COMMUTER RAIL SYSTEM ON-TIME PERFORMANCE REPORT January 2016



Division of Strategic Capital Planning

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COMMUTER RAIL ON-TIME PERFORMANCE January 2016

This report presents an analysis of the January 2016 train delays as reported for Metra's eleven commuter 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 presents the number of train delays by rail line and service period. During January 2016, Metra operated 16,646 scheduled trains, including scheduled "extras", if any. 707 of these trains were delayed (late or annulled), representing an on-time performance rate of 95.8%. Table 2 lists on-time percentages by line for each month and year since 2011.

Table 3 lists each train that was on time for less than 85% of its weekday runs in January 2016, in order of line, train, and dates delayed. The codes in the 'Delay Code' column of Table 3 are defined in Table 4 and shown sorted by delay-cause category and carrier designation in Table 5. Effective January 1, 2012, and January 1, 2014, Metra is using an expanded set of delay codes, to provide more detail about the cause of and responsibility for each train delay.

Table 6.a shows the frequency of train delays by delay-cause control and by line during January 2016. Of the 707 delays systemwide in January 2016, all but 290 (41%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous four Januarys, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in January 2016, 77 fewer delays than the average over the previous four Januarys were controllable.

Table 7 provides a daily listing of the number of delays by line and branch for January 2016.

Table 8.a shows the frequency of train delays by delay-cause category and by line during January 2016. Table 8.b shows the average frequencies over the previous five Januarys, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 707 delays systemwide in January 2016, 393 less than the average over the previous five Januarys. Table 9.a shows delays from the beginning of the year through January 2016. Table 9.b shows the average frequencies from the beginning of the year through January of each of the previous five years, and Table 9.c shows the differences between Table 9.a and Table 9.b. Tables 10.a and 10.b display the systemwide frequency of train delays by cause and by month, for 2016 and 2015 respectively, and Table 10.c shows the difference between the two. In January of 2016, a total of 707 trains were delayed, compared to 865 trains delayed in the same month of 2015.

In Tables 8 through 10, 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 5 for a detailed breakdown of delay codes by cause category and carrier designation.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In January 2016 freight operations delayed 82 trains systemwide, compared to 122 a year earlier. Tables 12.a and 12.b display the frequency of lift-deployment train delays by line and month, for 2016 and 2015 respectively. A total of 11 trains were delayed by lift deployment in January 2016.

A review of January 2016 late trains by duration of delay is shown in Table 13. The range with the greatest number of delays was, as usual, six-to-ten minutes, accounting for 39.5% of all late trains. Table 14 shows that the average length of delay was 18.3 minutes in January 2016. It should be noted that these averages relate only to reportable delays (i.e., trains late by six minutes or more).

Changes in On-Time Performance Reporting Calculations (effective with the May 2011 On-Time Performance Report)

"Extra" Trains

"Extra" trains (trains added to handle special events but not shown in the regularly published schedules) are excluded from on-time performance calculations, except for those "extra" trains whose special-event schedules include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Prior to May 2011, all "extra" trains were included in the count of all trains for the purpose of calculating on-time performance and were always reported as on-time.

Intermediate station departure times and final station arrival times for some "extra" trains are either unknown (departures of some "extra" trains are held until after the completion of the respective special event) or not published. On-time performance for these two types of "extra" trains cannot be calculated, as arrival times are not known ahead of time; these trains are therefore excluded from on-time performance calculations. However, on-time performance can be calculated for "extra" trains that have full published schedules.

Temporary Schedules and Notices, for Construction 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.

(Prior to May 2011, some trains affected by planned construction work arrived at their last station stops six minutes or more late, but were counted as on-time because a construction time allowance was deducted from the actual delay time. This allowance, typically five or ten minutes (but occasionally more) depending on the nature of the scheduled work, was assigned in advance to all off-peak and reverse-peak trains that might be affected by a particular project, but never to peak period/peak direction trains. For such trains, the assigned construction allowance was added onto the scheduled arrival time at the destination station for the purpose of calculating the total minutes of delay.)

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TABLE 1: SCHEDULED AND DELAYED TRAINS, AND ON-TIME PERFORMANCE BY SERVICE PERIOD AND LINEJanuary 2016

				W	eekday	8						Weel	kends			Total		
]	Peak*		Of	f-Peak*	*		Total		Sa	turday	s	Sunday	s & Ho	lidays			
	Trains Scheduled	Trains Late	Percent On-Time															
BNSF	1,080	86	92.0%	800	40	95.0%	1,880	126	93.3%	140	12	91.4%	103	7	93.2%	2,123	145	93.2%
Elec -ML	900	30	96.7%	680	18	97.4%	1,580	48	97.0%	230	2	99.1%	121	3	97.5%	1,931	53	97.3%
-BI	280	3	98.9%	460	5	98.9%	740	8	98.9%	150	0	100.0%				890	8	99.1%
-SC	<u>340</u>	<u>2</u>	99.4%	<u>740</u>	<u>17</u>	97.7%	1,080	<u>19</u>	98.2%	<u>240</u>	<u>3</u>	98.8%	<u>120</u>	<u>4</u>	96.7%	<u>1,440</u>	<u>26</u>	98.2%
Subtotal	1,520	35	97.7%	1,880	40	97.9%	3,400	75	97.8%	620	5	99.2%	241	7	97.1%	4,261	87	98.0%
Heritage	120	12	90.0%				120	12	90.0%							120	12	90.0%
Milw -N	500	28	94.4%	700	36	94.9%	1,200	64	94.7%	120	1	99.2%	120	2	98.3%	1,440	67	95.3%
-W	<u>540</u>	<u>34</u>	93.7%	<u>620</u>	<u>35</u>	94.4%	1,160	<u>69</u>	94.1%	<u>120</u>	<u>13</u>	89.2%	108	<u>1</u>	99.1%	1,388	<u>83</u>	94.0%
Subtotal	1,040	62	94.0%	1,320	71	94.6%	2,360	133	94.4%	240	14	94.2%	228	3	98.7%	2,828	150	94.7%
NCS	220	21	90.5%	220	13	94.1%	440	34	92.3%							440	34	92.3%
RI	720	82	88.6%	660	37	94.4%	1,380	119	91.4%	160	2	98.8%	168	5	97.0%	1,708	126	92.6%
SWS	220	10	95.5%	380	17	95.5%	600	27	95.5%	30	1	96.7%				630	28	95.6%
UP -N	600	20	96.7%	800	29	96.4%	1,400	49	96.5%	130	1	99.2%	108	0	100.0%	1,638	50	96.9%
-NW	660	22	96.7%	640	19	97.0%	1,300	41	96.8%	120	4	96.7%	90	0	100.0%	1,510	45	97.0%
-W	<u>540</u>	<u>10</u>	98.1%	<u>640</u>	<u>19</u>	97.0%	<u>1,180</u>	<u>29</u>	97.5%	<u>100</u>	<u>0</u>	100.0%	<u>108</u>	<u>1</u>	99.1%	<u>1,388</u>	<u>30</u>	97.8%
Subtotal	1,800	52	97.1%	2,080	67	96.8%	3,880	119	96.9%	350	5	98.6%	306	1	99.7%	4,536	125	97.2%
SYSTEM	6,720	360	94.6%	7,340	285	96.1%	14,060	645	95.4%	1,540	39	97.5%	1,046	23	97.8%	16,646	707	95.8%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains. Delays data for most recent month is final (02/16/16) version from TOPS.

 $\label{eq:loss_result} P:\ONTIME\report\Delays&TrainsByServPeriod.xls]OTPbyServPeriod&Line 02/17/16$

													JAN-	
LINE YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	AVG
BNSF 2011	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3	90.4	92.8	94.0	95.4	96.2%	92.9%
2012	94.4	97.3	95.2	98.4	97.2	91.8	95.0	94.2	98.0	96.9	95.0	98.5	94.4%	96.0%
2013	95.8	93.9	94.6	93.3	96.0	88.5	95.2	97.1	97.2	94.0	95.8	92.2	95.8%	94.5%
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	78.6%	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	90.9%	94.4%
2016	93.2												93.2%	93.2%
2011-2015 average	91.2	91.2	95.9	95.6	92.2	89.6	92.2	94.1	95.1	93.9	94.7	95.5	91.2%	93.5%
	1												n	0
Electric 2011	98.6	95.1	98.1	97.7	97.7	95.1	94.6	96.6	97.0	94.4	97.2	98.7	98.6%	96.8%
2012	93.7	98.4	97.9	98.7	98.0	97.0	97.3	97.7	97.5	96.6	97.1	98.2	93.7%	97.3%
2013	98.1	99.0	98.5	98.0	98.0	98.3	92.4	96.4	97.2	97.3	96.9	97.0	98.1%	97.2%
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	93.7%	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	96.3%	97.6%
2016	98.0	067	00.1	00.2	00.0	07.1	05.5	07.4	077	06.0	07.5	00.2	98.0%	98.0%
2011-2015 average	96.1	96.7	98.1	98.3	98.0	97.1	95.5	97.4	97.7	96.9	97.5	98.3	96.1%	97.3%
Heritage 2011	92.1	77.2	94.2	96.0	98.4	89.4	73.3	92.0	84.1	78.6	80.8	75.4	92.1%	86.2%
Heritage 2011 2012	92.1 95.2	99.2	94.2 94.7	90.0 98.4	98.4 97.7	89.4 92.1	91.3	92.0 95.7	04.1 98.2	78.0 94.9	80.8 92.9	96.7	92.1% 95.2%	80.2% 95.6%
2012 2013	93.2 97.0	99.2 99.2	94.7 94.4	98.4 97.7	97.7 94.7	92.1 92.5	91.3 97.7	95.7 99.2	98.2 97.5	94.9 96.4	92.9 98.3	90.7 92.1	93.2% 97.0%	95.0% 96.4%
2013	79.5	99.2 75.8	94.4 88.1	97.7 93.2	94.7 92.1	92.3 94.4	97.7 94.7	99.2 93.7	97.5 92.1	90.4 97.8	96.5 96.5	92.1 98.5	97.0% 79.5%	90.4% 91.4%
2014 2015	92.1	90.0	96.2	93.2 88.6	85.8	89.4	92.0	95.7 85.7	86.5	98.5	85.0	90.9	92.1%	90.2%
2013	92.1 90.0	90.0	90.2	88.0	85.8	07.4	92.0	05.7	80.5	96.5	85.0	90.9	90.0%	90.2%
2010 2011-2015 average	91.1	88.5	93.6	94.8	95.7	91.5	90.1	93.3	91.5	93.5	90.6	90.7	91.1%	92.1%
2011-2015 average	71.1	00.5	75.0	74.0)5.1	71.5	70.1	75.5	71.5	75.5	70.0	70.7	71.170	72.170
Milw - N 2011	92.9	85.3	95.7	95.5	89.2	84.4	78.3	87.6	92.3	88.1	91.9	93.9	92.9%	89.6%
2012	95.1	96.4	94.0	95.3	93.5	93.2	84.8	92.9	94.3	94.9	95.4	95.5	95.1%	93.8%
2013	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6	94.4	93.3	95.7	87.5	95.5%	93.3%
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	73.1%	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	91.8%	94.9%
2016	95.3												95.3%	95.3%
2011-2015 average	89.6	88.9	93.4	95.9	93.3	90.6	90.0	92.8	94.4	94.1	95.0	93.4	89.6%	92.6%
Milw - W 2011	96.0	87.2	97.4	95.2	95.1	88.0	84.4	92.5	95.6	98.0	89.1	96.5	96.0%	93.0%
2012	94.4	95.1	95.3	97.5	97.1	95.6	93.7	94.1	89.3	93.9	94.6	95.5	94.4%	94.7%
2013	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6	96.5	93.9	93.7	96.6%	94.2%
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		
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	93.6%	
2016	94.0	04.0	05.	0.5.5	0.5.5			<u></u>	<u></u>		<u></u>	0.5 .	94.0%	94.0%
2011-2015 average	93.1	91.0	95.1	96.8	96.1	92.4	92.5	94.0	94.5	96.6	94.6	95.4	93.1%	94.3%
	05.5	00.2	02.5	00.0	02.0	00.0	07.2	02.1	02.1	02.5	027	02.4	05 50	01.10/
NCS 2011	95.5	88.3	93.5	90.9	92.9 05.2	88.8	87.3	92.1	93.1	93.5	83.7	92.4	95.5%	
2012	94.8	94.4 97.5	94.4	85.1	95.2	94.8	82.5	91.9 05.0	95.7 02.5	93.9 02.1	92.0	94.8 97.4	94.8%	
2013	95.0 76.0	87.5	93.7	90.9	94.0	92.7	93.6	95.0	92.5	93.1	90.0	87.4	95.0%	
2014 2015	76.0 93.9	81.1 82.5	88.5	96.3	88.5	89.2 04.8	94.0 96.0	88.5 92.6	95.2 95.2	90.9 07.1	97.8 06.1	91.9 03.6	76.0%	
2015 2016	93.9 92.3	02.3	92.6	94.8	95.7	94.8	96.0	92.0	93.2	97.1	96.1	93.6	93.9% 92.3%	
2016 2011-2015 average		86.8	92.6	91.7	92.7	92.1	90.9	92.1	94.3	93.7	91.8	92.0	92.3%	92.3% 91.8%
2011-2015 average	91.1	00.0	92.0	91./	92.1	92.1	90.9	92.1	74.3	<i>73.1</i>	71.0	92.0	91.1%	71.0%

 TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH

														JAN-	
LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	ОСТ	NOV	DEC	JAN	AVG
RI	2011	97.8	89.5	97.7	96.0	95.6	88.8	83.4	94.0	94.8	96.9	96.6	96.5	97.8%	94.0%
	2012	94.3	96.8	94.8	96.1	95.8	94.1	92.9	93.7	96.8	95.6	97.1	96.4	94.3%	95.3%
	2013	96.5	98.1	97.9	94.0	95.5	91.5	93.6	95.5	98.3	96.5	91.7	94.0	96.5%	95.3%
	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	82.5%	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	97.4%	97.1%
	2016	92.6		0.5.5	0.5.0	0.5.6				0.5.5		0.6.4	0.5.5	92.6%	92.6%
2011-2015	average	93.6	92.7	96.6	96.0	95.6	92.9	92.0	95.5	96.5	96.7	96.1	96.6	93.6%	95.1%
SWS	2011	95.1	89.7	96.2	95.3	94.0	85.1	88.9	90.3	91.3	92.4	92.8	94.1	95.1%	92.1%
5115	2011	94.2	96.6	94.8	95.3	95.8	93.2	95.3	94.5	93.8	94.3	93.7	96.3	94.2%	94.8%
	2012	94.7	97.1	97.3	97.7	95.0	91.0	98.0	96.8	97.1	98.2	93.2	91.1	94.7%	95.6%
	2013	83.0	92.0	93.5	94.9	93.2	92.8	93.9	95.2	94.2	92.0	90.2	96.2	83.0%	92.6%
	2014	94.7	89.7	95.6	96.1	96.3	91.1	92.4	93.8	97.6	96.8	96.0	94.4	94.7%	94.5%
	2016	95.6						• •						95.6%	95.6%
2011-2015		92.3	93.1	95.5	95.8	94.5	90.6	93.7	94.1	94.8	94.8	93.2	94.4	92.3%	93.9%
	0														
UP - N	2011	96.4	86.7	94.9	95.5	95.8	91.5	85.1	90.6	91.8	91.6	94.2	96.5	96.4%	92.6%
	2012	94.6	98.4	97.9	98.1	95.1	95.1	95.9	95.1	96.3	97.3	96.6	95.8	94.6%	96.4%
	2013	98.3	97.3	97.9	96.6	96.7	93.0	96.0	94.9	97.0	96.5	96.9	98.0	98.3%	96.6%
	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	91.2%	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	98.6%	97.5%
	2016	96.9												96.9%	96.9%
2011-2015	average	95.8	94.1	97.3	97.0	96.2	95.0	94.4	94.9	96.2	96.0	96.6	97.4	95.8%	95.9%
UP - NW	2011	97.0	89.4	97.9	97.3	94.6	93.4	91.2	93.3	95.1	97.6	95.8	95.0	97.0%	94.9%
01 - 1000	2011	95.9	98.6	96.4	98.9	95.9	96.0	94.8	96.7	97.8	94.2	94.6	96.6	95.9%	96.3%
	2012	96.3	97.7	96.0	95.1	93.3	89.2	93.9	93.7	96.3	94.6	94.6	94.2	96.3%	94.6%
	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	86.6%	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	96.0%	96.2%
	2016	97.0												97.0%	97.0%
2011-2015	average	94.3	93.7	96.9	97.2	94.9	94.2	93.8	95.5	96.7	95.8	95.7	95.9	94.3%	95.4%
UP - W	2011	93.5	87.3	93.8	94.5	93.3	89.0	85.9	89.3	90.8	91.6	92.0	89.4	93.5%	90.9%
	2012	93.1	97.1	95.2	95.5	95.6	92.4	93.8	94.3	97.2	97.2	96.0	96.4	93.1%	95.3%
	2013	96.5	96.2	96.9	94.4	93.7	89.2	95.0	93.0	96.6	96.6	94.0	91.5	96.5%	94.5%
	2014	85.9	90.9	94.4	96.7	96.4	94.8	96.4	94.3	96.7	94.6		96.2		
	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	93.9%	95.4%
2011-2015	2016	97.8 92.6	92.6	95.3	95.5	94.7	91.9	93.1	93.3	95.4	95.3	95.0	94.1	97.8% 92.6%	97.8% 94.1%
2011-2013	average	92.0	92.0	95.5	95.5	94.7	91.9	93.1	95.5	93.4	95.5	95.0	94.1	92.0%	94.170
SYSTEM	2011	96.4	89.8	96.8	96.2	94.8	91.1	87.3	92.7	93.8	93.7	94.0	95.6	96.4%	93.6%
excluding	2012	94.3	97.4	96.1	97.2	96.3	94.7	94.0	95.2	96.2	95.9	95.8	96.9	94.3%	95.8%
South Shore	2013	96.8	96.1	96.7	95.7	95.9	92.4	94.0	95.2	96.4	95.9	95.1	93.8	96.8%	95.4%
	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	85.6%	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	94.9%	96.2%
	2016	95.8												95.8%	95.8%
2011-2015	average	93.6	93.1	96.3	96.6	95.8	93.4	93.3	95.0	96.0	95.7	95.7	96.1	93.6%	95.1%
Delays data for n	and monomt	month is	final (0)	/16/16) vo	rcion from	m TODS			D	(ONTIME\rep	() ID 1				2/17/2016

TABLE 2 (continued): ON-TIME PERFORMANCE BY LINE/BRANCH

P:\ONTIME\report\[Delays&TrainsByServPeriod.xls]OTPbyLine&Month 2/17/2016

'2011-2015 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

Due to changes in calculation methodology, on-time performance figures from May 2011 onward are not exactly comparable to prior months' figures.

TABLE 3: LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIMEJanuary 2016

			Minutes	Delay	
Line	Train	Date	Late		Delay Explanation
BNSF	1240	Wed, Jan 06	17	G	HAND LINING #2 SWITCH FAILING AT HIGHLANDS
80%	6 OT	Mon, Jan 11	7	CW	WORKING AROUND BROKEN WELD AT FVW MT2
		Mon, Jan 18 Mon, Jan 25	8 10	EW1 H1	FOLLOWING 1238 ACCOMODATING 1246S PASSENGERS
BNSF	1242	Mon, Jan 04	7		LATE FLIP FROM 1205 DUE TO SETTING OUT CAR IN HILL YARD, BRAKE FAILURE
	6 OT	Wed, Jan 06	16	G1	DELAYED BEHIND 1240
		Mon, Jan 11	8	CW	WORKING AROUND BROKEN WELD AT FVW MT2
		Mon, Jan 25	8	H1	TRAFFIC FROM 1246 DELAY
BNSF	1248	Tue, Jan 05	11	E1	FOLLOWING TRAFFIC FROM 1246/1228
80%	6 OT	Wed, Jan 13	9		FOLLOWING 1246, BOX 2 FVW AVE
		Tue, Jan 19 Mon, Jan 25	8	G H1	SWITCH FAILING TO NORMAL AT FVW 4A
BNSF	1279	Mon, Jan 23 Mon, Jan 11	19 7		ACCOMODATING 1246S PASSENGERS DELAYED ON MT2 @ CPK ACCT TRACK INDICATION BEHIND 1277
	6 OT	Wed, Jan 13	24		AMTRAK CTC FAILURE INSIDE CUS
007	001	Mon, Jan 25	13	N	CODE BROWN FAILURE AT WEST EOLA ALL 3 MT'S
		Fri, Jan 29	9	D	WORKED MT 3 AND FOLLOWING TRAFFIC AHEAD
BNSF	1281	Tue, Jan 05	10	DD	FREIGHT INTER.
75%	6 OT	Mon, Jan 11	11		BROKEN RAIL AT CPK
		Wed, Jan 13	26		AMTRAK CTC FAILURE INSIDE CUS
		Thu, Jan 28	7	U	ADA PASSENGER HANDLING
BNSF	1285	Fri, Jan 29 Mon, Jan 11	9 8	R1 CW	FOLLOWING 1373 BROKEN RAIL AT CPK
	6 OT	Wed, Jan 13	61		AMTRAK CTC FAILURE INSIDE CUS
157	001	Fri, Jan 22	8	I	SLOW PASSENGER HANDLING AND WAITING FOR FREIGHT TRAIN AT EOLA
		Wed, Jan 27	9	Ū	MULTIPLE ADA LIFTS
		Fri, Jan 29	12	R1	FOLLOWING 1373
BNSF	1371	Tue, Jan 05	9	FW1	TRAFFIC FROM 1210 DELAY
80%	6 OT	Mon, Jan 11	8	CW	
		Tue, Jan 12	9		FOLLOWING 1215, METX 191 NO HEAT
DNCE	1272	Tue, Jan 19	9	G	WAITING ON TRAFFIC DUE TO SWITCH FAILING TO NORMAL AT FVW 4A
BNSF	1373 6 OT	Tue, Jan 05 Thu, Jan 07	12 10	UF	LATE FLIP, CONGESTION AT FAIRVIEW AND HELD TO OPERATE WB TRAFFIC ADA LIFT ISSUES, CREW WAS UNABLE TO STOW LIFT
707	0 01	Mon, Jan 11	10		DEPARTED 2"ACCT DOOR STUCK OPEN ON 769 / STOPPED TO COPY BOX 2 / CPK BROKEN RAIL
		Wed, Jan 13	36		1283 COMBINED AND DEPARTED LATE, CUS AMTRAK FAILURE
		Thu, Jan 14	8	E1	4" DELAY AT CUS, DELAYED FURTHER FOLLOWING 1283
		Fri, Jan 29	12	R1	FOLLOWING 1283
ELML	116	Tue, Jan 05	20	JM	HAD A PSGR EMERGENCY AT HAZEL CREST, LOST 13M
80%	6 OT	Tue, Jan 12	12	J1	11M LATE DEPARTING DUE TO LATE ARRIVAL AT UP
		Thu, Jan 21	7	CC	SINGLE TRACKING AROUND D403
	01.41	Fri, Jan 29	10	J	10" 57TH ST. PASSENGER PROBLEM
MN	2141 6 OT	Mon, Jan 11 Wed, Jan 13	10 34	G1 GA	10" FOLLOWING #2139; ADA, STOP CN 40" LATE DEPARTING COMPUTER SERVER CRASH
007	001	Tue, Jan 19	34 17	F	5" DOOR PROBLEM; 12" DOOR PROBLEMS, ENROUTE
		Mon, Jan 25	10	D	3" FOLLOWING TRAIN TO A-3; 7" STOP SIGNAL, CN
MN	2147	Tue, Jan 12	28	DM1	28" FOLLOWING #2145
80%	6 OT	Wed, Jan 13	15	GA	31" LATE DEPART COMPUTER SERVER CRASH
		Mon, Jan 25	10	E1	10" LATE TURN FROM #2148
har	01.50	Wed, Jan 27	13	Fl	13" FOLLOWING #2143 & #2145
MN 800	2158	Mon, Jan 11	9		9" WAIT ON #2149 TO CLEAR, GRAYSLAKE
80%	6 OT	Tue, Jan 12 Wed, Jan 13	19 16	DM1 GA	22" WIT ON #2149 16" COMPUTER SERVER CRASH
		Fri, Jan 13	16 7	E1	10 COMPUTER SERVER CRASH 12" WAIT ON #2149
MW	2254	Mon, Jan 11	13	D1	12" LATE TURN FROM #2249; 3" WEATHER
	6 OT	Thu, Jan 14	8	I	8" LATE TURN FROM #2249 & ENTRAINING.
		Thu, Jan 21	15		14" LATE TURN FROM #2249
		Fri, Jan 22	29	G1	15" LATE TURN FROM #2249; 15" LOST HEP, RESET BREAKER HEP LCOO 118, NATIONAL ST
		Wed, Jan 27	8	GX1	
MW	2255	Mon, Jan 11	8	D1	8" LATE TURN FROM #2254
80%	6 OT	Wed, Jan 13	10	RD	13" FREIGHT & SIGNAL PROBLEMS, A-5
		Thu, Jan 21 Fri Jan 22	15 26		15" LATE TURN FROM #2254
NCS	110	Fri, Jan 22 Mon, Jan 11	26 60	G1 E1	28" LATE TURN FROM #2254 60" FOLLOWED THEN TIED ONTO #108 THAT HAD MECHANICAL PROBLEMS, COMBO UNIT 10 CARS 2
1100	110	Mon, Jan 11	00	11	ENGINES, MAKING ALL STOPS
80%	6 OT	Tue, Jan 12	8	А	3" FOLLOWING #108 FROM ANTIOCH; 5" X-TRAFFIC, DEVAL
		Thu, Jan 14	7	J	7" X-TRAFFIC, DEVAL; ENGINEER TALKING TO PD ABOUT KIDS THROWINGOBJECTS AT TRAINS DAILY,
					PRAIRIE VIEW
		Tue, Jan 26	8	А	3" FOLLOWING #108; 6" X-TRAFFIC, DEVAL.

TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME January 2016

			Minutes	Delay	
Line	Train D	ate	Late	Code	Delay Explanation
NCS	117	Wed, Jan 13	42	GA	45" LATE DEPART COMPUTER SERVER CRASH
80)% OT	Thu, Jan 21	14	GF1	14" WAIT ON #118 TO CLEAR
		Thu, Jan 28	12	G	4" 529A, APTAKISE RD; 10" STOP SIGNAL RESTRICTED SPEED, GRAYSLAKE
		Fri, Jan 29	22	E1	10" MEET #118, FRANKLIN PARK; 10" MEET #120, RAM; 1" STOP,DEVAL; 1" STOP, GRAYSLAKE
NCS	120	Tue, Jan 12	17		17" RAN ON CN BY WAY OF B-12 TO CUS
75	5% OT	Wed, Jan 13	15	GA	15" COMPUTER SERVER CRASH
		Thu, Jan 21	13	D1	10" WAIT ON #2147, CN; 5" HELD FOR #2250, FREIGHT ON #MT, A-5
		Wed, Jan 27	10	H1	13" WAIT ON #2147, GRAYSLAKE
		Fri, Jan 29	17	E1	22" LATE TURN FROM #113; 10" BY THE WAY OF CN
RI	415	Wed, Jan 06	14	G1	3M LATE OUT OF GRESHAM FOLLOWING RI303, 3M FOLLOWING RI303 FROM BI TO MOKENA
55	5% OT	Wed, Jan 13	15	Ι	7MIN IN ROUTE HEAVY PASSENGER LOADING
		Mon, Jan 18	9	A1	9" ENROUTE FOLLOWING RI303
		Tue, Jan 19	7	VE1	7M ENROUTE FOLLOWING RI303
		Wed, Jan 20	14	A1	DELAYED IN ROUTE FOLLOWING RI0303
		Thu, Jan 21	20	D	DELAYED DUE TO DE-RAILMENT
		Mon, Jan 25	6	A1	6M ENROUTE FOLLOWING RI303
		Tue, Jan 26	19	E1	10M ENROUTE FOLLOWING RI303 9M HICKORY CREEK COULD NOT GET ENG #203 TO LOAD, CUT OUT
		W/ 1 I 07	0	F 1	TRACTION MOTOR #3
DI	417	Wed, Jan 27	9	El	FOLLOWING RI303 EN ROUTE
RI	417	Wed, Jan 06	7	G1	3MINS LSS TO BI ADA, 3MINS FOLLOWING RI0415, 1MINS
65	5% OT	Wed, Jan 13	12	I1	4MIN BI TO NEW LENOX FOLLOWING 415 AND 3MIN WAITING ON 415 TO CLEAR IN YARD
		Mon, Jan 18	7	A1	7" ENROUTE FOLLOWING 303 AND 415, 2" CP RICHARDS WAITING ON 415 TO CLEAR
		Wed, Jan 20	10	A1 D	FOLLOWING BEHIND 415
		Thu, Jan 21	21	D	DELAYED DUE TO DE-RAILMENT
		Tue, Jan 26	21	E1	10M ENROUTE FOLLOWING RI303 & RI415. 14M HICKORY CREEK TO CP RICHARDS ST FOLLOWING
		Wed I 27	0	E1	RI415 W/ ENG TROUBLE (ENG 204)
RI	419	Wed, Jan 27 Tue, Jan 12	<u>8</u> 6	E1 IW	3MIN ADA LSS TO BI AND 5MINS FOLLOWING 415 SLOW UNIC ON POULTE
	419)% OT	,	90	E	SLOW UNLOADING EN-ROUTE
00	J70 UI	Thu, Jan 14 Thu, Jan 21	90 41	E D	LOST POWER AT 103RD AND HAD TO BE RESCUED BY 6002 DELAYED DUE TO DE-RAILMENT
		Tue, Jan 26	41 9	E1	7M CP PERSHING RUNNING AROUND RI617 (W/ ENG TROUBLE - ENG #204) 2M CP RICHARDS ST
		Tue, Jan 20	9	EI	WAITING ON RI417 TO CLEAR
RI	515	Wed, Jan 13	6	CC	2MIN FOR A101, 1MIN FLAG @127 AND ROBBINS, 2MIN IN ROUTE, 1MIN CAB SIGNAL.
)% OT	Mon, Jan 18	9	I	3" SPEED RESTRICTION MP 10.10, 2" WAITING ON INBOUND, 1" PAX LATE 123RD, ROBBINS, 2" FULL
00	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Mon, Jun 10			CONSIST.
		Tue, Jan 19	6	I	1M GRESHAM JCT W/9CAR TRAIN, 2M MP10.10 10MPH, 2M BV SUB 9CAR TRAIN, 2M HICKORY CRK
		rue, sun 19	0		WAITING ON RI518 TO CLEAR
		Thu, Jan 21	8	D	DELAYED DUE TO DE-RAILMENT.
RI	613	Wed, Jan 06	7	G1	3M FOLLOWING RI303 FROM 16TH ST., 4M FOLLOWING RI303 FROM BI TO MOKENA
	5% OT	Fri, Jan 08	19	M1	DELAYED DUE TO RI611 STRICKING CAR
		Wed, Jan 13	13	RD	HELD 2M AT LSS 5M @GRESHAM PER 10M RULE RESTRICED SIGNALS ALONG RTE TRNS AHEAD
		Thu, Jan 21	0	D1	FREIGHT DERAILMENT
		Thu, Jan 28	15	E1	10M DEPAARTURE DELAY, CREW NEEDED TO SET UP 412
RI	615	Fri, Jan 08	18	M1	DELAYED DUE TO RI611 STRICKING A CAR
	0% OT	Wed, Jan 13	7	А	3MIN ELIZ WAIT ON 10MIN AND 5MIN WAITING ON RI622
		Thu, Jan 21	25	D	DELAYED DUE TO DE-RAILMENT
L		Thu, Jan 28	11	E1	ENGINE 181 AND 10MIN RULE
RI	617	Fri, Jan 08	19	M1	DELAYED DUE TO RI611 STRICKING A CAR
80)% OT	Thu, Jan 21	28	D	DELAYED DUE TO DE-RAILMENT
		Tue, Jan 26	16	Е	19M 35TH ST TO GRESHAM TRAIN WENT INTO PENALTY FOR NO APPARENT REASON. HAD TO CUT
					OUT CAB SIGNALS
		Thu, Jan 28	7	E1	ENGINE 181 10 MINE
RI	619	Mon, Jan 04	9	RO	RED SIGNAL AT 15.6 5 MIN 3 MIN RESTRICTING YORK
75	5% OT	Wed, Jan 06	8	G	SIGNAL MALFUNCTION AND DROPPED AT 16TH AND CAME BACK UPG
		Fri, Jan 08	16	M1	DELAYED DUE TO RI611 STRICKING A TRAIN
		Thu, Jan 21	39	D	DELAYED DUE TO DE-RAILMENT
		Tue, Jan 26	19	E1	19M CP 81ST ST TO BI FOLLOWING RI617
		6/16) version fr	TODO		

Data is final (02/16/16) version from TOPS.

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A. A1 XA Passeger Train Interference Transportation CommUbble AD ADA XAD Non-Revenue Passeger Train Interference Transportation CommUbble AD ADA XAD Non-Revenue Passeger Train Interference Transportation CommUbble AW ANI XAW Passes Train Interference Transportation CommUbble AW AWI XAW Passes Train Interference Transportation CommUbble C C1 XC UnactedBalled Track Work Engineering CommUbble CA C1 XC Cata Marka Engineering Engineering CommUbble CH CHI CCT Engineering CommUbble CommUbble CH CCT CC XC Section Markancon Transportation CommUbble CH CHI CCT Engineering CommUbble CommUbble CH CHI CCT CommUbble CommUbble CommUbble CH CHI CCT<	Primary	Code Secondary	Primary Annulled	Definition	Delay Class	Responsibility
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AS AS1 XAS NICTD Train Interference Transportation Constrollable B B1 XB Human Error, Eg, Dejt. Engineering Constrollable C C1 XC Uncloadelingtherring Human Error Engineering Constrollable C C1 XC Uncloadelingtherring Engineering Constrollable C C1 XC Scheduled Track Work Engineering Constrollable CG CG1 XCT Scheduled Sciegal Work Engineering Constrollable CG CG1 XCT Scheduled Wire Work Engineering Constrollable CM CM1 XCM Scheduled Wire Work Engineering Constrollable CM CM1 XCM Scheduled Wire Work Engineering Constrollable DW D1 ND Freight Wire Work Engineering Constrollable DW XCM Mort Work (Work Work) Engineering Constrollable DW XD Freight Work (Work) Engineering Constrollable DW XD Freight Work (Work) Engineering Constrollable DE D1 XD Freight Crain Interfereex Transportation Co	AD	AD1	XAD	Non-Revenue Passenger Train Interference	Transportation	Controllable
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B B1 XB Human Error, Eng. Dept. Engineering Engineering Controllable C C1 XC Uncheduled Track Work Engineering Engineering Controllable C C4 CA AA Amark Engineering Engineering Controllable CC C1 XCC Scheduled Track Work Engineering Controllable CC C1 XCC Scheduled Wirk Work Engineering Controllable CH C1 XCC Scheduled Wire Work Engineering Controllable CH C41 XCM Switch Mafunction Track Dept.) Engineering Controllable CW CW CW ND Freight Preight Train Interference Trassportation Controllable DD DD ND Freight Mathematic Mafunction Trassportation Controllable DW ND Freight Mathematic Mafunction Mathematic Mathem	AS	AS1	XAS	NICTD Train Interference	Transportation	Controllable
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	VI.					
		VG1	XVG	Broken Gate Crossing Reported, Nothing Found	Incidental	Uncontrollable

TABLE 4: DELAY INCIDENT CODES AND DEFINITIONS

Effective January 1, 2014 Revised February 3 & March 12, 2014

P:\ONTIME\[#DelayClassificationTbl2012_v2014.xls]IncidentCodeTable 03/12/2014

TABLE 5: DELAY INCIDENT CODES SORTED BY CAUSE CATEGORY & CARRIER DESIGNATION

METRA/PSA DELAY CODES	METRA/PSA DELAY CODES (continued)	FOREIGN CARRIER DELAY CODES
CATEGORY	CATEGORY	CATEGORY
Codes	Codes	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
5 Passenger Loading	RN RN1 XRN Human Error, Job Action/Employee No Show (Non-CMS)	DE DE1 XDE Freight Mechanical Malfunction
I II XI Passenger Handling, Running Time	RO RO1 XRO Human Error, Tower Operator	DR DR1 XDR Freight-Human Error
IB IB1 XIB Passenger Handling, Bicycle	RZ RZ1 XRZ ETMS Train Crew Error	4 Accident
6 Lift Deployment	14 Sick, Injured, Unruly Passenger	DM DM1 XDM Freight-Accident/Incident
U U1 XU Accessibility Related (ADA)	J J1 XJ Passenger Problems/Removal	8 Signal/Switch Failure
UF UF1 XUF ADA Lift Failure	JM JM1 XJM Passenger Medical Emergency	GA GA1 XGA Signal/Switch Failure Amtrak (Signal Dept.)
7 Obstruction/Debris	15 Weather	GF GF1 XGF Signal/Switch Foreign Line
K K1 XK Obstruction On Tracks	AW AW1 XAW Pass. Train Interference, Weather	9 Track Work
KD KD1 XKD Train Struck Debris	CW CW1 XCW M of W Work, Weather	CA CA1 XCA Amtrak Engineering
KP KP1 XKP Suspicious Package(s)/Person(s)/Activity	EW EW1 XEW Locomotive Malfunction, Weather	11 Non-Locomotive Equipment Failure
8 Signal/Switch Failure	FW FW1 XFW Cab Car/TRL/MU Malfunction, Weather	FS FS1 XFS NICTD MU Malfunction
CM CM1 XCM Switch Malfunction (Track Dept.)	GW GW1 XGW Signal/Switch Malfunction Weather (Signal Dept.)	12 Locomotive Failure
G G1 XG Signal/Switch Malfunction (Signal Dept.)	IW IW1 XIW Passenger Handling, Weather	EA EA1 XEA Amtrak Locomotive/Car Malfunction
GM GM1 XGM Gate Crossing Malfunction	KW KW1 XKW Obstruction On Tracks. Weather	13 Human Error
GT GT1 XGT Telecom Failure	MW MW1XMW Right of Way Accident/Misc., Weather	BA BA1 XBA Amtrak Engineering Human Error
GX GX1 XGX Broken Gate Crossing	NW NW1 XNW Electricity Utility Failure, Weather	HS HS1 XHS Human Error, NICTD Mechanical Dept.
GZ GZ1 XGZ ETMS Signal Malfunction	OW OW1 XOW AC/DC System Failure, Weather	RA RA1 XRA Human Error, Amtrak Transportation
VG VG1 XVG Broken Gate Crossing Reported, Nothing Found	RW RW1 XRW Train Crew Issues, Weather	RF RF1 XRF Freight Dispatcher/Opr/Non-Freight Train Error
9 Track Work	UW UW1 XUW Accessibility, Weather	RS RS1 XRS Human Error, NICTD Transportation
C C1 XC Unscheduled Track Work	16 Other	14 Sick, Injured, Unruly Passenger
CC CC1 XCC Scheduled Track Work	L L1 XL Unauthorized People On Tracks/Near Miss	JA JA1 XJA Amtrak Passenger Problems/Removal
CF CF1 XCF Engineering Equipment Malfunction	N N1 XN Electricity Utility Failure	15 Weather
CG CG1 XCG Scheduled Signal Work	Q Q1 XQ Late Issuance of Track Warrant	DW DW1 XDW Freight Train Interference, Weather
CH CH1 XCH Contractor Failure	S S1 XS Operational (Efficiency) Testing	
10 Catenary Failure	T T1 XT Property Vandalism	
CO CO1 XCO Scheduled Wire Work	VE VE1 XVE Locomotive Problem Reported, Nothing Found	
O O1 XO AC/DC System Failure	VF VF1 XVF Cab Car Problem Reported, Nothing Found	
11 Non-Locomotive Equipment Failure	W W1 XW Gas Leak	
F F1 XF Cab Car/Trailer/MU Malfunction	1	
FZ FZ1 XFZ ETMS Malfunction on Cab Car		
12 Locomotive Failure	1	
E E1 XE Locomotive Malfunction	1	
EZ EZ1 XEZ ETMS Malfunction on Locomotive		
	•	

Effective January 1, 2014 Revised

Revised February 2, 2015

'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.

TABLES 6.a, 6.b, 6.c, & 6.d: FREQUENCY OF TRAIN DELAYS BY CONTROL AND LINE J

January 201	6
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			Electric			Milw					Union Pacific				
DELAY CONTROL	BNSF	ML	BI	SC	HER	Ν	W	NCS	RI	SWS	Ν	NW	W	SYST	EM
Controllable	56	19	5	10	5	29	38	17	54	4	18	17	18	290	41%
Semi-controllable	43	0	0	0	6	24	32	14	23	13	0	3	5	163	23%
Uncontrollable	46	34	3	16	1	14	13	3	49	11	32	25	7	254	36%
TOTAL TRAINS DELAYED	145	53	8	26	12	67	83	34	126	28	50	45	30	707	100%

January - Average Over Previous Four Years: 2012-2015

			Electric			Μ	ilw				U	nion Pac	ific		
DELAY CONTROL	BNSF	ML	BI	SC	HER	Ν	W	NCS	RI	SWS	Ν	NW	W	SYSTEM	
Controllable	61.3	38.5	19.0	12.5	2.0	59.3	26.3	15.8	39.0	10.0	23.8	27.8	31.5	366.5	30%
Semi-controllable	43.3	0.0	0.0	0.0	5.8	20.5	14.8	11.3	5.5	30.3	0.5	3.8	19.5	155.0	13%
Uncontrollable	120.5	85.8	22.3	21.8	4.0	87.3	69.8	19.8	77.0	16.0	50.0	68.5	60.0	702.5	57%
TOTAL TRAINS DELAYED	225.0	124.3	41.3	34.3	11.8	167.0	110.8	46.8	121.5	56.3	74.3	100.0	111.0	1,224.0	100%

January 2016 Divergence From January Average Over Previous Four Years

			Electric			M	ilw				Uı	nion Paci	fic		
DELAY CONTROL	BNSF	ML	BI	SC	HER	Ν	W	NCS	RI	SWS	Ν	NW	W	SYS	ГЕМ
Controllable	-5.3	-19.5	-14.0	-2.5	3.0	-30.3	11.8	1.3	15.0	-6.0	-5.8	-10.8	-13.5	-76.5	15%
Semi-controllable	-0.3	0.0	0.0	0.0	0.3	3.5	17.3	2.8	17.5	-17.3	-0.5	-0.8	-14.5	8.0	-2%
Uncontrollable	-74.5	-51.8	-19.3	-5.8	-3.0	-73.3	-56.8	-16.8	-28.0	-5.0	-18.0	-43.5	-53.0	-448.5	87%
TOTAL TRAINS DELAYED	-80.0	-71.3	-33.3	-8.3	0.3	-100.0	-27.8	-12.8	4.5	-28.3	-24.3	-55.0	-81.0	-517.0	100%

January-January 2016															
			Electric			Mi	lw				Uı	nion Pacif	ïc		
DELAY CONTROL	BNSF	ML	BI	SC	HER	N	W	NCS	RI	SWS	Ν	NW	W	SYST	EM
Controllable	56	19	5	10	5	29	38	17	54	4	18	17	18	290	41%
Semi-controllable	43	0	0	0	6	24	32	14	23	13	0	3	5	163	23%
Uncontrollable	46	34	3	16	1	14	13	3	49	11	32	25	7	254	36%
TOTAL TRAINS DELAYED	145	53	8	26	12	67	83	34	126	28	50	45	30	707	100%

Data for current month is final (02/16/16) version from TOPS.

