3%	423	5.3%	478	5.6%	696	6.8%	604	6.5%	495	4.5%
<i>Secondary</i>	312	2.7%	154	2.0%	110	1.4%	169	2.0%	262	2.6%	201	2.2%	222	2.0%
Signal/Switch Failure - Total	1,268	10.9%	938	12.0%	1,391	17.3%	1,223	14.3%	1,739	17.0%	1,312	14.2%	2,112	19.4%
Signal/Switch Failure - Metra/PSA	1,014	8.7%	735	9.4%	901	11.2%	998	11.7%	1,402	13.7%	1,010	10.9%	1,719	15.8%
<i>Primary</i>	569	4.9%	443	5.7%	544	6.8%	641	7.5%	987	9.6%	637	6.9%	1,164	10.7%
<i>Secondary</i>	445	3.8%	292	3.7%	357	4.4%	357	4.2%	415	4.1%	373	4.0%	555	5.1%
Signal/Switch Failure - Foreign	254	2.2%	203	2.6%	490	6.1%	225	2.6%	337	3.3%	302	3.3%	393	3.6%
<i>Primary</i>	156	1.3%	126	1.6%	354	4.4%	140	1.6%	214	2.1%	198	2.1%	275	2.5%
<i>Secondary</i>	98	0.8%	77	1.0%	136	1.7%	85	1.0%	123	1.2%	104	1.1%	118	1.1%
Mechanical Failure - Total	1,243	10.7%	830	10.6%	1,052	13.1%	1,019	11.9%	1,182	11.5%	1,065	11.5%	1,091	10.0%
Mechanical Failure - Metra/PSA	1,221	10.5%	800	10.3%	1,043	13.0%	997	11.7%	1,142	11.2%	1,041	11.3%	1,050	9.6%
Non-Locomotive Equipment Failure - Metra/PSA	403	3.5%	203	2.6%	191	2.4%	199	2.3%	276	2.7%	254	2.8%	255	2.3%
<i>Primary</i>	147	1.3%	76	1.0%	92	1.1%	93	1.1%	108	1.1%	103	1.1%	105	1.0%
<i>Secondary</i>	256	2.2%	127	1.6%	99	1.2%	106	1.2%	168	1.6%	151	1.6%	150	1.4%
Locomotive Failure - Metra/PSA	818	7.0%	597	7.7%	852	10.6%	798	9.3%	866	8.5%	786	8.5%	795	7.3%
<i>Primary</i>	252	2.2%	214	2.7%	278	3.5%	265	3.1%	241	2.4%	250	2.7%	250	2.3%
<i>Secondary</i>	566	4.9%	383	4.9%	574	7.1%	533	6.2%	625	6.1%	536	5.8%	545	5.0%
Mechanical Failure - Foreign	22	0.2%	30	0.4%	9	0.1%	22	0.3%	40	0.4%	25	0.3%	41	0.4%
Passenger Train Interference - Total	245	2.1%	140	1.8%	154	1.9%	133	1.6%	222	2.2%	179	1.9%	150	1.4%
Passenger Train Interference - Metra/PSA	160	1.4%	70	0.9%	49	0.6%	76	0.9%	78	0.8%	87	0.9%	41	0.4%
Passenger Train Interference - Foreign	85	0.7%	70	0.9%	105	1.3%	57	0.7%	144	1.4%	92	1.0%	109	1.0%
Accident - Total	685	5.9%	499	6.4%	544	6.8%	634	7.4%	407	4.0%	554	6.0%	591	5.4%
Accident - Metra/PSA	553	4.8%	490	6.3%	505	6.3%	512	6.0%	371	3.6%	486	5.3%	391	3.6%
Accident - Foreign	132	1.1%	9	0.1%	39	0.5%	122	1.4%	36	0.4%	68	0.7%	200	1.8%
Track Work - Total	982	8.5%	617	7.9%	1,000	12.4%	948	11.1%	785	7.7%	866	9.4%	853	7.8%
Track Work - Metra/PSA	980	8.4%	577	7.4%	959	11.9%	934	10.9%	780	7.6%	846	9.1%	836	7.7%
Track Work - Foreign	2	0.0%	40	0.5%	41	0.5%	14	0.2%	5	0.0%	20	0.2%	17	0.2%
Human Error - Total	735	6.3%	693	8.9%	635	7.9%	898	10.5%	995	9.7%	791	8.6%	1,170	10.7%
Human Error - Metra/PSA	467	4.0%	457	5.9%	500	6.2%	602	7.0%	726	7.1%	550	6.0%	786	7.2%
Human Error - Foreign	268	2.3%	236	3.0%	135	1.7%	296	3.5%	269	2.6%	241	2.6%	384	3.5%
Sick, Injured, Unruly Passenger - Total	366	3.2%	312	4.0%	407	5.1%	356	4.2%	388	3.8%	366	4.0%	366	3.4%
Sick, Injured, Unruly Passenger - Metra/PSA	363	3.1%	311	4.0%	404	5.0%	350	4.1%	388	3.8%	363	3.9%	361	3.3%
Sick, Injured, Unruly Passenger - Foreign	3	0.0%	1	0.0%	3	0.0%	6	0.1%	-	0.0%	3	0.0%	5	0.0%
Weather - Total	2,376	20.5%	1,014	13.0%	554	6.9%	597	7.0%	1,054	10.3%	1,119	12.1%	1,676	15.4%
Weather - Metra/PSA	2,368	20.4%	997	12.8%	553	6.9%	595	7.0%	1,050	10.3%	1,113	12.0%	1,670	15.3%
Weather - Foreign	8	0.1%	17	0.2%	1	0.0%	2	0.0%	4	0.0%	6	0.1%	6	0.1%
Passenger Loading - Total	760	6.5%	580	7.4%	541	6.7%	581	6.8%	662	6.5%	625	6.8%	508	4.7%
Lift Deployment - Total	214	1.8%	172	2.2%	145	1.8%	248	2.9%	320	3.1%	220	2.4%	290	2.7%
Obstruction/Debris - Total	550	4.7%	487	6.2%	446	5.5%	545	6.4%	615	6.0%	529	5.7%	688	6.3%
Catenary Failure - Total	72	0.6%	166	2.1%	100	1.2%	33	0.4%	77	0.8%	90	1.0%	20	0.2%
Other - Total	284	2.4%	256	3.3%	242	3.0%	320	3.7%	281	2.7%	277	3.0%	292	2.7%
Total Trains Delayed	11,615	100.0%	7,796	100.0%	8,053	100.0%	8,541	100.0%	10,241	100.0%	9,249	100.0%	10,891	100.0%
<i>Primary</i>	6,753	58.1%	4,497	57.7%	4,767	59.2%	5,013	58.7%	5,981	58.4%	5,402	58.4%	6,637	60.9%
<i>Secondary</i>	4,862	41.9%	3,299	42.3%	3,286	40.8%	3,528	41.3%	4,260	41.6%	3,847	41.6%	4,254	39.1%
Total Metra/PSA Delays	9,006	77.5%	6,098	78.2%	6,388	79.3%	6,791	79.5%	7,892	77.1%	7,235	78.2%	8,652	79.4%
Total Foreign Carrier Delays	2,609	22.5%	1,698	21.8%	1,665	20.7%	1,750	20.5%	2,349	22.9%	2,014	21.8%	2,239	20.6%

Data for current month is final (01/15/20) version from 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.