 $P:\label{eq:ontrol.xls} Is MonthRespByLine$ 02/17/2016

	EKDAY	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29			TOTAL
		Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr			
BNSF	r	3	9	3	1	3	14	3	35	4	0	8	13	1	0	4	11	0	2	1	11			126
Elec ·	-ML	0	1	0	0	0	2	8	0	0	0	22	3	3	1	4	0	0	2	1	1			48
	-BI	0	0	0	1	0	0	1	0	1	1	3	0	0	0	1	0	0	0	0	0			8
	-SC	0	0	0	0	0	0	3	0	1	2	2	6	0	0	4	0	0	0	0	1			19
Herita	age	1	1	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0			12
Milw	-N	1	1	0	3	0	13	11	21	0	1	0	3	0	0	1	4	0	4	0	1			64
	-W	10	0	1	0	1	8	1	18	2	4	1	5	2	3	5	3	1	3	0	1			69
NCS		1	0	0	1	0	3	3	7	1	2	0	1	0	4	1	1	1	1	1	6			34
RI		3	0	4	8	9	16	3	19	6	2	4	3	3	24	1	1	5	3	5	0			119
SWS		1	0	0	0	0	2	0	7	0	0	5	1	7	4	0	0	0	0	0	0			27
UP ·	-N	0	3	3	1	3	16	4	0	3	5	0	0	0	2	1	0	3	5	0	0			49
	-NW	0	0	3	0	0	1	2	1	0	0	5	2	1	16	0	1	1	1	1	6			41
	-W	<u>3</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>10</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>2</u>			<u>29</u>
SYST	ΈM	23	17	14	17	16	77	44 1	114	19	17	60	37	17	54	22	23	11	25	9	29			645
SATU	URDAY	2	9	16	23	30	т	OT	AL			OTT		X7/T	IUI	ID	AY	1	3	10	1.7			TOTAL
						00	1	UI				SUL	NDA	XY/H	101	\mathbf{m}		1	5	10	17	24	31	TOTAL
BNSF	7	2	0	7	2	1		014	12				ISF	Y/F	101	<u></u>		4	0	3	0	24 0	31 0	TOTAL 7
BNSF Elec -		2						012					SF	-ML		<u></u>								
Elec ·	-ML -BI		0	7	2	1		012	12			BN	ISF ec	-ML -BI				4	0 0 -	3 0 -	0 3	0 0 -	0	7
Elec ·	-ML	1	0 0	7 0	2 1	1 0		012	12 2			BN	ISF ec	-ML		110	A1	4	0	3	0	0	0	7
Elec ·	-ML -BI -SC	1 0	0 0 0	7 0 0	2 1 0	1 0 0	1	012	12 2 0			BN Ele	ISF ec	-ML -BI -SC				4 0 -	0 0 -	3 0 -	0 3	0 0 -	0 0 -	7 3 0
Elec ·	-ML -BI -SC age	1 0	0 0 0	7 0 0 0	2 1 0 1	1 0 0 0 -	1	012	12 2 0			BN Ele He	ISF ec rita;	-ML -BI -SC ge				4 0 -	0 0 -	3 0 -	0 3 - 2 -	0 0 -	0 0 -	7 3 0 4 0
Elec	-ML -BI -SC age	1 0 1 -	0 0 1 -	7 0 0	2 1 0	1 0 0		012	12 2 0 3 -			BN Ele He	ISF ec rita; lw	-ML -BI -SC ge				4 0 - 0 -	0 0 - 0 -	3 0 - 0 -	0 3	0 - 0 -	0 0 - 2 -	7 3 0 4
Elec	-MIL -BI -SC age -N	1 0 1 - 0	0 0 1 - 0	7 0 0 0 - 1	2 1 0 1 - 0	1 0 0 0 - 0		012	12 2 0 3 -			BN Ele He	ISF ec rita; lw	-ML -BI -SC ge -N				4 0 - 0 - 0	0 0 - 0 - 1	3 0 - 0 - 1	0 3 - 2 - 0	0 - 0 - 0	0 0 - 2 - 0	7 3 0 4 0 2
Elec	-MIL -BI -SC age -N	1 0 1 - 0	0 0 1 - 0	7 0 0 0 - 1	2 1 0 1 - 0	1 0 0 0 - 0		012	12 2 0 3 -			BN Ele He Mi	ISF ec ritaş lw	-ML -BI -SC ge -N				4 0 - 0 - 0	0 0 - 0 - 1	3 0 - 0 - 1	0 3 - 2 - 0	0 - 0 - 0	0 0 - 2 - 0	7 3 0 4 0 2 1
Elec Heritz Milw NCS	-MIL -BI -SC age -N	1 0 1 - 0 9 -	0 0 1 - 0 0	7 0 0 0 - 1 2 -	2 1 0 1 - 0 0	1 0 0 - 0 2 -	1	012	12 2 0 3 - 1 13 -			BN Ele He Mi	ISF ec ritaį lw CS	-ML -BI -SC ge -N				4 0 - 0 - 0 0	0 - 0 - 1 0 -	3 0 - 0 - 1 0 -	0 3 - 2 - 0 1 -	0 0 0 0	0 0 - 2 - 0 0 0	7 3 0 4 0 2 1 0
Elec Herita Milw NCS RI SWS	-MIL -BI -SC age -N	1 0 1 - 0 9 - 0	0 0 1 - 0 0 - 1	7 0 0 0 - 1 2 - 0	2 1 0 1 - 0 0 0 - 1	1 0 0 0 2 - 0 0	1	012	12 2 0 3 - 1 13 - 2			BN Eld He Mi NC RI	ISF ec rita; lw CS	-ML -BI -SC ge -N				4 0 - 0 - 0 0	0 - 0 - 1 0 -	3 0 - 0 - 1 0 -	0 3 - 2 - 0 1 -	0 0 0 0	0 0 - 2 - 0 0 0	7 3 0 4 0 2 1 0 5
Elec Heritz Milw NCS RI SWS UP	-ML -BI -SC age -N -W	1 0 1 - 0 9 - 0 0	0 0 1 - 0 0 - 1 0	7 0 0 0 - 1 2 - 0 0 0	2 1 0 1 - 0 0 - 1 1 1	1 0 0 2 - 0 0 0 0	1	012	12 2 0 3 - 1 13 - 2			BN Ek He Mi NC RI SV	(SF ec rita; lw CS VS	-MIL -BI -SC ge -N -W				4 0 - 0 0 - 0 0 - 0	0 0 - 0 - 1 0 - 1 - 1	3 0 - 0 - 1 0 - 3 - 3	0 3 - 2 - 0 1 - 1 -	0 0 - 0 0 - 0 0 -	0 0 - 2 - 0 0 - 0 -	7 3 0 4 0 2 1 0 5 0
Elec Herita Milw NCS RI SWS UP	-ML -BI -SC age -N -W	1 0 1 - 0 9 - 0 0 1	0 0 1 - 0 0 0 - 1 0 0 0	7 0 0 0 - 1 2 - 0 0 0 0	2 1 0 1 - 0 0 - 1 1 0 0	1 0 0 0 2 - 0 0 0 0 0 0	1	012	12 2 0 3 - 1 13 - 2			BN Ek He Mi NC RI SV	ISF ec rita; lw CS VS	-MIL -BI -SC ge -N -W				4 0 - 0 0 - 0 - 0 - 0 - 0	0 0 - 0 - 1 0 - 1 - 1 - 0	3 0 - 0 - 1 0 - 3 - 3 - 0	0 3 - 2 - 0 1 - 1 - 1 - 0	0 - 0 - 0 0 - 0 - 0 - 0	0 0 - 2 - 0 0 - 0 - 0 - 0	7 3 0 4 0 2 1 0 5 0 0 0

TABLE 7: NUMBER OF DELAYS BY DATEJanuary 2016

Data is final (02/16/16) version from TOPS.

TABLE 8.a:FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
January 2016

				Janua	ary 20									
CAUSE CATEGORY BNSF ML BI SC HER N W NCS RI SW													ïc	
					HER	-				SWS	Ν	NW	W	SYSTEM
Freight Interference - TOTAL	14	0	0	0	1	4	23	5	24	3	0	3	5	82
Freight Interference - Peak	6	0	0	0	1	1	10	1	11	0	0	1	1	32
Primary	5	0 0	0 0	0 0	1 0	1 0	6	1 0	10 1	0	0	1 0	1 0	26 6
Secondary	-	0	0				4	4	13	0	0	2		50 °
Freight Interference - Off-Peak	8 6	0	0	0 0	0 0	3 3	15	4	13	3 3	0	2	4	50 32
Secondary	2	0	0	0	0	5 0	3 10	5	4	3 0	0	1	4	52 18
Signal/Switch Failure - TOTAL	43	4	0	2	5	33	28	12	9	12	0	5	1	154
Signal/Switch Failure - Metra/PSA	10	. 4	0	2	0	13	19	3	9	1	0	5	1	67
Primary	4	2	0	0	0	6	10	2	4	1	0	5	1	35
Secondary	6	2	0	2	0	7	9	1	5	0	0	0	0	32
Signal/Switch Failure - Foreign	33	0	0	0	5	20	9	9	0	11	0	0	0	87
Primary	23	0	0	0	4	17	9	7	0	8	0	0	0	68
Secondary	10	0	0	0	1	3	0	2	0	3	0	0	0	19
Mechanical Failure - TOTAL	12	1	0	0	4	10	15	9	29	0	8	5	14	107
Mechanical Failure - Metra/PSA	12	1	0	0	4	10	15	9	29	0	8	5	14	107
Non-Locomotive Equipment Failure - Metra/PSA	2	1	0	0	0	5	2	0	0	0	5	0	10	25
Primary Secondary	2 0	1 0	0 0	0 0	0 0	2 3	1	0 0	0 0	0 0	2 3	0	3 7	11 14
Locomotive Failure - Metra/PSA	10	0	0	0	4	5	13	9	29	0	3	5	4	82
Primary	10	0	0	0	4	5	13	2	29 7	0	3	5 3	4	82 28
Secondary	6	0	0	0	1	4	9	7	22	0	1	2	2	54
Mechanical Failure - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Train Interference - TOTAL	0	5	1	1	1	3	0	4	7	0	0	0	0	22
Passenger Train Interference - Metra/PSA	0	2	0	0	0	0	0	4	7	0	0	0	0	13
Passenger Train Interference - Foreign	0	3	1	1	1	3	0	0	0	0	0	0	0	9
Accident - TOTAL	7	0	0	0	1	9	2	1	7	6	7	19	0	59
Accident - Metra/PSA	7	0	0	0	1	0	2	0	7	6	7	19	0	49
Accident - Foreign	0	0	0	0	0	9	0	1	0	0	0	0	0	10
Track Work - TOTAL	14	1	1	4	0	0	2	0	3	0	6	6	3	40
Track Work - Metra/PSA	14	1	1	4	0	0	2	0	3	0	6	6	3	40
Track Work - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Human Error - TOTAL	15	1	2	2	0	2	4	1	3	3	3	2	0	38
Human Error - Metra/PSA	15	1	2	2	0	0	3	1	3	0	1	2	0	30
Human Error - Foreign	0	0	0	0	0	2	1	0	0	3	2	0	0	8
Sick, Injured, Unruly Passenger - TOTAL	1	7	1	3	0	0	0	1	1	0	3	2	1	20
Sick, Injured, Unruly Passenger - Metra/PSA	1	7	1	3	0	0	0	1	1	0	3	2	1	20
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	29	25	2	8	0	4	5	0	32	1	20	0	3	129
Weather - Metra/PSA	29	25	2	8	0	4	5	0	32	1	20	0	3	129
Weather - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Loading - TOTAL	1	1	0	0	0	0	2	0	7	0	2	0	0	13
Lift Deployment - TOTAL Obstruction/Debris - TOTAL	5 2	1	0 0	0 5	0	1	0 2	0	2 0	03	0	1 2	1 2	11 18
	2 0	0 7	~		0	-	-	1 0	~		0	2	2	-
Catenary Failure - TOTAL	0	0	1 0	1 0	0	0	0 0	0	$0 \\ 2$	0	0	0	0	9 5
Other - TOTAL	2	0	0	0	0	0	0	0	2	0	1	0	0	5
TOTAL TRAINS DELAYED	145	53	8	26	12	67	83	34	126	28	50	45	30	707
Total Metra/PSA Delays	98	50	7	25	5	29	50	19	102	11	48	42	25	511
Total Foreign Carrier Delays	47	3	1	1	7	38	33	15	24	17	2	3	5	196

Data for current month is final (02/16/16) version from TOPS.

 $P:\label{eq:loss} P:\label{eq:loss} P:\label{e$

'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 8.b: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE

January - Average Over Previous Five Years: 2011-2015

J;	anuary	- Ave	0		reviou	s Five		<u>: 2011</u>	-2015					
			Electric				ilw				Uı	nion Paci	fic	
CAUSE CATEGORY	BNSF	ML	BI	SC	HER	Ν	W	NCS	RI	SWS	N	NW	W	SYSTEM
Freight Interference - TOTAL	25.4	0.0	0.0	0.0	3.8	16.2	10.8	10.0	5.4	15.2	0.8	3.2	20.0	110.8
Freight Interference - Peak	15.4	0.0	0.0	0.0	3.8	3.4	3.4	3.2	1.2	5.4	0.0	0.4	5.4	41.6
Primary	12.0	0.0	0.0	0.0	3.6	2.2	2.6	3.0	1.2	4.0	0.0	0.4	3.4	32.4
Secondary	3.4	0.0	0.0	0.0	0.2	1.2	0.8	0.2	0.0	1.4	0.0	0.0	2.0	9.2
Freight Interference - Off-Peak	10.0	0.0	0.0	0.0	0.0	12.8	7.4	6.8	4.2	9.8	0.8	2.8	14.6	69.2
Primary Secondary	7.4 2.6	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	7.2 5.6	6.0 1.4	6.2 0.6	3.6 0.6	7.2 2.6	0.6 0.2	2.0 0.8	11.8 2.8	52.0 17.2
Signal/Switch Failure - TOTAL	29.8	10.4	4.8	4.2	2.6	23.0	13.4	5.4	13.8	14.0	0.2	4.2	11.8	138.2
Signal/Switch Failure - Metra/PSA	13.8	10.4	4.8	4.2	1.2	20.0	13.4	4.4	13.6	2.4	0.8	4.2	11.8	103.0
Primary	7.8	7.8	3.8	3.8	1.2	10.8	5.8	1.8	10.6	1.8	0.6	3.2	5.6	64.4
Secondary	6.0	2.6	1.0	0.4	0.2	9.2	5.6	2.6	3.0	0.6	0.0	1.0	6.2	38.6
Signal/Switch Failure - Foreign	16.0	0.0	0.0	0.0	1.4	3.0	2.0	1.0	0.2	11.6	0.0	0.0	0.0	35.2
Primary	15.2	0.0	0.0	0.0	1.4	2.8	1.2	0.6	0.0	7.4	0.0	0.0	0.0	28.6
Secondary	0.8	0.0	0.0	0.0	0.0	0.2	0.8	0.4	0.2	4.2	0.0	0.0	0.0	6.6
Mechanical Failure - TOTAL	10.6	3.8	1.2	1.8	0.6	23.6	8.2	2.8	11.0	3.4	7.8	13.0	7.8	95.6
Mechanical Failure - Metra/PSA	10.4	3.8	1.2	1.8	0.6	21.4	8.2	2.8	11.0	3.4	7.8	13.0	7.8	93.2
Non-Locomotive Equipment Failure - Metra/PSA	3.8	3.8	1.2	1.8	0.2	3.2	4.0	0.2	2.4	1.4	4.6	2.8	3.2	32.6
Primary	1.8	1.4	0.4	1.0	0.2	0.6	1.2	0.0	1.6	0.8	1.0	0.8	2.0	12.8
Secondary	2.0	2.4	0.8	0.8	0.0	2.6	2.8	0.2	0.8	0.6	3.6	2.0	1.2	19.8
Locomotive Failure - Metra/PSA	6.6 2.2	0.0 0.0	0.0 0.0	0.0 0.0	0.4 0.4	18.2 3.4	4.2 2.0	2.6 0.6	8.6 3.2	2.0 0.6	3.2 1.0	10.2 2.8	4.6	60.6 17.6
Primary Secondary	2.2 4.4	0.0	0.0	0.0	0.4	3.4 14.8	2.0	0.6 2.0	3.2 5.4	0.0 1.4	2.2	2.8 7.4	1.4 3.2	43.0
Mechanical Failure - Foreign	0.2	0.0	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4
Passenger Train Interference - TOTAL	2.4	1.4	0.6	0.8	0.6	6.6	2.2	0.8	2.0	0.8	1.0	0.8	1.6	21.6
Passenger Train Interference - Metra/PSA	0.2	0.8	0.0	0.8	0.0	5.0	1.8	0.8	1.4	0.4	1.0	0.8	1.6	14.6
Passenger Train Interference - Foreign	2.2	0.6	0.6	0.0	0.6	1.6	0.4	0.0	0.6	0.4	0.0	0.0	0.0	7.0
Accident - TOTAL	7.0	0.0	0.0	1.0	0.2	13.6	8.6	0.4	4.6	0.0	4.8	5.8	4.2	50.2
Accident - Metra/PSA	1.4	0.0	0.0	1.0	0.2	13.6	8.6	0.4	4.4	0.0	4.8	5.8	4.2	44.4
Accident - Foreign	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	5.8
Track Work - TOTAL	9.8	12.6	7.6	1.6	0.0	7.2	1.8	4.2	1.8	0.4	2.6	1.6	2.8	54.0
Track Work - Metra/PSA	9.6	12.6	7.6	1.6	0.0	7.2	1.8	4.2	1.8	0.2	2.6	1.6	2.8	53.6
Track Work - Foreign	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.4
Human Error - TOTAL	15.6	5.0	1.8	1.2	0.6	6.6	2.2	2.2	6.4	3.0	8.8	4.6	5.4	63.4
Human Error - Metra/PSA	10.6	2.8	1.6	1.2	0.0	5.6	0.8	0.8	6.4	0.4	7.8	3.8	3.6	45.4
Human Error - Foreign	5.0	2.2	0.2	0.0	0.6	1.0	1.4	1.4	0.0	2.6	1.0	0.8	1.8	18.0
Sick, Injured, Unruly Passenger - TOTAL	2.4	6.6	1.2	1.8	0.2	1.8	1.2	0.0	1.6	0.0	3.0	4.0	2.6	26.4
Sick, Injured, Unruly Passenger - Metra/PSA	2.4	6.6	1.2	1.8	0.2	1.8	1.2	0.0	1.4	0.0	3.0	4.0	2.6	26.2
Sick, Injured, Unruly Passenger - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.2
Weather - TOTAL	80.2	55.8	14.4	14.0	2.6	39.2	39.8	13.4	46.6	11.0	29.8	38.0	35.4	420.2
Weather - Metra/PSA	79.8	55.8	14.4	14.0	2.6	39.2	39.2	13.4	46.6	10.8	29.8	38.0	35.4	419.0
Weather - Foreign	0.4	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.2	0.0	0.0	0.0	1.2
Passenger Loading - TOTAL	3.0	3.6	1.6	0.6	0.0	7.0	1.8	0.4	3.6	0.0	6.0	2.0	3.2	32.8
Lift Deployment - TOTAL	3.6	0.0	0.0	0.0	0.0	3.6	2.4	0.0	2.6	0.0	2.2	1.6	4.0	20.0
Obstruction/Debris - TOTAL	4.8	1.8	0.6	1.6	0.2	4.0	5.0	0.8	2.6	2.0	1.2	8.0	7.0	39.6
Catenary Failure - TOTAL	0.0	2.8	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4
Other - TOTAL	2.0	3.6	0.2	1.0	0.0	2.2	2.6	1.2	2.4	1.6	2.6	2.6	1.6	23.6
TOTAL TRAINS DELAYED	196.6	107.4	34.6	29.6	11.4	154.6	100.0	41.6	104.4	51.4	71.4	89.4	107.4	1,099.8
Total Metra/PSA Delays	141.6	104.6	33.8	29.6	5.0	130.6	84.8	29.2	97.8	21.2	69.6	85.4	85.6	918.8
Total Foreign Carrier Delays	55.0	2.8	0.8	0.0	6.4	24.0	15.2	12.4	6.6	30.2	1.8	4.0	21.8	181.0
Total Foreign Carrier Delays	55.0	2.0	0.0	0.0	0.4	24.0	13.2	12.4	0.0	50.2	1.0	т. 0	21.0	101.0

Data for latest month is final (02/16/15) version from TOPS.

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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.

January 20	16 Div	ergeno	e Fron	n Janı	iary A	verage	e Over	· Previ	ous Fi	ve Yea	rs			
			Electric			Mi	lw				U	nion Paci	fic	
CAUSE CATEGORY	BNSF	ML	BI	SC	HER	Ν	W	NCS	RI	SWS	Ν	NW	W	SYSTEM
Freight Interference - TOTAL	-11.4	0.0	0.0	0.0	-2.8	-12.2	12.2	-5.0	18.6	-12.2	-0.8	-0.2	-15.0	-28.8
Freight Interference - Peak	-9.4	0.0	0.0	0.0	-2.8	-2.4	6.6	-2.2	9.8	-5.4	0.0	0.6	-4.4	-9.6
Primary	-7.0	0.0	0.0	0.0	-2.6	-1.2	3.4	-2.0	8.8	-4.0	0.0	0.6	-2.4	-6.4
Secondary	-2.4	0.0	0.0	0.0	-0.2	-1.2	3.2	-0.2	1.0	-1.4	0.0	0.0	-2.0	-3.2
Freight Interference - Off-Peak	-2.0	0.0	0.0	0.0	0.0	-9.8	5.6	-2.8	8.8	-6.8	-0.8	-0.8	-10.6	-19.2
Primary Secondary	-1.4 -0.6	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	-4.2 -5.6	-3.0 8.6	-3.2 0.4	5.4 3.4	-4.2 -2.6	-0.6 -0.2	-1.0 0.2	-7.8 -2.8	-20.0 0.8
Signal/Switch Failure - TOTAL	13.2	-6.4	-4.8	-2.2	2.4	10.0	14.6	6.6	-4.8	-2.0	-0.8	0.8	-10.8	15.8
Signal/Switch Failure - Metra/PSA	-3.8	-6.4	-4.8	-2.2	-1.2	-7.0	7.6	-1.4	-4.6	-1.4	-0.8	0.8	-10.8	-36.0
Primary	-3.8	-5.8	-3.8	-3.8	-1.0	-4.8	4.2	0.2	-6.6	-0.8	-0.6	1.8	-4.6	-29.4
Secondary	0.0	-0.6	-1.0	1.6	-0.2	-2.2	3.4	-1.6	2.0	-0.6	-0.2	-1.0	-6.2	-6.6
Signal/Switch Failure - Foreign	17.0	0.0	0.0	0.0	3.6	17.0	7.0	8.0	-0.2	-0.6	0.0	0.0	0.0	51.8
Primary	7.8	0.0	0.0	0.0	2.6	14.2	7.8	6.4	0.0	0.6	0.0	0.0	0.0	39.4
Secondary	9.2	0.0	0.0	0.0	1.0	2.8	-0.8	1.6	-0.2	-1.2	0.0	0.0	0.0	12.4
Mechanical Failure - TOTAL	1.4	-2.8	-1.2	-1.8	3.4	-13.6	6.8	6.2	18.0	-3.4	0.2	-8.0	6.2	11.4
Mechanical Failure - Metra/PSA	1.6	-2.8	-1.2	-1.8	3.4	-11.4	6.8	6.2	18.0	-3.4	0.2	-8.0	6.2	13.8
Non-Locomotive Equipment Failure - Metra/PSA	-1.8	-2.8	-1.2	-1.8	-0.2	1.8	-2.0	-0.2	-2.4	-1.4	0.4	-2.8	6.8	-7.6
Primary Secondary	0.2 -2.0	-0.4 -2.4	-0.4 -0.8	-1.0 -0.8	-0.2 0.0	1.4 0.4	-0.2 -1.8	0.0 -0.2	-1.6 -0.8	-0.8 -0.6	1.0 -0.6	-0.8 -2.0	1.0 5.8	-1.8 -5.8
Locomotive Failure - Metra/PSA	3.4	0.0	0.0	0.0	3.6	-13.2	8.8	6.4	20.4	-2.0	-0.2	-5.2	-0.6	21.4
Primary	5.4 1.8	0.0	0.0	0.0	2.6	-15.2	0.0 2.0	0.4	20.4	-2.0	-0.2	-3.2	-0.6	21.4
Secondary	1.6	0.0	0.0	0.0	1.0	-10.8	6.8	5.0	16.6	-1.4	-1.2	-5.4	-1.2	11.0
Mechanical Failure - Foreign	-0.2	0.0	0.0	0.0	0.0	-2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-2.4
Passenger Train Interference - TOTAL	-2.4	3.6	0.4	0.2	0.4	-3.6	-2.2	3.2	5.0	-0.8	-1.0	-0.8	-1.6	0.4
Passenger Train Interference - Metra/PSA	-0.2	1.2	0.0	-0.8	0.0	-5.0	-1.8	3.2	5.6	-0.4	-1.0	-0.8	-1.6	-1.6
Passenger Train Interference - Foreign	-2.2	2.4	0.4	1.0	0.4	1.4	-0.4	0.0	-0.6	-0.4	0.0	0.0	0.0	2.0
Accident - TOTAL	0.0	0.0	0.0	-1.0	0.8	-4.6	-6.6	0.6	2.4	6.0	2.2	13.2	-4.2	8.8
Accident - Metra/PSA	5.6	0.0	0.0	-1.0	0.8	-13.6	-6.6	-0.4	2.6	6.0	2.2	13.2	-4.2	4.6
Accident - Foreign	-5.6	0.0	0.0	0.0	0.0	9.0	0.0	1.0	-0.2	0.0	0.0	0.0	0.0	4.2
Track Work - TOTAL	4.2	-11.6	-6.6	2.4	0.0	-7.2	0.2	-4.2	1.2	-0.4	3.4	4.4	0.2	-14.0
Track Work - Metra/PSA	4.4	-11.6	-6.6	2.4	0.0	-7.2	0.2	-4.2	1.2	-0.2	3.4	4.4	0.2	-13.6
Track Work - Foreign	-0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	-0.4
Human Error - TOTAL	-0.6	-4.0	0.2	0.8	-0.6	-4.6	1.8	-1.2	-3.4	0.0	-5.8	-2.6	-5.4	-25.4
Human Error - Metra/PSA	4.4	-1.8	0.4	0.8	0.0	-5.6	2.2	0.2	-3.4	-0.4	-6.8	-1.8	-3.6	-15.4
Human Error - Foreign	-5.0	-2.2	-0.2	0.0	-0.6	1.0	-0.4	-1.4	0.0	0.4	1.0	-0.8	-1.8	-10.0
Sick, Injured, Unruly Passenger - TOTAL	-1.4	0.4	-0.2	1.2	-0.2	-1.8	-1.2	1.0	-0.6	0.0	0.0	-2.0	-1.6	-6.4
Sick, Injured, Unruly Passenger - Metra/PSA	-1.4 0.0	0.4	-0.2	1.2	-0.2	-1.8	-1.2	1.0	-0.4	0.0	0.0	-2.0	-1.6	-6.2
Sick, Injured, Unruly Passenger - Foreign Weather - TOTAL	-51.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	-32.4	-0.2
Weather - Metra/PSA	-51.2	-30.8	-12.4	-0.0 -6.0	-2.6	-35.2	-34.8	-13.4	-14.6	-10.0	-9.8 -9.8	-38.0	-32.4	-291.2
Weather - Foreign	-30.8	-30.8	-12.4	-0.0	-2.0	-55.2	-34.2	-13.4	-14.0	-9.8	-9.8	-38.0	-52.4	-290.0
Passenger Loading - TOTAL	-2.0	-2.6	-1.6	-0.6	0.0	-7.0	0.2	-0.4	3.4	0.0	-4.0	-2.0	-3.2	-19.8
Lift Deployment - TOTAL	-2.0	-2.0	-1.0	-0.0	0.0	-2.6	-2.4	-0.4	-0.6	0.0	-4.0	-2.0	-3.2	-19.8
Obstruction/Debris - TOTAL	-2.8	-1.8	-0.6	0.0 3.4	-0.2	-2.0	-2.4	0.0	-0.0	1.0	-2.2	-0.0 -6.0	-5.0	-21.6
Catenary Failure - TOTAL	-2.8	4.2	-0.0	1.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	-0.0	0.0	-21.0
Other - TOTAL	0.0	-3.6	-0.2	-1.0	0.0	-2.2	-2.6	-1.2	-0.4	-1.6	-1.6	-2.6	-1.6	-18.6
TOTAL TRAINS DELAYED	-51.6	-54.4	-26.6	-3.6	0.6	-87.6	-17.0	-7.6	21.6	-23.4	-21.4	-44.4	-77.4	-392.8
Total Metra/PSA Delays	-43.6	-54.6	-26.8	-4.6	0.0	-101.6	-34.8	-10.2	4.2	-10.2	-21.6	-43.4	-60.6	-407.8
Total Foreign Carrier Delays	-8.0	0.2	0.2	1.0	0.6	14.0	17.8	2.6	17.4	-13.2	0.2	-1.0	-16.8	15.0

TABLE 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE January 2016 Divergence From January Average Over Previous Five Years

Data for current month is final (02/16/16) version from TOPS.

P:\ONTIME\report\[DelaysByCause.xlsm]LastMonthByLine 02/17/2016

'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.

January - January 2016 Electric Milw Union Pacific														
]	Electric			Mil	w				Un	ion Pacifi	с	
CAUSE CATEGORY	BNSF	ML	BI	SC	HER	Ν	W	NCS	RI	SWS	Ν	NW	W	SYSTEM
Freight Interference - TOTAL	14	0	0	0	1	4	23	5	24	3	0	3	5	82
Freight Interference - Peak	6	0	0	0	1	1	10	1	11	0	0	1	1	32
Primary	5	0	0	0	1	1	6	1	10	0	0	1	1	26
Secondary	1	0	0	0	0	0	4	0 4	1	0	0	0	0 4	6 50
Freight Interference - Off-Peak	-	0	0	0	0	3 3	13			-	0	2	4	50 32
Primary Secondary	6 2	0	0	0	0	5 0	3 10	3 1	9 4	3 0	0	1	4 0	52 18
Signal/Switch Failure - TOTAL	43	4	0	2	5	33	28	12	9	12	0	5	1	154
Signal/Switch Failure - Metra/PSA	10	4	0	2	0	13	19	3	9	1	0	5	1	67
Primary	4	2	0	0	0	6	10	2	4	1	0	5	1	35
Secondary	6	2	0	2	0	7	9	1	5	0	0	0	0	32
Signal/Switch Failure - Foreign	33	0	0	0	5	20	9	9	0	11	0	0	0	87
Primary	23	0	0	0	4	17	9	7	0	8	0	0	0	68
Secondary	10 12	0	0	0	4	3	0	9	29	3	0	5	0	19
Mechanical Failure - TOTAL		1	~			10	15	· · · ·			8	-	14	107
Mechanical Failure - Metra/PSA	12	1	0	0	4	10	15	9	29	0	8	5	14	107
Non-Locomotive Equipment Failure - Metra/PSA Primary	2 2	1	0	0 0	0 0	5 2	2 1	0 0	0 0	0 0	5	0	10 3	25 11
Secondary	2	0	0	0	0	2 3	1	0	0	0	2	0	3 7	11
Locomotive Failure - Metra/PSA	10	0	0	0	4	5	13	9	29	0	3	5	4	82
Primary	4	0	0	0	3	1	4	2	7	0	2	3	2	28
Secondary	6	0	0	0	1	4	9	7	22	0	1	2	2	54
Mechanical Failure - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Train Interference - TOTAL	0	5	1	1	1	3	0	4	7	0	0	0	0	22
Passenger Train Interference - Metra/PSA	0	2	0	0	0	0	0	4	7	0	0	0	0	13
Passenger Train Interference - Foreign	0	3	1	1	1	3	0	0	0	0	0	0	0	9
Accident - TOTAL	7	0	0	0	1	9	2	1	7	6	7	19	0	59
Accident - Metra/PSA	7	0	0	0	1	0	2	0	7	6	7	19	0	49
Accident - Foreign	0	0	0	0	0	9	0	1	0	0	0	0	0	10
Track Work - TOTAL	14	1	1	4	0	0	2	0	3	0	6	6	3	40
Track Work - Metra/PSA	14	1	1	4	0	0	2	0	3	0	6	6	3	40
Track Work - Foreign Human Error - TOTAL	0	0	2	0	0	2	0	0	0	0	0	2	0	0
Human Error - IOTAL Human Error - Metra/PSA	15	1	2	2	0	2	4	-	3	0	-	2	0	38
Human Error - Metra/PSA Human Error - Foreign	15	0	2 0	2	0	2	5 1	1	5 0	3	1 2	2	0	30 8
Sick, Injured, Unruly Passenger - TOTAL	1	7	1	3	0	0	0	1	1	0	3	2	1	20
Sick, Injured, Unruly Passenger - Metra/PSA	1	7	1	3	0	0	0	1	1	0	3	2	1	20
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	20
Weather - TOTAL	29	25	2	8	0	4	5	0	32	1	20	0	3	129
Weather - Metra/PSA	29	25	2	8	0	. 4	5	0	32	1	20	0	3	129
Weather - Foreign	0	0	0	Ő	Ő	0	0	Ő	0	0	0	Ő	0	0
Passenger Loading - TOTAL	1	1	0	0	0	0	2	0	7	0	2	0	0	13
Lift Deployment - TOTAL	5	1	0	0	0	1	0	0	2	0	0	1	1	11
Obstruction/Debris - TOTAL	2	0	0	5	0	1	2	1	0	3	0	2	2	18
Catenary Failure - TOTAL	0	7	1	1	0	0	0	0	0	0	0	0	0	9
Other - TOTAL	2	0	0	0	0	0	0	0	2	0	1	0	0	5
TOTAL TRAINS DELAYED	145	53	8	26	12	67	83	34	126	28	50	45	30	707
Total Metra/PSA Delays	98	50	7	25	5	29	50	19	102	11	48	42	25	511
Total Foreign Carrier Delays	47	3	1	1	7	38	33	15	24	17	2	3	5	196

TABLE 9.a: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE January - January 2016

Data for current month is final (02/16/16) version from TOPS.

 $P:\label{eq:continue} P:\label{eq:continue} P:\label{eq:continue$

'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.

Jar	uary -	Januar	y - Av	erage (Over P	revious		lears: 2	2011-20)15				
			Electric			Mi	lw				Ur	nion Pacif	ic	
CAUSE CATEGORY	BNSF	ML	BI	SC	HER	Ν	W	NCS	RI	SWS	Ν	NW	W	SYSTEM
Freight Interference - TOTAL	25.4	0.0	0.0	0.0	3.8	16.2	10.8	10.0	5.4	15.2	0.8	3.2	20.0	110.8
Freight Interference - Peak	15.4	0.0	0.0	0.0	3.8	3.4	3.4	3.2	1.2	5.4	0.0	0.4	5.4	41.6
Primary	12.0	0.0	0.0	0.0	3.6	2.2	2.6	3.0	1.2	4.0	0.0	0.4	3.4	32.4
Secondary	3.4	0.0	0.0	0.0	0.2	1.2	0.8	0.2	0.0	1.4	0.0	0.0	2.0	9.2
Freight Interference - Off-Peak	10.0	0.0	0.0	0.0	0.0	12.8	7.4	6.8	4.2	9.8	0.8	2.8	14.6	69.2
Primary Secondary	7.4 2.6	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	7.2 5.6	6.0 1.4	6.2 0.6	3.6 0.6	7.2 2.6	0.6 0.2	2.0 0.8	11.8 2.8	52.0 17.2
Signal/Switch Failure - TOTAL	29.8	10.4	4.8	4.2	2.6	23.0	13.4	5.4	13.8	14.0	0.2	4.2	11.8	138.2
Signal/Switch Failure - Metra/PSA	13.8	10.4	4.8	4.2	2.0	25.0	13.4	5.4 4.4	13.6	2.4	0.8	4.2	11.8	138.2
Primary	7.8	7.8	3.8	3.8	1.2	20.0	5.8	1.8	13.0	2.4	0.6	4.2 3.2	5.6	64.4
Secondary	6.0	2.6	1.0	0.4	0.2	9.2	5.6	2.6	3.0	0.6	0.2	1.0	6.2	38.6
Signal/Switch Failure - Foreign	16.0	0.0	0.0	0.0	1.4	3.0	2.0	1.0	0.2	11.6	0.0	0.0	0.0	35.2
Primary	15.2	0.0	0.0	0.0	1.4	2.8	1.2	0.6	0.0	7.4	0.0	0.0	0.0	28.6
Secondary	0.8	0.0	0.0	0.0	0.0	0.2	0.8	0.4	0.2	4.2	0.0	0.0	0.0	6.6
Mechanical Failure - TOTAL	10.6	3.8	1.2	1.8	0.6	23.6	8.2	2.8	11.0	3.4	7.8	13.0	7.8	95.6
Mechanical Failure - Metra/PSA	10.4	3.8	1.2	1.8	0.6	21.4	8.2	2.8	11.0	3.4	7.8	13.0	7.8	93.2
Non-Locomotive Equipment Failure - Metra/PSA	3.8	3.8	1.2	1.8	0.2	3.2	4.0	0.2	2.4	1.4	4.6	2.8	3.2	32.6
Primary	1.8	1.4	0.4	1.0	0.2	0.6	1.2	0.0	1.6	0.8	1.0	0.8	2.0	12.8
Secondary	2.0	2.4	0.8	0.8	0.0	2.6	2.8	0.2	0.8	0.6	3.6	2.0	1.2	19.8
Locomotive Failure - Metra/PSA	6.6	0.0	0.0	0.0	0.4	18.2	4.2	2.6	8.6	2.0	3.2	10.2	4.6	60.6
Primary Secondary	2.2 4.4	0.0 0.0	0.0 0.0	0.0 0.0	0.4 0.0	3.4 14.8	2.0 2.2	0.6 2.0	3.2 5.4	0.6 1.4	1.0 2.2	2.8 7.4	1.4 3.2	17.6 43.0
Mechanical Failure - Foreign	0.2	0.0	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4
Passenger Train Interference - TOTAL	2.4	1.4	0.6	0.8	0.6	6.6	2.2	0.8	2.0	0.8	1.0	0.8	1.6	21.6
Passenger Train Interference - Metra/PSA	0.2	0.8	0.0	0.8	0.0	5.0	1.8	0.8	1.4	0.0	1.0	0.8	1.6	14.6
Passenger Train Interference - Foreign	2.2	0.6	0.6	0.0	0.6	1.6	0.4	0.0	0.6	0.4	0.0	0.0	0.0	7.0
Accident - TOTAL	7.0	0.0	0.0	1.0	0.2	13.6	8.6	0.4	4.6	0.0	4.8	5.8	4.2	50.2
Accident - Metra/PSA	1.4	0.0	0.0	1.0	0.2	13.6	8.6	0.4	4.4	0.0	4.8	5.8	4.2	44.4
Accident - Foreign	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	5.8
Track Work - TOTAL	9.8	12.6	7.6	1.6	0.0	7.2	1.8	4.2	1.8	0.4	2.6	1.6	2.8	54.0
Track Work - Metra/PSA	9.6	12.6	7.6	1.6	0.0	7.2	1.8	4.2	1.8	0.2	2.6	1.6	2.8	53.6
Track Work - Foreign	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.4
Human Error - TOTAL	15.6	5.0	1.8	1.2	0.6	6.6	2.2	2.2	6.4	3.0	8.8	4.6	5.4	63.4
Human Error - Metra/PSA	10.6	2.8	1.6	1.2	0.0	5.6	0.8	0.8	6.4	0.4	7.8	3.8	3.6	45.4
Human Error - Foreign	5.0	2.2	0.2	0.0	0.6	1.0	1.4	1.4	0.0	2.6	1.0	0.8	1.8	18.0
Sick, Injured, Unruly Passenger - TOTAL	2.4	6.6	1.2	1.8	0.2	1.8	1.2	0.0	1.6	0.0	3.0	4.0	2.6	26.4
Sick, Injured, Unruly Passenger - Metra/PSA	2.4	6.6	1.2	1.8	0.2	1.8	1.2	0.0	1.4	0.0	3.0	4.0	2.6	26.2
Sick, Injured, Unruly Passenger - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.2
Weather - TOTAL	80.2	55.8	14.4	14.0	2.6	39.2	39.8	13.4	46.6	11.0	29.8	38.0	35.4	420.2
Weather - Metra/PSA	79.8	55.8	14.4	14.0	2.6	39.2	39.2	13.4	46.6	10.8	29.8	38.0	35.4	419.0
Weather - Foreign	0.4	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.2	0.0	0.0	0.0	1.2
Passenger Loading - TOTAL	3.0	3.6	1.6	0.6	0.0	7.0	1.8	0.4	3.6	0.0	6.0	2.0	3.2	32.8
Lift Deployment - TOTAL	3.6	0.0	0.0	0.0	0.0	3.6	2.4	0.0	2.6	0.0	2.2	1.6	4.0	20.0
Obstruction/Debris - TOTAL	4.8	1.8	0.6	1.6	0.2	4.0	5.0	0.8	2.6	2.0	1.2	8.0	7.0	39.6
Catenary Failure - TOTAL	0.0	2.8	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4
Other - TOTAL	2.0	3.6	0.2	1.0	0.0	2.2	2.6	1.2	2.4	1.6	2.6	2.6	1.6	23.6
TOTAL TRAINS DELAYED	196.6	107.4	34.6	29.6	11.4	154.6	100.0	41.6	104.4	51.4	71.4	89.4	107.4	1,099.8
Total Metra/PSA Delays	141.6	104.6	33.8	29.6	5.0	130.6	84.8	29.2	97.8	21.2	69.6	85.4	85.6	918.8
Total Foreign Carrier Delays	55.0	2.8	0.8	0.0	6.4	24.0	15.2	12.4	6.6	30.2	1.8	4.0	21.8	181.0

TABLE 9.b: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE

Data for latest month is final (02/16/15) version from TOPS.

P:\ONTIME\report\[DelaysByCause.xlsm]YTDByLine 02/17/2016

'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.

January - January 2016 Divergence From January - January Average Over Previous Five Years Electric Milw Union Pacific														
			Electric			Mi	lw				Uı	nion Pacif	ic	
CAUSE CATEGORY	BNSF	ML	BI	SC	HER	Ν	W	NCS	RI	SWS	Ν	NW	W	SYSTEM
Freight Interference - TOTAL	-11.4	0.0	0.0	0.0	-2.8	-12.2	12.2	-5.0	18.6	-12.2	-0.8	-0.2	-15.0	-28.8
Freight Interference - Peak	-9.4	0.0	0.0	0.0	-2.8	-2.4	6.6	-2.2	9.8	-5.4	0.0	0.6	-4.4	-9.6
Primary	-7.0	0.0	0.0	0.0	-2.6	-1.2	3.4	-2.0	8.8	-4.0	0.0	0.6	-2.4	-6.4
Secondary	-2.4	0.0	0.0	0.0	-0.2	-1.2	3.2	-0.2	1.0	-1.4	0.0	0.0	-2.0	-3.2
Freight Interference - Off-Peak	-2.0	0.0	0.0	0.0	0.0	-9.8	5.6	-2.8	8.8	-6.8	-0.8	-0.8	-10.6	-19.2
Primary	-1.4	0.0	0.0	0.0	0.0	-4.2	-3.0	-3.2	5.4	-4.2	-0.6	-1.0	-7.8	-20.0
Secondary	-0.6	0.0	0.0	0.0	0.0	-5.6	8.6	0.4	3.4	-2.6	-0.2	0.2	-2.8	0.8
Signal/Switch Failure - TOTAL	13.2	-6.4	-4.8	-2.2	2.4	10.0	14.6	6.6	-4.8	-2.0	-0.8	0.8	-10.8	15.8
Signal/Switch Failure - Metra/PSA	-3.8	-6.4	-4.8	-2.2	-1.2	-7.0	7.6	-1.4	-4.6	-1.4	-0.8	0.8	-10.8	-36.0
Primary Secondary	-3.8 0.0	-5.8 -0.6	-3.8 -1.0	-3.8 1.6	-1.0 -0.2	-4.8 -2.2	4.2 3.4	0.2 -1.6	-6.6 2.0	-0.8 -0.6	-0.6 -0.2	1.8 -1.0	-4.6 -6.2	-29.4 -6.6
Signal/Switch Failure - Foreign	17.0	0.0	0.0	0.0	3.6	17.0	7.0	8.0	-0.2	-0.6	0.0	0.0	0.0	51.8
Primary	7.8	0.0	0.0	0.0	2.6	17.0	7.8	6.4	-0.2	-0.0	0.0	0.0	0.0	39.4
Secondary	9.2	0.0	0.0	0.0	1.0	2.8	-0.8	1.6	-0.2	-1.2	0.0	0.0	0.0	12.4
Mechanical Failure - TOTAL	1.4	-2.8	-1.2	-1.8	3.4	-13.6	6.8	6.2	18.0	-3.4	0.2	-8.0	6.2	11.4
Mechanical Failure - Metra/PSA	1.6	-2.8	-1.2	-1.8	3.4	-11.4	6.8	6.2	18.0	-3.4	0.2	-8.0	6.2	13.8
Non-Locomotive Equipment Failure - Metra/PSA	-1.8	-2.8	-1.2	-1.8	-0.2	1.8	-2.0	-0.2	-2.4	-1.4	0.4	-2.8	6.8	-7.6
Primary	0.2	-0.4	-0.4	-1.0	-0.2	1.4	-0.2	0.0	-1.6	-0.8	1.0	-0.8	1.0	-1.8
Secondary	-2.0	-2.4	-0.8	-0.8	0.0	0.4	-1.8	-0.2	-0.8	-0.6	-0.6	-2.0	5.8	-5.8
Locomotive Failure - Metra/PSA	3.4	0.0	0.0	0.0	3.6	-13.2	8.8	6.4	20.4	-2.0	-0.2	-5.2	-0.6	21.4
Primary	1.8	0.0	0.0	0.0	2.6	-2.4	2.0	1.4	3.8	-0.6	1.0	0.2	0.6	10.4
Secondary	1.6	0.0	0.0	0.0	1.0	-10.8	6.8	5.0	16.6	-1.4	-1.2	-5.4	-1.2	11.0
Mechanical Failure - Foreign	-0.2	0.0	0.0	0.0	0.0	-2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-2.4
Passenger Train Interference - TOTAL	-2.4	3.6	0.4	0.2	0.4	-3.6	-2.2	3.2	5.0	-0.8	-1.0	-0.8	-1.6	0.4
Passenger Train Interference - Metra/PSA	-0.2	1.2	0.0	-0.8	0.0	-5.0	-1.8	3.2	5.6	-0.4	-1.0	-0.8	-1.6	-1.6
Passenger Train Interference - Foreign	-2.2	2.4	0.4	1.0	0.4	1.4	-0.4	0.0	-0.6	-0.4	0.0	0.0	0.0	2.0
Accident - TOTAL	0.0	0.0	0.0	-1.0	0.8	-4.6	-6.6	0.6	2.4	6.0	2.2	13.2	-4.2	8.8
Accident - Metra/PSA	5.6	0.0	0.0	-1.0	0.8	-13.6	-6.6	-0.4	2.6	6.0	2.2	13.2	-4.2	4.6
Accident - Foreign	-5.6	0.0	0.0	0.0	0.0	9.0	0.0	1.0	-0.2	0.0	0.0	0.0	0.0	4.2
Track Work - TOTAL	4.2	-11.6	-6.6	2.4	0.0	-7.2	0.2	-4.2	1.2	-0.4	3.4	4.4	0.2	-14.0
Track Work - Metra/PSA	4.4	-11.6	-6.6	2.4	0.0	-7.2	0.2	-4.2	1.2	-0.2	3.4	4.4	0.2	-13.6
Track Work - Foreign	-0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	-0.4
Human Error - TOTAL	-0.6	-4.0	0.2	0.8	-0.6	-4.6	1.8	-1.2	-3.4	0.0	-5.8	-2.6	-5.4	-25.4
Human Error - Metra/PSA	4.4	-1.8	0.4	0.8	0.0	-5.6	2.2	0.2	-3.4	-0.4	-6.8	-1.8	-3.6	-15.4
Human Error - Foreign	-5.0	-2.2	-0.2	0.0	-0.6	1.0	-0.4	-1.4	0.0	0.4	1.0	-0.8	-1.8	-10.0
Sick, Injured, Unruly Passenger - TOTAL	-1.4	0.4	-0.2	1.2	-0.2	-1.8	-1.2	1.0	-0.6	0.0	0.0	-2.0	-1.6	-6.4
Sick, Injured, Unruly Passenger - Metra/PSA	-1.4	0.4	-0.2	1.2	-0.2	-1.8	-1.2	1.0 0.0	-0.4	0.0	0.0	-2.0	-1.6	-6.2
Sick, Injured, Unruly Passenger - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	0.0	-0.2
Weather - TOTAL	-51.2	-30.8	-12.4	-6.0	-2.6	-35.2	-34.8	-13.4	-14.6	-10.0	-9.8	-38.0	-32.4	-291.2
Weather - Metra/PSA	-50.8	-30.8	-12.4	-6.0	-2.6 0.0	-35.2	-34.2	-13.4	-14.6	-9.8	-9.8	-38.0	-32.4	-290.0
Weather - Foreign	-0.4	0.0	0.0	0.0	0.0	0.0	-0.6	0.0	0.0	-0.2	0.0	0.0	0.0	-1.2
Passenger Loading - TOTAL	-2.0	-2.6	-1.6	-0.6	0.0	-7.0	0.2	-0.4	3.4	0.0	-4.0	-2.0	-3.2	-19.8
Lift Deployment - TOTAL	1.4	1.0	0.0	0.0	0.0	-2.6	-2.4	0.0	-0.6	0.0	-2.2	-0.6	-3.0	-9.0
Obstruction/Debris - TOTAL	-2.8 0.0	-1.8 4.2	-0.6 0.4	3.4 1.0	-0.2 0.0	-3.0 0.0	-3.0 0.0	0.2 0.0	-2.6 0.0	1.0 0.0	-1.2 0.0	-6.0 0.0	-5.0 0.0	-21.6
Catenary Failure - TOTAL	0.0		-0.2	-1.0	0.0	-2.2		-1.2	-0.4	0.0 -1.6	-1.6			5.6
Other - TOTAL	0.0	-3.6	-0.2	-1.0	0.0	-2.2	-2.6	-1.2	-0.4	-1.0	-1.0	-2.6	-1.6	-18.6
TOTAL TRAINS DELAYED	-51.6	-54.4	-26.6	-3.6	0.6	-87.6	-17.0	-7.6	21.6	-23.4	-21.4	-44.4	-77.4	-392.8
Total Metra/PSA Delays	-43.6	-54.6	-26.8	-4.6	0.0	-101.6	-34.8	-10.2	4.2	-10.2	-21.6	-43.4	-60.6	-407.8
Total Foreign Carrier Delays	-8.0	0.2	0.2	1.0	0.6	14.0	17.8	2.6	17.4	-13.2	0.2	-1.0	-16.8	15.0
	0.0		0.2	1.5	0.0	15	17.0	2.0	17.1	10.2	0.2	1.5	10.0	10.0

TABLE 9.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE January - January 2016 Divergence From January - January Average Over Previous Five Years

Data for current month is final (02/16/16) version from TOPS.

P:\ONTIME\report\[DelaysByCause.xlsm]YTDByLine 02/17/2016

'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 10.a: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH

2016

CLUSE CLEECODY	Ŧ				2016	•			a	0.4		D	Ŧ	×
CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		- Jan
Freight Interference - TOTAL	82												82	11.6%
Freight Interference - Peak	32												32	4.5%
Primary Secondary	26 6												26 6	3.7% 0.8%
-														
Freight Interference - Off-Peak	50 32												50 32	7.1% 4.5%
Primary Secondary	52 18												32 18	4.5%
Signal/Switch Failure - TOTAL	154												154	21.8%
Signal/Switch Failure - Metra/PSA	67												67	9.5%
Primary	35												35	5.0%
Secondary	32												32	4.5%
Signal/Switch Failure - Foreign	87												87	12.3%
Primary	68												68	9.6%
Secondary	19												19	2.7%
Mechanical Failure - TOTAL	107												107	15.1%
Mechanical Failure - Metra/PSA	107												107	15.1%
Non-Locomotive Equipment Failure - Metra/PSA	25												25	3.5%
Primary	11												11	1.6%
Secondary	14												14	2.0%
Locomotive Failure - Metra/PSA	82												82	11.6%
Primary	28												28	4.0%
Secondary	54												54	7.6%
Mechanical Failure - Foreign	0												0	0.0%
Passenger Train Interference - TOTAL	22												22	3.1%
Passenger Train Interference - Metra/PSA	13												13	1.8%
Passenger Train Interference - Foreign	9												9	1.3%
Accident - TOTAL	59												59	8.3%
Accident - Metra/PSA	49												49	6.9%
Accident - Foreign	10 40												10 40	1.4%
Track Work - TOTAL														5.7%
Track Work - Metra/PSA	40												40	5.7%
Track Work - Foreign	0 38												0	0.0%
Human Error - TOTAL														5.4%
Human Error - Metra/PSA	30												30	4.2%
Human Error - Foreign	8												8	1.1%
Sick, Injured, Unruly Passenger - TOTAL	20												20	2.8%
Sick, Injured, Unruly Passenger - Metra/PSA	20 0												20 0	2.8% 0.0%
Sick, Injured, Unruly Passenger - Foreign	-													
Weather - TOTAL	129												129	18.2%
Weather - Metra/PSA	129												129	18.2%
Weather - Foreign	0												0	0.0%
Passenger Loading - TOTAL	13												13	1.8%
Lift Deployment - TOTAL	11												11	1.6%
Obstruction/Debris - TOTAL	18												18	2.5%
Catenary Failure - TOTAL	9 5												9	1.3%
Other - TOTAL	5												5	0.7%
TOTAL TRAINS DELAYED	707												707	100.0%
Total Metra/PSA Delays	511												511	72.3%
Total Foreign Carrier Delays	196												196	27.7%

Data for current month is final (02/16/16) version from TOPS.

P:\ONTIME\report\[DelaysByCause.xlsm]AllMonths 02/17/2016

'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.

18

TABLE 10.b: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH

2015

					2015									
CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		- Jan
Freight Interference - TOTAL	122	158	113	87	59	90	116	89	84	60	65	49	122	14.1%
Freight Interference - Peak	35	48	42	36	23	42	38	31	27	12	29	8	35	4.0%
Primary	24	33	24	24	13	25	26	19	16	9	22	5	24	2.8%
Secondary	11	15	18	12	10	17	12	12	11	3	7	3	11	1.3%
Freight Interference - Off-Peak	87	110	71	51	36	48	78	58	57	48	36	41	87	10.1%
Primary Secondary	63 24	86 24	59 12	42 9	28 8	38 10	56 22	42 16	48 9	41 7	31 5	33 8	63 24	7.3% 2.8%
Signal/Switch Failure - TOTAL	93	126	35	69	69	79	116	87	64	84	63	53	93	10.8%
Signal/Switch Failure - Metra/PSA	73	83	28	53	54	79 67	103	68	51	- 04 74	39	42	93 73	8.4%
Primary	38	65 54	28 25	29	34 30	42	63	32	34	35	39	42	7 S 38	0.4% 4.4%
Secondary	35	29	23	29 24	30 24	42 25	40	36	34 17	39	4	20 16	30	4.4%
Signal/Switch Failure - Foreign	20	43	7	16	15	12	13	19	13	10	24	11	20	2.3%
Primary	17	23	5	10	7	6	13	11	15	7	10	8	20	2.3%
Secondary	3	20	2	4	8	6	2	8	4	3	14	3	3	0.3%
Mechanical Failure - TOTAL	82	102	69	66	51	100	65	62	67	46	80	40	82	9.5%
Mechanical Failure - Metra/PSA	71	93	69	56	51	100	65	62	67	46	80	40	71	8.2%
Non-Locomotive Equipment Failure - Metra/PSA	27	19	22	17	8	35	28	11	11	5	12	8	27	3.1%
Primary	10	6	10	7	6	4	9	4	5	4	4	7	10	1.2%
Secondary	17	13	12	10	2	31	19	7	6	1	8	1	17	2.0%
Locomotive Failure - Metra/PSA	44	74	47	39	43	65	37	51	56	41	68	32	44	5.1%
Primary	16	25	14	17	15	14	15	22	24	14	20	18	16	1.8%
Secondary	28	49	33	22	28	51	22	29	32	27	48	14	28	3.2%
Mechanical Failure - Foreign	11	9	0	10	0	0	0	0	0	0	0	0	11	1.3%
Passenger Train Interference - TOTAL	13	19	6	7	16	27	12	10	3	8	9	10	13	1.5%
Passenger Train Interference - Metra/PSA	6	14	5	4	4	15	1	4	1	3	3	10	6	0.7%
Passenger Train Interference - Foreign	7	5	1	3	12	12	11	6	2	5	6	0	7	0.8%
Accident - TOTAL	29	35	60	60	20	59	29	13	27	73	44	50	29	3.4%
Accident - Metra/PSA	28	34	60	60	18	59	25	13	27	73	43	50	28	3.2%
Accident - Foreign	1	1	0	0	2	0	4	0	0	0	1	0	1	0.1%
Track Work - TOTAL	38	50	19	52	57	49	85	79	60	71	34	23	38	4.4%
Track Work - Metra/PSA	38	32	19	52	57	49	71	73	58	71	34	23	38	4.4%
Track Work - Foreign	0	18	0	0	0	0	14	6	2	0	0	0	0	0.0%
Human Error - TOTAL	32	67	103	31	40	45	148	41	65	43	44	34	32	3.7%
Human Error - Metra/PSA	24	45	90	17	28	40	57	29	37	22	34	28	24	2.8%
Human Error - Foreign	8	22	13	14	12	5	91	12	28	21	10	6	8	0.9%
Sick, Injured, Unruly Passenger - TOTAL	21	25	20	29	24	36	36	28	22	27	19	25	21	2.4%
Sick, Injured, Unruly Passenger - Metra/PSA	21	25	20	29	24	36	36	28	21	27	19	25	21	2.4%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	1	0	0	0	0	0.0%
Weather - TOTAL	335	395	17	10	3	59	17	22	22	12	83	39	335	38.7%
Weather - Metra/PSA	333	381	17	10	3	59	17	22	21	12	83	39	333	38.5%
Weather - Foreign	2	14	0	0	0	0	0	0	1	0	0	0	2	0.2%
Passenger Loading - TOTAL	20	21	42	21	44	98	124	101	23	27	21	38	20	2.3%
Lift Deployment - TOTAL	22	23	20	9	9	24	18	10	14	8	8	7	22	2.5%
Obstruction/Debris - TOTAL	31	71	8	34	48	49	34	61	30	44	25	52	31	3.6%
Catenary Failure - TOTAL	4	34	10	0	3	4	23	9	37	14	13	15	4	0.5%
Other - TOTAL	23	59	10	10	19	16	31	19	24	11	22	12	23	2.7%
TOTAL TRAINS DELAYED	865	1,185	532	485	462	735	854	631	542	528	530	447	865	100.0%
Total Metra/PSA Delays	694	915	398	355	362	616	605	499	411	432	424	381	694	80.2%
Total Foreign Carrier Delays	171	270	134	130	100	119	249	132	131	96	106	66	171	19.8%

Data for latest month is final (01/14/16) version from TOPS.

P:\ONTIME\report\[DelaysByCause.xlsm]AllMonths 02/17/2016

'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.

			20.	16 Dive	rgence	FIOIII	2015							
CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		- Jan
Freight Interference - TOTAL	-40												-40	-2.5%
Freight Interference - Peak	-3												-3	0.5%
Primary	2												2	0.9%
Secondary	-5												-5	-0.4%
Freight Interference - Off-Peak	-37												-37	-3.0%
Primary Secondary	-31 -6												-31 -6	-2.8% -0.2%
Signal/Switch Failure - TOTAL	61												61	-0.2%
0													-	
Signal/Switch Failure - Metra/PSA	-6 -3												-6 -3	1.0% 0.6%
Secondary	-3												-3	0.0%
Signal/Switch Failure - Foreign	67												67	10.0%
Primary	51												51	7.7%
Secondary	16												16	2.3%
Mechanical Failure - TOTAL	25												25	5.7%
Mechanical Failure - Metra/PSA	36												36	6.9%
Non-Locomotive Equipment Failure - Metra/PSA	-2												-2	0.4%
Primary	1												1	0.4%
Secondary	-3												-3	0.0%
Locomotive Failure - Metra/PSA	38												38	6.5%
Primary	12												12	2.1%
Secondary	26												26	4.4%
Mechanical Failure - Foreign	-11												-11	-1.3%
Passenger Train Interference - TOTAL	9												9	1.6%
Passenger Train Interference - Metra/PSA	7												7	1.1%
Passenger Train Interference - Foreign	2												2	0.5%
Accident - TOTAL	30												30	5.0%
Accident - Metra/PSA	21												21	3.7%
Accident - Foreign	9												9	1.3%
Track Work - TOTAL	_													1.3%
Track Work - Metra/PSA	2												2	1.3%
Track Work - Foreign Human Error - TOTAL	0												0	0.0%
													6	1.7%
Human Error - Metra/PSA	6 0												6	1.5%
Human Error - Foreign Sick, Injured, Unruly Passenger - TOTAL	-1		_										-1	0.2%
Sick, Injured, Unruly Passenger - IOTAL Sick, Injured, Unruly Passenger - Metra/PSA	-1 -1												-1 -1	0.4%
Sick, Injured, Unruly Passenger - Metra/PSA Sick, Injured, Unruly Passenger - Foreign	-1 0												-1 0	0.4%
Weather - TOTAL	-206												-206	-20.5%
Weather - Metra/PSA	-206												-206	-20.5%
Weather - Foreign	-204												-204	-20.3%
Passenger Loading - TOTAL	-2												-2	-0.2%
Lift Deployment - TOTAL	-11												-11	-0.5%
Obstruction/Debris - TOTAL	-11												-11	-1.0%
Catenary Failure - TOTAL	-13 5												-13	-1.0% 0.8%
Other - TOTAL	-18												-18	-2.0%
TOTAL TRAINS DELAYED	-158												-158	
Total Metra/PSA Delays	-183												-183	
Total Foreign Carrier Delays	25												25	

TABLE 10.c: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH 2016 Divergence From 2015

Data for current month is final (02/16/16) version from TOPS.

 $P:\label{eq:ontime} P:\label{eq:ontime} P:\l$ 02/17/2016

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.

			,	JUINU		oruary	4014	anu Ja	inuar y	2010				
]	Electric			Mi	w					ion Paci	fic	
	BNSF	ML	BI	SC	HER	Ν	W	NCS	RI	SWS	Ν	NW	W	SYSTEM
Feb-14	69	0	0	0	9	40	35	32	15	15	6	11	17	249
Mar-14	27	0	0	0	9	26	23	28	2	11	4	5	24	159
Apr-14	48	0	0	0	1	4	19	13	14	16	2	3	20	140
May-14	61	0	0	0	5	25	31	20	3	19	1	2	10	177
Jun-14	48	0	0	0	2	12	38	17	9	30	1	13	21	191
Jul-14	18	0	0	0	1	24	19	16	12	23	0	5	19	137
Aug-14	26	0	0	0	3	12	24	25	4	17	0	4	38	153
Sep-14	24	0	0	0	5	5	22	8	0	24	5	0	7	100
Oct-14	68	0	0	0	0	10	19	20	3	16	4	11	16	167
Nov-14	13	0	0	0	2	12	14	5	1	25	0	1	7	80
Dec-14	11	0	0	0	2	11	20	6	2	6	0	3	14	75
Jan-15	13	0	0	0	3	29	17	11	3	16	0	3	27	122
Total	426	0	0	0	42	210	281	201	68	218	23	61	220	1,750
Feb-15	5	0	0	0	4	31	14	26	2	19	5	13	39	158
Mar-15	18	0	0	0	3	3	12	12	3	16	5	7	34	113
Apr-15	8	0	0	0	6	11	4	13	4	12	4	9	16	87
May-15	20	0	0	0	4	5	2	8	2	9	0	3	6	59
Jun-15	12	0	0	0	4	11	1	9	3	24	0	6	20	90
Jul-15	23	0	0	0	1	11	0	3	12	17	0	18	31	116
Aug-15	13	0	0	0	8	7	5	11	4	17	0	0	24	89
Sep-15	20	0	0	0	1	9	6	11	14	6	0	2	15	84
Oct-15	16	0	0	0	0	5	4	3	3	11	0	3	15	60
Nov-15	15	0	0	0	7	0	4	7	5	10	3	6	8	65
Dec-15	9	0	0	0	2	4	4	5	4	5	0	1	15	49
Jan-16	14	0	0	0	1	4	23	5	24	3	0	3	5	82
Total	173	0	0	0	41	101	79	113	80	149	17	71	228	1,052

TABLE 11: FREIGHT DELAYSbetween February 2014 and January 2016

Data for current month is final (02/16/16) version from TOPS.

P:\ONTIME\report\[DelaysByCause.xlsm]Freight- YTD, 2 yrs 02/17/2016

2016

LINE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Lift Delays YTD	% of All Delays YTD
BNSF	5												5	3.45%
Electric ML	1												1	1.89%
Electric BI	0												0	0.00%
Electric SC	0												0	0.00%
HER	0												0	0.00%
Milw N	1												1	1.49%
Milw W	0												0	0.00%
NCS	0												0	0.00%
RI	2												2	1.59%
SWS	0												0	0.00%
UP N	0												0	0.00%
UP NW	1												1	2.22%
UP W	1												1	3.33%
Total Lift Delays	11												11	1.56%
ALL DELAYS														707

Data for current month is final (02/16/16) version from TOPS.

						-	-							
LINE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Lift Delays	% of All Delays All Year
				<u> </u>				_						
BNSF	6	7	8	1	1	2	7	1	3	3	1	0	40	2.70%
Electric ML	0	0	0	0	0	1	2	0	0	0	0	0	3	0.41%
Electric BI	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Electric SC	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
HER	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Milw N	4	9	0	1	2	2	0	0	2	1	2	0	23	2.51%
Milw W	4	1	1	1	1	11	2	3	0	1	1	1	27	4.35%
NCS	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
RI	0	1	1	0	1	0	5	1	2	1	0	1	13	2.17%
SWS	0	0	0	0	1	0	0	0	0	0	0	0	1	0.23%
UP N	0	0	0	1	2	1	2	2	5	0	0	0	13	2.56%
UP NW	5	0	1	3	1	3	0	1	2	1	2	1	20	2.79%
UP W	3	5	9	2	0	4	0	2	0	1	2	4	32	4.06%
Total Lift Delays	22	23	20	9	9	24	18	10	14	8	8	7	172	2.21%
ALL DELAYS														7,796

 $P:\label{eq:continue} P:\label{eq:continue} P:\label{eq:continue$

02/17/2016

	January 2016												~	
Minutes	BNSF		Electric	60	Her	Milwa		NCS	RI	SWS	N	UP	W	System
		ML	BI	SC		Ν	W				Ν	NW	w	
Peak *														
6-10	41	13	2	0	1	7	9	8	30	4	3	7	4	129
11-15	16	7	1	0	2	7	7	4	18	0	2	4	5	73
16-20	7	4	0	0	0	3	5	0	10	1	1	6	0	37
21+ Annulled	17	6		2	7		11	7	20	5	13	4	0	101 <u>20</u>
Ailliulleu	<u>5</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>4</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>20</u>
Sub-Total	86	30	3	2	12	28	34	21	82	10	20	22	10	360
Off-Peak **														
6-10	27	11	5	10	0	15	18	2	23	8	14	7	10	150
11-15	9	3	0	3	0	7	11	3	4	1	6	6	1	54
16-20	5	2	0	2	0	6	3	5	6	3	2	1	2	37
21+	13	6	0	5	0	10	15	3	9	6	7	6	6	86
Annulled	<u>5</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>1</u>	<u>20</u>
Sub-Total	59	23	5	24	0	39	49	13	44	18	30	23	20	347
January 20	16 Total													
6-10	68	24	7	10	1	22	27	10	53	12	17	14	14	279
11-15	25	10	1	3	2	14	18	7	22	1	8	10	6	127
16-20	12	6	0	2	0	9	8	5	16	4	3	7	2	74
21+	30	12	0	7	7	19	26	10	29	11	20	10	6	187
Annulled	<u>10</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>2</u>	<u>6</u>	<u>0</u>	<u>2</u>	<u>4</u>	<u>2</u>	40
TOTAL	145	53	8	26	12	67	83	34	126	28	50	45	30	707
2016 Year-t	to-Date													
6-10	68	24	7	10	1	22	27	10	53	12	17	14	14	279
11-15	25	10	1	3	2	14	18	7	22	1	8	10	6	127
16-20	12	6	0	2	0	9	8	5	16	4	3	7	2	74
21+	30	12	0	7	7	19	26	10	29	11	20	10	6	187
Annulled	<u>10</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>2</u>	<u>6</u>	<u>0</u>	<u>2</u>	<u>4</u>	<u>2</u>	<u>40</u>
TOTAL	145	53	8	26	12	67	83	34	126	28	50	45	30	707
		PE	RCENT	СОМР	OSITIC)N OF I	DELAY	S BY R	ANGE	OF DUI	RATION	N		
Minutes	BNSF		Electric	60	Her	Milwa		NCS	RI	SWS	N		***	System
		ML	BI	SC		Ν	W				Ν	NW	W	
January 20														
6-10	46.9%	45.3%	87.5%	38.5%	8.3%	32.8%	32.5%	29.4%	42.1%	42.9%	34.0%	31.1%	46.7%	39.5%
11-15				11.5%					17.5%					
16-20	8.3%	11.3%	0.0%	7.7%	0.0%	13.4%	9.6%	14.7%	12.7%	14.3%	6.0%	15.6%	6.7%	10.5%
21+	20.7%	22.6%	0.0%	26.9%	58.3%	28.4%	31.3%	29.4%	23.0%	39.3%	40.0%	22.2%	20.0%	26.4%
Annulled	<u>6.9%</u>	<u>1.9%</u>	<u>0.0%</u>	<u>15.4%</u>	<u>16.7%</u>	<u>4.5%</u>	<u>4.8%</u>	<u>5.9%</u>	<u>4.8%</u>	<u>0.0%</u>	<u>4.0%</u>	<u>8.9%</u>	<u>6.7%</u>	<u>5.7%</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%
2016 Year-t	to-Date I	Delays By	y Duratio	on										
6-10	46.9%	45.3%	87.5%	38.5%	8.3%	32.8%	32.5%	29.4%	42.1%	42.9%	34.0%	31.1%	46.7%	39.5%
11-15	17.2%	18.9%	12.5%	11.5%	16.7%	20.9%	21.7%	20.6%	17.5%	3.6%	16.0%	22.2%	20.0%	18.0%
16-20	8.3%	11.3%	0.0%	7.7%	0.0%	13.4%	9.6%	14.7%	12.7%	14.3%	6.0%	15.6%	6.7%	10.5%
21+	20.7%	22.6%	0.0%	26.9%	58.3%	28.4%	31.3%	29.4%	23.0%	39.3%	40.0%	22.2%	20.0%	26.4%
Annulled	<u>6.9%</u>	<u>1.9%</u>	0.0%	<u>15.4%</u>	<u>16.7%</u>	<u>4.5%</u>	4.8%	<u>5.9%</u>	4.8%	0.0%	<u>4.0%</u>	<u>8.9%</u>	<u>6.7%</u>	<u>5.7%</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%
*Includes pea	ak directio	on trains c	perating	during we	ekday pea	ak periods	. **Inclu	ides all o	ther week	day and w	eekend tr	ains.		

TABLE 13: FREQUENCY OF TRAIN DELAYS BY DURATIONJanuary 2016

Data for most recent month is final (02/16/16) version from TOPS.

	BNSF	I	Electric			Her Milwa		aukee NCS		SWS		System		
	-	ML	BI	SC		Ν	W				Ν	NW	W	Ĩ
January 2016														
Peak *	15.8	13.4	9.3	23.5	39.2	19.2	20.2	21.9	16.2	21.4	35.3	16.3	11.4	18.6
Off-Peak **	20.6	14.3	7.6	17.1		17.2	18.0	16.7	18.5	21.5	16.7	20.7	16.7	18.0
All	17.7	13.8	8.3	17.6	39.2	18.0	18.9	19.8	17.0	21.5	24.0	18.4	15.0	18.3
2016 Year-t	o-Date													-
Peak *	15.8	13.4	9.3	23.5	39.2	19.2	20.2	21.9	16.2	21.4	35.3	16.3	11.4	18.6
Off-Peak **	20.6	14.3	7.6	17.1		17.2	18.0	16.7	18.5	21.5	16.7	20.7	16.7	18.0
All	17.7	13.8	8.3	17.6	39.2	18.0	18.9	19.8	17.0	21.5	24.0	18.4	15.0	18.3

Excludes annulled trains, which do not have delay times.

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

Data for most recent month is final (02/16/16) version from TOPS.

 $P: ONTIME \ eport \ Delays By Duration.xls] Minutes By ServPeriod 2/17/2016$